Township of Langley

Est. 1873

REGULAR MEETING OF TOWNSHIP COUNCIL

Monday, November 22, 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 22, 2021

That Council adopt the agenda and receive the agenda items of the Regular Council meeting held November 22, 2021.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – November 1, 2021

That Council adopt the Minutes of the Regular Council meeting held November 1, 2021.

C. DELEGATIONS

D. PRESENTATIONS

Clerk's Note: A presentation and the following motion were referred by Council at the November 1, 2021 Regular Council meeting:

1. 2021 Housing Action Plan
Report 21-127
File CD LSP00014

That Council receive the presentation by staff regarding the 2021 Housing Action Plan.

D. PRESENTATIONS

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

Clerk's Note: A presentation and the following motion were referred by Council at the November 1, 2021 Regular Council meeting:

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

That Council receive the presentation by staff regarding the Draft Metro 2050 Regional Growth Strategy update.

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

Clerk's Note: The following amendment was included in the referral and is provided for Council's information:

REFERRED AMENDMENT
That the following be added as item number six (6) on the Township of Langley comments summary, Attachment B:

1. Portions of the Williams Neighbourhood Plan (NP) area, located on the northwest corner of 216 Street and 80 Avenue, are not designated as Business Park; but rather various forms of "Commercial" (Subject Lands);

2. The existing Metro Vancouver Regional Growth Strategy (MV 2040) designates both of these areas referenced in 1 above (designated Business Park and various Commercial in the Williams NP) as "Mixed Employment", with no distinction;

3. The areas designated as various forms of "Commercial" in the Williams NP are considered suitable for more intensive forms of mixed-use development, including residential uses, given their prominent location, unique geographic context and close proximity to employment-generating lands, institutional uses and a major transportation corridor.

Accordingly, the Mixed Employment designation of the Subject Lands is not supported, as it does not provide for potential residential uses.

Therefore, as part of an improved mixed-use development to better respond to the identified regional objectives of climate action, housing supply, walkability, residential proximity to employment, and housing affordability via additional supply, the designation of the Subject Lands

D. PRESENTATIONS

shall be amended to include residential uses as part of mixed use developments.

AMENDMENT TO THE AMENDMENT
That these comments are intended solely as commentary on the situation that Langley faces in regards to the Williams Neighbourhood Plan because of the categories that Metro 2050 uses in its Plan.

E. REPORTS TO COUNCIL

1. 2021 TransLink Grant Funding Agreement Adjustments
Report 21-131
File ENG 1855-60

That Council direct staff to update operating and capital budgets as presented to reflect changes to the 2021 TransLink program funding.

2. Interface Fire Management
Report 21-136
File PS 7130-01

That in response to changing climate conditions, Council direct staff to develop an Interface Fire Management plan to deal with Wildland Urban Interface fires; and

That Council authorize staff to submit a grant application to the Union of British Columbia Municipalities Community Resiliency Investment program for up to $50,000 in FireSmart Community Funding and supports.

3. Pilot Initiative Cooperation –
Temporary Non-Farm Use for the Purpose of Filming
Report 21-139
File MA 6750-01

That Council authorize staff to participate in a two-year pilot initiative with the Agricultural Land Commission (ALC) and Creative BC (CRBC) to enable temporary non-farm use for the purpose of filming on approved agriculturally-zoned private properties in the Township of Langley.

4. Proposed 2022 Council Calendar
Report 21-130
File ADM 0550-06

That Council approve the proposed 2022 Council Calendar, presented as Attachment A to this report.

E. REPORTS TO COUNCIL

5. Agricultural Land Commission Application No. 100392 (Campbell Valley Regional Park)
Report 21-133
File CD 07-01-0038

That Council refer the non-farm use application by Metro Vancouver for planned park improvements, including associated filling, for the existing Campbell Valley Regional Park to the provincial Agricultural Land Commission (ALC) for consideration of approval pursuant to procedural requirements of the ALC Act and applicable regulations.

6. Agricultural Land Commission Application No. 100393 (Reid / 5050 - 244 Street)
Report 21-138
File CD 11-03-0090

That Council advise the Agricultural Land Commission that the subdivision application submitted by the owner of the property located at 5050 – 244 Street within the Agricultural Land Reserve, complies with the minimum parcel size provisions of Suburban Residential SR-1 Zone of the Township's Zoning Bylaw and request consideration based on agricultural merits.

7. Willowbrook Community Plan Update Terms of Reference
Report 21-132
File CD LRP00020

That Council endorse the Terms of Reference for the Willowbrook Community Plan Update in the form presented substantially as Attachment A in this report.

8. Public Art Opportunity
Report 21-135
File ACCI 7970-01

That Council authorize staff to proceed with two Latimer Amenity Policy funded Public Art projects in accordance with the Public Art Policy and the approach outlined in this report; and

That this Public Art Project be given preapproval for inclusion in the 2022 Capital Budget as it has independent funding.

9. Draft Brookswood-Fernridge Neighbourhood Plans
Report 21-137
File CD LRP00015

That Council receive the Draft Brookswood-Fernridge Neighbourhood Plans report as it relates to the Booth, Fernridge, and Rinn Neighbourhood

E. REPORTS TO COUNCIL

Plans in advance of the last phase of public engagement to occur in early 2022 prior to the presentation of associated bylaws to Council for consideration of approval.

F. BYLAWS FOR FIRST AND SECOND READING

1. Official Community Plan Amendment and Rezoning Application No. 100206 and Development Permit Applications No. 101198 and 101290 (Qualico Developments (Vancouver) Inc. / 7711 – 206 Street) Bylaw No. 5747 Bylaw No. 5748 Report 21-134

File CD 08-23-0203

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (Qualico Developments (Vancouver) Bylaw 2021 No. 5747 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico Developments (Vancouver) Inc.) Bylaw 2021 No. 5748 rezoning a 0.95 ha (2.34 ac) portion of land located in the Yorkson Neighbourhood Plan Southwest Phase to Residential Zone R-1A and Residential Compact Lot Zones R-CL(A) and R-CL(B) to accommodate a residential development consisting of four (4) single family lots, remainder of two (2) single family lots, and a neighbourhood pocket park, 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 and Yorkson Engineering Services Plan;
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 road dedications, widenings, and necessary traffic improvements for 206 Street, 77A Avenue, 76B Avenue, and 205B Street, in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw, the Yorkson Neighbourhood Plan, and the Street Trees and Boulevard Plantings Policy;
4. Dedication and construction of a neighbourhood pocket park, an ecological greenway, wildlife tunnel crossing of 206 Street, and a 4.5 m wide street greenway along 206 Street, consistent with the Yorkson Neighbourhood Plan, including final acceptance of the park and greenway landscape design plans, sidewalk/trail alignment, wildlife tunnel, fencing, signage, landscape details and security;

F. BYLAWS FOR FIRST AND SECOND READING

5. Dedication of Streamside Protection and Enhancement Area consistent with Attachment B, including final acceptance of the streamside restoration and enhancement plans and details, and security;
6. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection);
7. Registration of a restrictive covenant acceptable to the Township prohibiting driveway access to 206 Street;
8. Compliance with the Community Amenity Contribution Policy, Willoughby Arterial Road Completion Amenity Policy and the requirements of the Yorkson Greenway Amenity Zoning Policy; and
9. 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 Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (Qualico Developments (Vancouver) Inc.) Bylaw 2021 No. 5747 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 and Resource Management Plan, Housing Needs Report, and with the consultation requirements of the Official Community Plan Consultation Policy (07-160);

That Council authorize the issuance of Development Permit No. 101198, at the time of final reading of Bylaw No. 5748, for the proposed single family portions of the development subject to the following conditions:

a. An exterior design control agreement shall be entered into for all lands zoned Residential Zone R-1A and Residential Compact Lot Zones R-CL(A) and R-CL(B) ensuring that building design and site development standards are high quality, consistent and compatible with other lots and development in accordance with Section 4.2.1 of the Yorkson Neighbourhood Plan;
b. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place;
c. Payment of supplemental Development Permit fees prior to its issuance;

That Council at time of final reading of Rezoning Bylaw No. 5748 authorize the issuance of Development Permit No. 101290 (streamside protection), to relocate and reconstruct on-site watercourses in accordance with Section 4.20 of Schedule 3 of the Official Community Plan subject to the following conditions:

F. BYLAWS FOR FIRST AND SECOND READING

a. Protection of Streamside Protection and Enhancement Development Permit Areas (SPEAs) as shown on Schedule A to the acceptance of the Township;
b. Township of Langley General Manager of Engineering and Community Development acceptance of a submission addressing information requirements outlined in Section 4.20 of Schedule 3 of Langley Official Community Plan Bylaw 1979 No. 1842;
c. Written designation of an Environmental Monitor for the project acknowledging the Environmental Monitor has the authority to stop any work(s) that, in the Environmental Monitor's opinion, have the potential to impact on SPEAs; and
d. Obtainment of relevant senior government environmental regulatory agency approvals and/or submission of notifications and provisions of copies of approval/submissions to the Township; and further

That Council authorize staff to schedule the required public hearing for Bylaws No. 5747 and 5748 in conjunction with the hearing for proposed Development Permits No. 101198 and 101290.

Explanation – Bylaw No. 5747

Bylaw 2021 No. 5747 amends Table 4.1 Residential Housing Mix and Densities of the Yorkson Neighbourhood Plan concerning the minimum density, unit type and unit mix provisions for lands designated Mixed Residential located at 7711 - 206 Street. The amendment will allow the development of four (4) single family lots.

Explanation – Bylaw No. 5748

Bylaw 2021 No. 5748 rezones a portion of the property located at 7711 - 206 Street from Suburban Residential Zone SR-2 to Residential Zone R-1A and Residential Compact Lot Zones R CL(A) and R-CL(B) to permit a single family development consisting of four (4) single family lots and two (2) remainder lots.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Highway Closing and Dedication Removal (662834 B.C. Ltd.) Amendment Bylaw No. 5578
Report 21-129
File ADM PM000766

That Council give first, second, and third reading to Highway Closing and Dedication Removal (662834 B.C. LTD.) Amendment Bylaw 2021 No. 5578.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

That notice of Council's intention to adopt the Bylaw be posted in accordance with section 94 of the Community Charter.

That pending a satisfactory outcome of the notice, the Bylaw be brought back to the next available Regular meeting for Final Adoption.

Explanation – Bylaw No. 5578

Bylaw 2021 No. 5578 amends the legal description and survey plan cited in Bylaw 2010 No. 4849.

H. BYLAWS FOR CONSIDERATION AT THIRD READING

I. BYLAWS FOR FINAL ADOPTION

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

   That Council give final 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.

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

   That Council give final 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.

I. BYLAWS FOR FINAL ADOPTION

3. Official Community Plan Amendment and Rezoning Application No. 100185 and Development Permit Application No. 101116 (SH1 Development Corporation / 20115 – 80 Avenue, 20106 – 82 Avenue and 8140 – 200 Street)
Bylaw No. 5586
Bylaw No. 5587
Report 20-46
File CD 08-26-0197

That Council give final reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 Amendment (SH1 Development Corporation) Bylaw 2020 No. 5586";

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (SH1 Development Corporation) Bylaw 2020 No. 5587".

Explanation – Bylaw No. 5586

Bylaw 2020 No. 5586 amends the Latimer Neighbourhood Plan to allow a semi-detached, townhouse and apartment development on lands located at 20115 – 80 Avenue, 20106 - 82 Avenue and 8140 – 200 Street.

Explanation – Bylaw No. 5587

Bylaw 2020 No. 5587 rezones land at 20115 – 80 Avenue, 20106 – 82 Avenue and 8140 - 200 Street from Suburban Residential Zone SR-2 to Residential Compact Lot Zone R-CL(SD) and Comprehensive Development Zone CD-144 to permit a comprehensive development consisting of semi-detached lots, an apartment building, townhouse live-work units and townhouse units.

Development Permit No. 101116

That Council authorize issuance of Development Permit No. 101116 (SH1 Development Corporation / 20115 – 80 Avenue, 20106 – 82 Avenue and 8140 – 200 Street) in accordance with Attachment A subject to the following conditions:

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

I. BYLAWS FOR FINAL ADOPTION

c. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place;
d. Registration of an easement securing the required visitor parking stalls for lands zoned Residential Compact Lot R-CL(SD);

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. Completion of the subdivision to create apartment and townhouse lots and 10 semi-detached lots;
d. Registration of party wall and common element maintenance agreements on the title of all Residential Compact Lot R-CL (SD) zoned lots;
e. On-site landscaping to be secured by letter of credit at building permit stage;
f. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place; and
g. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

Clerk's Note: Please note that all development prerequisites listed in the Community Development Division report to Council of March 23, 2020 attached to the Bylaw have been satisfactorily addressed. The Public Hearing for the Bylaws was held on April 20, 2020 with third reading also given on April 20, 2020. In accordance with Council policy, staff advise that the Public Hearing for the Bylaws was held more than a year prior to the proposed final reading date. Although resolution of the development prerequisite items was on-going and the on-site rezoning signs remained in place, the Bylaws were delayed due to a change of ownership.

4. Rezoning Application No. 100554 and
Development Permit Application No. 101050
(1155994 BC Ltd. / Flat Architecture / 20463 – 70 Avenue)
Bylaw No. 5608
Report 20-80
File CD 08-14-0215

That Council give final reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1155994 BC Ltd.) Bylaw 2020 No. 5608".

I. BYLAWS FOR FINAL ADOPTION

Explanation – Bylaw No. 5608

Bylaw 2020 No. 5608 rezones land at 20463 – 70 Avenue from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-115 to permit a comprehensive development consisting of 22 townhouse units.

Development Permit No. 101050

That Council authorize issuance of Development Permit No. 101050 (1155994 BC Ltd. / Flat Architecture / 20463 – 70 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;
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;
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.

Clerk's Note: Please note that all development prerequisites listed in the Community Development Division report to Council of June 15, 2020 attached to the Bylaw have been satisfactorily addressed. The written submission opportunity for the Bylaw was held on June 29, 2020 with third reading given on June 29, 2020.

I. BYLAWS FOR FINAL ADOPTION

5. Rezoning Application No. 100573 and Development Permit Application Nos. 101094 and 101095 (Janda Group Holdings Inc. / 3100 – 272 Street) Bylaw No. 5550 Report 20-07

File CD 13-20-0152

That Council give final reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Janda Group Holdings Inc.) Bylaw 2020 No. 5550".

Explanation – Bylaw No. 5550

Bylaw 2020 No. 5550 amends the Comprehensive Development Zone CD-31 by amending Section 931.6 to change the permitted height for two (2) buildings from 6 storeys to 10 storeys and 12 storeys.

Development Permit No. 101094

That Council authorize issuance of Development Permit No. 101094 (Janda Group Holdings Inc. / 3100 – 272 Street) (Phase 1 – Buildings A, B, C and D), in accordance with Attachment A subject to the following conditions:

a. Building plans being in substantial compliance with Schedules "A" through "V";
b. Section 107.5 of Township Zoning Bylaw No. 2500 being varied for parallel parking space width from a minimum 2.75 metres to 2.1 metres as shown in Schedule "F" of Development Permit No. 101094;
c. Landscape plans being in substantial compliance with Schedules "W" through "DD" and in compliance with the Township's Street Tree and Boulevard Planting Policy and Age Friendly Amenity Area requirements;
d. All signage being in compliance with Schedules "U" and "V' and the Township's Sign Bylaw, with the exception of the following variances:
    i. Section 8.1.2 of the Township's Sign Bylaw 2012 No. 4927 being varied to permit a maximum fascia sign area of 10 square metres (107.6 square feet) for 'Aldergrove Town Centre' signage as shown on Schedule "U";
e. Mechanical equipment and ground level service equipment to be screened from view by compatible architectural and landscape treatments;
f. All refuse areas to be located within the buildings;

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:

I. BYLAWS FOR FINAL ADOPTION

a. Payment of supplemental Development Permit application fees, applicable Development Cost Charges, and Building Permit administration fees;
b. Provision of an exterior lighting impact plan prepared by an electrical engineer in compliance with the provisions of the Township's Exterior Lighting Impact Policy;
c. Landscaping and boulevard treatment being secured by letter of credit at the Building Permit stage;
d. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place;
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;
f. Preparation of a CPTED (Crime Prevention Through Environmental Design) report to the acceptance of the Township and incorporation of its recommendations into the final development design.

Development Permit No. 101095

That Council authorize issuance of Development Permit No. 101095 (Janda Group Holdings Inc. / 3100 – 272 Street) in accordance with Attachment B subject to the following conditions:

a. Protection of Streamside Protection and Enhancement Development Permit Areas (SPEAs) consistent with Schedules A and B to the acceptance of the Township of Langley General Manager of Engineering and Community Development;
b. Township acceptance of a submission addressing information requirements outlined in Section 4.20 of Schedule 3 of Langley Official Community Plan Bylaw 1979 No. 1842 (as amended), including registration of restrictive covenant, enhancement and restoration plan and completion timeline, fencing and signage, and security;
c. Written designation of an Environmental Monitor for the project acknowledging the Environmental Monitor has the authority to stop any work(s) that, in the Environmental Monitor's opinion, have the potential to impact on SPEAs; and
d. Obtainment of relevant senior government environmental regulatory agency approvals and/or submission of notifications and provisions of copies of approval/submissions to the Township.

Clerk's Note: Please note that all development prerequisites listed in the Community Development Division report to Council of January 27, 2020 attached to the Bylaw have been satisfactorily addressed. Please note that pursuant to Council's resolution at third reading, staff have entered into a

I. BYLAWS FOR FINAL ADOPTION

provision agreement with the proponent based upon the framework outlined in the February 24, 2020 resolution. The Public Hearing for the Bylaw was held on February 10, 2020 with third reading given on February 24, 2020. In accordance with Council policy, staff advise that the Public Hearing for the Bylaw was held more than a year prior to the proposed final reading date. Although resolution of the development prerequisite items was on-going and the on-site rezoning signs remained in place, the Bylaw was delayed while the applicant was working to finalize the provision agreement.

J. CORRESPONDENCE

In an effort to make the community aware, the following proclamation has been requested:

1. Adoption Awareness Month
File 0630-01

That Council receive the letter from Cory Heavener and Renaa Bacy, Office of the Provincial Director of Child Welfare, requesting the month of November be proclaimed as Adoption Awareness Month.

Clerk's Note: Policy No. 01-021 approved by Council, September 18, 2000: No vote or action to be taken on proclamation requests.

K. MINUTES OF COMMITTEES

1. Agricultural Advisory and Economic Enhancement Committee – October 27, 2021
Heritage Advisory Committee – November 3, 2021
File 0540-20

That Council receive the Minutes of the Council Advisory Committee meetings as listed above.

2. Seniors Advisory Committee Recommended Motion
File 0540-20

That Council approve a presentation from the Seniors Advisory Committee on the proposed Age- and Dementia-friendly Action Plan at the December 13, 2021 Regular Council meeting.

Clerk's Note: Please note that the minutes of the November 17, 2021 Seniors Advisory Committee will be included in the December 13, 2021 Regular Council meeting agenda package.

L. MAYOR AND COUNCIL REPORT

M. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

N. ITEMS FROM PRIOR MEETINGS

The following item was referred at the October 4, 2021 Regular Council meeting:

1. Land Use Contract Discharge and Rezoning Application No. 100588 (McTaft Properties Ltd. / 6897 Glover Road and 21690 Smith Crescent)
Bylaw No. 5745
Bylaw No. 5746
Report 21-112
File CD 11-18-0001

Moved by Councillor Long,
Seconded by Councillor Whitmarsh,
That Council give first and second reading to Land Use Contract No. 31 Discharge (McTaft Properties Ltd.) Bylaw 2021 No. 5745, discharging Land Use Contract No. 31 from the properties located at 6897 Glover Road and 21690 Smith Crescent;

That Council give first and second reading to the Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (McTaft Properties Ltd.) Bylaw 2021 No. 5746 to rezone the properties to Comprehensive Development Zone CD-167, subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley's General Manger of Engineering and Community Development, prior to final reading:

1. Approval of the rezoning and land use contract discharge Bylaws by the provincial Ministry of Transportation and Infrastructure (MoTI);
2. Provision of a Traffic Impact Assessment (TIA) and securing of any required works and improvements to accommodate proposed uses, site access and public safety to ensure compliance with Transportation Canada Notice and Order (January 20, 2003), MoTI and Township requirements, as applicable, including, but not limited, to review of Smith Crescent, Glover Road (Highway 10), Crush Crescent intersections and all associated horizontal and vertical alignment challenges in the referenced road network;
3. Provision of a 3 m wide recreational trail within a statutory right of way along the Glover Road frontage in accordance with the Official Community Plan (OCP);
4. Registration of the following restrictive covenants securing a 15 m wide ALR buffer along the north, west and east property lines;
5. Payment of all applicable fees and charges, including supplemental rezoning fees; and

N. ITEMS FROM PRIOR MEETINGS

6. Consolidation of the subject lands; or provision of an access easement securing access to Smith Crescent for 6897 Glover Road over the property to the north (21690 Smith Crescent); and further

That Council authorize staff to schedule the required Public Hearing for Land Use Contract Discharge Bylaw No. 5745 and Rezoning Bylaw No. 5746.

AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor Arnason,
That the following uses be removed from the application:

- 7 – Parking of commercial vehicles;
- 9 – The light manufacture, assembly, repair, finishing and packaging of products including the construction of trailers, campers, recreational or commercial vehicles of modules;
- 10 – Transportation and trucking terminals and compounds including public transportation depots; and
- 11 – Warehousing, wholesaling and storage facilities excluding bulk energy storage facilities and the bulk storage of industrial chemicals, by-products and allied products.

REFERRAL
Moved by Councillor Richter,
Seconded by Councillor Ferguson,
That the motion and amendment be referred to staff for a legal opinion.
CARRIED

Councillors Long and Woodward opposed

Clerk's Note: Please refer to the memorandum from the Community Development Division included in the agenda package.

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

P. OTHER BUSINESS

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

1. Border Communities – Requirement for COVID-19 Test

Whereas the Township of Langley shares it southern border with the State of Washington;

P. OTHER BUSINESS

Whereas on November 8, 2021, the United States opened the land border between Canada and the United States for non-essential travel for fully vaccinated individuals;

Whereas it is mandated for travelers to have proof of a COVID-19 negative molecular test and proof of full vaccination to enter Canada; and

Whereas the requirement of the negative COVID-19 test may be both economically and medically challenging;

Therefore be it resolved that the Township of Langley Council join other border communities in their concern over the requirement for fully vaccinated individuals to provide a negative COVID-19 test; and further

Be it resolved that this motion be forwarded to the Members of Parliament representing the Township of Langley to advise of Council's concern.

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

2. Capital Contribution to New Langley Foundry

Whereas:

1. The establishment of a Foundry within the Langleys will significantly expand and improve non-judgemental support, mental and health, substance use and social services available to youth aged 12-24 within the Langleys;

2. Encompass anticipates that up 1,000+ youth will access the Foundry, with more anticipated as our population continues to annually increase by significant numbers;

3. The Langley Foundry location is less than a kilometre from the Township of Langley, and will mostly serve Township of Langley youth;

4. Significant additional capital funding is needed to complete the Foundry capital project, much needed within our Langley communities; and

5. The RCMP reserve net increased by approximately $2.3M since December 2020, making it an obvious and appropriate funding source to financially support the Foundry Langley capital project;

Therefore be it resolved that Council pre-approve a total contribution of $250,000 to the Langley Foundry capital project funded from the RCMP reserve, with $125,000 contributed within the 2022 budget, and $125,000 in 2023.

P. OTHER BUSINESS

3. Fireworks Reform

Whereas:

1. For the past three years calls for service related to fireworks without permit(s) have increased by at least 80%, with 93 in 2019, 151 in 2020 and 170 so far in 2021;

2. Only one permit for fireworks was issued in 2021, for a filming production, with no others even applied for, despite the rising occurrence of fireworks within the community, especially this past month; and

3. Fireworks can have significant impacts to household pets, rural animals and local wildlife with unscheduled, unknown and prolonged usage contrary to local bylaw(s);

Therefore be it resolved that staff prepare a report with options for potential bylaw amendments to the permit process for the purposes of displaying fireworks considering, but not limited to the following:

A. An outright ban;

B. Specification of a small number of known and confirmed celebration days that fireworks will be permitted, with all others not explicitly permitted thereby excluded; and

C. A possibly revised, streamlined and more approachable permit application and requirements for small displays to potentially be permitted on a small number of prescribed, known celebration dates and times only.

4. Provision of Mail-In Ballots for Municipal Elections

Whereas:

1. The Province of British Columbia has provided and now retained the option for municipalities to provide mail-in ballots for the upcoming Municipal and Board of Education Elections in 2022 and beyond;

2. The use of mail-in ballots for the 2020 Provincial Election in Langley and Langley East was used by many thousands of electors;

3. The Township of Langley successfully offered a mail-in ballot option during the most recent Board of Education by-election;

4. Continuation of the option of mail-in ballots provides for another, important, needed mechanism by which many people can and will vote, which, in and of itself, is a desirable, positive objective; and

P. OTHER BUSINESS

5. There is currently no consideration nor plan to provide the option of mail-in ballots by the Township of Langley at the next scheduled Municipal and Board of Education Election set for October 15, 2022;

Therefore be it resolved that staff be directed to plan for and include within the draft 2022 Election Bylaw for Council consideration in 2022:

A. A provision for mail-in ballots to be offered to electors, identical to those to be used during Advanced Voting opportunities and on Election Day;

B. Usability and technical improvements to the online registration and mail-in ballot insurance process to request a mail-in ballot, to make it easier and more streamlined;

C. Ability to return a mail-in ballot to an Advance Voting opportunity location and on Election Day; and

D. A provision for improved scrutineering, with identified, authorized scrutineers, with an ability to witness the review and verification of each ballot cast, similar to processes offered by Elections BC and Elections Canada.

5. Sidewalk Connection Along 216 Street from 47A Avenue

Be it resolved that Council refer consideration of a completed sidewalk connection along the east side of 216 Street from the transit stop located in front of 21605 - 47A Avenue to Five Corners to the 2022 budget process.

6. Reconsideration Fairness within Council Procedure Bylaw

Whereas:

1. Basic principles of representative democracy are that public input should be considered prior to any significant decision, and that final capital project decisions should not occur in Special Closed meetings; and

2. The specific, obscure process within a Council Procedure Bylaw should not allow for a minority of Members of Council to proceed with significant decisions, and take advantage of a Councillor’s absence to proceed with an item without a majority of support from Members of Council.

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.

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 D.1 - Section 90(1) (e) Property;
Item E.1 - Section 90(1) (a) Personnel;
Item E.2 - Section 90(1) (a) Personnel;
Item E.3 - Section 90(1) (a) Personnel;
Item F.1 - Section 90(1) (i) Solicitor-Client Privilege;
Item F.2 - Section 90(1) (g) Legal;
Item F.3 - Section 90(1) (a) Personnel;
Item H.1 - Section 90(1) (a) Personnel;
Item H.2 - Section 90(1) (a) Personnel;
Item H.3 - Section 90(1) (a) Personnel;
Item H.4 - Section 90(1) (e) Property; and
Item H.5 - Section 90(1) (a) Personnel; (g) Legal.

R. TERMINATE

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

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 – November 1, 2021

Moved by Councillor Ferguson,
Seconded by Councillor Davis,
That Council adopt the agenda and receive the agenda items of the Regular Council meeting held November 1, 2021.

AMENDMENT
Moved by Councillor Woodward,
Seconded by Councillor Kunst,
That item P.1 be removed from the agenda.
CARRIED

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

B. ADOPTION OF MINUTES

1. Regular Council Meeting – October 18, 2021

Moved by Councillor Kunst,
Seconded by Councillor Arnason,
That Council adopt the Minutes of the Regular Council meeting held October 18, 2021, as amended.
CARRIED

C. DELEGATIONS

D. PRESENTATIONS

E. REPORTS TO COUNCIL

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

Moved by Councillor Davis,
Seconded by Councillor Arnason,
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

CARRIED

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

Moved by Councillor Ferguson,
Seconded by Councillor Kunst,

E. REPORTS TO COUNCIL

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.
CARRIED

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

Moved by Councillor Whitmarsh,
Seconded by Councillor Kunst,
That Council endorse the 2021 Housing Action Plan, presented as Attachment A to this report.

REFERRAL
Moved by Councillor Richter,
Seconded by Councillor Woodward,
That the 2021 Housing Action Plan be referred to staff for a presentation to Council at the next Regular Council Meeting.
CARRIED

Councillors Ferguson and Long opposed

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

Moved by Councillor Kunst,
Seconded by Councillor Whitmarsh,
That Council receive the report on Fort Langley Community Plan and Streetscape Improvement Program for information.
CARRIED

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

Moved by Councillor Whitmarsh,
Seconded by Councillor Long,

F. BYLAWS FOR FIRST AND SECOND READING

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;

F. BYLAWS FOR FIRST AND SECOND READING

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

F. BYLAWS FOR FIRST AND SECOND READING

Bylaw No. 5735 in conjunction with the hearing for proposed Development Permit No. 101124.
CARRIED

Councillors Arnason and Richter opposed

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

Moved by Councillor Davis,
Seconded by Councillor Woodward,
That Council give first, second and third reading to "Highway Closing and Dedication Removal (Deol) Bylaw 2021 No. 5738".
CARRIED

Councillors Arnason and Richter opposed

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

Moved by Councillor Whitmarsh,
Seconded by Councillor Ferguson,
That Council give first, second and third reading to Local Area Service Bylaw 2021 No. 5751.
CARRIED

Councillor Arnason opposed

H. BYLAWS FOR CONSIDERATION AT THIRD 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

Moved by Councillor Long,
Seconded by Councillor Kunst,

H. BYLAWS FOR CONSIDERATION AT THIRD READING

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".
CARRIED

Councillors Arnason, and Richter opposed

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;
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

I. BYLAWS FOR FINAL ADOPTION

Moved by Councillor Davis,
Seconded by Councillor Whitmarsh
That Council give final reading to "Drainage Development Works Agreement (Mitchell Williams Pond DWA Inc.) Bylaw 2021 No. 5624".
CARRIED

Councillor Arnason opposed

J. CORRESPONDENCE

1. Remembrance Day Poppy Campaign
File 0320-20

Moved by Councillor Whitmarsh,
Seconded by Councillor Long,
That Council receive the letter from Madeline Roach, Royal Canadian Legion #265 and grant permission to hold their annual Remembrance Day Poppy campaign from October 29 to November 10, 2021.
CARRIED

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

Moved by Councillor Arnason,
Seconded by Councillor Whitmarsh,
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.
CARRIED

2. Council Process Committee Recommended Motion
File 0540-20

Moved by Councillor Long,
Seconded by Councillor Kunst,
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; and

K. MINUTES OF COMMITTEES

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

3. Council Process Committee Recommended Motion
File 0540-20

Moved by Councillor Kunst,
Seconded by Councillor Whitmarsh,
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.
CARRIED

Councillor Arnason opposed

L. MAYOR AND COUNCIL REPORT

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

M. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

Councillor Richter reported that she attended a Metro Vancouver Board meeting where they approved Surrey's motion for mixed-use industrial development over the Brookswood aquifer, bordering Langley. She commented that it will be crucial to protect the Brookswood aquifer and that a tree buffer will be needed, as well as truck traffic control.

Councillor Ferguson reported that he attended an Indigenous Relations Meeting and a Liquid Waste Management meeting,

N. ITEMS FROM PRIOR MEETINGS

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

Moved by Councillor Woodward,
Seconded by Councillor Davis,
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.

N. ITEMS FROM PRIOR MEETINGS

AMENDMENT
Moved by Councillor Woodward,
Seconded by Councillor Whitmarsh,
That the following be added as item number six (6) on the Township of Langley comments summary, Attachment B:

1. Portions of the Williams Neighbourhood Plan (NP) area, located on the northwest corner of 216 Street and 80 Avenue, are not designated as Business Park; but rather various forms of “Commercial” (Subject Lands);

2. The existing Metro Vancouver Regional Growth Strategy (MV 2040) designates both of these areas referenced in 1 above (designated Business Park and various Commercial in the Williams NP) as “Mixed Employment”, with no distinction;

3. The areas designated as various forms of “Commercial” in the Williams NP are considered suitable for more intensive forms of mixed-use development, including residential uses, given their prominent location, unique geographic context and close proximity to employment-generating lands, institutional uses and a major transportation corridor.

Accordingly, the Mixed Employment designation of the Subject Lands is not supported, as it does not provide for potential residential uses.

Therefore, as part of an improved mixed-use development to better respond to the identified regional objectives of climate action, housing supply, walkability, residential proximity to employment, and housing affordability via additional supply, the designation of the Subject lands shall be amended to include residential uses as part of mixed use developments.

AMENDMENT TO THE AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor Woodward,
That these comments are intended solely as commentary on the situation that Langley faces in regards to the Williams Neighbourhood Plan because of the categories that Metro 2050 uses in its Plan.

REFERRAL
Moved by Councillor Long,
Seconded by Councillor Kunst,
That the motion, amendment, amendment to the amendment, and concerns raised about the aquifer be referred to staff for a presentation at the next Regular Council Meeting.

AMENDMENT TO THE REFERRAL
That staff include any other comments that Council provides to staff in the next seven days.
CARRIED BY UNANIMOUS CONSENT

N. ITEMS FROM PRIOR MEETINGS

REFERRAL, AS AMENDED
The question was called on the Referral, as amended, and it was
CARRIED

Councillor Richter opposed

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

P. OTHER BUSINESS

1. Reconsideration Fairness within Council Procedure Bylaw

Item withdrawn

2. Election and Political Signs

Moved by Councillor Richter,
Seconded by Councillor Woodward,
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.
DEFEATED

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

Q. MOTION TO RESOLVE INTO SPECIAL CLOSED MEETING

Moved by Councillor Davis,
Seconded by Councillor Kunst,
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.
CARRIED

R. TERMINATE

Moved by Councillor Davis,
Seconded by Councillor Kunst,
That the meeting terminate at 3:32pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

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

TABLE OF CONTENTS

Executive summary	**2**
Introduction	**4**
Purpose of this plan	4
The housing wheelhouse	6
Creating the Housing Action Plan	7
Policy alignment	7
Challenges and opportunities	**8**
Roles and responsibilities	**12**
Action plan	**13**
Goals	13
Priorities and actions	14
Implementation	**19**
Cost and resource estimates	19
Monitoring and reporting	20
Appendix A – Roles and responsibilities	**21**
Appendix B – Implementation plan	**23**
Appendix C – Baseline data for success and progress indicators	**34**

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.

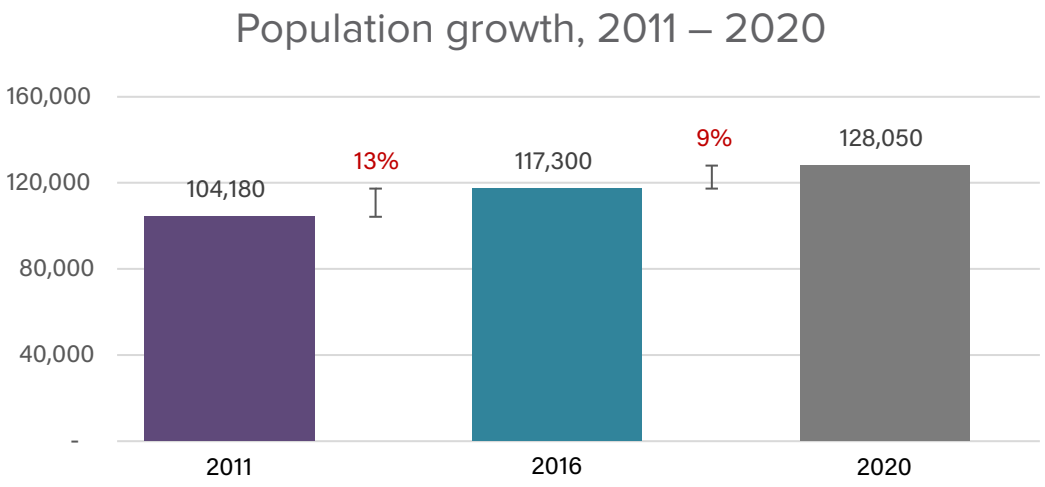
The Housing Action Plan is also informed by and complementary to the Official Community Plan (OCP), which was updated in 2016. The OCP is a policy-oriented document that guides sustainable growth and development, with a focus on land use planning. The Housing Action Plan is an action-oriented document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

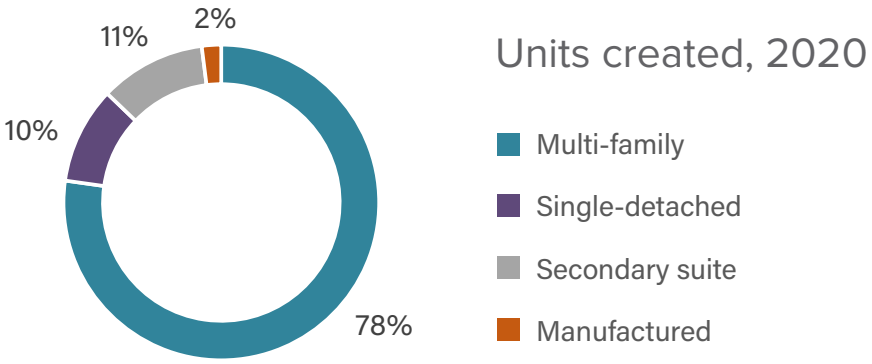
Challenges and opportunities

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.

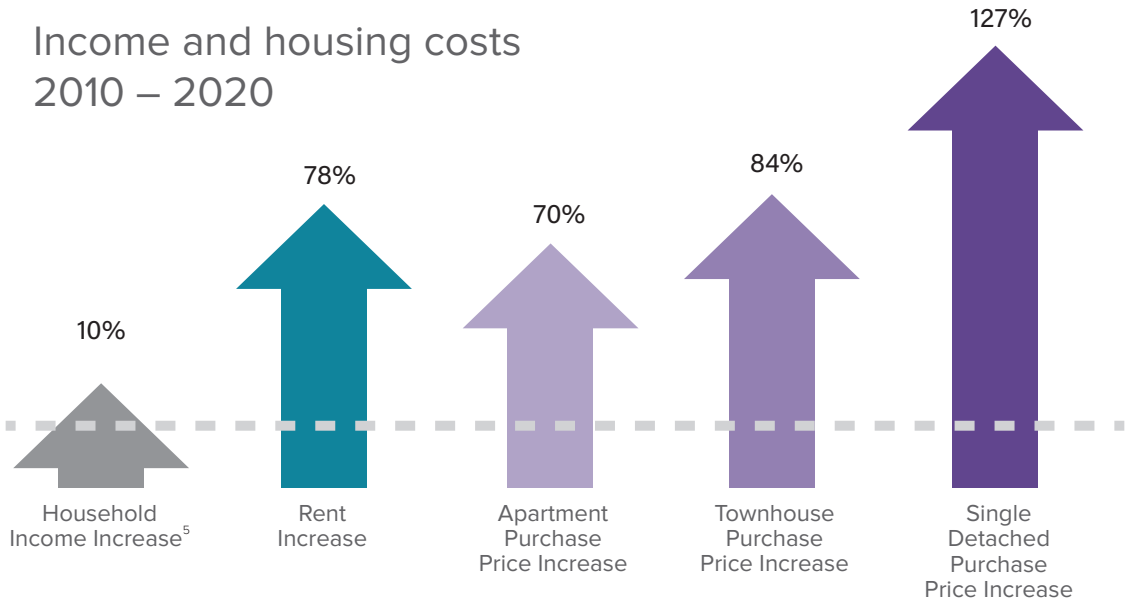




3. Refer to the 2020 Housing Needs Report for additional details and data sources.

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)

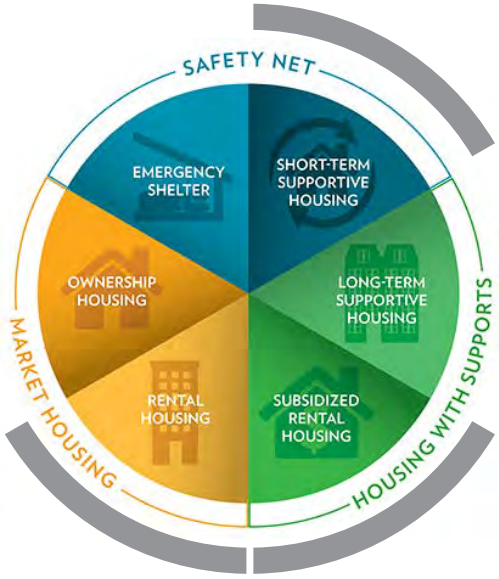
Will additional development costs lead to higher housing prices?

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

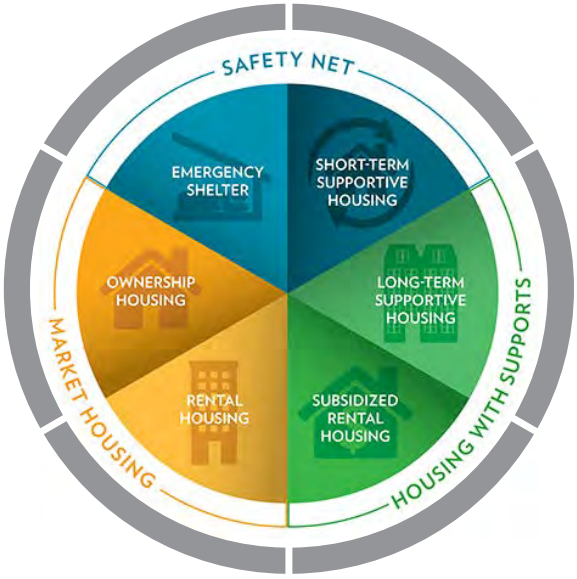
Langley Township's housing context continues to change. Actions under this priority focus on monitoring emerging challenges and opportunities to inform future housing actions.

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.

I 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:	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.

<u>Section E: Goals, Strategies and Actions</u>

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



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.

Contents

A. *Metro 2050* Scope and Linkages to Other Plans 1
B. Introduction to the Region 4
Context for the Regional Growth Strategy 4
Challenges and Opportunities 5
C. Introduction to the Regional Growth Strategy 9
Metro 2050 Vision 9
Guiding Regional Planning Principles 9
Responding to the Challenges: *Metro 2050* Goals 10
D. Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections 12
Growth Projections 17
E. Goals, Strategies & Actions 23
Goal 1: Create a Compact Urban Area 25
Goal 2: Support a Sustainable Economy 41
Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards 53
Goal 4: Provide Diverse and Affordable Housing Choices 69
Goal 5: Support Sustainable Transportation Choices 77
F. Implementation 85
G. Performance Monitoring 98
H. Glossary of Terms 101
I. Maps 104

Click to return to Table of Contents

List of Tables, Figures, and Maps

Table 1. Regional and Sub-Regional Projections by Decade to 2050 20
Table 2. Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas 21
Table 3. Guidelines for Urban Centres and Frequent Transit Development Areas 33
Table 4. Urban Centre and Frequent Transit Development Areas Type Reclassification Framework 35
Table 5. Major Natural Hazards and Climate Change Impacts Affecting Metro Vancouver 64
Table 6: Regional Growth Strategy Implementation Framework 86

Figure 1. Metro Vancouver Entities and Services iii
Figure 2. Projected Population to 2050 for Metro Vancouver 18
Figure 3. Metro Vancouver's Sub-regions for the Purposes of Metro 2050 Projections 19
Figure 4. Ecosystem Services Provided by Healthy Ecosystems 54
Figure 5: Relationship between the Regional Growth Strategy and Official Community Plans 86

Map 1: Metro Vancouver Region 103
Map 2: Regional Land Use Designations 104
Map 3: Urban Containment Boundary and General Urban Lands 105
Map 4: Urban Centres and Frequent Transit Development Areas 106
Map 5: Major Transit Growth Corridors and Major Transit Network 107
Map 6: Rural Lands 108
Map 7: Industrial and Employment Lands 109
Map 8: Agricultural Lands 110
Map 9: Conservation and Recreation Lands 111
Map 10: Regional Greenway Network and Major Bikeway Network 112
Map 11: Sensitive Ecosystem Inventory 113
Map 12: Special Study Areas and Sewerage Extension Areas 114

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.



DRAFT Metro 2050

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.

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).

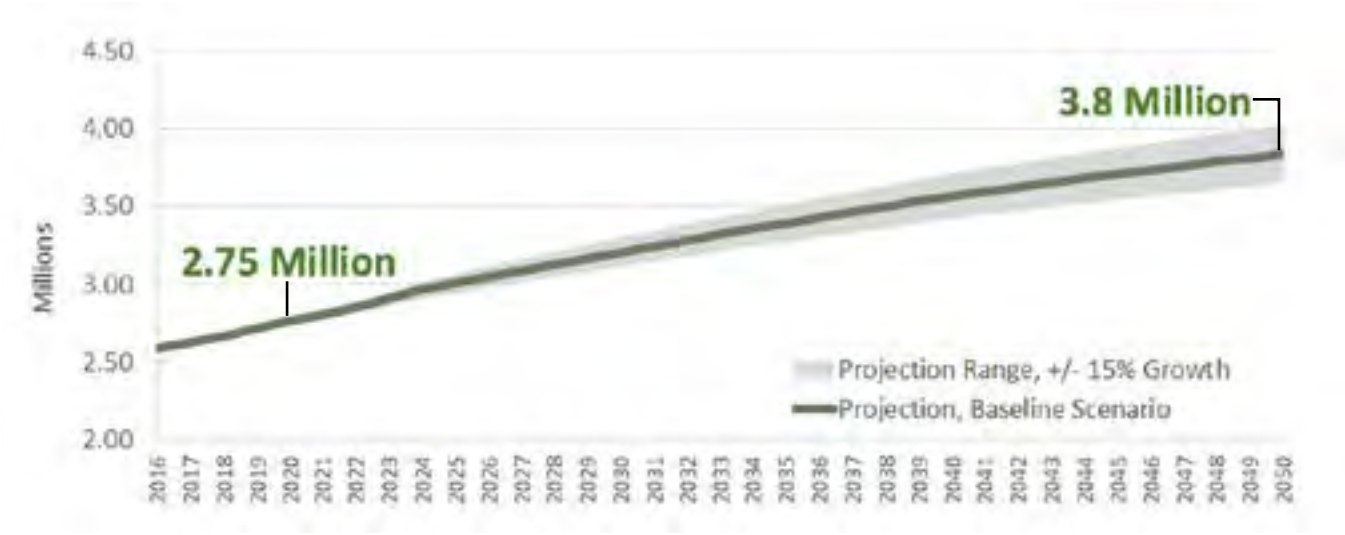
Similar to the majority of Canadian cities, Metro Vancouver's population is aging. While the percentage of seniors (aged 65 and over) comprised 14.7% of the total population in 2016, this is projected to increase to 22% by 2050. The aging population will have a significant impact on the demand for services 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

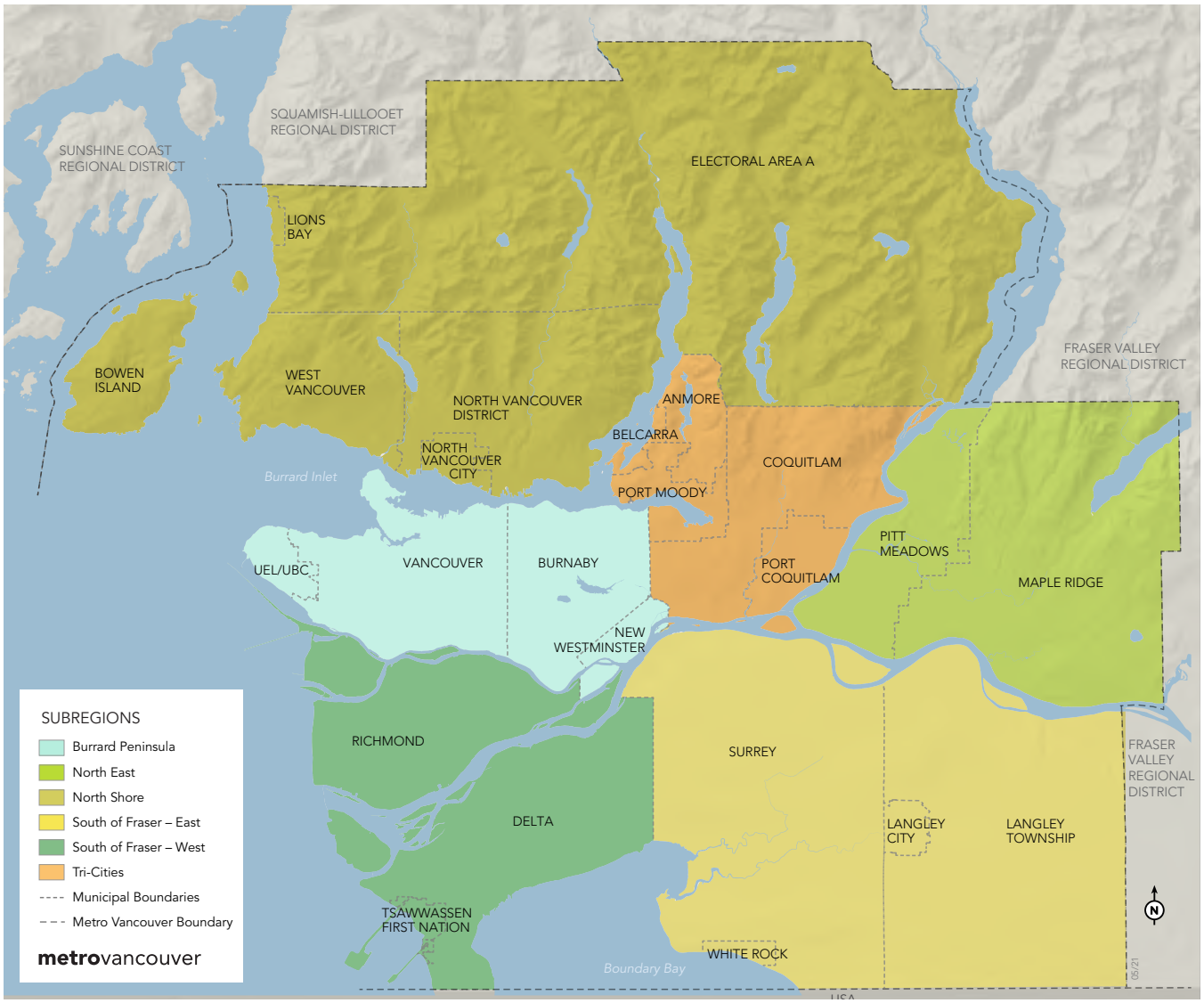


TABLE 1. REGIONAL AND SUB-REGIONAL PROJECTIONS BY DECADE TO 2050

	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;

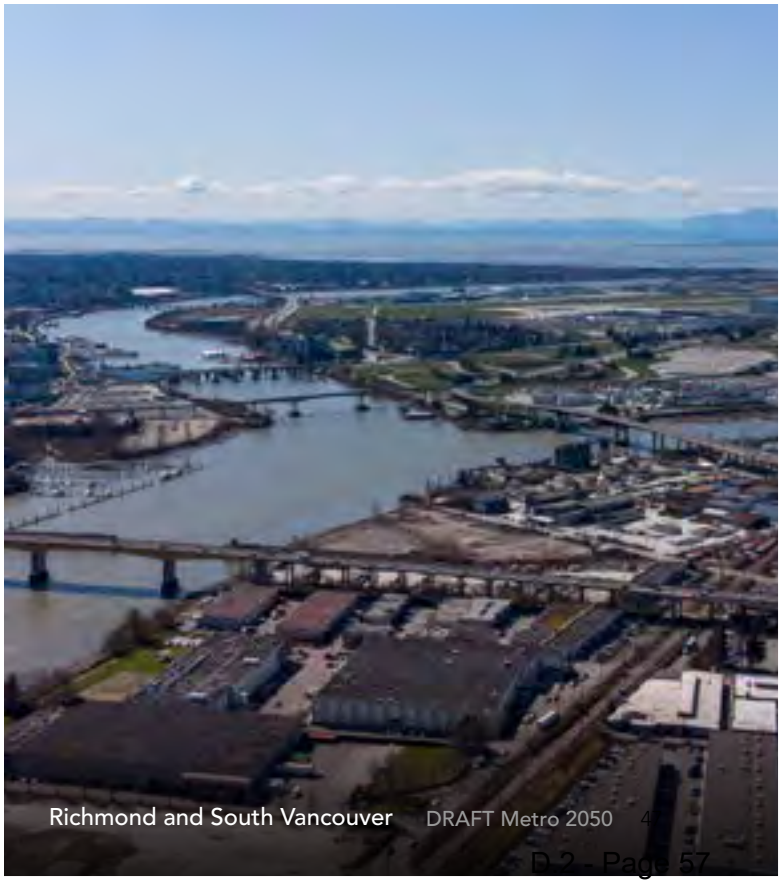
v) do not permit residential uses, except for an accessory caretaker unit;

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;

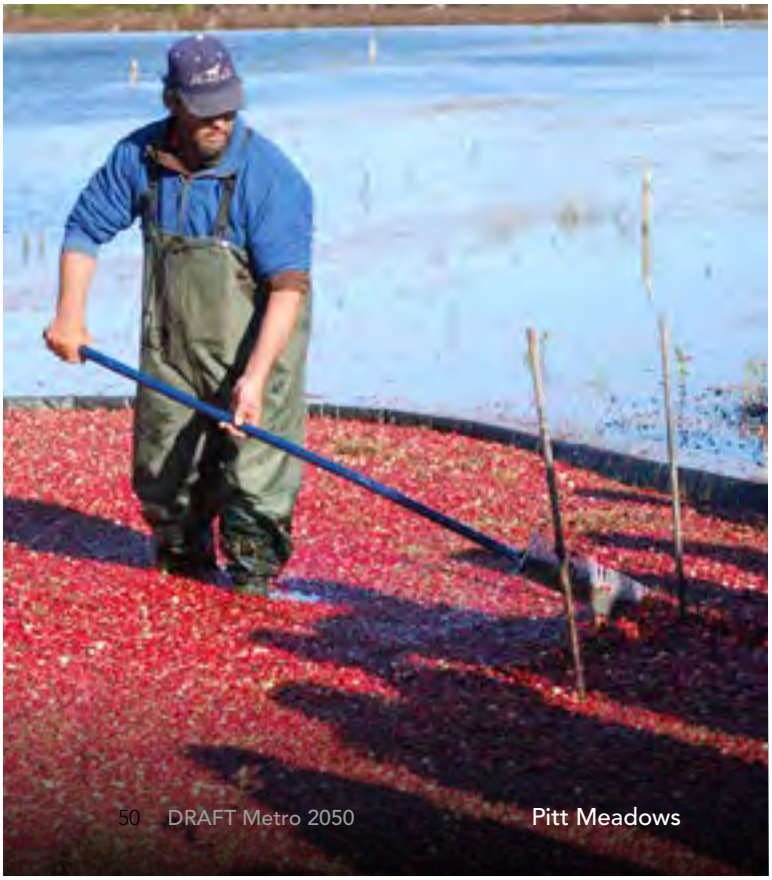

Delta

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:

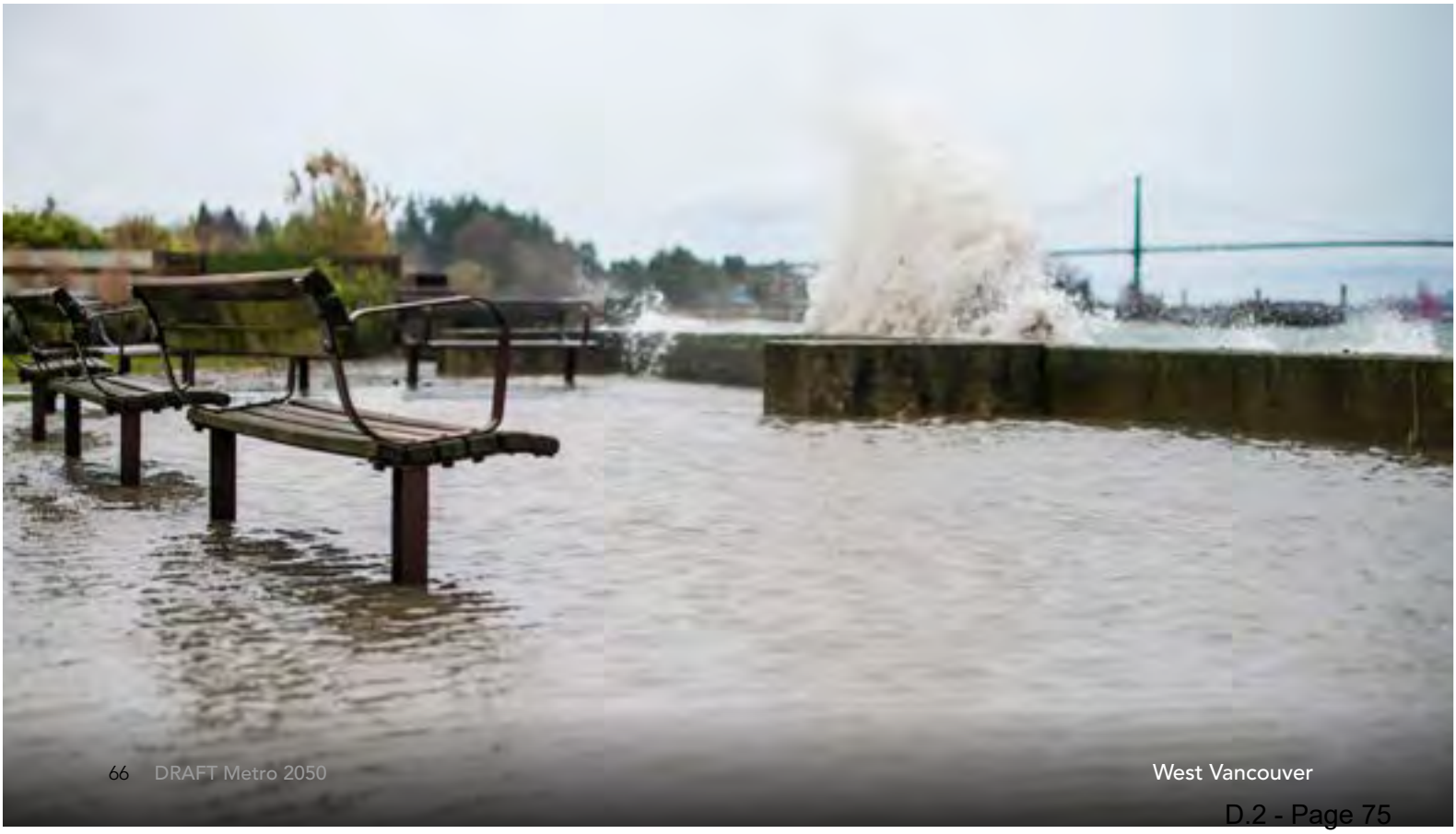
a) minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies; and

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

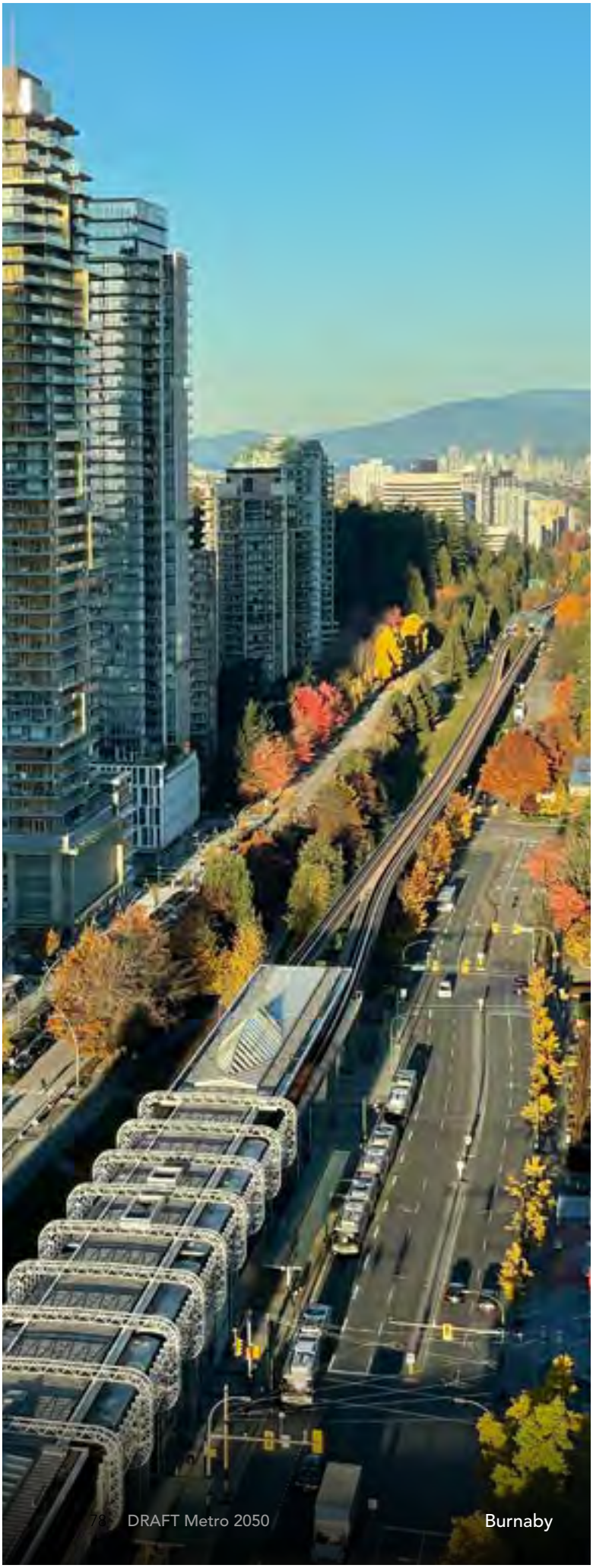
Goal 5: Support Sustainable Transportation Choices

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*

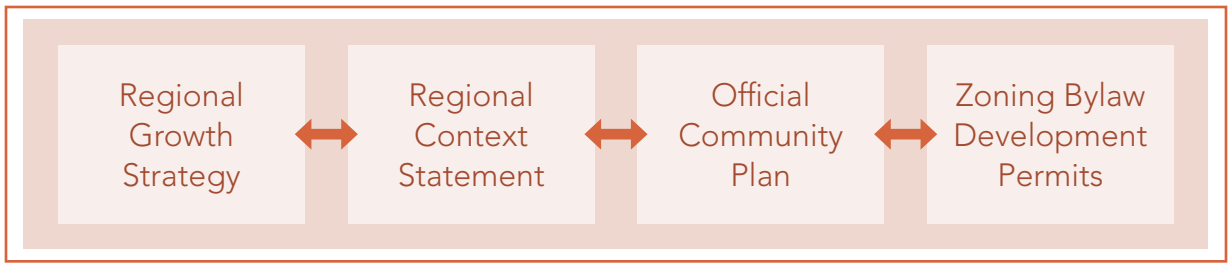
PRINCIPLES	EXAMPLES	PROCEDURES
Fundamental change to core goals or strategies	Amend the goals or strategies; delete an entire goal; change the amendment process	Type 1: 50% + 1 Board vote and acceptance by all affected local governments
Region-wide significance for non-urban designations	Change Urban 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.

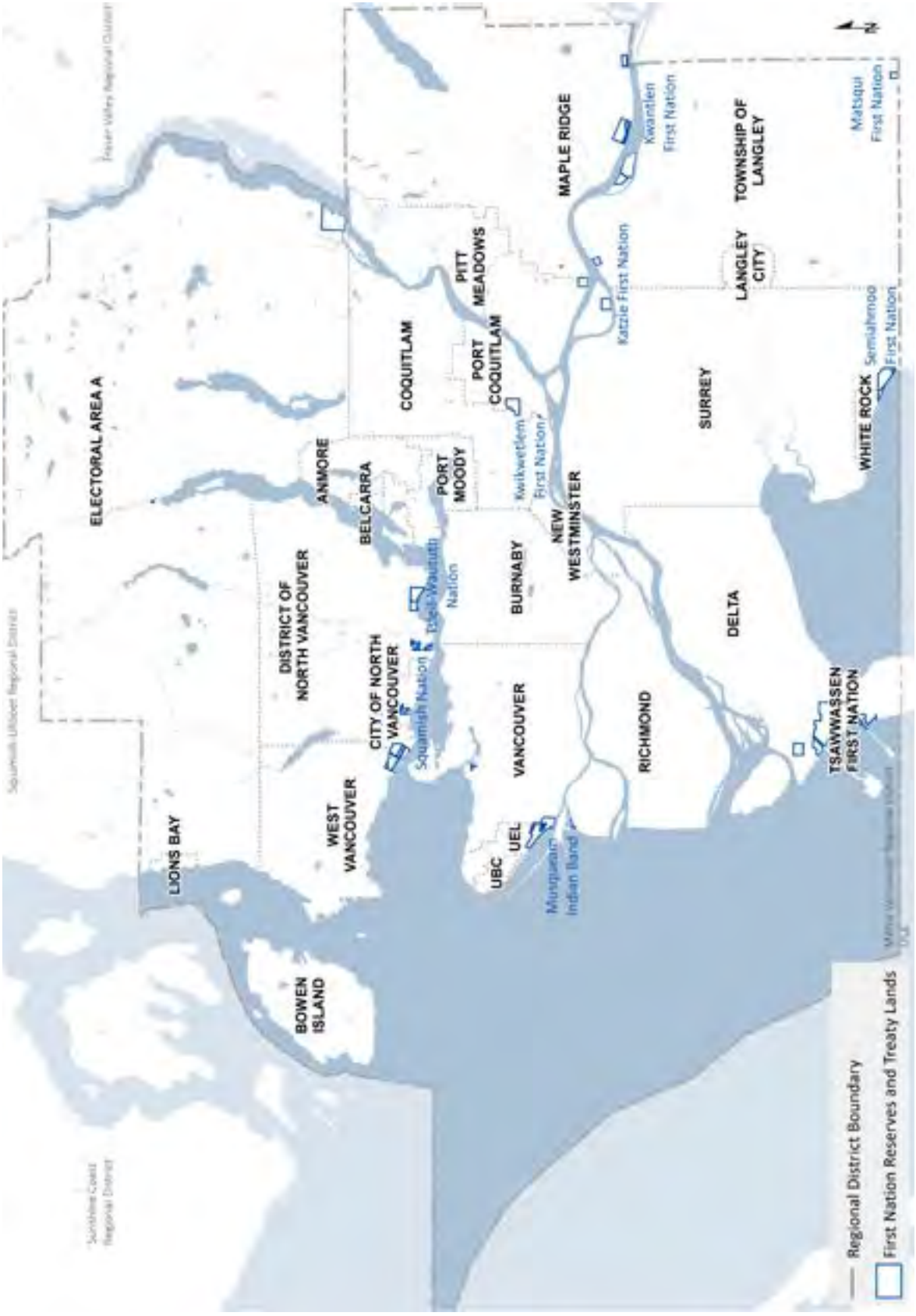
Social Equity - The promotion of fairness and the removal of systemic barriers that may cause or aggravate disparities experienced by different groups of people. This can include the many dimensions of identity, such as socioeconomic status, ethnicity, race, sex, age, disability, gender, sexuality, religion, 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).

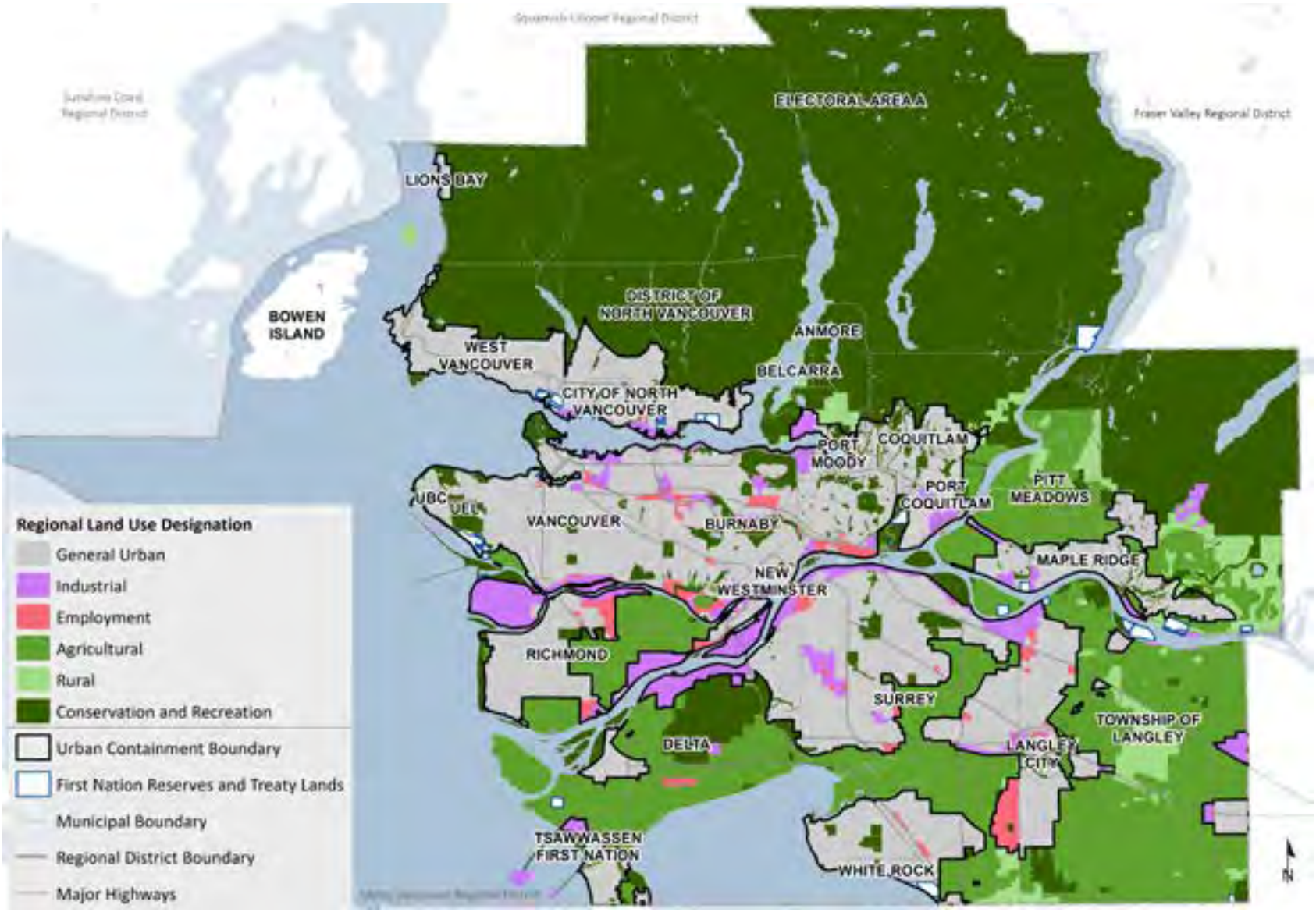
I. Maps

Map 1: Metro Vancouver Region



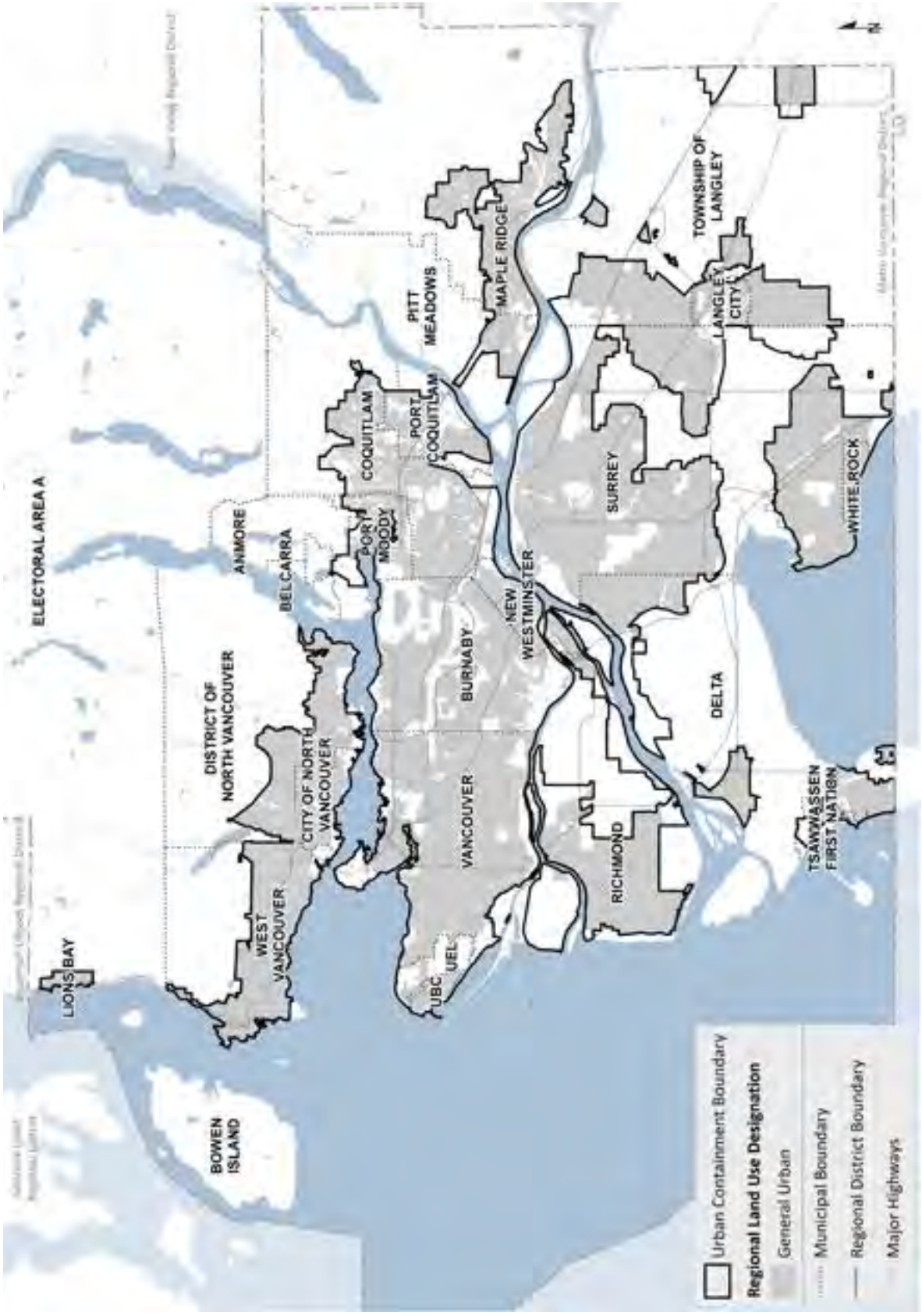
Map for reference only.

Map 2: Regional Land Use Designations

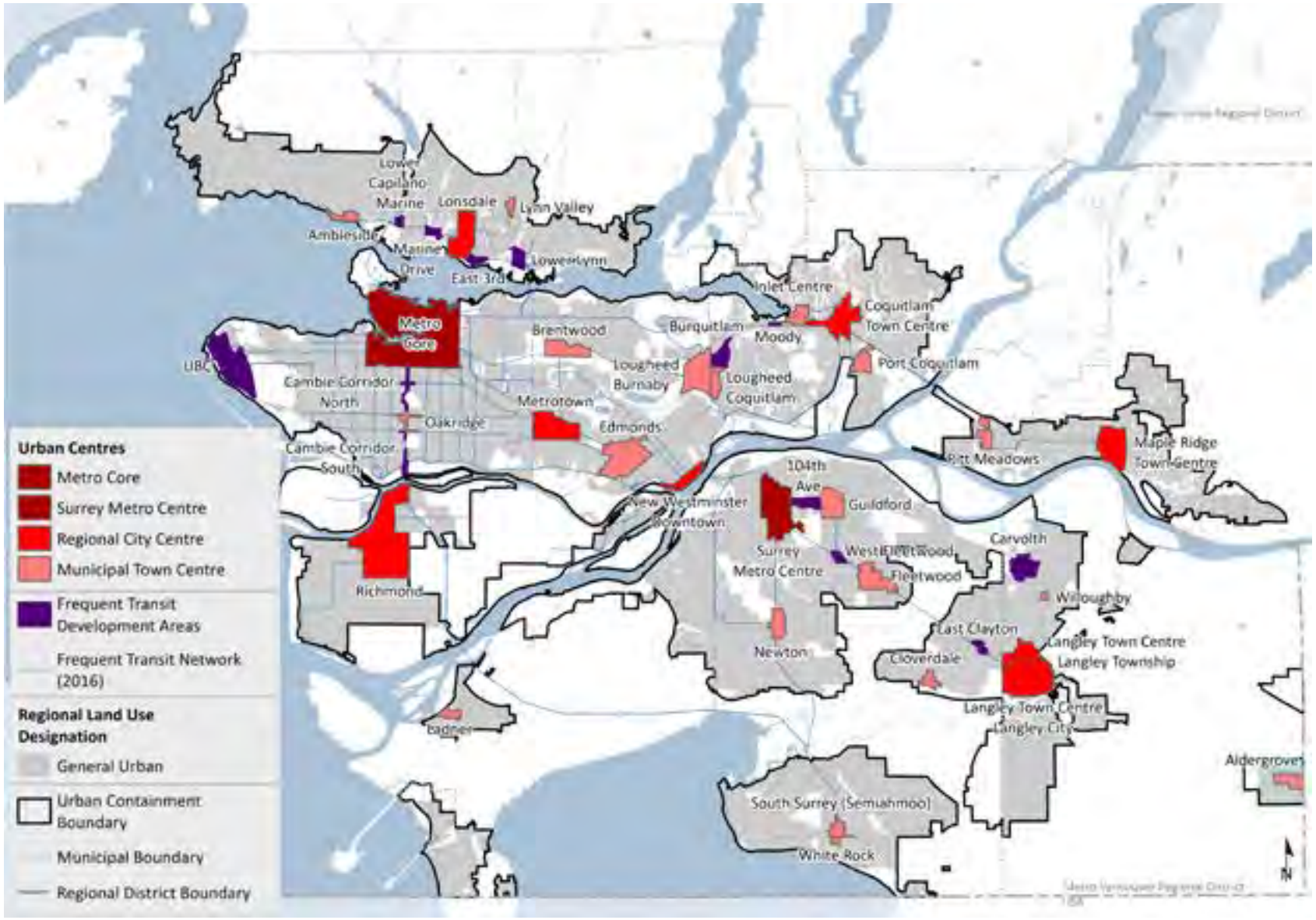


This map is a small scale depiction of the Regional Land Use Designation Map that Metro Vancouver maintains as the basis for defining land use designation boundaries. The official Regional Land Use Designation Map can be viewed on the Metro Vancouver website.

Map 3: Urban Containment Boundary and General Urban Lands

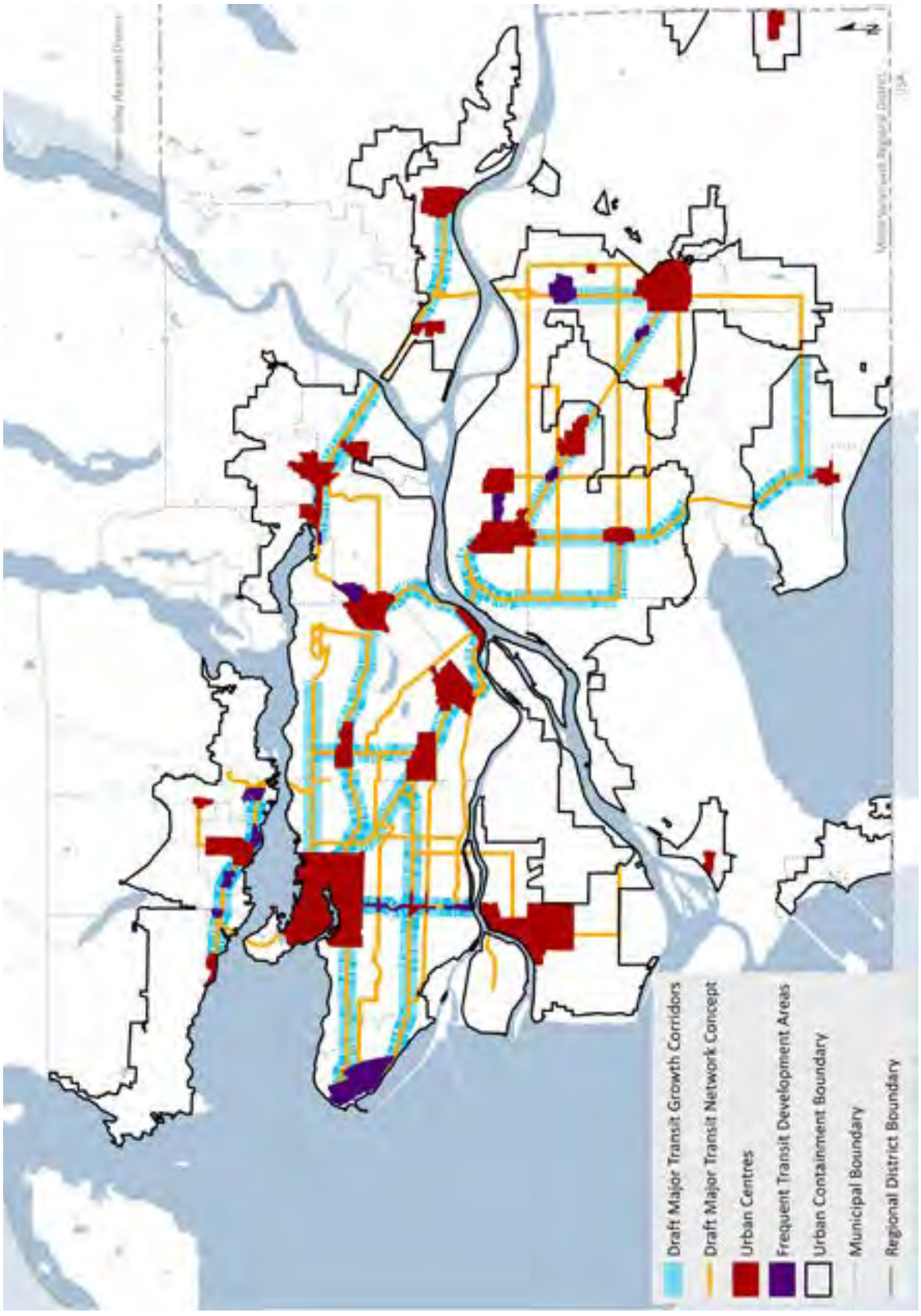


Map 4: Urban Centres and Frequent Transit Development Areas



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

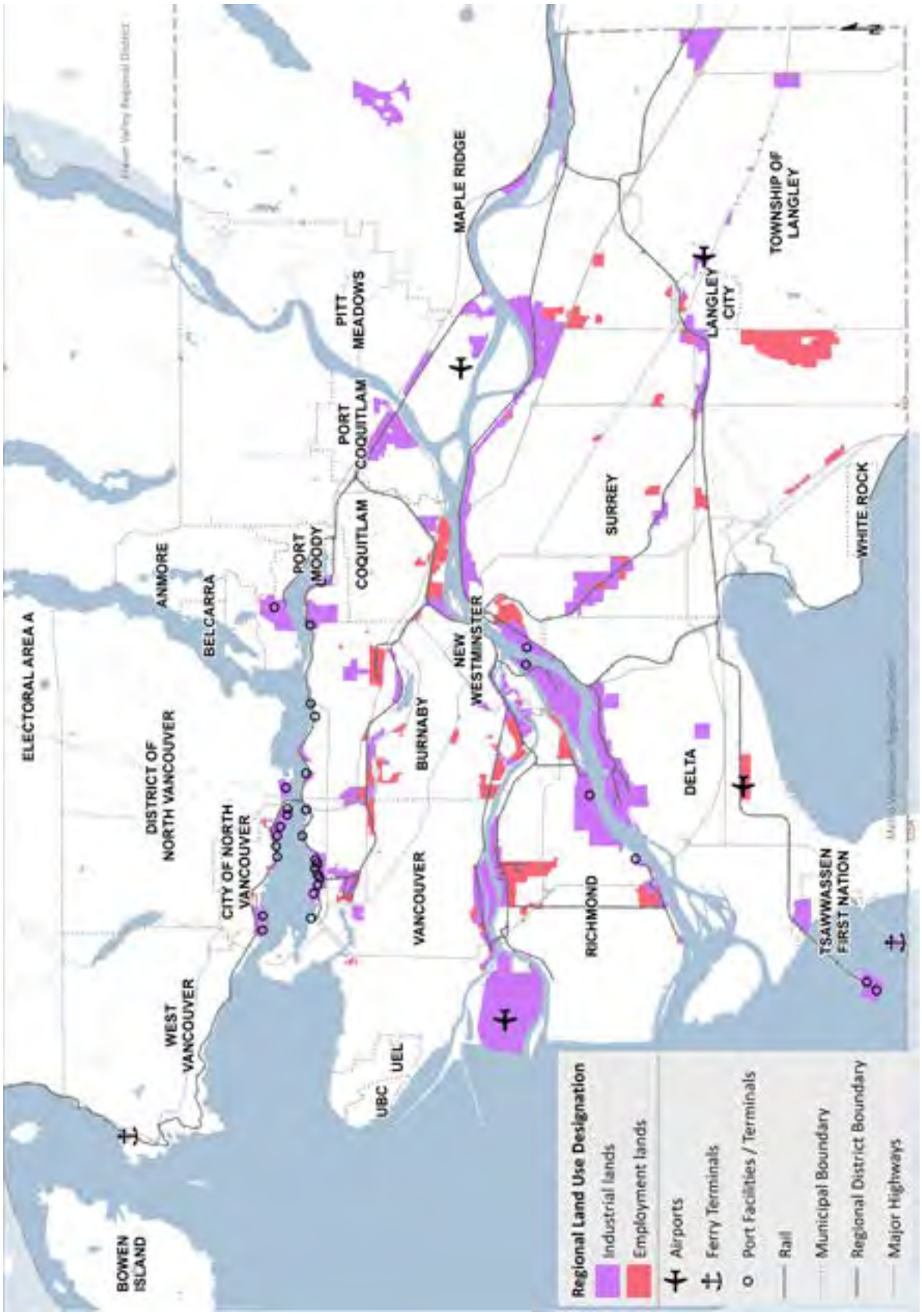


The Major Transit Growth Corridors are preliminary and subject to review and confirmation. The Draft Major Transit Network comprises both Transport 2050 Concepts A and B, which are also to be confirmed and are shown on this map for illustrative purposes only.

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



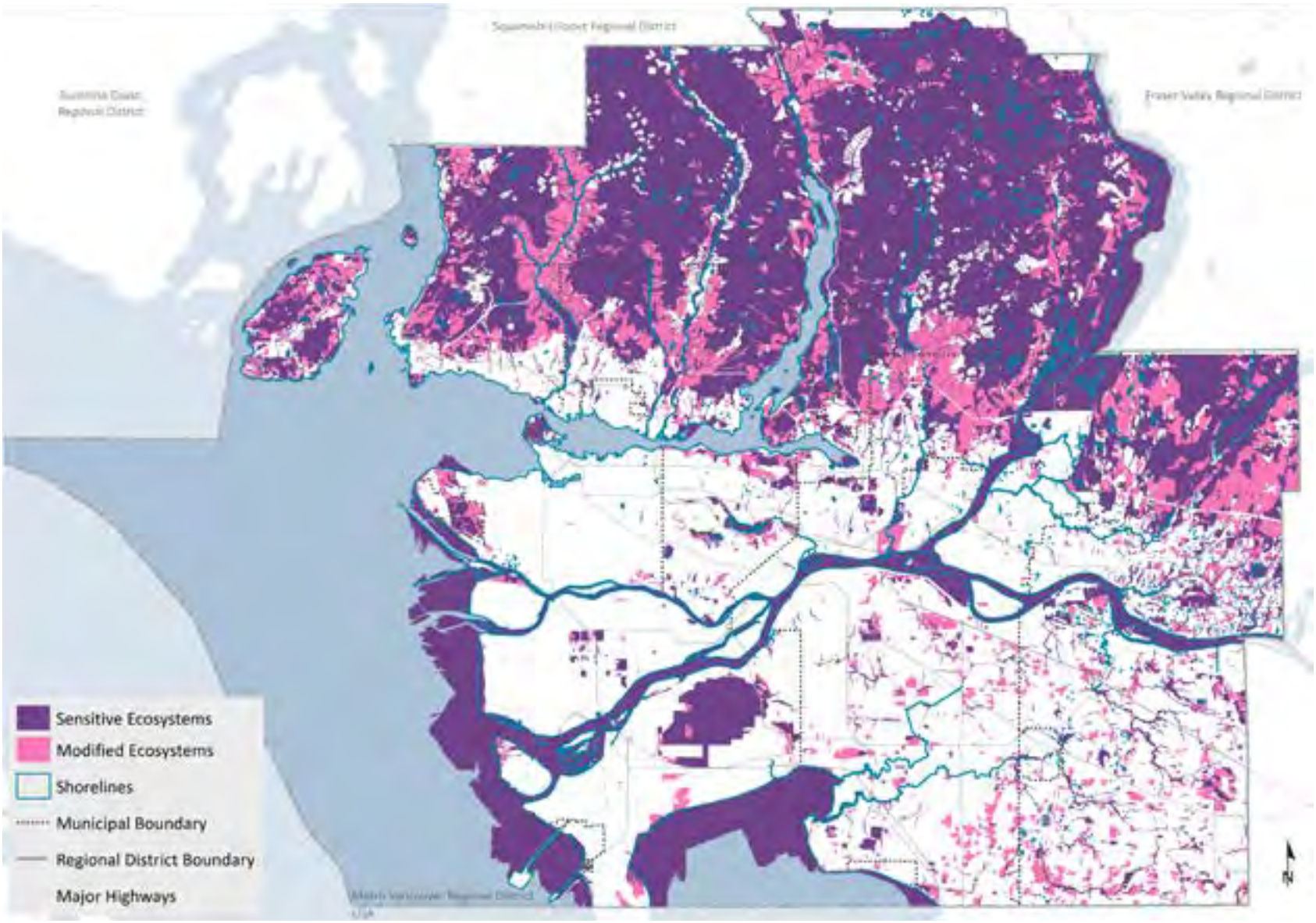
The Natural Resource Areas Overlay was collated by Metro Vancouver from several data sources including:
Active managed forest tenure licenses, relevant OCPs, GVS&DD, and GVWD

Map 10: Regional Greenway Network and Major Bikeway Network



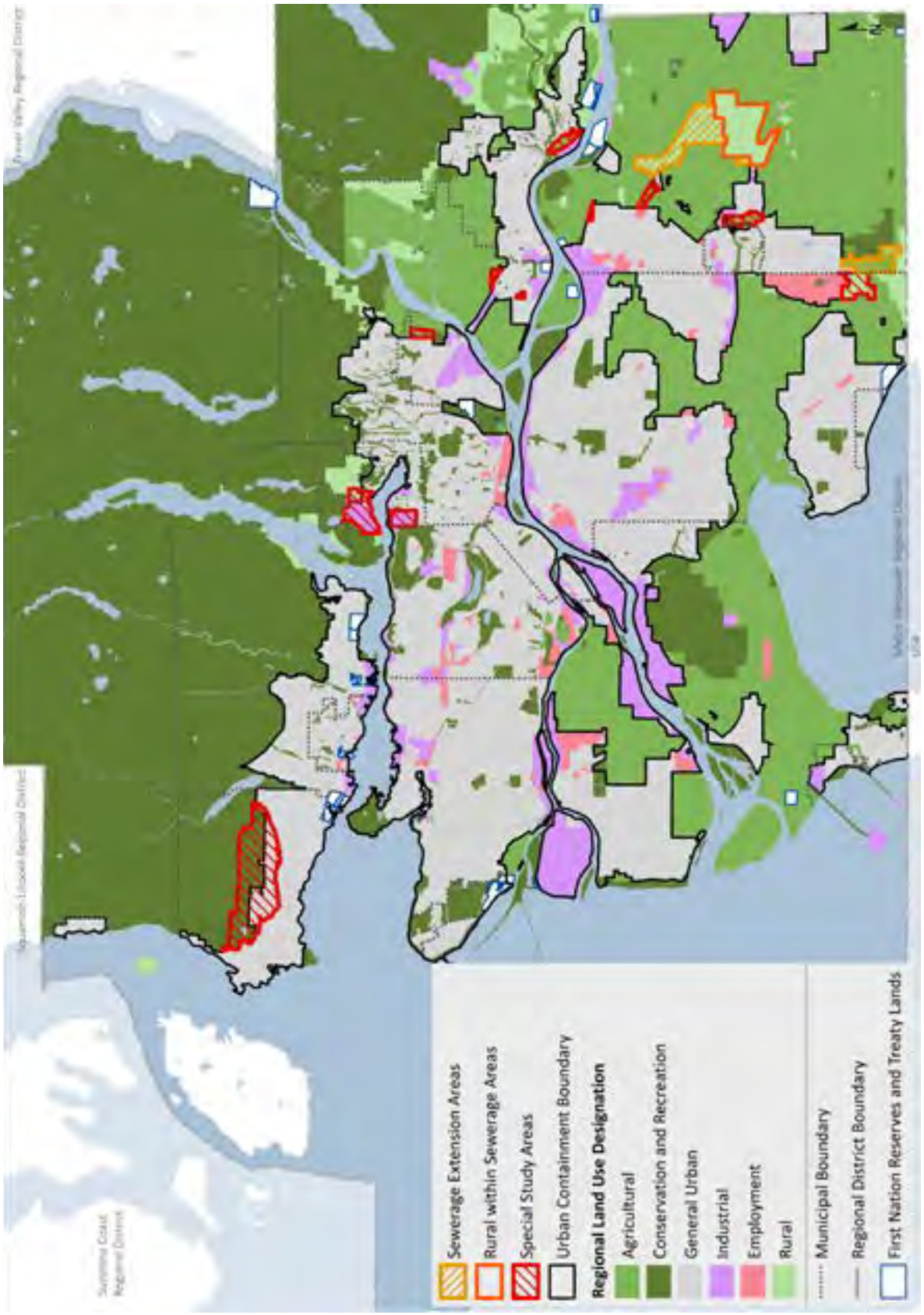
The Regional Greenway Network and Major Bikeway Network (MBN) are concepts illustrating existing and planned active transportation corridors of regional significance. The MBN is being developed through TransLink's Transport 2050 process and will be updated following the identification of a preferred 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

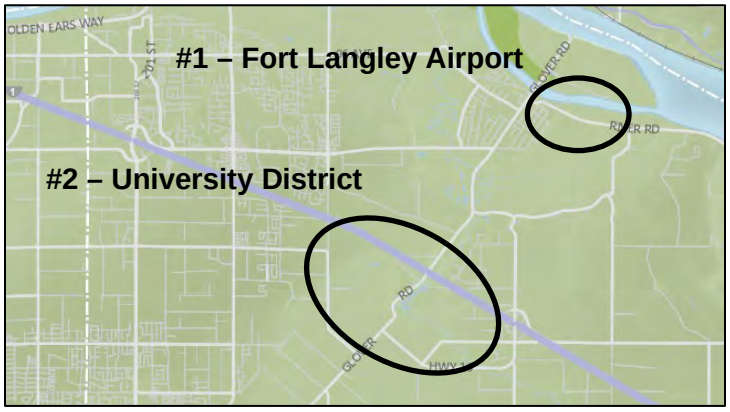
It is recommended that the regional land use designations reflect the land use designations shown on the Township’s existing Regional Context Statement map (per the table above).

5. Major Transit Network

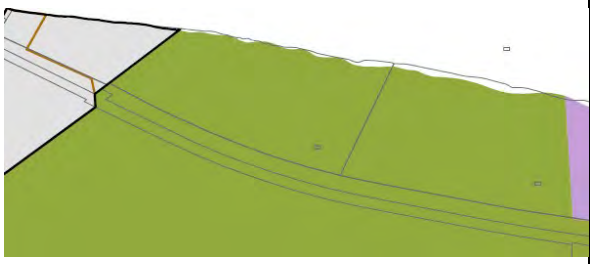
Map 5 of draft Metro 2050 shows the Major Transit Network concept, reflecting the draft transit network proposed by TransLink as part of the development of Transport 2050. It is noted that the Aldergrove Municipal Town Centre is not connected to the Major Transit Network, being one of only two Urban 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		



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 22, 2021 - REGULAR MEETING	**REPORT:**	21-131
FROM:	ENGINEERING DIVISION	**FILE:**	1855-60
SUBJECT:	2021 TRANSLINK GRANT FUNDING AGREEMENT ADJUSTMENTS		

RECOMMENDATION:

That Council direct staff to update operating and capital budgets as presented to reflect changes to the 2021 TransLink program funding.

EXECUTIVE SUMMARY:

TransLink contributes funding to Lower Mainland municipalities for road and bridge infrastructure identified as part of the regional Major Road Network (MRN) for operations, maintenance, and rehabilitation activities such as street cleaning, snow removal, streetlights, traffic signals, signs, patching potholes, drainage, and repaving. TransLink also provides grant funding opportunities for capital projects that expand and enhance MRN vehicle, cycling, and pedestrian infrastructure. The Township of Langley currently maintains approximately 202 lane kilometres of MRN located within its municipal boundaries.

TransLink has advised that effective January 1, 2021, the Operation, Maintenance, and Rehabilitation (OMR) funding has increased to $4,426,000. This results in a budget increase of $220,190 for the Township of Langley in 2021.

With respect to grant funding for capital improvements, the total anticipated TransLink contribution for 2021 projects increased by $80,000 resulting in a net amount of $3,258,625. The grant funding is received once the subject capital projects are completed, and a funding claim has been submitted to TransLink for payment by the municipality. In comparison, the OMR funding is received throughout the year based on executed agreements with TransLink.

These adjustments have necessitated revisions of two Township of Langley capital project funding envelopes as outlined in this report with the details shown in the Financial Implications section being presented for Council's consideration of approval.

PURPOSE:

To inform Council of TransLink grant funding agreement adjustments and to seek Council's authorization to adjust 2021 operating and capital budgets accordingly.

BACKGROUND/HISTORY:

The Township is obligated and committed to maintaining approximately 202 lane kilometres of the Major Road Network (MRN) under its jurisdiction in a good state of repair as expected by the public and pursuant to responsible asset management practices and local government public safety obligations.

Meeting this obligation is supported by Translink's operating and capital funding programs. Operating works which include but are not limited to paving, street cleaning, snow removal, streetlights, traffic signals, signs, patching potholes, drainage, and repaving are funded through the Operating Maintenance and Rehabilitation (OMR) program. Opportunities for cost-sharing capital projects on the MRN are managed through four TransLink grant programs; Bicycle Infrastructure Capital Cost Share (BICCS), Major Road Network and Bike Upgrades (MRNB), Structures, and Walking Infrastructure to Transit (WITT).

DISCUSSION/ANALYSIS:

Operating Funding:

TransLink initially confirmed a return to pre COVID-19 funding levels for the 2021 OMR program agreement to reflect a total funding envelope of $4,251,999; an amount proportionate to expected maintenance costs for approximately 202 lane kilometres of designated MRN infrastructure in the Township.

In June of 2021, TransLink advised that there would be an adjustment to the approved OMR funding bringing the total funding to $4,426,000, an increase of $174,001 for 2021. The OMR funding is received throughout the year based on established agreements with TransLink.

Capital Funding:

In September 2021, TransLink provided fully executed agreements recommending funding for the Township's 2021 grant applications. The table below summarizes the 2021 grant submissions and funding recommended by TransLink.

Capital Project	TransLink Funding Program	Requested	Recommended
Road Widening: Fraser Hwy 24500 to 25000 Blk	MRNB/BICCS	$2,452,000	$2,345,650
96 Ave Cycling Connector: Telegraph Trail to 201 St	BICCS	$670,000	$469,000
Pedestrian and Cycling Infrastructure: 96 Avenue Edal to Trattle	WITT	$169,000	$169,000
200 St at 68 Ave; Pedestrian Overpass	Structures	$261,725	$261,725
Pedestrian Bridge at 56 Ave & 216 Street	Structures	$13,250	$13,250
	TOTAL	**$3,565,975**	**$3,258,625**

The difference in funding requested by the Township versus the amount TransLink has recommended is $307,350. The recommended funding is received after the capital projects are completed, and a funding claim has been submitted to TransLink for payment.

Financial Implications:

Operating Budget:

With respect to the OMR funding, during the 2021 through 2025 budget process, a total of $4,205,810 of TransLink funding was approved. Based on the revised funding, the Township will need an increase to the operating budget of $220,190.

Operating Budget	TransLink Funding Budget Increase	Township Matching Funding Increase / (Decrease)	Total Budget Increase / (Decrease)
HSA1TK-01	$220,190	$0	$220,190
TOTAL	**$220,190**	**$0**	**$220,190**

Capital Budget:

The 2022 capital budget was submitted with an estimated grant funding value as staff did not have the final recommended values from TransLink at the time. Staff did not foresee receiving all the funding requested and estimated low on two capital projects; in other words, TransLink has recommended more funding than was budgeted but less than requested.

The necessary funding adjustments are presented in the table below for Council's consideration of approval.

Capital Project	TransLink Funding Increase	Township Matching Funding Increase / (Decrease)	Total Increase / (Decrease)
RDS1242 Road Widening: Fraser Hwy 24500 to 25000 Blk	$71,000	$71,000	$142,000
RDS1322 Pedestrian and Cycling Infrastructure: 96 Avenue Edal to Trattle	$9,000		$9,000
RDS1036 Misc DCC Roads Projects		($71,000)	($71,000)
TOTAL	**$80,000**	**$0**	**$80,000**

Where additional Township matching funding is required, budget is proposed to be transferred from available funding in the Annual Miscellaneous DCC Roads Projects account.

Respectfully submitted,

Roeland Zwaag
DIRECTOR, PUBLIC WORKS
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	SANDRA RUFF

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 22, 2021 - REGULAR MEETING	**REPORT:**	21-136
FROM:	PROTECTIVE SERVICES DIVISION	**FILE:**	7130-01
SUBJECT:	INTERFACE FIRE MANAGEMENT		

RECOMMENDATIONS:

That in response to changing climate conditions, Council direct staff to develop an Interface Fire Management plan to deal with Wildland Urban Interface fires; and

That Council authorize staff to submit a grant application to the Union of British Columbia Municipalities Community Resiliency Investment program for up to $50,000 in FireSmart Community Funding and supports.

EXECUTIVE SUMMARY:

The Interface Fire Management Project (IFM) is supported by, and aims to achieve the objectives of, the Climate Action Strategy (CAS) to take a proactive approach to planning for interface fire management. The Project will develop a response operational guideline for interface fires, increasing community safety and emergency preparedness.

PURPOSE:

The purpose of this report is to obtain Council's support in the application to the Community Resiliency Investment Program from Union of British Columbia Municipalities as well as the development of an Interface Fire Management Plan

BACKGROUND/HISTORY:

From April 1, 2021 to September 30, 2021; 1,610 wildfires burned 868,203 hectares in B.C of which approximately 60 per cent were human-caused, 35 per cent were natural-caused and the remaining 5 per cent are undetermined. The 2021 forest fire season was significant and included the Lytton Creek wildfire which destroyed the village of Lytton and left two dead as well as the White Rock Lake fire which burned 78 properties and displaced thousands of people in the Central Okanagan.

Statistics by Fire Centre:

April 1 to September 30, 2021

Fire Centre	Number of Wildfires	Hectares Burned
Cariboo Fire Centre	263	129,588
Coastal Fire Centre	209	7,097
Kamloops Fire Centre	452	497,492
Northwest Fire Centre	58	28,645
Prince George Fire Centre	269	128,292
Southeast Fire Centre	359	77,089
Total	**1,610**	**868,203**

Source: https://www2.gov.bc.ca/gov/content/safety/wildfire-status/about-bcws/wildfire-history/wildfire-season-summary

Union of British Columbia Municipalities – FireSmart Community Funding & Supports

Through the Union of British Columbia Municipalities' (UBCM) Community Resiliency Investment Program, the Province of B.C. provides funding for communities to undertake FireSmart planning and activities. The FireSmart Community Funding & Supports program provides funding to local governments and First Nations in B.C. to increase community resiliency by undertaking community based FireSmart planning and activities that reduce the risk from wildfire.

For lower risk communities, generally demonstrated by Wildland Urban Interface (WUI) Risk Class 4 and 5, funding of up to $50,000 is available to complete a FireSmart plan or complete activities identified within the plan. In addition, communities are required to propose public education components as part of their grant applications.

DISCUSSION/ANALYSIS:

As part of the Coast Fire Centre, the Township of Langley is classified as WUI Risk Class 5, however is home to many large strands of trees on private property and substantial regional parks that contain considerable amounts of trees. There is a risk that wildfires can develop in these areas and transfer to surrounding residential property causing significant risk to life and property. Additionally, heat related events may cause WUI fires, causing damage to trees in green spaces and parks. The IFM would work with the Township Parks Department to develop FireSmart principals for public spaces and parks.

The IFM plan also makes strong fiscal sense, as wildfires can cause serious economic disruptions. For example, in 2010 the Township of Langley Fire Department responded to a large fire which candled treetops near Highway 1, prompting the closure of the highway. Apart from the immediate danger to life and property, this highway closure severally impacted travel and the movement of goods throughout the region.

The Township's Climate Action Strategy (CAS) recognizes that due to ongoing climate changes, the Township will experience hotter summer days, have three times as many days over 25 degrees Celsius and eight times as many days over 30 degrees Celsius. As a result of this, the intensity, quantity, and size of brush fires the TLFD responds to is expected to substantially increase over time, increasing the necessity for a formal Interface Fire Management Plan to be put in place.

In addition, the IFM would propose public education components to improve community awareness of FireSmart activities they can undertake as preventative measures. Outreach will be a combination of social media, print media and online community FireSmart workshops.

The fire department currently handles fires in parks and forested areas by using structural fire fighting hoses and tools. This hose is heavier than forestry hoses and can exhaust the fire fighter quicker when being carried or dragged for long distances. With a WUI plan we would begin to put together a WUI kit to make us more efficient in fighting these types of fires, as well as having a way of protecting the structures with minimum manpower (structural sprinkler protection).

Alignment with the Climate Action Strategy

The CAS identifies 5 'Big Moves' and 8 priority areas including health and emergency preparedness. There are twelve actions relating to health and emergency preparedness, including action HP-10, which is to "Develop a response operational guideline for interface fires".

During public engagement for the CAS, the top three priority areas identified were Green Space & Ecosystems, Transportation & Mobility, and Health & Emergency Preparedness.

Intergovernmental Implications:

The IFM would include all areas the Township of Langley Fire Department currently services as well as providing procedures and training that will benefit First Nations that have signed fire servicing agreements: Kwantlen First Nation, Matsqui First Nation and Katzie First Nation.

Financial Implications:

The initial IFM plan is proposed to be funded 100% by the Union of British Columbia Municipalities – FireSmart Community Funding & Supports.

The Township of Langley Fire Department would use their current fire apparatuses and may also use the Superior Tanker Shuttle System which are accredited with, to supply water for fire fighting. There may be some equipment costs related to forestry fire fighting such as light weight hose, appliances along with sprinkler systems. These items will be accommodated within existing operating and capital budgets.

Respectfully submitted,

Dale Steeple
ASSISTANT CHIEF
for
PROTECTIVE SERVICES – FIRE 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 22, 2021 - REGULAR MEETING	**REPORT:**	21-139
FROM:	MUNICIPAL ADMINISTRATION DIVISION	**FILE:**	6750-01
SUBJECT:	PILOT INITIATIVE COOPERATION – TEMPORARY NON-FARM USE FOR THE PURPOSE OF FILMING		

RECOMMENDATION:

That Council authorize staff to participate in a two-year pilot initiative with the Agricultural Land Commission (ALC) and Creative BC (CRBC) to enable temporary non-farm use for the purpose of filming on approved agriculturally-zoned private properties in the Township of Langley.

EXECUTIVE SUMMARY:

The ALC's Policy L-22 was established in October 2016 to regulate the use of agriculturally-zoned lands for large gatherings and events including weddings, private parties, corporate retreats, music concerts and concert series, music festivals, art shows, dance recitals, charitable and political fundraising events, dances, sports events, and 'film and theatrical presentations'.

Policy L-22 stipulates that no more than 150 people may attend an event, that the event must be less than 24 hours in duration, and that a maximum of 10 events of any type are permitted within a calendar year. Any use beyond these terms requires an application to the Agricultural Land Commission for a temporary non-farm use permit that typically takes eleven (11) months for a decision.

Given the importance of the creative sector to the BC economy, Creative BC has been actively engaged in dialogue with the ALC since 2017 to mitigate the impacts of Policy L-22 on the film industry. In 2021, the ALC and Creative BC agreed on a proposed two-year pilot initiative to allow temporary non-farm use for the purpose of filming and have invited the Township to be its community partner to assist with validation of the requirements and underlying approval process.

Six months prior to the conclusion of the two-year pilot, with data and input provided by the Township, the ALC and Creative BC will review pilot processes, outcomes, and recommendations for future considerations.

PURPOSE:

This report is to provide information and seek approval from Council regarding the Township's participation in a two-year pilot initiative being undertaken by the ALC and Creative BC.

BACKGROUND/HISTORY:

In October 2016, the ALC's Policy L-22 "Activities Designated as a Permitted Non-Farm Use: Gathering for an Event in the Agricultural Land Reserve" was established with the intent to regulate gatherings for events on agriculturally-zoned lands.

Policy L-22 stipulates that no more than 150 people may attend an event, that the event must be less than 24 hours in duration, and that a maximum of 10 events of any type are permitted within a calendar year on a farm. Policy L-22 identifies 'events' to include weddings, private parties, corporate retreats, music concerts and concert series, music festivals, art shows, dance recitals, charitable and political fundraising events, dances, sports events, and 'film and theatrical presentations'.

Any need beyond these terms requires the property owner to make application to the ALC for a temporary non-farm use permit. The multi-step process typically takes eleven (11) months for a decision to be rendered by the ALC and requires the property owner to remit a non-refundable $1,500 fee.

As a result of the inclusion of 'film and theatrical presentations' within Policy L-22, Creative BC (CRBC) initiated dialogue in 2017 with the ALC as the creative sector had not been consulted during policy development in light of the impacts of the policy on the viability of the filming sector and BC economy.

For context, the Metro Vancouver region is the third-largest film hub in North America, behind New York and Los Angeles, and remains the largest production hub in Canada. Between 2012 and 2020, the high-paying, job-creating industry has invested $22.7B into BC's economy. Of this, $12.5B was spent as wages paid to British Columbians. The International Alliance of Theatrical Stage Employees (IATSE) is just one of several industry unions in BC and reports that in 2020 there were 3,850 Township residents who were union members working in the film and television industry.

In March 2021, CRBC presented a proposed pilot initiative to the ALC Special Film Panel specific to: (i) expedite permitting for temporary non-farm use specific to the film and television industry; and (ii) extend the number of permissible film days per calendar year to up to 60 days excluding film prep and wrap days. The ALC Special Film Panel have agreed in principle to the proposed two-year pilot initiative, identified specific criteria / requirements that must be achieved, and delegated application authority specific to this initiative to the ALC Chief Administrative Officer.

As seventy-five percent of the Township of Langley's land mass is contained within the Agricultural Land Reserve, the Township has been verbally invited by CRBC and the ALC to be its pilot community for this initiative. As the Township has internal processes to manage temporary non-farm use and film permitting, participating in this initiative will not require extraordinary effort by staff.

DISCUSSION/ANALYSIS:

From a process perspective, Township staff would lead the pilot and present applications to Council for consideration. The pilot project is proposed to be structured as follows:

1. For private property owners of agriculturally-zoned lands in the Township that hold farm status and that have hosted or are interesting in hosting production companies for no more than 10 days per calendar year, there will be no change to existing process;

2. For private property owners of agriculturally-zoned lands in the Township that have been designated by the Agricultural Land Commission as holding historic non-farm use approvals, there will be no change to existing process;

3. An invitation / call for applications would be extended by the Township :

    a) private property owners of agriculturally-zoned lands in the Township that have hosted production companies and have an interest in increased permissible film days;

    b) private property owners of agriculturally-zoned lands in the Township that have not previously hosted production companies and may be interested in hosting future productions through this pilot initiative;

    c) private property owners of agriculturally-zoned lands in the Township that are registered with Creative BC's Reel-Scout – it's online digital location library.

4. The application would require each applicant to attest to and/or commit to the following criteria / requirements:

    a) Hold provincial farm status;

    b) Provide plan illustrating soil disturbance mitigation;

    c) Provide site plan illustrating no impact to farm production;

    d) Ensure no permanent infrastructure be constructed;

    e) Ensure that contract agreement(s) with film and television production(s) contain clause indicating site will be returned to the same or better condition;

    f) Ensure that contract agreement(s) with film and television production(s) contain clause indicating production is aware of the non-farm use permit criteria;

    g) Ensure film duration is no longer than up to 60 days in 1 calendar year;

    h) Pay identified application fee; and

    i) Provide $10,000 security per parcel to ALC upon ALC's application approval.

5. Applications received would be individually reviewed for compliance by staff and then consolidated into a single package to be brought forward for Council's consideration.

6. The Council-endorsed application package would then be forwarded to the ALC Chief Administrative Officer for expedited review and approval virtue of delegated authority to do so.

7. Applications endorsed to host filming on their private property for no more than 60 days excluding prep and wrap days in one calendar year for the two-year pilot would be notified and would be required to remit a $10,000 security to the Agricultural Land Commission in order for the ALC to issue formal approval to the applicant.

8. The ALC would advise CRBC and the Township in writing of application formal approvals issued.

Staff would continue to manage film productions in accordance with the existing Filming Guidelines.

In parallel, Creative BC would initiate industry awareness communications about the pilot with the film and television industry most specifically to best ensure productions understand contractual clause obligations to ensure that productions would be required to return the site to the same or better condition, and that production would be aware of the non-farm use permit criteria.

General information regarding the pilot initiative framework would also be posted on the Township of Langley's website for public awareness.

Financial Implications:

As the Township has internal processes to manage temporary non-farm use and to manage film permitting, there would be no additional costs to participate in this initiative.

Respectfully submitted,

Mark Bakken
CHIEF ADMINISTRATIVE OFFICER
for
MUNICIPAL ADMINISTRATION DIVISION

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

CONCURRENCES	
Division / Department	Name
Community Development	Chris Jarvie

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 22, 2021 - REGULAR MEETING	**REPORT:**	21-130
FROM:	CORPORATE ADMINISTRATION DIVISION	**FILE:**	0550-06
SUBJECT:	PROPOSED 2022 COUNCIL CALENDAR		

RECOMMENDATION:

That Council approve the proposed 2022 Council Calendar, presented as Attachment A to this report.

EXECUTIVE SUMMARY:

Council is required to adopt a schedule of regular Council meetings in accordance with the requirements of the *Community Charter*. The proposed calendar continues to follow the current scheduling model that has been implemented due to the COVID-19 pandemic.

PURPOSE:

Approval of the Council Calendar for 2022 is being requested to meet the requirements of the *Community Charter* and provide staff the information necessary to prepare related statutory notices and complete room bookings. Additional meetings, not included in the calendar, can be accommodated using Special meetings as permitted by the *Community Charter*.

DISCUSSION/ANALYSIS:

COVID-19 continues to require modification in the way the Township of Langley manages public attendance at Council meetings. The need for social distancing and actions to maintain the health and safety of community members, Council members, and staff continues to be a priority in the planning of Council meetings and the calendar. In providing the calendar, staff consider both the safety of all and the need for open and transparent governance.

Beginning in May 2020, Council meeting schedules were modified to include one Regular Council meeting and one Public Hearing meeting on each of the scheduled "Council Mondays"; generally, two Mondays each month.

Changes to the schedule have accomplished the intended outcomes of:

- a meeting schedule that allows enough time between each meeting to ensure those attending a meeting have time to exit the facility prior to those arriving to attend the following meeting;
- having as many seats available as possible for Public Hearing meetings; and
- a consistent start time for the convenience of those viewing in person or via web streaming.

The proposed calendar continues to schedule the Regular Council meetings to begin at 1:00pm. By combining items previously included in the Afternoon and Evening Council meeting, the proposed schedule continues to have the Public Hearing as the only meeting scheduled for 7:00pm. This aids in physical distancing as the Public Hearing meeting is not starting directly after the Evening meeting, thereby reducing attendees at the Public Hearing to only those attending for the Public Hearing.

Previous Council calendars included Afternoon Council meetings. Once these meetings were called to order it was followed closely with a motion to adjourn to a Special Closed meeting of Council. As the length of the Special Closed meetings varied, individuals wishing to view the Council proceedings were unsure of what time the meeting would reconvene. Staff propose that Council continue with the current model of a 1:00pm start time for the Regular meeting, with a Closed meeting following the termination of the Regular meeting. Having a consistent time for the beginning of the Regular meeting will aid both the public that choose to attend and those watching the meeting via the web.

Should there be any change to the current pandemic situation in future that affects the scheduling of Council meetings, staff will provide Council with potential amendments to the calendar to reflect changes for Council's discussion and direction.

Respectfully submitted,

Suzanne Little
DEPUTY TOWNSHIP CLERK
for
CORPORATE ADMINISTRATION

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

CONCURRENCES	
Division / Department	**Name**
Community Development Division	R. Seifi

ATTACHMENT A 2022 Council Calendar

January 2022

Acting Mayor: Cllr. Kunst

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
						New Year's Day
2	3	4	5	6	7	8
	Municipal Office Closed					
9	10	11	12	13	14	15
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
16	17	18	19	20	21	22
	9:00am – 3:30pm **Council Process Committee** *FRPT*					
23	24	25	26	27	28	29
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
30	31					

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRC = Salmon River Committee Room

February 2022

Acting Mayor: Cllr. Ferguson

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
13	14	15	16	17	18	19
20	21	22	23	24	25	26
	Family Day					
27	28					
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRC = Salmon River Committee Room

March 2022

Acting Mayor: Cllr. Ferguson

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
13	Spring Break 14	Spring Break 15	Spring Break 16	Spring Break 17	Spring Break 18	19
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
20	Spring Break 21	Spring Break 22	Spring Break 23	Spring Break 24	Spring Break 25	26
27	28	29	30	31		
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRC = Salmon River Committee Room

April 2022

Acting Mayor: Cllr. Ferguson

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*				**Good Friday**	
17	18	19	20	21	22	23
	Easter Monday					
24	25	26	27	28	29	30
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRC = Salmon River Committee Room

May 2022

Acting Mayor: Cllr. Davis

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	**2**	**3**	**4**	**5**	**6**	**7**
			LMLGA AGM & Conference *Whistler, BC*	**LMLGA AGM & Conference** *Whistler, BC*	**LMLGA AGM & Conference** *Whistler, BC*	
8	**9**	**10**	**11**	**12**	**13**	**14**
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
15	**16**	**17**	**18**	**19**	**20**	**21**
22	**23**	**24**	**25**	**26**	**27**	**28**
	Victoria Day					
29	**30**	**31**				
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRC = Salmon River Committee Room

June 2022

Acting Mayor: Cllr. Davis

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
				FCM Conference *Regina, SK*	**FCM Conference** *Regina, SK*	**FCM Conference** *Regina, SK*
5	6	7	8	9	10	11
FCM Conference *Regina, SK*						
12	13	14	15	16	17	18
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
19	20	21	22	23	24	25
26	27	28	29	30		
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRC = Salmon River Committee Room

July 2022

Acting Mayor: Cllr. Davis

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
					Canada Day	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
17	18	19	20	21	22	23
24	25	26	27	28	29	30
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
31						

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRC = Salmon River Committee Room

August 2022

Acting Mayor: Cllr. Arnason

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
	BC Day					
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRC = Salmon River Committee Room

September 2022

Acting Mayor: Cllr. Arnason

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7	8	9	10
	Labour Day					
11	12	13	14	15	16	17
	UBCM Convention *Whistler, BC*	**UBCM Convention** *Whistler, BC*	**UBCM Convention** *Whistler, BC*	**UBCM Convention** *Whistler, BC*	**UBCM Convention** *Whistler, BC*	
18	19	20	21	22	23	24
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
25	26	27	28	29	30	

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRC = Salmon River Committee Room

October 2022

Acting Mayor: Cllr. Arnason

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
	Thanksgiving Day					Municipal Election
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRC = Salmon River Committee Room

November 2022

Acting Mayor:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
	7:00 pm **Inaugural Council Meeting** *FRPT*				**Remembrance Day**	
13	14	15	16	17	18	19
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
20	21	22	23	24	25	26
27	28	29	30			

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRC = Salmon River Committee Room

December 2022

Acting Mayor:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7	8	9	10
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
11	12	13	14	15	16	17
	1:00pm **Regular Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
18	19	20	21	22	23	24
25	26	27	28	29	30	31
Christmas Day	**Boxing Day**	**Municipal Offices Closed**	**Municipal Offices Closed**	**Municipal Offices Closed**	**Municipal Offices Closed**	

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRC = Salmon River Committee Room

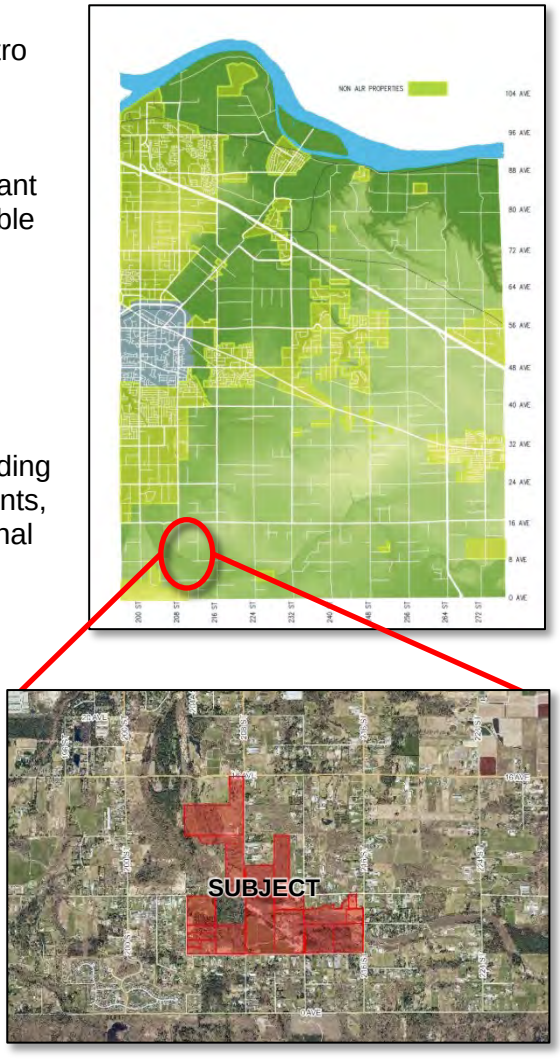
Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 22, 2021 - REGULAR MEETING	**REPORT:**	21-133
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	07-01-0038
SUBJECT:	AGRICULTURAL LAND COMMISSION APPLICATION NO. 100392 (CAMPBELL VALLEY REGIONAL PARK)		

RECOMMENDATION:

That Council refer the non-farm use application by Metro Vancouver for planned park improvements, including associated filling, for the existing Campbell Valley Regional Park to the provincial Agricultural Land Commission (ALC) for consideration of approval pursuant to procedural requirements of the ALC Act and applicable regulations.



EXECUTIVE SUMMARY:

One of the functions currently provided by Metro Vancouver (MV) is the management of regional parks.

MV is proposing park improvements and facilities including washrooms, gravel parking lots, water, trail improvements, and entry kiosks in the existing Campbell Valley Regional Park (the Park). Site plans of the proposed works are included as Attachment A to this report.

As the Park is in the Agricultural Land Reserve (ALR), a non-farm use application for the proposed improvements is required.

As a requirement of the Agricultural Land Commission (ALC) application process, a resolution of Council is required endorsing the proposed non-farm use and referring the application to the ALC with recommendations, if any. Staff support the proposed non-farm use which includes a total work area of approximately 3.1 hectares (7.7 acres).

PURPOSE:

The purpose of this report is to obtain Council's approval to refer a non-farm use application by Metro Vancouver to enable planned park improvements, including fill, in the Park to the ALC for consideration of approval.

BACKGROUND / HISTORY:

The management of regional parks is the responsibility of MV and according to MV, the first development plans for the Park were received in 1970 with park and public uses predating the formal opening and naming in 1979. To update the Park the following proposed works as shown on Attachment A are proposed:

- New Perimeter Trail;
- New parking areas at the South Uplands Entrance Area and the Langley Heritage Speedway / Little River Bowl Activity Area;
- New washroom facilities (pit toilets) at both parking areas;
- Water at the Langley Heritage Speedway / Little River Bowl Area;
- Entrance kiosks;
- The total amount of fill to be brought onto the Park will be 9,500 m^3; and
- Decommissioning of informal road shoulder parking areas.

According to MV, significant increases in park visitation have led to trail user conflicts on the existing Shaggy Mane Trail (equestrian/pedestrian) with parking lots reaching capacity during peak periods. The proposed development of a new Perimeter Trail is expected to improve safety and connectivity for all users while providing additional opportunities for cycling and hiking. The proposed parking areas are expected to ease parking capacity issues while improving safety by allowing for the decommissioning of informal road shoulder parking areas. The development proposal includes amenities and facilities to support park access such as entrance kiosks and washrooms (pit toilets).

The Park is zoned Civic Institutional Zone P-1 (except for one property zoned Rural Zone RU-1), located within the ALR, designated Conservation and Recreation in the Official Community Plan, and Regional Park in the Rural Plan. The P-1 zoning allows for various permitted uses including “public parks, playgrounds and recreation facilities”. The Township of Langley Zoning Bylaw No. 2500 Section 104.10(b) permits “public parks, playgrounds, public recreation facilities and open space/conservation areas” in any zone.

Heritage Planning staff have no concerns regarding the proposed improvements at the Langley Heritage Speedway.

As the land is located within the ALR, MV must submit an application and receive approval from the ALC for a non-farm use. As part of the ALC application, a Council resolution is required from Council to refer the non-farm use application by MV to enable planned park improvements, including fill, to the ALC for consideration of approval. Should the non-farm use application to the ALC be approved, MV will require a soils permit in addition to any other required municipal permits / approvals for the proposed works.

DISCUSSION / ANALYSIS:

Staff support the requested works and proposed non-farm use. In such circumstances, current practice is to forward applications for exclusion, subdivision, and non-farm use to Council to obtain a Council resolution to refer the application to the ALC for consideration.

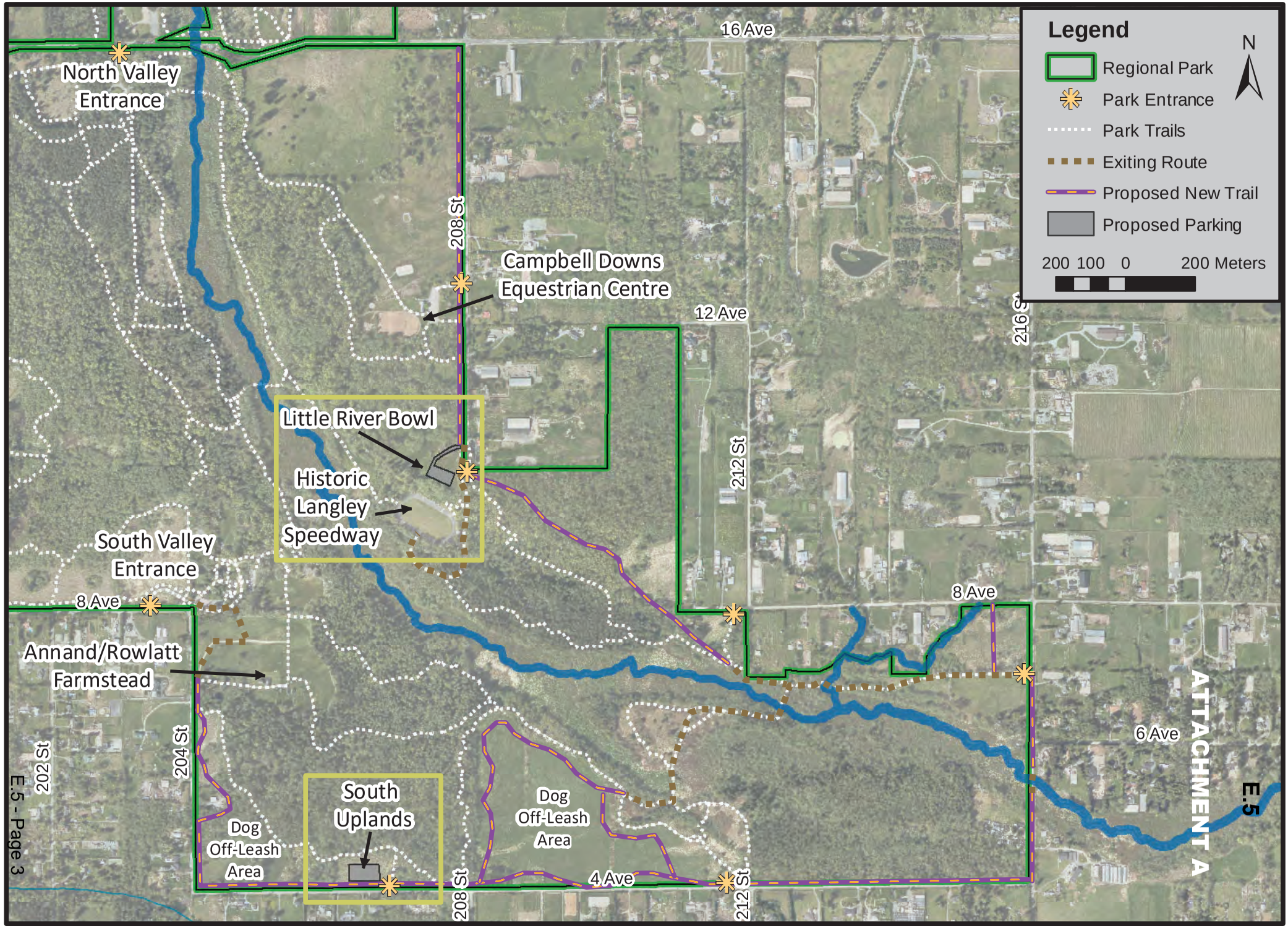
Respectfully submitted,

Rob Nordrum
PLANNING TECHNICIAN
for
COMMUNITY DEVELOPMENT DIVISION

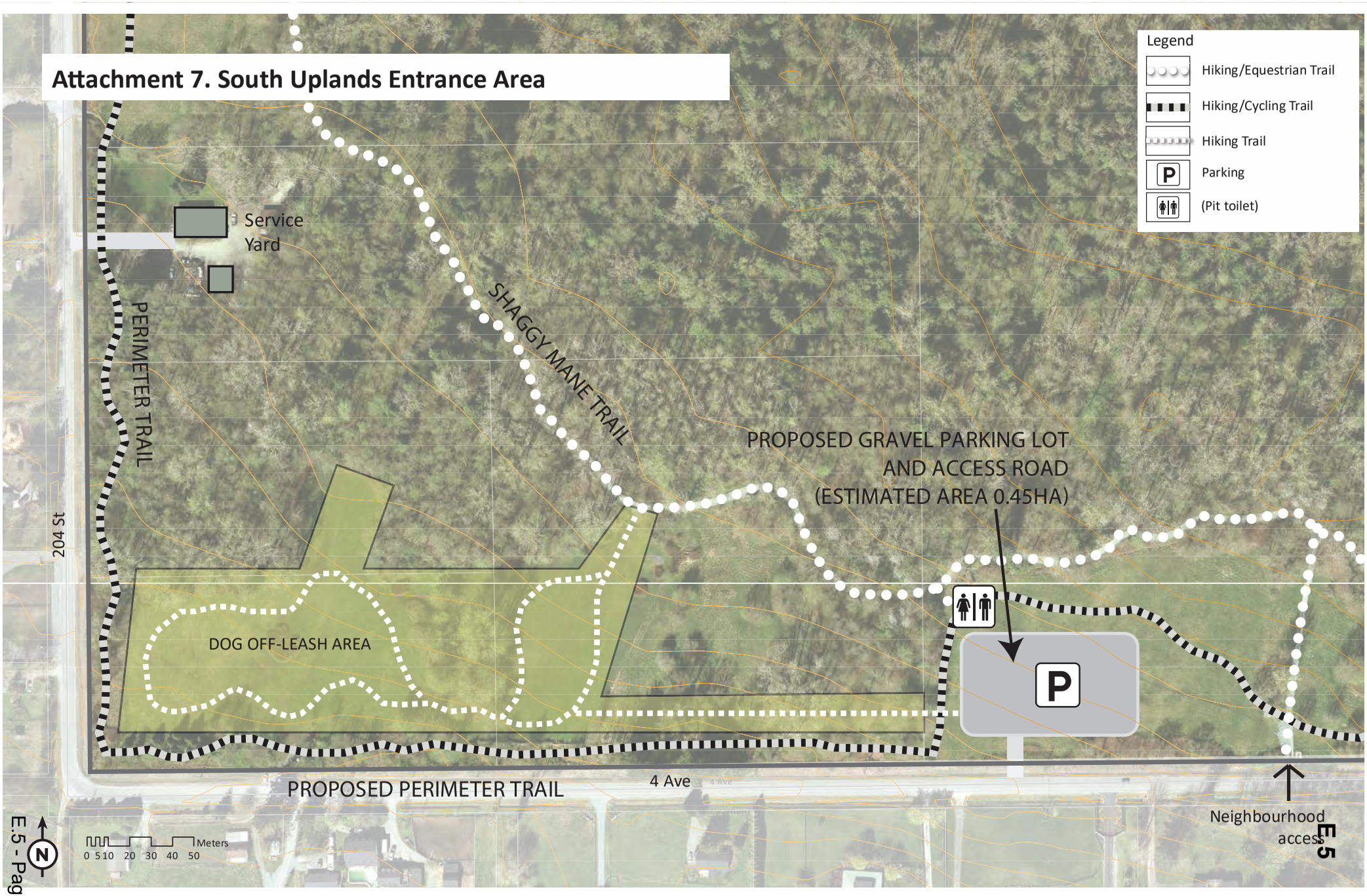
ATTACHMENT A Site Plans / Maps (Applicant Provided)

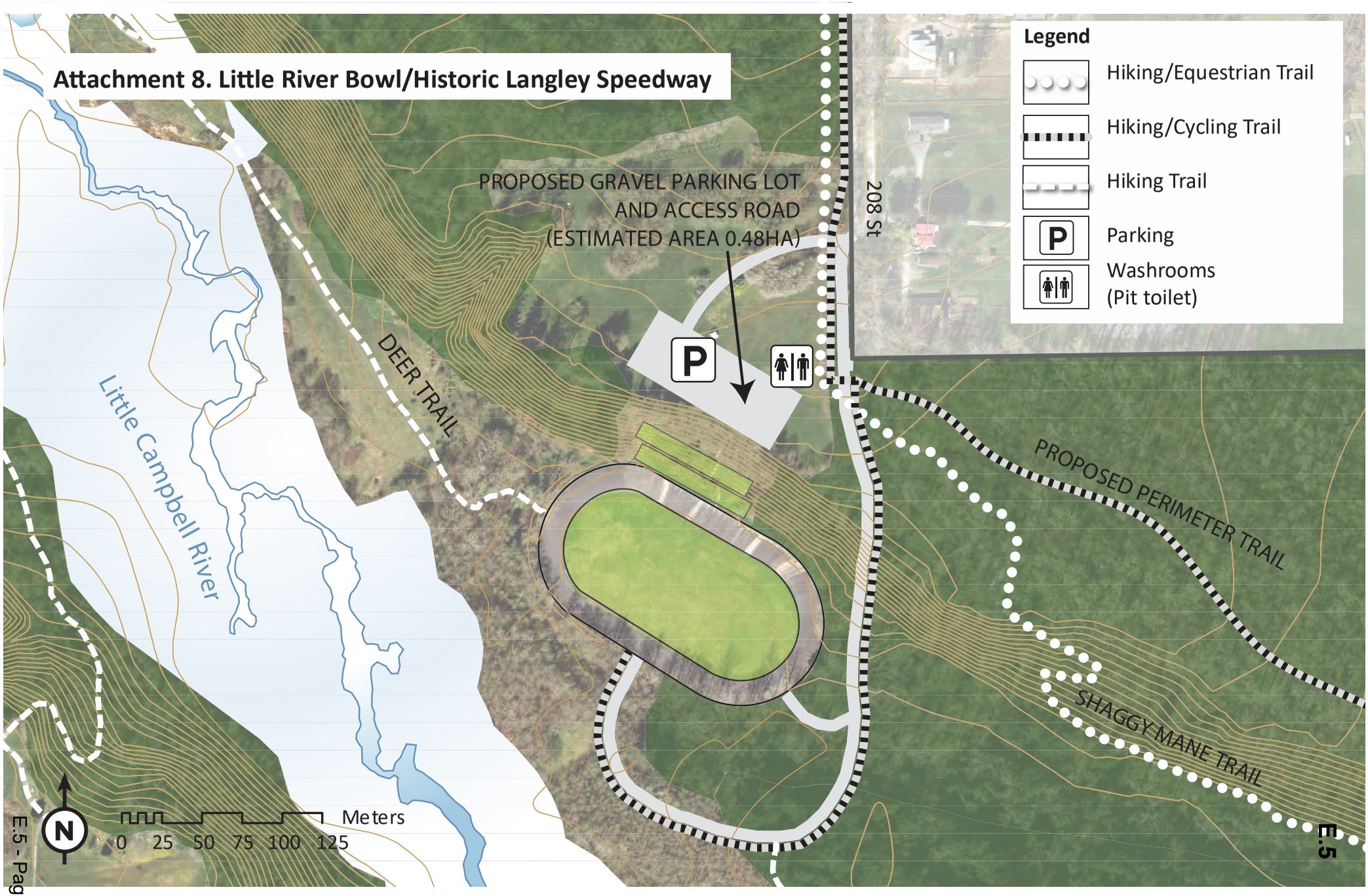
Campbell Valley Regional Park

Attachment 6 - Proposals

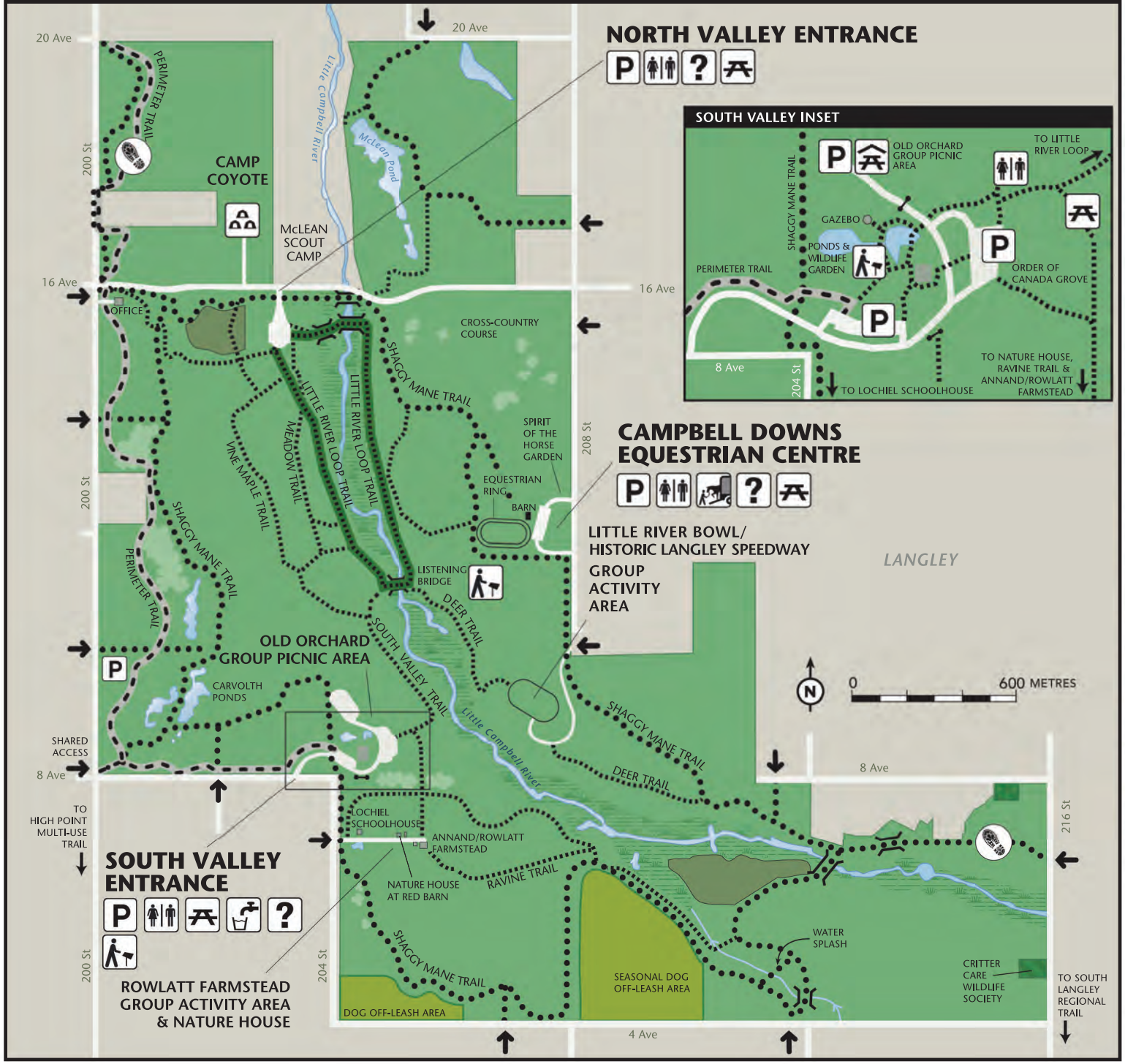


ATTACHMENT A
E.5


Attachment 7. South Uplands Entrance Area
Legend
Hiking/Equestrian Trail
Hiking/Cycling Trail
Hiking Trail
Parking
(Pit toilet)
Service Yard
PERIMETER TRAIL
SHAGGY MANE TRAIL
PROPOSED GRAVEL PARKING LOT AND ACCESS ROAD (ESTIMATED AREA 0.45HA)
204 St
DOG OFF-LEASH AREA
P
PROPOSED PERIMETER TRAIL
4 Ave
Neighbourhood access
Meters
0 5 10 20 30 40 50
N


Attachment 8. Little River Bowl/Historic Langley Speedway
PROPOSED GRAVEL PARKING LOT
AND ACCESS ROAD
(ESTIMATED AREA 0.48HA)
208 St
DEER TRAIL
Little Campbell River
PROPOSED PERIMETER TRAIL
SHAGGYMANE TRAIL
Legend
Hiking/Equestrian Trail
Hiking/Cycling Trail
Hiking Trail
Parking
Washrooms
(Pit toilet)
N
0 25 50 75 100 125
Meters
E.5

CAMPBELL VALLEY REGIONAL PARK



- Neighbourhood Access
- Parking
- Information
- Washrooms
- Drinking Water
- Picnic Area
- Group Picnic Shelter (Reservable, call 604-432-6352)
- Group Camping
- Hiking Trail
- Hiking/Equestrian Trail
- Hiking/Cycling Trail
- National Hiking Trail
- Horse Trailer Parking
- Interpretive Exhibit
- Regional Park
- No Public Access
- Open Horseback Riding Area
- Dog Off-leash Area
- Marsh
- Creek
- Wheelchair Access: Ponds and Wildlife Garden, Nature House at Red Barn
- Little River Loop Trail
- Perimeter Trail

metrovancouver

04/18

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 22, 2021 – REGULAR MEETING	**REPORT:**	21-138
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	11-03-0090
SUBJECT:	AGRICULTURAL LAND COMMISSION APPLICATION NO. 100393 (REID / 5050 - 244 STREET)		

PROPOSAL:

Subdivision within the Agricultural Land Reserve (ALR) of a 1.97 hectare (ha) (4.86 acre (ac)) parcel located at 5050 - 244 Street into two (2) rural lots.



RECOMMENDATION SUMMARY:

That Council advise the Agricultural Land Commission (ALC) that the proposed subdivision complies with the minimum lot size provisions of the Township of Langley's Zoning Bylaw and request consideration based on agricultural merits.

RATIONALE:

The application complies with the provisions of the Township's Zoning Bylaw.



RECOMMENDATION:

That Council advise the Agricultural Land Commission that the subdivision application submitted by the owner of the property located at 5050 – 244 Street within the Agricultural Land Reserve, complies with the minimum parcel size provisions of Suburban Residential SR-1 Zone of the Township's Zoning Bylaw and request consideration based on agricultural merits.

EXECUTIVE SUMMARY:

The applicant, pursuant to Section 21(2) of the Agricultural Land Commission (ALC) Act, has applied to subdivide a 1.97 ha (4.86 ac) property into two (2) rural lots.

The ALC Act allows Council the opportunity to provide recommendations on subdivision applications to the ALC. Information available to Council to consider making recommendations are policies contained in the Rural Plan and Zoning Bylaw.

The subject property is located at 5050 – 244 Street, within the ALR, and designated Salmon River Uplands in the Rural Plan (adopted in 1993). The property is zoned Suburban Residential SR-1 zone with a minimum lot size of 3,716 m^2 (0.92 ac).

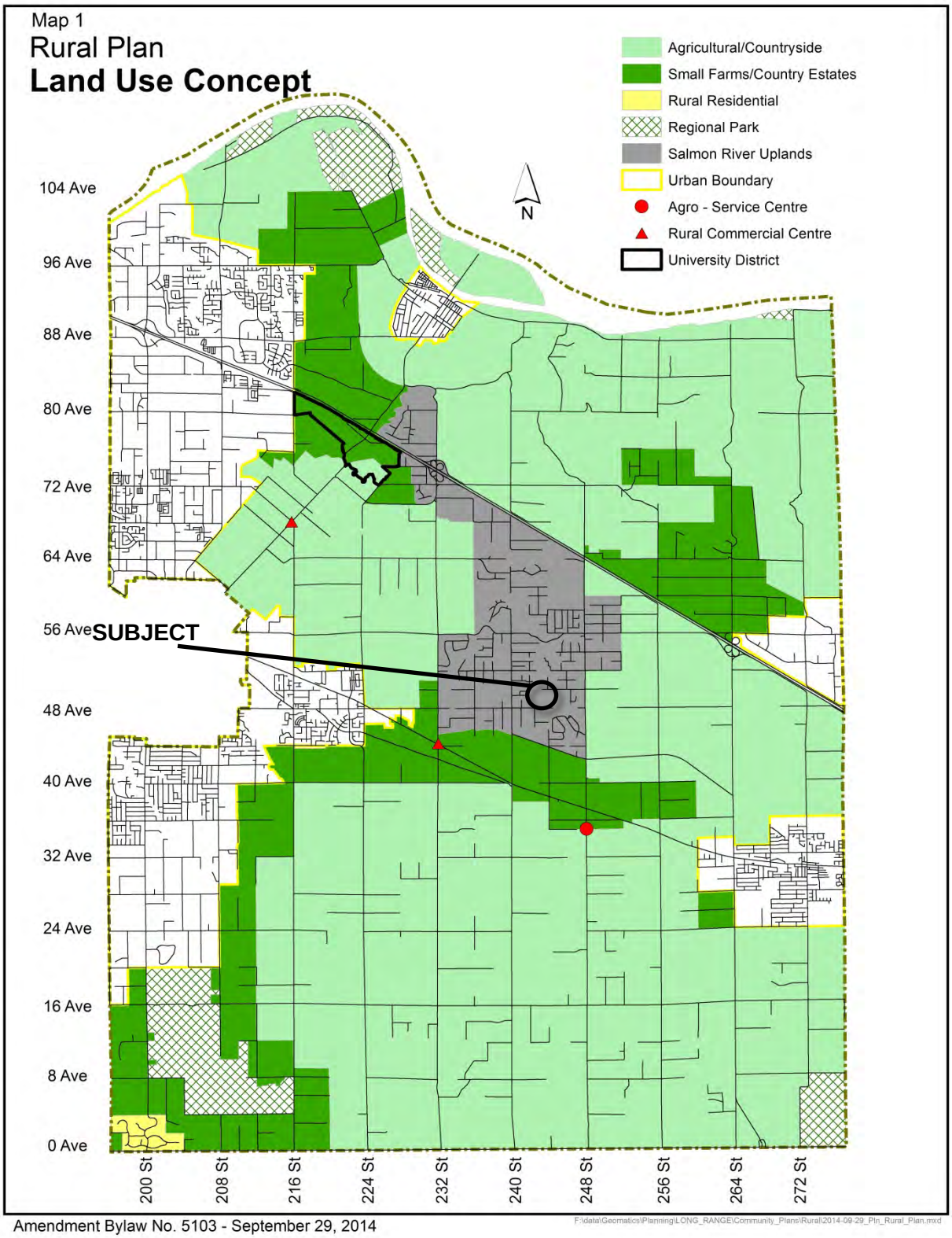
Staff recommend that Council forward the application to the ALC for consideration and to assess the agricultural merits of the proposal as the proposed subdivision complies with the minimum lot size requirements of the Township's Zoning Bylaw.

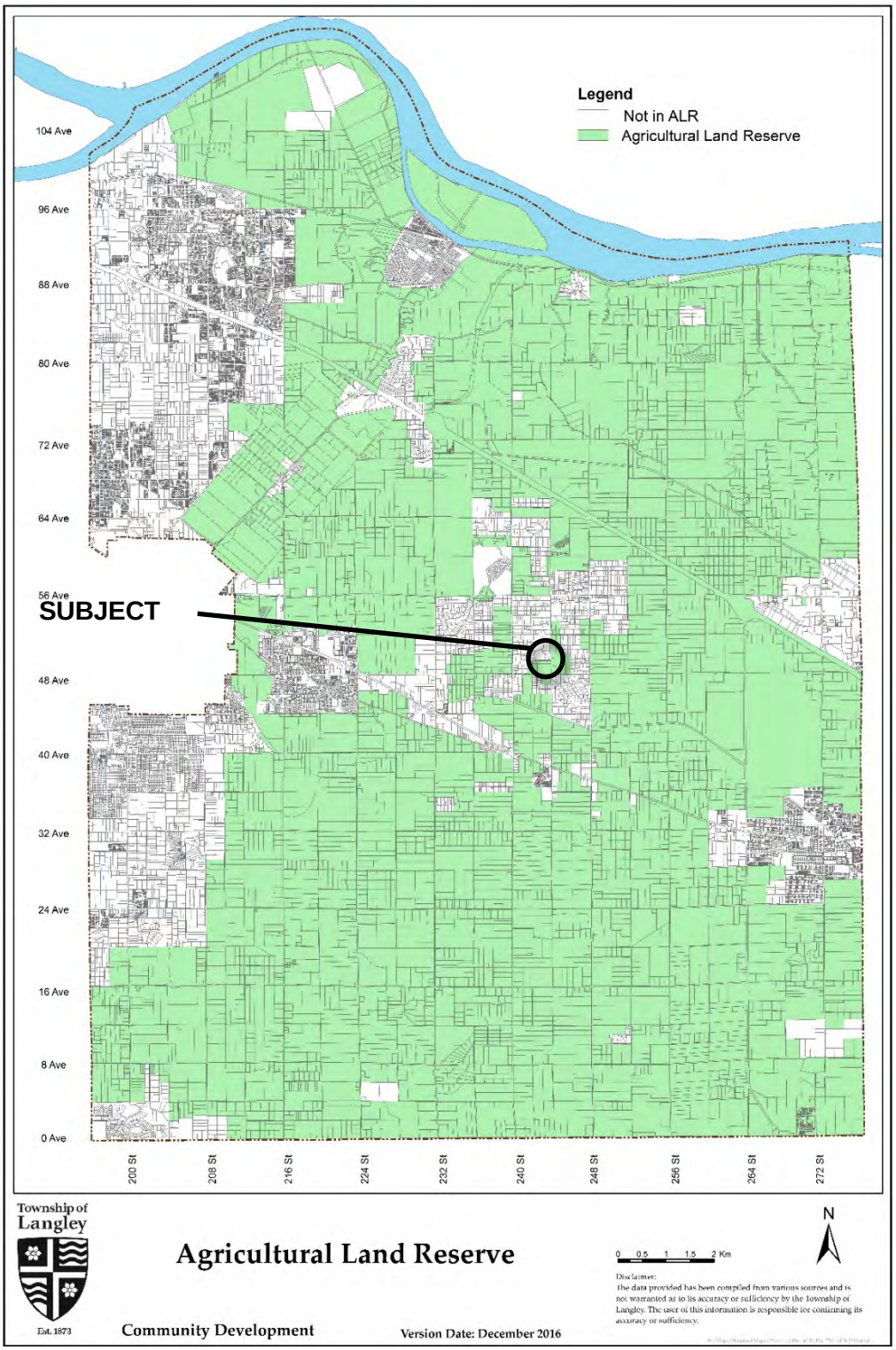
The Township's Subdivision and Development Servicing Bylaw designates the subject property Suburban - Level 3. This means that, should the application be referred by Council to the ALC and subsequently should the application be approved by the ALC, each new lot must be serviced with municipal water and each lot must also provide a septic disposal system (including nitrate removal) and register a covenant for its location (including both primary and reserve fields), design, and maintenance.

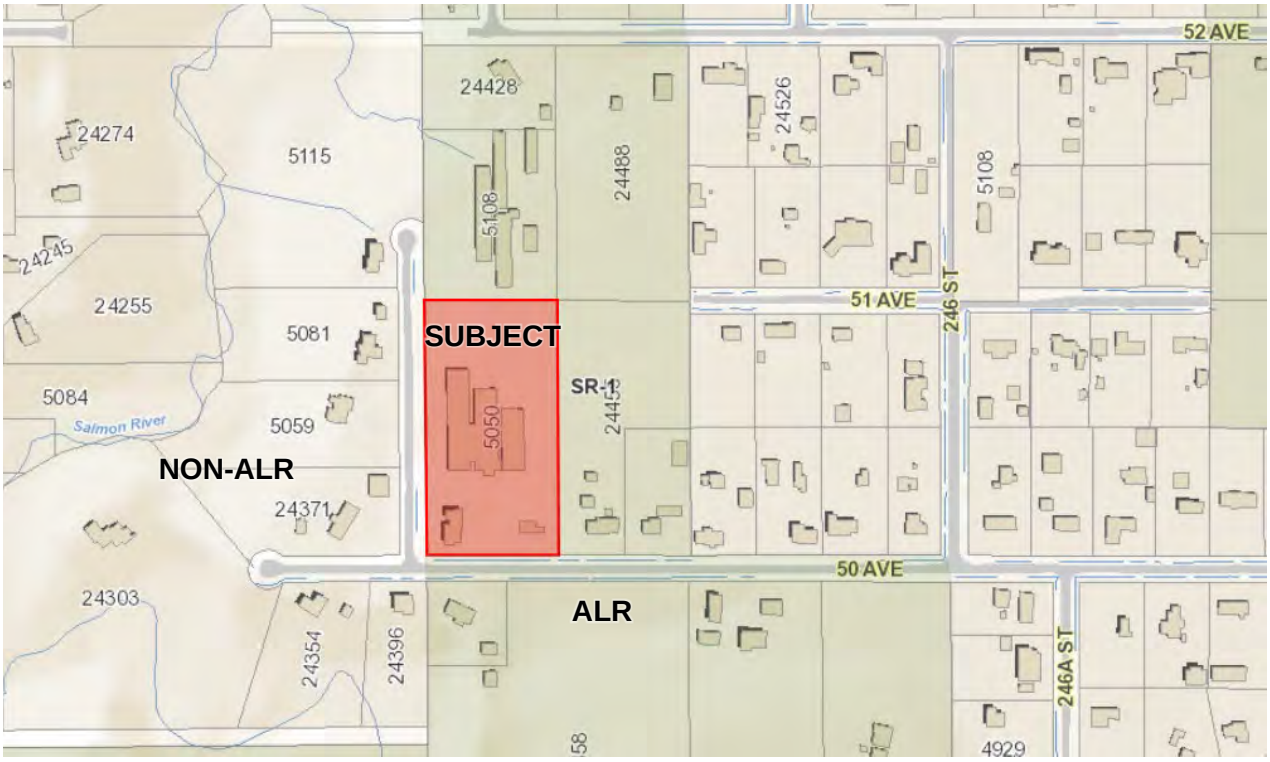
Other details of the proposed subdivision will be addressed at the subdivision stage in accordance with the Township's Subdivision and Development Servicing Bylaw as well as any additional requirements imposed by the ALC as a condition of approval, should such be granted.

PURPOSE:

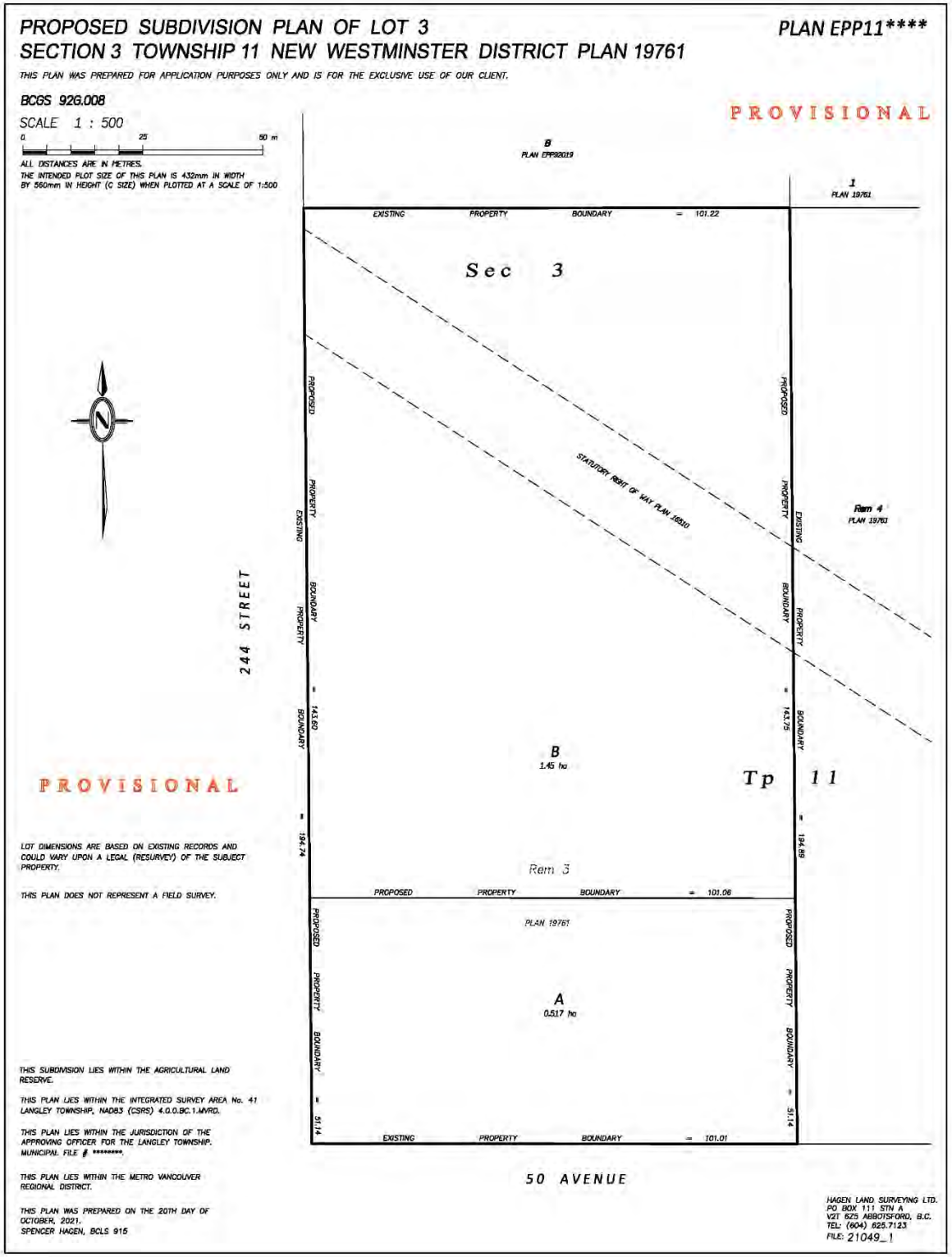
To provide Council with information and a recommendation with respect to an ALR subdivision application submitted under Section 21(2) of the ALC Act.


Map 1
Rural Plan
Land Use Concept
Agricultural/Countryside
Small Farms/Country Estates
Rural Residential
Regional Park
Salmon River Uplands
Urban Boundary
Agro - Service Centre
Rural Commercial Centre
University District
N
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
SUBJECT
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Amendment Bylaw No. 5103 - September 29, 2014
F:\data\Geomatics\Planning\LONG_RANGE\Community_Plans\Rural\2014-09-29_Pln_Rural_Plan.mxd


Legend
Not in ALR
Agricultural Land Reserve
SUBJECT
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Township of Langley
Est. 1873
Agricultural Land Reserve
Community Development
Version Date: December 2016
0 0.5 1 1.5 2 Km
N
Disclaimer:
The data provided has been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy or sufficiency.



ZONING BYLAW NO. 2500



PRELIMINARY SUBDIVISION PLAN – SUBMITTED BY APPLICANT

REFERENCE:

Owner/Applicant:	Karen Reid 5050 – 244 Street Langley, BC V2Z 1G5
Legal Description:	Lot 3 Section 3 Township 11 New Westminster District Plan 19761
Location:	5050 – 244 Street
Area:	1.97 ha (4.86 ac)
Existing Zoning:	Suburban Residential SR-1
Minimum Lot Size:	3,716 m^2 (0.92 ac)
Rural Plan:	Salmon River Uplands
Agricultural Land Reserve:	In the Agricultural Land Reserve

BACKGROUND/HISTORY:

The ALC Act allows Council the opportunity to provide recommendations on subdivision applications to the ALC. Information available to Council to consider making recommendations are policies contained in the Rural Plan and Zoning Bylaw.

The subject property is located at 5050 – 244 Street, within the ALR and designated Salmon River Uplands in the Township's Rural Plan (adopted in 1993). The property is zoned Suburban Residential Zone SR-1 with a minimum lot size of 3,716 m^2 (0.92 ac).

DISCUSSION/ANALYSIS:

An application has been submitted pursuant to Section 21(2) of the ALC Act to subdivide a 1.97 ha (4.86 ac) property into two (2) lots. The proposed lots would be 1.45 ha (3.58 ac) and 0.517 ha (1.23 ac) with frontages along 244 Street and 50 Avenue as shown on the proposed subdivision plan provided by the applicant.

The applicant indicates subdivision into two (2) separate lots would accommodate sale of the farming improvements with the larger lot to allow the owner to retain their residence on the smaller lot as indicated on the application form:

> *"We have had both neighbours on each side of us subdivide off 1 acre so they can retire, and the rest of the property could continue to be used for farming purposes."*
>
> *"The reason for this proposal is to watch a new family purchase the farmland and continue making a difference in the lower mainland, and keep my mom in the house [where] so many memories have been created."*

Description of Property:

The applicant indicates the subject property currently accommodates a single family dwelling, two (2) barns and a mobile home. A BC Hydro transmission right-of-way traverses the northerly portion of the property.

Adjacent Uses and Property Sizes:

North:	One (1) property (previously subdivided in 2018 TOL Project: 11-03-0086) zoned Suburban Residential SR-1, located within the ALR and designated Salmon River Uplands in the Rural Plan;
South:	50 Avenue, beyond which are two (2) properties zoned Suburban Residential SR-1, located within the ALR and designated Salmon River Uplands in the Rural Plan;
East:	A property zoned Suburban Residential SR-1, located within the ALR and designated Salmon River Uplands in the Rural Plan;
West:	244 Street, beyond which are three (3) properties zoned Suburban Residential SR-1, not located within the ALR and designated Salmon River Uplands in the Rural Plan.

Servicing:

The Township's Subdivision and Development Servicing Bylaw designates the subject property Suburban - Level 3.

Each lot must be serviced with municipal water and each lot must also provide a septic disposal system (including nitrate removal) and register a covenant for its location (including both primary and reserve fields), design, and maintenance.

The applicant will be required to upgrade the existing road frontage along 244 Street as well as dedicate and construct the south half of 50 Avenue. Additional servicing details and requirements are to be addressed at time of subdivision, should the application be approved by the ALC.

Policy Considerations:

The subject site is located within the ALR and designated Salmon River Uplands in the Rural Plan. The proposed subdivision complies with the minimum lot size requirements of the Suburban Residential SR-1 zone.

Details of the proposed subdivision will be addressed at the subdivision stage in accordance with the Township's Subdivision and Development Servicing Bylaw as well as any additional requirements imposed by the ALC as a condition of approval, should such be granted. As the Township of Langley does not have the required expertise to assess the application from an agricultural perspective, the application is being forwarded to the ALC for their consideration.

Respectfully submitted,

Daniel Graham
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 22, 2021 - REGULAR MEETING	**REPORT:**	21-132
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	LRP00020
SUBJECT:	WILLOWBROOK COMMUNITY PLAN UPDATE TERMS OF REFERENCE		

RECOMMENDATION:

That Council endorse the Terms of Reference for the Willowbrook Community Plan Update in the form presented substantially as Attachment A in this report.

EXECUTIVE SUMMARY:

The existing Willowbrook Community Plan was adopted by Council in 1991. With the recent commitments by senior levels of government to extend the SkyTrain to Langley, Terms of Reference to update the Willowbrook Community Plan have been prepared to help establish transit-oriented land use policies for the area.

The Terms of Reference (see Attachment A) define the planning area, outline the goals of the plan update, specify the required plan content, and lay out a generalized work plan including a public engagement component in each phase of the planning process.

The updated Willowbrook Community Plan would provide policies and guidelines pertaining to: land uses and densities; form and character of new development; provision of community services and facilities such as schools, parks and open space, greenways, and trails; protection of the natural environment; sustainable development practices and green building performance; a multi-modal mobility network; phasing plan for development; and a financing plan including a land value capture system to offset the cost of providing public amenities.

Funding is provided in the 2021 budget for the preparation of a transit-oriented land use plan (and associated public engagement activities), a hydrogeological/geotechnical study, and a companion Engineering Servicing Plan to ensure infrastructure services (such as transportation, water, sanitary sewer, stormwater management, drainage systems, and climate action planning) are adequate for the planning area.

Once the Terms of Reference are endorsed by Council, staff would issue a request for proposals from qualified consultants with expertise in planning for transit-oriented development, urban design, land economics, engineering, and public engagement to support the project. It is anticipated that project work will start in early 2022. A draft plan would be ready for Council consideration in late 2023 or early 2024, with a wider time latitude to allow for inter-governmental coordination and consultation with First Nations; federal, provincial, and regional agencies; and neighbouring municipalities such as the City of Langley and the City of Surrey.

PURPOSE:

This report recommends Council endorsement of the Terms of Reference for a planning process to update the Willowbrook Community Plan.

BACKGROUND/HISTORY:

The Willowbrook Community Plan was adopted by Council in 1991. The plan has been amended over time to meet the evolving needs of the community. The last amendment, adopted by Council in 2020, involved adding policies to introduce a land value capture system for the Township to share part of the increases in land value that public infrastructure investments generate for private landowners.

Adopted in 2011, the Metro Vancouver Regional Growth Strategy designates the Willowbrook area as a Regional Centre, which is intended for concentrated growth and transit service. A Regional Centre is intended as a priority location for employment and services, higher density housing, commercial, cultural, entertainment, institutional, and mixed uses.

In 2013, Township Council endorsed the Willowbrook Transit Exchange and Conceptual Area Plan which provides a vision for Willowbrook to transform from an auto-oriented suburb to a pedestrian and transit-oriented regional centre. The vision features an interconnected street and open space network, compact and transit supportive land uses, active streetscapes, areas for jobs and business opportunities, and abundant urban amenities. The plan was prepared in collaboration with TransLink and the City of Langley.

Adopted in 2016, the Township of Langley Official Community Plan designates the Willowbrook area as a Regional Centre for commercial and mixed employment (commercial and industrial) activities, and to serve as a transportation hub. This designation also supports high- and medium-density housing, mixed use forms of development, institutional and entertainment activities, and community amenities. The Regional Centre designation is based on the vision in the Willowbrook Transit Exchange and Conceptual Area Plan discussed above.

In December 2018, the Mayors' Council on Regional Transportation directed TransLink to proceed with the planning of a 16 km extension of the Expo SkyTrain line along Fraser Highway to Langley, with a station in the vicinity of Willowbrook Drive and Fraser Highway in the Township. In January 2020, the Mayors' Council endorsed the Surrey Langley SkyTrain Project Business Case and directed TransLink to refer the Business Case to senior governments for approval.

In January 2020, TransLink and the Township executed a Memorandum of Understanding to affirm their commitment to facilitate, expedite, and support the successful procurement, design, construction, operation, and maintenance of the project. One of the Township's commitments is to implement transit-oriented land use policies in relevant plans and permit approval processes.

In Spring 2021, the British Columbia government announced its commitment to complete construction of the entire Expo Line extension to Langley including proposed stations at Willowbrook and Langley City (terminus).

In July 2021, Prime Minister Justin Trudeau announced a federal government commitment of up to $1.3 billion to build the SkyTrain extension to Langley with the rest of the funding being split between TransLink and the Province.

DISCUSSION/ANALYSIS:

Terms of Reference (ToR), presented as Attachment A to this report, have been prepared to outline a scope and process framework for an updated Willowbrook Community Plan. The ToR define the planning area, outline the work program and schedule for preparing the community plan, and delineates the public engagement for the planning process.

Planning Area

The Willowbrook Community Plan area is bounded by 196 Street (west); 68 Avenue to the gas line right-of-way at approximately 201 Street, and along the right-of-way to Willowbrook Connector (north); Willowbrook Connector and Mufford Crescent (east); and Fraser Highway to the Langley Bypass and the municipal boundary with the City of Langley along 62 Avenue (south). The planning area is approximately 615 hectares (1,520 acres) in size.

Proposed Scope of Work

Key outcomes of the Willowbrook planning process would include:

- a vision for Willowbrook as a sustainable transit-oriented community (TOC), using the Council endorsed Willowbrook Transit Exchange and Conceptual Area Plan as a foundation;

- a land use plan with policies to guide development of the TOC; targets and/or projections for housing mix/affordability and employment generation; and other relevant urban design, place-making, environmental protection, and climate action development permit guidelines for considerations such as built form, landscape character, green building design, and sustainable community design;

- an Engineering Services Plan (ESP) to identify the transportation infrastructure, water, sewer, energy forecasting, stormwater management, and site development requirements to support the development proposed in the plan including a financial plan for the provision and maintenance of infrastructure services; and

- a Community Amenity Contribution (CAC) program to support the future land use and development vision for Willowbrook and detailed policy recommendations for securing CACs through a land value capture system.

Proposed Process and Timeline

The Willowbrook planning process consists of four (4) phases which are outlined in detail in the ToR. Pending Council endorsement of the ToR, the planning process would commence early in 2022 and would be scheduled for completion by late 2023 or early 2024. The planning process is summarized as follows:

<u>Phase 1 – Planning Principles and Preliminary Development Concepts (Q1 2022 to Q3 2022)</u>

Phase 1 would involve undertaking background research to understand key features and issues in the Plan area. A public open house would be hosted by the Township to obtain initial input on the ideas from the community which will be used for the development of preliminary development concepts.

<u>Phase 2 – Vision and Design Options (Q4 2022 to Q1 2023)</u>

In Phase 2, a draft vision statement and design options would be developed. The background information obtained in Phase 1 would inform this process and help to identify implications of the different options. Workshops with landowners, other key stakeholders and the public would form part of Phase 2. A second open house would also be held to gather feedback on the preliminary ideas developed as part of this phase. Additional public engagement and inter-governmental coordination might be considered, if warranted.

Additional time latitude and resources have been allocated to this phase to allow for inter-governmental coordination and consultation with First Nations; federal, provincial, and regional agencies; and neighbouring municipalities such as the City of Langley and the City of Surrey. More specifically, Transport Canada enforces the Langley Airport Zoning Regulation (AZR) that limits the height of buildings in the Langley area including Willowbrook. Extensive discussions will be needed to amend the AZR to accommodate high-rise developments in certain areas. Similarly, coordination may be required for collaboration with the City of Langley and the City of Surrey if they opt to conduct parallel planning with the Township.

Phase 3 – Preferred Land Use Plan and Strategic Policy Directions (Q2 2023 to Q3 2023)

Phase 3 would involve the preparation of a preferred land use plan and strategic policy directions based on the analysis and public feedback on the draft vision and design options in the last phase. Other plan components, such as the ESP, CAC, and the land value capture program would also take shape in this phase. A third public open house would be held to obtain feedback on the preferred land use plan and other plan components.

Phase 4 – Draft Community Plan (Q3 2023 to Q1 2024)

Phase 4 would require synthesizing all technical findings, policy analysis, and public engagement feedback in a draft Willowbrook Community Plan document for Council consideration. The research, analysis, and engagement activities carried out in the earlier phases would inform policy directions and implementation actions.

Throughout the planning process, Council would receive updates at key milestones and be kept informed of the project schedule. As noted under Phase 2, additional time may be required for inter-governmental coordination and consultation. Staff would update Council of scheduling changes as required.

Proposed Public Engagement Approach and Intergovernmental Coordination

A comprehensive public engagement program would be a key part of the Willowbrook planning process. The draft ToR outlines an approach keeping within the parameters of Council OCP Consultation Policy 07-621 and Public Engagement Strategy for Planning and Development endorsed by Council in 2016, including consultation with the following stakeholders:

1. Community Planning Team (CPT): A CPT is recommended to be formed in Phase 1. The first public open house would provide an opportunity for identifying community members and owners to be part of the CPT. The CPT would be invited to attend workshops and public engagement events in the rest of the planning process. (ToR for the Willowbrook CPT would be presented to Council for endorsement at a later date.)

2. General Public: The public would receive information through digital and print communications (e.g., newspaper advertisements, project website) and have multiple opportunities to provide detailed feedback at public engagement events.

3. Council Advisory Committees: Township's Council Advisory Committees would be consulted to provide feedback at all phases of the planning process.

4. External Agencies: Intergovernmental coordination is crucial for the Willowbrook planning process. Stakeholders, government agencies, and community organizations would be included in the overall consultation approach including:

    - First Nations;
    - federal, provincial, and regional government representatives (including Metro Vancouver and TransLink);

- local municipalities (including the City of Surry and City of Langley); and
- community and business organizations.

5. Technical Team: a multi-disciplinary Technical Team would be assembled to support the planning process and provide an opportunity for integrated planning and service delivery. The Technical Team may also include representatives from other government agencies discussed in 4 above.

Financial Implications:

Funding for the Willowbrook Community Plan update is provided in the 2021 budget, in the amount of $500,000. The funding would enable preparation and delivery of the following:

- a transit-oriented land use plan (and associated public engagement activities);
- a hydrogeological/geotechnical study; and
- a companion Engineering Servicing Plan to ensure infrastructure services (such as transportation, water, sanitary sewer, stormwater management, drainage systems, and energy forecasting) are adequate for the planning area.

Next Steps:

Once the ToR are endorsed by Council, staff would issue a request for proposals seeking proposals from qualified consulting teams with expertise in transit-oriented development planning, urban design, land economics, climate action planning, engineering, and public engagement to support the community plan update. It is anticipated the proposal process would conclude with a consulting team in place for project start-up in early 2022.

Respectfully submitted,

Jason Chu
MANAGER, COMMUNITY AND POLICY PLANNING
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Willowbrook Community Plan Update – Terms of Reference

Township of Langley

Est. 1873

Willowbrook Community Plan Update
Draft Terms of Reference

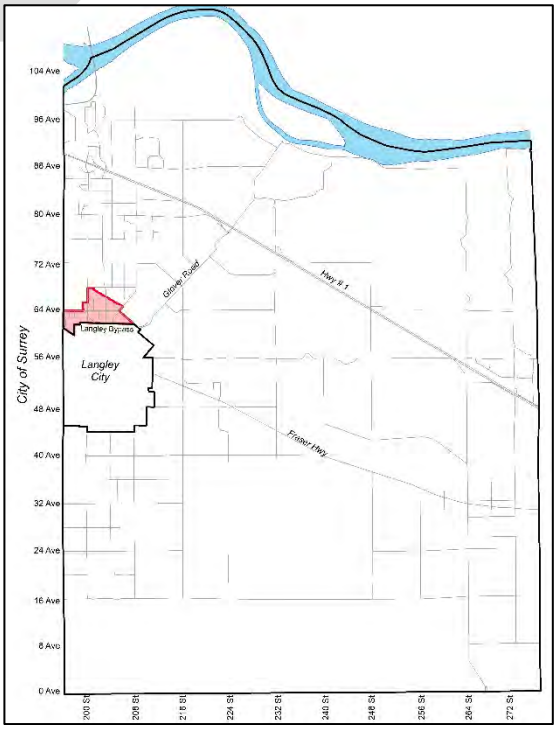
November 2021

INTRODUCTION

The Willowbrook Community Plan was adopted by Langley Township Council in 1991. It articulates the goals, objectives and policies which have guided development of the Willowbrook area for the past 30 years. Specifically, the community plan contains policies to allocate residential, commercial, industrial, institutional, recreational, and open space land uses and to ensure provision of adequate services and utilities.

The Township of Langley will be undertaking a comprehensive update of the Willowbrook Community Plan starting in 2022. This update is timely given the population growth and build-out of new neighbourhoods that have occurred since 1991, and a planning and development context that has changed considerably over the same period. This is also an opportunity to advance higher level objectives for a resilient region at the local community level, and to consider more intensive residential and commercial uses within a future transit-oriented development scenario.

The Township will be issuing a Request for Proposals from qualified planning consultants to support the community plan update once the Terms of Reference are approved by Council. This document outlines the Terms of Reference, including a description of the study area, goals for the plan update, required plan content, and a generalized work plan.



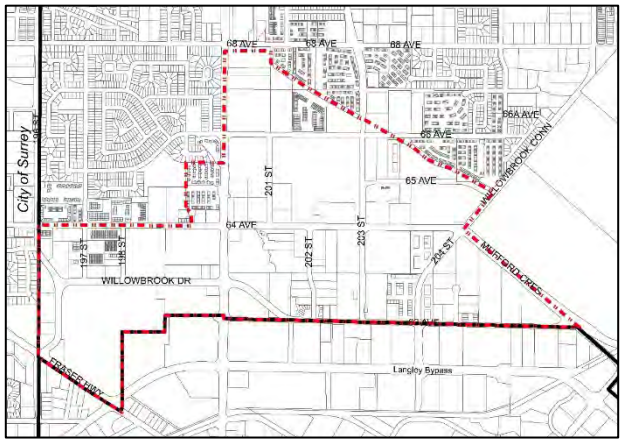
Map 1: Willowbrook Within the Township

PLANNING AREA

Willowbrook is located in the western part of the Township of Langley. It abuts the municipal boundaries that the Township shares with the City of Surrey on the west, and the City of Langley on the south, as shown in Map 1. Willowbrook comprises approximately 615 hectares (1,520 acres) and includes the Willowbrook Shopping Centre and other large commercial and mixed-use properties, the Mufford industrial area, and multi-family residential development south of 64 Avenue.

Draft

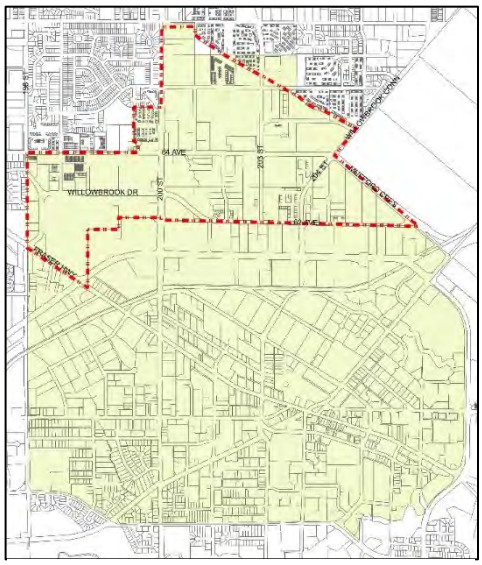
The planning area boundaries for the Willowbrook Community Plan are: 196 Street (west); 68 Avenue to the gas line right-of-way at approximately 201 Street, and along the right-of-way to Willowbrook Connector (north); Willowbrook Connector and Mufford Crescent (east); and Fraser Highway to the Langley Bypass and the municipal boundary with the City of Langley along 62 Avenue (south), as shown in Map 2.



Map 2: Willowbrook Community Planning Area

POLICY FRAMEWORK

Community planning in the Township of Langley has been supported by a strong regional and municipal policy framework:



Map 3: Willowbrook Within Langley Urban Centre

- Metro Vancouver's *Regional Growth Strategy (RGS, Metro 2040)* aims to accommodate anticipated future growth and build resiliency by creating a compact urban area; supporting a sustainable economy; protecting the environment and responding to climate change and natural hazards; providing diverse and affordable housing options; and supporting sustainable transportation choices. The Willowbrook area is designated as part of the Langley Urban Centre in the Metro Vancouver Regional Growth Strategy (see Map 3). 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 housing, commercial, cultural, entertainment, institutional and mixed uses.

- The Township of Langley *Official Community Plan (OCP)* was adopted in 2016 and lays out the path towards a sustainable future through 2043. The OCP provides a high-level, long-term vision for the municipality, comprised of objectives, principles, and policies to guide planning and land use decisions. The OCP is integrated with the Township's other community plans and functional plans (e.g., transportation plans, parks and recreation plans, housing strategies), and incorporates key policy directions from the following:

- *Housing Action Plan* (2021 update forthcoming)
- *Age- and dementia-friendly Action Plan* (forthcoming)
- *Cycling Plan (2015)*
- *Agricultural Viability Strategy (2013)*
- *Economic Development Strategy* (2012)
- *Heritage Strategy* (2012)
- *Water Management Plan* (2010)
- *Employment Lands Study* (2009)
- *Master Transportation Plan* (2009)
- *Sustainability Charter* (2008)
- *Wildlife Habitat Strategy* (2008)
- *Parks and Recreation Master Plan (2002)*
- *Thru Community Connections: Planning Document for a Municipal Trail Network (1994)*

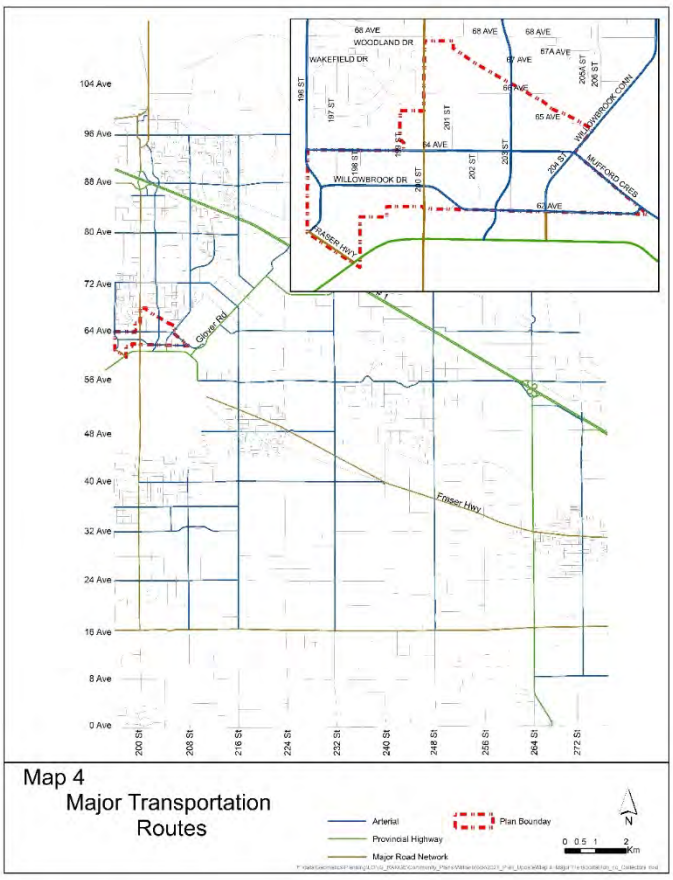
- Metro Vancouver's goals for a livable and resilient region are also being addressed by the Township of Langley through its community and neighbourhood level plans, which include a focus on diverse and affordable housing, transit and mobility, resilient employment, protecting ecological and agricultural lands, and addressing the impacts of a changing climate. For further background and for the purposes of the Willowbrook Community Plan update, other relevant Township plans and strategies include the following:

    - *Climate Action Strategy (2021)*
    - *Draft Child Care Action Plan* (2020)
    - *Community Amenity Contributions Policy* (2018)
    - *Corporate Asset Management Policy (2018)*
    - *Public Engagement Strategy for Planning and Development* (2016)
    - *Age-Friendly Strategy* (2014)
    - *Arts and Cultural Services Plan* (2011)
    - *Langley Town Centre Community Plan* (1994)
    - *Integrated Stormwater Management Plans (ISMPs)* – various

- In 2013, Council adopted a future vision for transforming the core area of Willowbrook from an automobile-oriented suburban condition to a compact, mixed-use, walkable, and transit-oriented centre with a high quality of design and sense of place. An integral component of this vision is the establishment of a grid street network and more fine-grained block structure. This is key for creating more route options for all travel modes and accommodating development of multi-storey mixed-use buildings. It is anticipated that this vision would be implemented over time through incremental phased redevelopment of the Willowbrook Shopping Centre and other low density commercial areas.

PLANNING AND DEVELOPMENT CONTEXT

Over the past 30 years, the Township of Langley has seen tremendous population growth in new neighbourhoods in designated urban areas such as Willoughby and Walnut Grove. New development has been supported by proactive community planning, the attractiveness of the Metro Vancouver region, and comparative housing affordability. It has also been spurred by a series of major transportation upgrades which have improved access to Langley from other parts of the region, including the Port Mann Bridge and Golden Ears Bridge, widening of Highway 1 and construction of a series of new highway interchanges in Langley, completion of the South Fraser Perimeter Road, numerous arterial road upgrades, and transit service improvements. In addition, the Roberts Bank Rail Corridor (RBRC) program that included road/rail grade separation of the CP Rail line at Mufford Crescent, 54 Avenue, 192 Street and 196 Street, which in conjunction with the 204 Street overpass, has significantly improved access to the Willowbrook area.

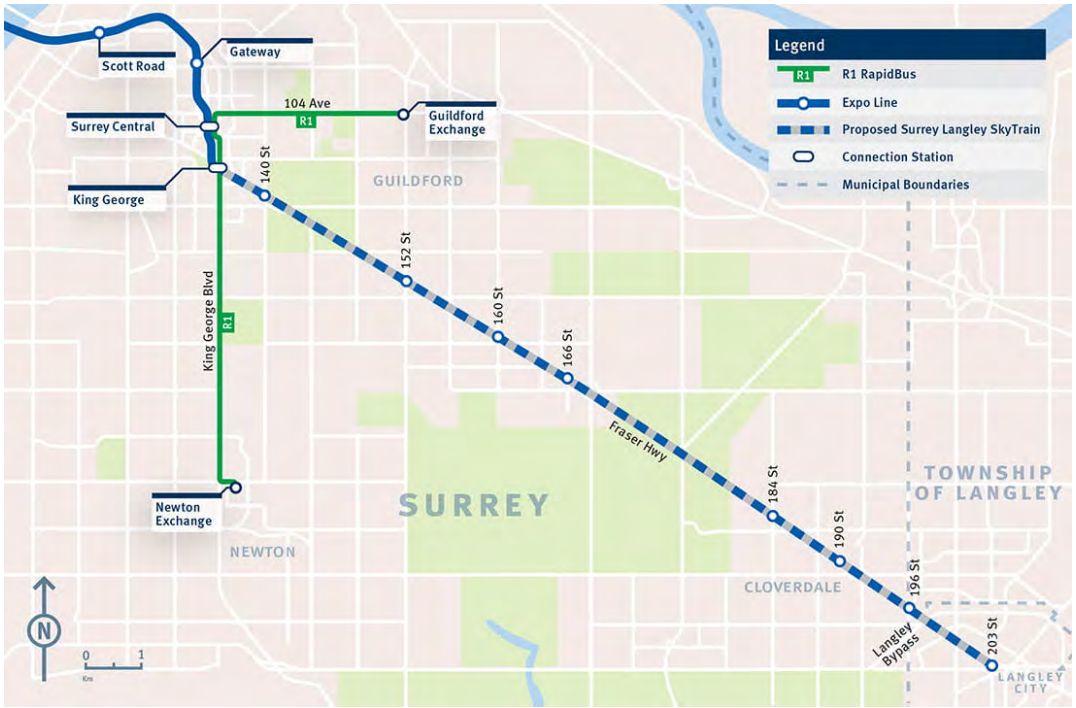


In the absence of rapid transit, much of Langley has developed at a suburban albeit more compact scale, including multi-storey residential and mixed-use buildings at key locations. A proposed extension of rapid transit service from King George Station in Surrey to Langley has been under discussion for many years, but has advanced significantly since 2018 as shown in this recent timeline:

- December 2018: The Mayors' Council on Regional Transportation directed TransLink to proceed with the planning of a 16-kilometre extension of the SkyTrain Expo line along

Fraser Highway to Langley, with a station and a transit exchange in the vicinity of Willowbrook Drive and Fraser Highway in the Township of Langley.

- January 2020: TransLink and the Township of Langley executed a Memorandum of Understanding (MOU) to affirm their full public commitment to facilitate, expedite and support the successful procurement, design, construction, operation, and maintenance of the project. One of the Township's commitments is to implement transit-oriented land use policies and provisions in relevant plans and permit approval processes. Accordingly, the Township intends to update the Willowbrook Community Plan to provide long-term policy guidance for transit-oriented development in the area.
- September 2020: TransLink announced that the project would be built in two phases based on availability of funding, with the first phase reaching 166 Street in Fleetwood (4 stops), followed by a second phase extension to Langley Centre at a future date.
- Spring 2021: The Provincial government announced its commitment to complete construction of the entire 16-kilometre extension to Langley Town Centre, including proposed stations at Willowbrook and Langley City (terminus).
- July 2021: The Prime Minister announced a federal government commitment of up to $1.3 billion to build the SkyTrain extension to Langley in a single phase, with the rest of the funding being split between TransLink and the Province. Pre-construction work including road widening is now underway along portions of the route through the City of Surrey.



Map 5: Willowbrook (196 Street) Station Along the Proposed Surrey Langley Extension

Future rapid transit will advance the Township of Langley's ability to support higher-density residential and commercial/office development, to make a modal shift away from the private automobile, and to secure significant community amenities. It also changes the planning context for Willowbrook as a major commercial centre and suburban transit exchange to a regional destination.

GOALS FOR UPDATING THE WILLOWBROOK COMMUNITY PLAN

An updated community plan will establish the vision, policies, guidelines, and implementation tools for development in Willowbrook over the next 20 years. This community plan will build upon and advance the Township's comprehensive land use, housing, transportation, environmental, cultural, economic, social, and sustainability objectives as established in the OCP and other strategic plans. It will also capitalize on senior government investments in infrastructure to support community resilience.

The primary goals for the Willowbrook Community Plan update are to:

1. Develop a vision for Willowbrook as a sustainable transit-oriented community, and delineate distinct sub-areas within the planning area for future development, based on proximity to the proposed Willowbrook SkyTrain Station and Transit Exchange as well as potential development scenarios;
2. Develop a land use plan to identify appropriate locations for commercial, residential, public, and other uses, with supporting policies, an implementation strategy, maps, and graphics;
3. Articulate the future built form and landscape character, place-making elements, and sustainable community design through policies, guidelines, and illustrations;
4. Prepare an Engineering Services Plan to identify the transportation infrastructure, water, sewer, stormwater management, energy forecasting, and site development requirements to support the development proposed in the plan, including a financial plan for the provision and maintenance of infrastructure services;
5. Articulate required community amenities to support the future land use and development vision for Willowbrook, and more detailed policy recommendations for securing community amenity contributions through a land value capture system; and
6. Effectively communicate, involve, and engage property owners, local community stakeholders, external agencies, and the broader public in the planning process.

PLANNING PROCESS

The timeline for the Willowbrook Community Plan update is estimated to be 26 to 34 months. The process will be managed by the Community and Policy Planning Department and supported by a multi-disciplinary Technical Team of Township staff from:

- Development Engineering
- Transportation Engineering
- Parks Design and Development
- Water Resources and Environment
- Development Planning
- Green Infrastructure Services
- Sustainability and Climate Action
- Permits, Licences and Inspection Services (Green Buildings)
- Operations / Asset Management
- Finance (if necessary)
- Fire (if necessary)
- RCMP (if necessary)

Given the tri-municipal nature of the Langley Urban Centre, the planning process will need to consider land use plans developed by the City of Langley and the City of Surrey:

- The City of Langley's new OCP (at third reading as of early November 2021) is based on the vision of being the 'nexus' between the Metro Vancouver and Fraser Valley regions, and the City is looking at significant commercial and residential land use intensification.
- The City of Surrey has identified a future planning process for the East Cloverdale – 196 Street precinct adjacent to Willowbrook, but it is not yet underway.

To facilitate co-ordination and collaboration, membership of the Technical Team may include staff from the City of Langley, the City of Surrey, and other government organizations such as the Ministry of Transportation and Infrastructure (MOTI) and TransLink.

A Community Team of local stakeholders will be established at the outset of the process. The community plan update will be further resourced by a consultant team with expertise in community and land use planning, transit-oriented development, civil and transportation engineering, environmental assessment, climate action planning, urban design, land economics and financial analysis, and public engagement.

The required plan content and anticipated work plan are described in the following sections.

REQUIRED PLAN CONTENT

It is expected that the updated Willowbrook Community Plan will include (but is not limited to) the following components:

- Description of the Plan's purpose, contents, and structure:
    - The Community Plan will provide an overall development framework for the community and establish polices related to land use, built form character, schools, parks, open space and community amenities (such as recreation centre

and library), environmental protection, climate action, mobility and transportation, emergency response, and utilities and services.

- Once adopted, this Plan will form part of the Township of Langley Official Community Plan (OCP), which provides the long-term vision for sustainable growth and development in the Township as a whole.
- More detailed neighbourhood plans, which may be prepared for sub-areas of the Community Plan area at a later date, must be consistent with the policies delineated in the Community Plan;

- Overview of the land use and development context, the process for Plan development, and summary of public input;
- Description of the future vision for Willowbrook as a sustainable transit-oriented community, and an explanation of the overall development concept, including any distinct sub-areas (or neighbourhoods) within the planning area boundaries, with descriptive maps and illustrations;
- Future land use plan showing the location of proposed land uses and densities;
- Description of the future built form and public realm character, and place-making elements, including illustrations and guidelines;
- Proposed policies and guidelines pertaining to:
  - land uses and densities;
  - form and character of new development;
  - provision of community services and recreation facilities, including schools, parks and open space, greenways, and trails;
  - housing mix and affordability;
  - protection of the natural environment;
  - sustainable development practices and (low carbon, passive design, resilient, energy independent) building performance;
  - a multi-modal transportation and circulation network, including proposed roads, pedestrian and cycling infrastructure, transit network and goods movement network;
  - infrastructure services including water, sanitary sewer, stormwater management, and drainage systems;
  - community amenities;
  - phasing plan for development;
  - financing plan; and
  - description of required updates to other Township plans and regulatory bylaws for Plan implementation.

- An Engineering Services Plan is to be developed in tandem with the Community Plan and serve as a companion (reference) document to support phased development of the planning area. It is to be substantially completed by the time the Community Plan is finalized but will not be completed until after the Community Plan is adopted by Council. The required scope and content for the Engineering Services Plan is described in Appendix A.

DRAFT WORK PLAN

It is anticipated that the community plan update will be undertaken in four (4) distinct phases, as described below in the generalized Work Plan. Specific tasks and timelines are to be further refined and detailed in consultant proposals in response to the RFP.

It is a requirement of the Township that meaningful and transparent public engagement occur throughout the planning process, and in accordance with the *Public Engagement Strategy for Planning and Development* (2016) and *Policy No. 07-160 Council Consultation – Official Community Plan*. Key objectives are to carry out early and ongoing consultation, increase public awareness about community planning, broaden and diversify community participation in the plan update, undertake direct community outreach and employ creative engagement tools, allow for respectful dialogue; and carefully consider all input received.

These Terms of Reference do not outline specific engagement tools or methods. Rather, in responding to the RFP, consultants will be required to propose a public engagement strategy for each phase of the work plan, based on their own understanding of innovative and effective public engagement.

Following Council's approval of the project Terms of Reference and awarding of a consultant contract, formal project initiation will include:

1. Establishing a Technical Team (TT) of inter-divisional Township staff (and possibly staff from other government agencies);
2. Inaugural meeting(s) with the consultant team and TT to discuss process, timeline, and logistics, and to refine the proposed Work Plan; and
3. Preliminary outreach to neighbouring jurisdictions on concurrent planning for the Langley Urban Centre, and opportunities to provide input on the Willowbrook Community Plan.

The generalized work plan is described as follows:

- **Phase 1 – Planning Principles and Preliminary Development Concepts**
  (approximately 6 to 8 months)
    - Review background information, including relevant plans, policies, regulations, and other documents to help identify land use and development options, servicing issues and opportunities, and environmental considerations;
    - Review and mapping of existing conditions (land use designations, existing development, transportation networks, infrastructure services, and other considerations);

- Review existing information about the hydrogeology of the study area, and undertake further analysis (as may be required) to identify existing soil and groundwater conditions, associated opportunities and limitations for new development, and required site preparation and mitigation measures that would be necessary to accommodate multi-storey buildings and underground parking structures;
- Compile and review population, housing, and demographic forecasts for the planning area through 2043, the planning horizon of the Township Official community Plan;
- Prepare a summary report on existing conditions, community needs, and development opportunities and constraints in the planning area;
- Identify and recruit community members and key property owners to engage in the planning process through participation on a Community Planning Team(s);
- Develop a public engagement process for each phase of the community plan update in accordance with the Township's *Public Engagement Strategy for Planning and Development*, which in Phase 1 will include:
  - Presenting an overview of the plan purpose, objectives, process, and opportunities for input;
  - Sharing relevant background information on the planning area, and educational materials pertaining to sustainable community design and transit-oriented development;
  - Seeking preliminary input on opportunities and challenges; and
  - Establishing initial planning principles and preliminary design concepts, and working towards a guiding vision for the Willowbrook Community Plan;
- Prepare a draft vision statement and planning principles, and describe and articulate preliminary development concepts;
- Initiate preparation of an Engineering Services Plan that demonstrates innovation in providing sustainable and cost-effective engineering solutions for provision of transportation, drainage, water, sanitary, and climate action services for the planning area;
- Prepare and present a Phase I summary report to Council for information and input, and endorsement of the next phase(s) of the planning process.

- **Phase 2 – Vision and Design Options**
  (approximately 6 to 8 months)
  - Undertake a technical review of the preliminary land use and design concepts, and make recommendations for further refinement for development of preferred options;

- Undertake Phase 2 community engagement on the draft vision, guiding principles, and preferred options (land use and design concepts);
- Begin formulating strategic policy directions;
- Refine vision, principles, and development options;
- Prepare and present a Phase 2 summary report to Council for information and input, and endorsement of the next phase(s) of the planning process.

- **Phase 3 – Preferred Land Use Plan and Strategic Policy Directions**
  (approximately 6 to 8 months)

  - Develop and detail a preferred land use plan and strategic policy directions, with further input from the Technical Team and Community Team, and consideration of input from Phase 2 community engagement;
  - Advance development of the Engineering Services Plan including review and analysis of the preferred land use and development concept, and preparation of conceptual layouts, phasing plans, and cost estimates – in accordance with technical requirements and study contents as identified by Township staff;
  - Develop a draft land value capture system for the Willowbrook area, consistent with the prevailing enabling legislation and the principles of nexus and proportionality to help ensure that the system is appropriate, fair, and reasonable:
    - The land value capture system shall be based on the Total Assessed Value in the Municipal Tax Roll released by the British Columbia Assessment Authority for the 2018 taxation year (i.e., the base year for the land capture system); and
    - The Township shall capture up to a 75% share of any increase in land value due to the transit infrastructure upgrades in the Willowbrook area;
  - Commence preparation of draft development policies, and Development Permit Area designation(s) and guidelines;
  - Undertake Phase 3 community engagement on the preferred development option and related policies and guidelines;
  - Refine draft policies and guidelines based on public input, and further input from the Technical Team and Community Team;
  - Prepare and present a Phase 3 summary report to Council for information and input, and endorsement of the next phase of the planning process.

- **Phase 4 – Draft Community Plan** (approximately 8 to 10 months)

    - Commence preparation of the draft Willowbrook Community Plan document and related mapping which will describe and articulate an overall vision and development framework for the community, and proposed polices related to land use, form and character of development, open space, the environment, mobility and transportation, utilities and services, and community amenities;
    - Refine the draft Plan document with further input from the Technical and Community Teams;
    - Present the draft Plan to Council for review and input, and direction to seek broader community input through Phase 4 engagement ;
    - Refer the draft Plan for external agency review and comment as determined by Township staff;
    - Review community and agency input with the Technical Team to identify required Plan refinements and edits, and requirements for finalizing engineering services and financial plans; and
    - Finalize the draft Community Plan and prepare bylaws for formal consideration by Council.

APPENDIX A: REQUIRED SCOPE AND CONTENT FOR ENGINEERING SERVICES PLAN

An Engineering Services Plan (ESP) will form an integral part of the updated Willowbrook Community Plan and will inform specific Plan policies related to transportation and infrastructure services. It will be developed in tandem with the Community Plan but will serve as a companion (reference) document for Community Plan implementation.

The ESP should be sufficiently developed through Phase 4 of the planning process to support implementation of the proposed land use and development concept for Willowbrook, and to inform specific policies related to transportation and servicing, but it is not expected to be completed until after the Community Plan is adopted. All conceptual plans for transportation, water, stormwater, and sanitary services are to be consistent in format with other plans and utility drawings contained in the ESP. The ESP will include a financial plan to estimate the cost of capital infrastructure, including an assessment of the annual Operations, Maintenance and Rehabilitation cost of new infrastructure.

This document outlines general requirements for the scope and content of the ESP. More detailed requirements pertaining to mobility, drainage and stormwater management, water, and sanitary sewers will be articulated in the formal RFP documents once the broader Terms of Reference for the Community Plan update are approved by Council.

Planning Context: Transit-Oriented Development

- Transit-oriented development (TOD) promotes a symbiotic relationship between dense, compact urban form and public transit use. In doing so, TOD aims to increase public transit ridership by reducing the use of private cars and by promoting sustainable urban growth;
- A TOD is typically designed to support and promote walking and cycling, through smaller block sizes and reduced land area dedicated to automobiles. The densest areas of a TOD are normally located within a radius of 400 to 800 metres around the transit station.
- As envisioned for Willowbrook, transit-oriented development (TOD) would maximize the amount of residential, commercial, and leisure space within walking distance of the future Willowbrook SkyTrain Station and Transit Exchange. The ESP for Willowbrook will support transit-oriented development including a new street grid and block pattern through the following:
    - a multi-modal mobility plan, including pedestrian and cycling infrastructure, and proposed road network and road standards;
    - updated plans for drainage, sanitary sewer, and water services; and
    - a financial plan for provision of infrastructure services.
- A key input into the ESP will be an analysis of the planning area's hydrogeology (to be undertaken during Phase 1 of the planning process) – to help inform the consideration of potential land use and development options:

- Willowbrook is largely situated in a valley bottom, with a relatively high water table. The prevailing soil conditions and hydrogeology will in part determine opportunities and constraints for building construction, infrastructure services, and required site preparation and mitigation works to facilitate development. This in turn will inform the viability of different forms of development – including underground and above ground parking structures, and related financial considerations.

Transportation and Mobility Plan

The Township of Langley's Master Transportation Plan describes the current major road network and a proposed hierarchy of Major Road Network roads, Arterial roads, Collector roads and Local roads. It also includes maps with proposed road cross sections which provide further information on the proposed lane configuration along with bicycle and pedestrian facilities.

Transit-oriented development is characterized by more intensive development within a grid pattern of smaller blocks. The Transportation and Mobility Plan should identify transit improvements, new roads, and road standards with multi use paths (MUPs) for Willowbrook to support walking, cycling, and transit use as attractive alternatives to the private automobile – particularly within walking distance of the proposed Willowbrook SkyTrain Station and Transit Exchange:

- Pedestrian Network
  - The Mobility Plan should provide details on the proposed pedestrian network, consisting of sidewalks, Multi-Use Paths (MUPs) and trail linkages, and associated infrastructure.
- Bicycle Routes and Facilities
  - The Mobility Plan should also identify proposed bicycle routes, cycling infrastructure and end-of-trip facilities, in consideration of established Township policies and the Cycling Plan (2015), which includes a series of maps that identify cycling routes for commuter and recreational cyclists, and local community routes. The type of infrastructure for each of these route types is also identified in the network map. The plan should update the infrastructure plan to meet new guidelines for pedestrian cycling infrastructure found in the Transportation Association of Canada (TAC) Guidelines, TransLink guidelines and the BC Active Transportation Design Guide (2019).
  - The Mobility Plan should identify appropriate end-of-trip bicycle facilities (e.g., bike racks, lockers) at strategic locations within the planning area to promote bicycle use. End-of-trip destinations would include all community facilities and local shopping and employment centres.
- Road Network
  - Proposed road standards in the Transportation and Mobility Plan will need to address (but are not limited to) the following considerations:

- Location and appropriate treatment of pedestrian crossings, and potential traffic calming measures;
- On-street parking requirements based on proposed land uses and density of development;
- Complete Streets that accommodate all modes;
- Goods movement; and
- Proposed road cross-sections and road classification, including the accommodation of active transportation facilities for pedestrians and cyclists.

Transportation Assessment

A transportation assessment exploring all modes of transportation will be required to determine the impacts of the ultimate development of the Willowbrook Community Plan area on the existing road network of surrounding neighbourhoods. The study should use the new 2050 regional model that was developed by TransLink.

Drainage Study

A conceptual layout of all major and minor drainage systems, and detention and infiltration required to service the study area will form a key component of the drainage study. This work will be undertaken in conformity with the Township's Subdivision and Development Servicing Bylaw (#5382), the Upper Nicomekl Integrated Stormwater Management Plan, Metro Vancouver Integrated Liquid Waste Resources Management Plan (ILWRMP), the Official Community Plan, and the Township's Sustainability Charter. The objective is to allow the subject lands to develop in a manner which mitigates the impacts on peak, volume, and quality of runoff from small, medium, and large rainfall events.

Appropriate computer modelling will be required to meet the servicing needs as well as the regulatory requirements of controlling post-development drainage flow rates and volumes to pre-development levels. This may include single-event and continuous event modelling, and the use of models such as the Water Balance Model for various components of rainwater management.

This work will include gathering all pertinent information on the existing and planned drainage systems and watercourses within and adjacent to Willowbrook and integrating those systems as appropriate to phase upgrades and adequately service development of the area to its ultimate land use. The life cycle of existing infrastructure and evolving climate change conditions will need to be considered in the design a phased integration plan.

A key component of this plan will be creating innovative stormwater Best Management Practices which achieve the OCP goal of maintaining pre-development infiltration rates and address water quality impacts generated by development. Another key consideration is creating facilities to serve engineering requirements while also providing a community amenity and fisheries resource. It is expected that other innovations and best practices to promote sustainable stormwater design principles in a changing climate will also be proposed.

Sanitary Sewer

The ESP will include a study of the existing sewerage system in Willowbrook and will provide a conceptual layout of all sewers required to service the study area based on the preferred development concept. Conceptual plans are to ensure adequate and effective sanitary sewer services in conformity with the Township's design standards. As new sewer design standards are not the same as the pipe capacity, analysis of the existing system should identify pipes that meet the design standards, pipes that do not exceed their capacity, and pipes where flows exceed pipe capacity and need replacement. Some preliminary engineering including site reconnaissance may be necessary to determine more accurately the limits of tributary catchments serviceable by proposed sewers to confirm the serviceability extent of the planning area.

The study report shall indicate financing requirements for all trunk sewers, lift stations, and force mains. A sewer is considered a trunk for sizes greater than 200mm diameter. Sewers identified as "trunk sewers" will be considered for inclusion within the Township's servicing plans and Development Cost Charges (DCC) Program.

The Willowbrook area currently discharges sewage through the 203 Street Lift Station into Metro Vancouver's Langley Connector #1. The study shall review capacity and capability of these facilities to meet future demands of the entire catchment area being serviced, which includes the southern part of Willoughby, Milner, the University District, and part of Murrayville.

- Reference: Township of Langley's Master Sewage Plan (2011)

Water

The ESP will include a review of the existing water supply and distribution system in the planning area and identify the required upgrading to the overall system to adequately service development of the area to its ultimate land use. In addition, any innovation and conservation initiatives should be identified, assessed, and presented.

A conceptual layout of the local and grid water distribution network will be prepared and modelled to demonstrate adequacy for domestic needs as well as fire protection purposes. The proposed system must conform to the requirements of the Township of Langley. The study must include:

- a schematic pipe network diagram showing for each of the conditions tested, pipe and node numbers, flow directions, source locations and available/starting heads, head-loss and velocity in each pipe, demand, and residential hydraulic head (in metres) at each node, together with approved model output and a table indicating domestic and fire flow requirements and residual pressures available for critical events;
- description of the critical events used to establish the water network and the rationale for these choices; and
- a financing requirement for all grid or feeder mains for pipes with a diameter greater than 250mm and additional water facility upgrades required to service the area.
- Reference: Township of Langley Master Water Plan (2008) and computer model (2019 Existing System Model and 2018 Future Development Model)

Financial Plan

A review of high-level cost estimates for the provision, maintenance, and replacement of infrastructure and assets is needed to assist in understanding the financial implications and impacts of implementing the land use and development concept for Willowbrook as a future transit-oriented development.

The financial plan will provide estimated costs of providing the following capital infrastructure: transportation infrastructure (including roads, MUPs, cycling facilities, sidewalks, (on-street and off-street) trails and street lighting), water system, sewer system, stormwater management system, parks, and public spaces and amenities, including the costs of developing neighbourhood parks and public spaces.

The costs of the infrastructure will be compared to the following sources of funding: (1) Development Cost Charges (DCCs) – based on cost of DCC eligible projects compared to estimated DCC revenues; (2) developer provided infrastructure; and (3) other sources of funding.

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 22, 2021 - REGULAR MEETING	**REPORT:**	21-135
FROM:	ARTS, CULTURE, AND COMMUNITY INITIATIVES	**FILE:**	7970-01
SUBJECT:	PUBLIC ART OPPORTUNITY		

RECOMMENDATIONS:

That Council authorize staff to proceed with two Latimer Amenity Policy funded Public Art projects in accordance with the Public Art Policy and the approach outlined in this report; and

That this Public Art Project be given preapproval for inclusion in the 2022 Capital Budget as it has independent funding.

EXECUTIVE SUMMARY:

Two locations have been identified where the public realm of a neighbourhood has been or is being completed to a level where a planned public art installation can be completed. Within the Latimer neighbourhood, the public space infrastructure has been completed adjacent the west side of 200 Street north of 82 Ave at a location that is identified for public art within the Latimer Amenity Policy (Attachment A). Construction is also underway on a development located north of 76th Ave on the east side of 198B Street that should realize a completed public realm in 1 – 2 years. If this location is delayed in completion, an alternate interim location has been identified for a temporary installation of the art piece until the permanent location is available. (Attachment B)

In accordance with the Public Art Policy (Attachment C), adopted November 6, 2017, the two identified locations will require a commissioned art piece unique to the location. The collected funds for public art from the Latimer Amenity Policy will be used to fund a publicly advertised Request for Expressions of Interest for BC Artists in the amount of $150,000 for the north Latimer location and $110,000 for the southern Latimer location. The RFEI will seek to secure two artists, one artist for each of the two locations, to create and install a unique three-dimensional sculpture to provide interest and identity specific to that public space. The RFEI will request interested artists to submit concept sketches for their proposals so that the Public Art Technical Advisory Committee can select artists based on past works, proposed concept and technical skills in executing past works.

PURPOSE:

To secure approval from Council for staff to move ahead with an RFEI process to install two significant public art installations utilizing Latimer Amenity Policy funds allocated for this purpose.

BACKGROUND/HISTORY:

Since 2007 Council has approved eight Amenity Zoning Policies to finance the acquisition and construction of amenities in new neighbourhoods that serve the entire neighbourhood. The amenities include various types of greenways (such as street, creek, ecological and recreational greenways), pocket parks, wildlife habitat patches, heritage amenity structures, blue links, urban greens and public art.

These policies provide for the costs of amenities to be distributed equitably throughout the neighbourhood through a per acre fee based on the total land and construction costs of the amenities. The fee is paid by all developments within the defined amenity zone based on the area of the development and the funds are used to reimburse developments that provide amenities. This method provides a fair way of allocating the provision of amenities among all properties. In six of the Amenity Zoning Policies, public art is identified and specifically funded by the fees collected.

DISCUSSION/ANALYSIS:

The rate of development and therefore the collection of amenity fees varies between neighbourhoods. Currently, the largest reserve fund for public art has been collected in the Latimer neighbourhood. Funds collected from development in that neighbourhood can only be used in that neighbourhood for the intended purpose. The greenway amenity policies and neighbourhood control plans identify specific locations for public art within each neighbourhood. (Attachment A)

Two locations have been identified (highlighted in red on Attachment A) where the public realm of a neighbourhood has been completed or is underway to be completed to a level where a planned public art installation can be installed. Within the Latimer neighbourhood, the public space infrastructure has been completed adjacent the west side of 200th Street north of 82 Ave at a location that is identified for public art within the Latimer Greenway Amenity Policy. (see Attachment D for site photos). An additional location is developing where the public realm could be complete in 1-2 years. This site is at the north east corner of 76th Ave and 198B Street (Attachment E). If this location is delayed in completion, an alternate interim location has been identified for a temporary installation of the art piece until the permanent location is available. (Attachment B)

In accordance with the Public Art Policy, adopted November 6, 2017, the two identified locations will require a commissioned art piece unique to the location. The collected funds for public art from the Latimer Amenity Policy will be used to fund a publicly advertised Request for Expressions of Interest for BC Artists in the amount of $150,000 for the north Latimer location and $110,000 for the south Latimer location. The RFEI will seek to secure two artists, one artist for each of the two locations, to create and install a unique three-dimensional sculpture to provide interest and identity specific to that public space. The RFEI will request interested artists to submit concept sketches for their proposals so that the Public Art Technical Advisory Committee can select artists based on past works, proposed concept and technical skills in executing past works.

As per the Public Art Policy section 4.5.6.2, a funding allocation will be made for the ongoing maintenance and repair of the installed public art. This is proposed to be 10% of the project budget. The Arts, Culture and Community Initiatives Division in conjunction with the Engineering Division will oversee the maintenance and conservation of the public art.

Applicable Policies:

Public Art Policy 06-024 provides direction to staff in managing public art amenities in the Township of Langley

Community Implications:

A publicly advertised Request for Expressions of Interest will be utilized to secure two local BC based artists to create and install unique three-dimensional art pieces for these public spaces.

Financial Implications:

To facilitate the commissioning of two public art pieces in the Latimer neighbourhood, the following transactions are recommended:

- Allocate a capital budget for 2022 for the amount of $260,000 funded from the Latimer Amenity Policy Reserve Fund. The public art component of this reserve fund is currently at a balance of $265,961.96.

Cost and Resource Allocations:

The required budgets are available in the Public Art Reserve Funds for the identified Latimer Amenity Policy reserve.

Respectfully submitted,

Al Neufeld
MANAGER, SPECIAL ASSIGNMENTS
for
ARTS, CULTURE AND COMMUNITY INITIATIVES DIVISION

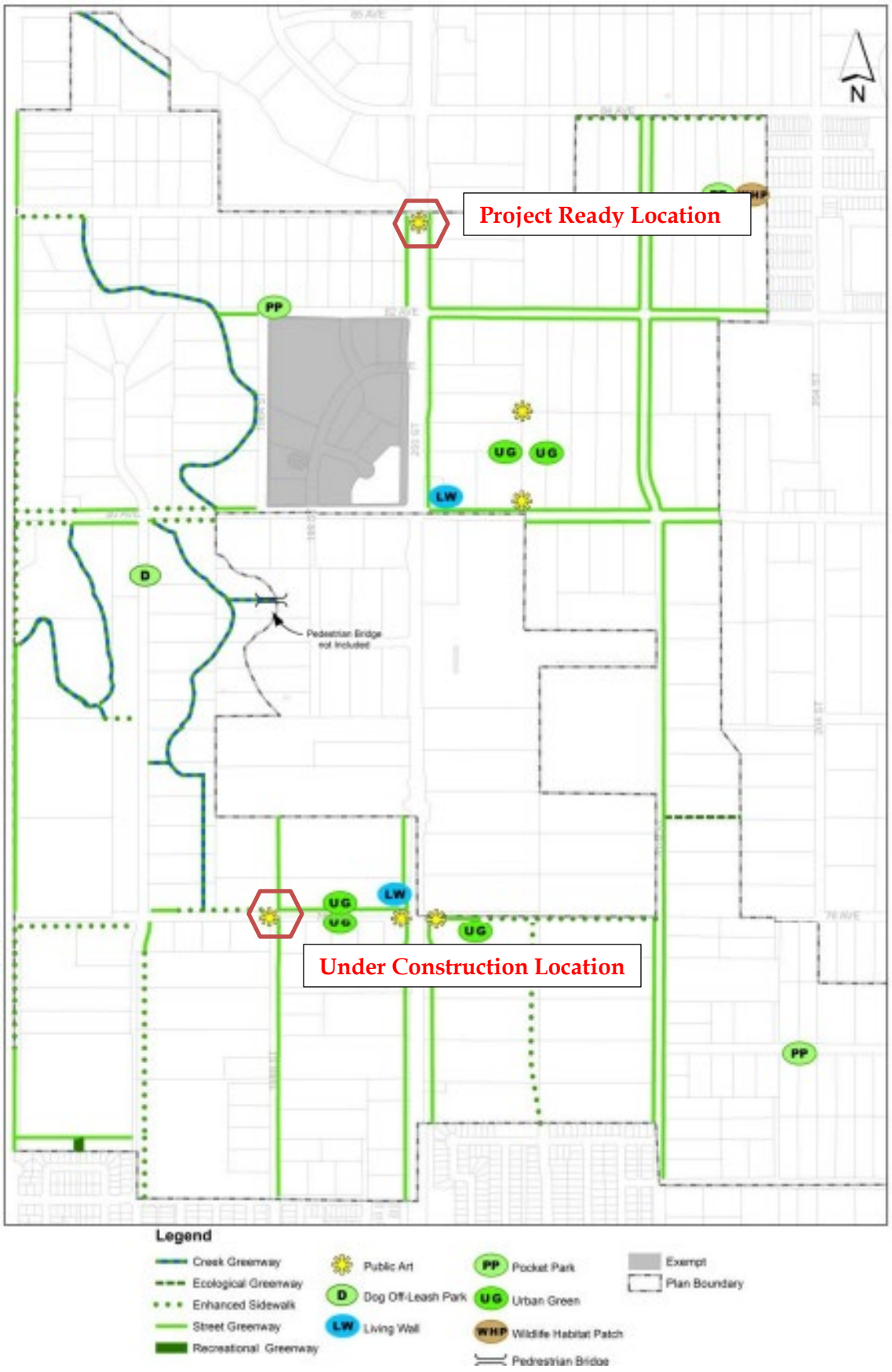
This report has been prepared in consultation with the following listed departments.

CONCURRENCES	
Division / Department	**Name**
Finance Division	S. Ruff
Community Development Division	R. Seifi

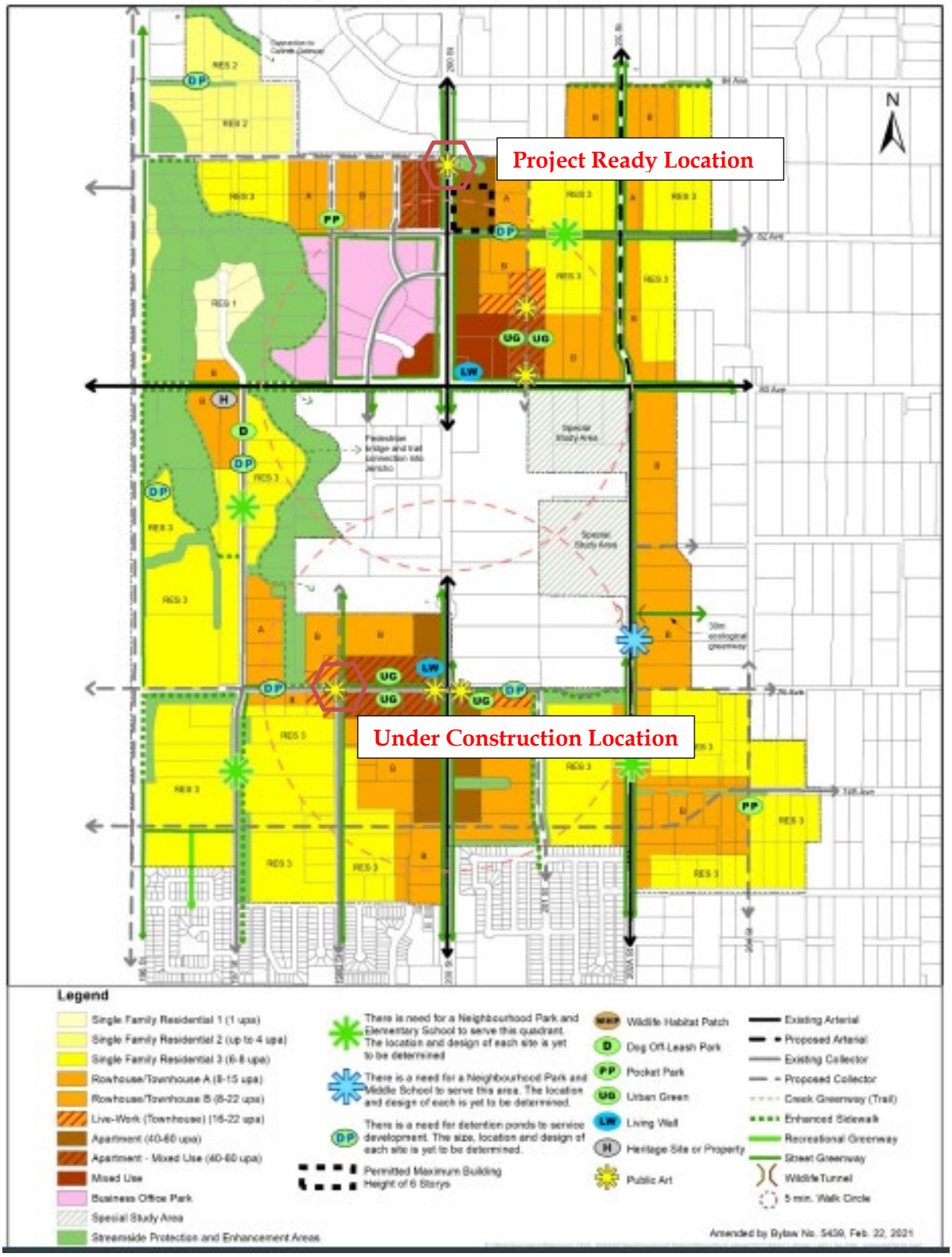
ATTACHMENT A Maps of Public Art Locations outlined in Red
ATTACHMENT B Alternate Temporary Location
ATTACHMENT C Public Art Policy 06-024
ATTACHMENT D Photos of north Latimer project ready location
ATTACHMENT E Photos and plan of south Latimer location

ATTACHMENT A

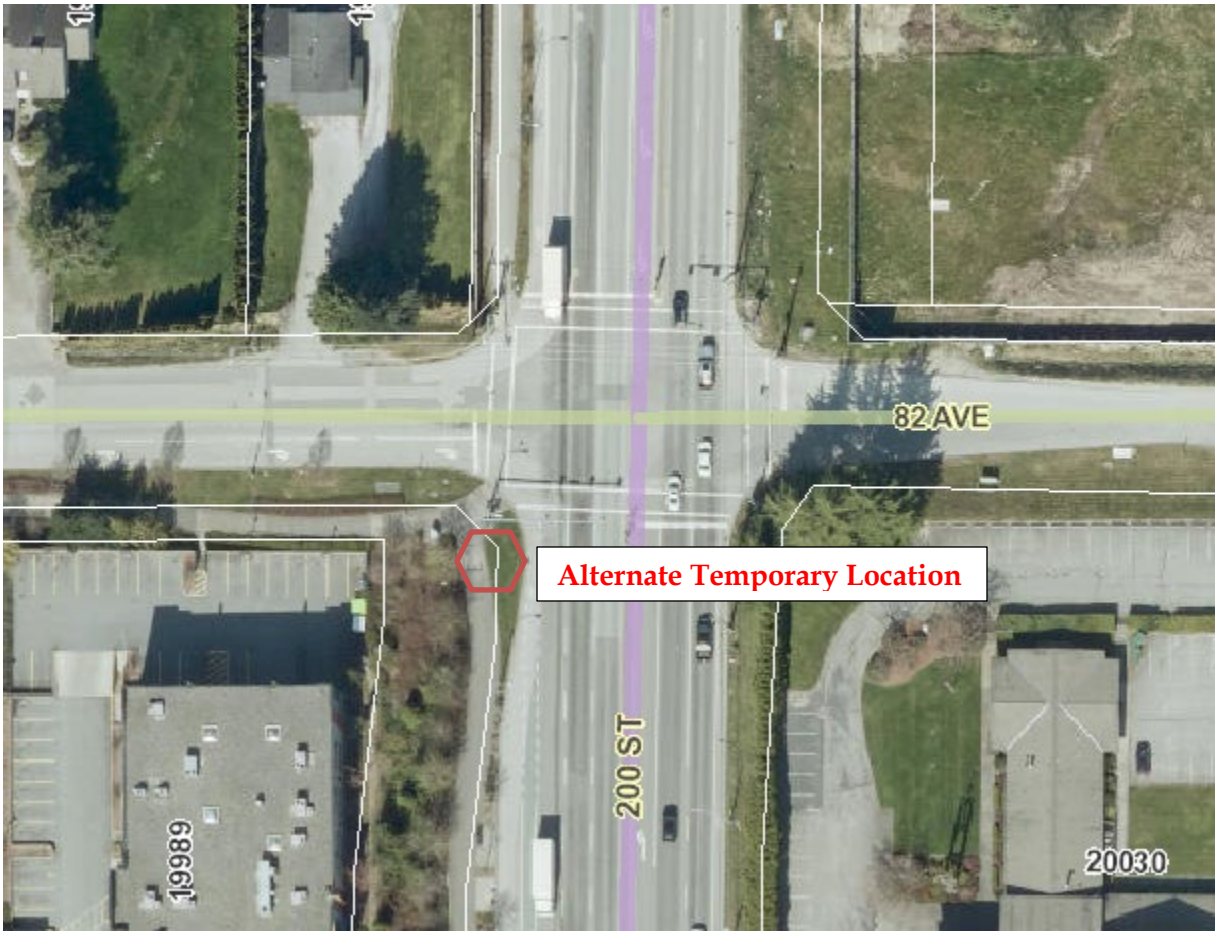
Latimer Amenities



Map 1 - Latimer Land Use Plan



ATTACHMENT B





View south on 200th Street

ATTACHMENT C

Township of Langley
Est. 1873

COUNCIL POLICY

SUBJECT: PUBLIC ART

POLICY NO: 06-024
APPROVED BY COUNCIL: November 6, 2017
REVISED BY COUNCIL:

1. Purpose

1.1 Public Art is intended to contribute positively to the Township of Langley's urban and rural spaces by: providing landmarks, defining meeting places, injecting a sense of wonder, pleasure, and pride into our daily lives, speaking of history and reminding us of the uniqueness of our neighbourhoods and communities. It is hoped that Public Art on or in municipally-owned public spaces will be viewed by citizens and visitors with a keen sense of curiosity and interest thereby evoking conversation and giving all a feeling of satisfaction that these work are "ours"; that they help to define "us" and our community.

1.2 To provide leadership in Public Art Planning and ensure quality and relevance to our communities' distinct public spaces

2. Background

2.1 The Arts & Cultural Services Plan adopted by Council in 2011 recommended that Council establish a Public Art Policy that could include a formula for contribution encompassing private and public property.

2.2 The Official Community Plan, Amendment Bylaw 2013 No. 5000 Section 2.5.21 calls for the establishment of a Public Art Policy to encourage the creation and installation of Public Art that could include a formula for funding contribution for both private and public landowners.

2.3 A Public Art Policy considers "Public Art" to be art that is displayed on or in municipally-owned public spaces. Municipally-owned public space is considered to be areas frequented by the general public that are owned, maintained, operated or occupied by the Township of Langley.

Municipally-owned public space includes, but is not limited to: facilities, parks, road allowances, boulevards, streets, courtyards, squares and bridges. Public Art may include, but is not limited to:

2.3.1 Sculpture; static and kinetic
2.3.2 Murals; digital, mosaic and painted
2.3.3 Memorials; monuments, statues or artefacts such as a Cenotaph

2.3.4 Fountains or water features that contribute aesthetically to their surrounding (i.e. not spray parks);
2.3.5 Hard and soft landscaping components; which are not a mere extension of the landscape architecture;
2.3.6 Special engineering or architectural features of existing capital projects that contribute aesthetically to their surrounding; and,
2.3.7 Community Public Art related to neighbourhood beautification.

Public Art may be integrated into the design of the site, building and landscapes in publically accessible and visible areas of a site. These areas can include the wall, floors and ceilings or other publicly accessible open space such as plazas, forecourts, courtyards, colonnades or setbacks. When integrated, Public Art must retain an interpretative aspect, as determined by the commissioned artist, and not be a mere extension of the design of the architecture, landscape architecture, interior design, etc. of the new development.

2.4 Public Art Exclusions
Examples of Public Art that are excluded under the scope of this policy are:
2.4.1 Directional elements such as super graphics, signage or colour coding, except where these elements are integral parts of the original work of art or Public Art project.
2.4.2 Art objects which are mass-produced of standard design such as playground equipment, or statuary objects;
2.4.3 Landscape architecture and landscape gardening except where these elements are an integral part of the original work of art, or are the result of collaboration among design professionals including at least one professional artist;
2.4.4 Easily-moveable art works such as painting, drawings, models and books.

2.5 Definition
A professional artist is a person who is critically recognized as an artist: the individual possesses skill, training and/or experience in an artistic discipline is active in and committed to their art practice; and the individual has a history of public presentation.

3. Related Policy

3.1 Policy No. 06-201 – Langley Centennial Museum and Exhibition Centre Collection Policy.

4. Policy

4.1 The primary purpose of this Policy is to provide a mechanism through which the Township of Langley acquires significant pieces of Public Art for municipally-owned public space through purchase, commission or donation. The Township may authorize Public Art that it does not own to be placed on municipally-owned public space through an agreement between the Township of Langley and the owner of the Public Art.

4.2 Permanent and Temporary Types of Public Art

This Policy is applicable to both permanent and temporary installation of Public Art. Permanent works of art include fixed works which, due to their weight and size, become an integral component of any municipally-owned public space, in terms of

structure, design, context, or neighbourhood. Temporary works of Public Art include works created for a specific event or place for a specific occasion and timeframe. The Township of Langley has the authority to determine the length of time a work of art will be displayed on municipally-owned public space.

4.3 Placement of Outdoor Art on Privately-Owned Space

It is recognized that public art has significant appeal and can contribute to the identity and character of our community. Private landowners are encouraged to participate in the Public Art process and to incorporate Public Art in the development of their property. Township of Langley Staff will endeavor to work with external partners and property owners to include the integration of Public Artworks on their properties.

4.4 Administering Public Art

The Public Art Policy will be administered by the Township of Langley's Arts, Culture, and Communities Initiatives Division. The Division may delegate the administration: including making recommendation to Council for the prioritization of expressions of interest for Public Art projects and the selection of qualified artists, to a knowledgeable community arts organization. The Division may also delegate responsibility for site selection, implementation, maintenance and conservation/ restoration of Public Art to other Township departments or knowledgeable arts organizations.

4.5 Acquiring Public Art

Public Art, collected for municipally-owned public space, may be acquired through: purchase, commission or donation, or creation of community art projects.

4.5.1 Purchase, Commission or Donation of Public Art

All works of Public Art that are to be purchased, commissioned or donated to the Township of Langley will be subject to the terms and conditions of the Public Art Policy. Purchased art is existing artwork that is bought by the Township from an artist, agent, gallery or through another direct method. Commissioned art is a work of art created by a selected professional artist and for a specific site. Donated art is existing artwork given to the Township in the form of a bequest, a gift, or a sponsored acquisition.

When Public Art is acquired through donation, the Township of Langley may issue a tax receipt to the donor, in accordance with the criteria established in the Income Tax Act (Canada). Independent appraisal cost will be the responsibility of the donor. The Township's Museum Collections Policy will be used to guide the determination of whether donations, gifts, or bequests of works of art will be accepted.

4.5.2 Donation of Funding to acquire and/or Maintain Public Art

The Township will encourage the private sector to contribute financially to the Public Art Program. Artworks offered for donation will also include a funding contribution for the maintenance and conservation/restoration of the work being donated, the amount of which will be negotiated as part of an acceptance agreement. All donations must be free and clear of

conditions and restriction imposed by the donors regarding the Township's use of these funds for Public Art.

4.5.3 Creation of Community Art Projects

The Arts, Culture, and Communities Initiatives Division, or its designate, will also receive applications for community art projects through the Nothing Without Effort Community Grant program.

Projects are intended to be initiated, planned, and implemented by community members in partnership with the Township of Langley. Awards are to be matched by individual communities' resources of volunteer labour, donated materials, donated professional services, or cash. The Nothing Without Effort Community Matching Grants honour the Township's historic motto to salute the spirit of its citizens.

A grant is available to any not for profit community-based resident groups who wish to complete a project as a means of building a stronger community and improving the conditions and appearance of shared spaces within their community.

This may or may not include the use of professional artists. The painted murals at our community centres and the McLeod Stadium art panels are examples of where amateur community artists and youth participated in the creation of community Public Art.

4.5.4 Site Selection

The Arts, Culture and Communities Initiatives Division will coordinate the site selection of appropriate locations for the installation of Public Art on municipally-owned public space. This will include creating a visionary plan for the strategic placement of Public Art in the Township of Langley.

Sites for the installation of Public Art have already been identified in some existing neighbourhood plans. Other Township divisions will be consulted, as required, for site approval as members of the Public Art Technical Advisory Committee.

4.5.5 Public Art Technical Advisory Committee

Is a staff based committee with representation from various Township departments. More specifically the committee will be inclusive of departments and divisions that have a stake in public art projects that are related their operations, objectives and or interests. The committee will meet infrequently on a when and as needed basis.

4.5.6 Funding

4.5.6.1 A Public Art Reserve Fund will be established to hold contributions by the Township and from other sources for the implementation of the Public Art Policy.

4.5.6.2 Establishment of the Public Art Policy will include an allocation for the long-term care, maintenance and conservation of existing and future Public Art.

4.5.6.3 A Public Art contribution may be required as a component of neighbourhood and community plans. The budget for Public Art will be established through an Amenity Policy tailored to each plan. Fees collected through the amenity policy are applied towards the specific plans from which the funds were derived.

4.5.6.4 Council may also consider making additional annual contributions to the Public Art Reserve Fund for future Public Art projects in the community.

4.5.6.5 Other funding opportunities will be integrated into policy with Council's deliberation and determination of developer contribution formulas supporting community growth.

4.5.7 Maintenance and Conservation/Restoration

4.5.7.1 The Arts, Culture and Communities Initiatives Division, in conjunction with the Engineering Division, will oversee the maintenance, and conservation/restoration of Public Art. Maintenance and conservation/restoration requirements will be included within the Public Art Project Plan for each piece of Public Art and captured within a future Township of Langley Public Art Conservation Plan and Master Inventory of Public Art. The Arts, Culture and Communities Initiatives Division, may delegate the responsibility for the creation of the Public Art Conservation Plan and Master Inventory of Public Art to a knowledgeable community arts organization. This organization will consult with the Engineering Division to determine maintenance and conservation/restoration requirements and actions for Public Art on an ongoing basis.

4.5.8 De-Accessioning

4.5.8.1 The Arts, Culture and Communities Initiatives Division will consider candidates for the de-accessioning of permanent and temporary Public Art, report its findings and recommend the method of de-accessioning to Township of Langley Council. The de-accessioned art may be moved, sold, returned to the artist or destroyed, with any monies received through the sale of the art being placed in the Public Art Reserve Fund.

ATTACHMENT D

Project ready location on 200th Street north of 82nd Ave



Looking north on greenway

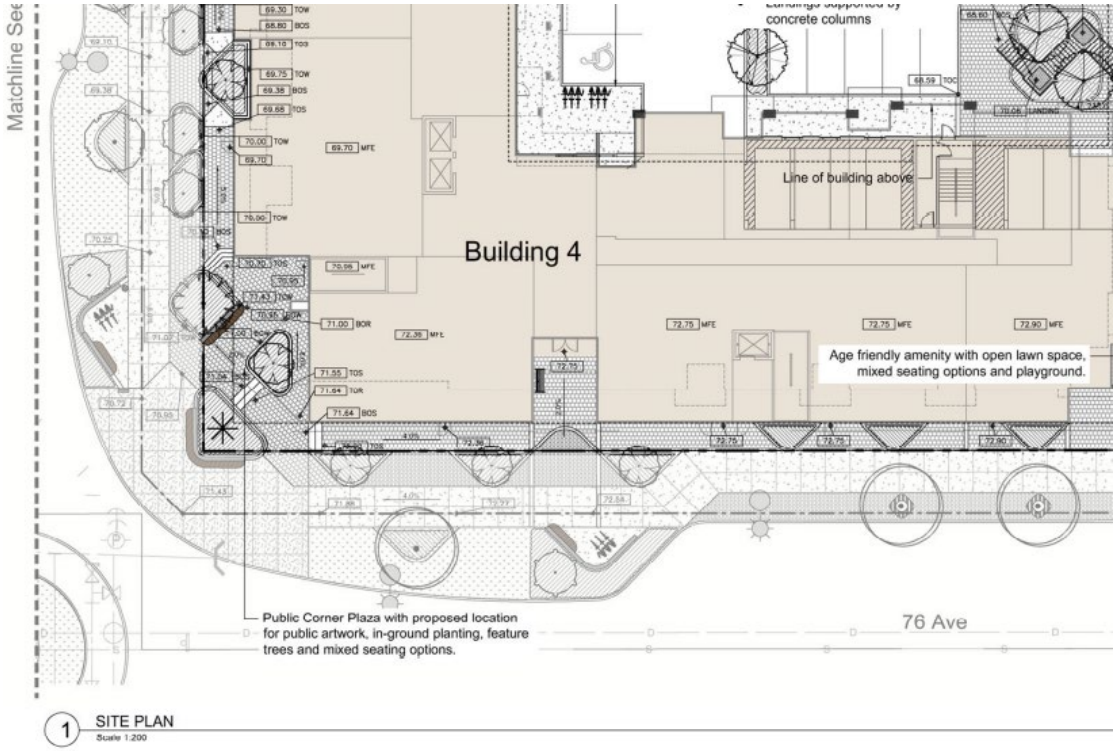


Looking west towards public art location in greenway

ATTACHMENT E



Looking northeast at corner of 198B Street & 76 Ave



Public Art location at corner

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 22, 2021 - REGULAR MEETING	**REPORT:**	21-137
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	LRP00015
SUBJECT:	DRAFT BROOKSWOOD-FERNRIDGE NEIGHBOURHOOD PLANS		

RECOMMENDATION:

That Council receive the Draft Brookswood-Fernridge Neighbourhood Plans report as it relates to the Booth, Fernridge, and Rinn Neighbourhood Plans in advance of the last phase of public engagement to occur in early 2022 prior to the presentation of associated bylaws to Council for consideration of approval.

EXECUTIVE SUMMARY:

This report is intended to provide Council with an update on the planning and public engagement process for the preparation of the Booth, Fernridge, and Rinn neighbourhoods, as directed by Council, consistent with the specific provision of the Terms of Reference endorsed by Council. The draft plans for these neighbourhoods will form the basis of the final phase of public consultation and subsequent finalization of the plans for presentation to Council. Ultimately, neighbourhood plans aim to act as a "blueprint" for future development and will guide the way the neighbourhoods grow and evolve over coming decades. Their preparation is based on the fundamental vision and guiding principles of the Brookswood-Fernridge Community Plan adopted by Council in 2017, subsequent community feedback, established policies and strategies, best practices, and technical analyses.

The three draft plans feature neighbourhood character goals, policies for land use (consistent with Council's direction to uphold the policy framework in the Brookswood-Fernridge Community Plan), natural environment and climate change response, neighbourhood design patterns and placemaking, and mobility and transportation infrastructure. They also include a growth and change management section to provide a phasing and investment strategy that outlines a series of measures to ensure the provision of schools, parks, community amenities, rainwater/groundwater management facilities, mobility infrastructure, and associated greenways for residents.

While the draft plans are not yet fully complete, they are sufficiently advanced to inform the last step of the planning process through forthcoming public engagement consistent with Council approved Terms of Reference for the project. At this critical juncture of the project it is necessary for Council to be kept apprised of the status and direct staff should additional revisions or clarifications be necessary prior to Council consideration of respective bylaws, currently anticipated in early 2022.

Next steps would include the final phase of public engagement to be scheduled in January 2022. Based on community feedback at these events and Council direction, the plans would be revised as required with a target date of February 2022 for presentation of the final plans to Counci for approval.

PURPOSE:

This report presents draft neighbourhood land use plans for Booth, Fernridge, and Rinn consistent with the provisions of the project Terms of Reference endorsed by Council.

BACKGROUND/HISTORY:

Since 1979, the Brookswood-Fernridge area has been designated as "Urban" in the Township of Langley Official Community Plan. In 1987, Township Council adopted the Brookswood-Fernridge Community Plan which provided a long term vision for an urban community and policies to guide future development.

In 2011, Council directed staff to update the community plan. In 2014, after an extensive review and planning process, Council did not approve a proposed update to the Brookswood-Fernridge Community Plan (the 2014 Plan) based on the input received at the public hearing.

On April 11, 2016, Council approved Terms of Reference for a new Community Plan and directed staff to proceed with a new process based on a public engagement strategy and in consideration of the technical information and public input collected as part of the 2014 Plan.

On October 23, 2017, Council adopted the new Brookswood-Fernridge Community Plan (BFCP) and directed staff to commence the preparation of neighbourhood plans (NPs) for Booth, Fernridge, and Rinn.

On January 21, 2019, Council endorsed the Terms of Reference (ToR) for the project and the neighbourhood planning. The project ToR define the goals, scope, community engagement approach, work plan, and key deliverables. Also, an extensive and comprehensive public engagement program was outlined in the ToR. It includes a variety of public consultation events and activities, meetings with the Neighbourhood Planning Team (NPT) and the three Neighbourhood Planning Sub-Teams (NPST), and referral to external agencies and Council advisory committees as appropriate.

On April 1, 2019, Council appointed a 12-member NPT and three NPSTs with six members each to represent the Booth, Fernridge, and Rinn neighbourhoods and to assist staff with the neighbourhood planning process. On May 27, 2019, Council endorsed the ToR for the NPSTs. The NPT and NPSTs provide one of many opportunities to engage residents, property and business owners, and other stakeholders in a "dialogue-based" approach.

DISCUSSION/ANALYSIS:

The NP project for Brookswood-Fernridge has reached Phase 3, the final phase in the planning and preparation process. The release of the draft land use plans (see Attachments A, B, and C) for Booth, Fernridge, and Rinn are the culmination of a step-by-step process that has included a series of successive plan building steps along with an intensive process of technical and policy analyses and public engagement. The outcomes of the planning process have been consolidated into the draft plans and will form the basis of the next and final stage of public engagement prior to presentation to Council.

The 'cornerstone' of the policy framework for the draft NPs is firmly rooted and allied with the vision and guiding principles of the BFCP. The vision statement from the community plan is as follows with underlined text highlighting emphasis:

> *Brookswood-Fernridge is a liveable and tranquil community, known for its towering conifers and small town feel. It has celebrated its history and protected its natural environment through carefully balanced growth and change. Highly walkable and interconnected, it is a complete community providing the right mix of housing for all of its residents. It contains civic, commercial and cultural spaces that support a strong sense of community and a high quality of life.*

The draft plans have also been prepared following the guiding principles outlined in the BFCP, as outlined below:

1. **Foster a distinct identity and character:** Maintain the existing character and close-knit feel of the developed areas, and establish new neighbourhoods that respect and complement the identity, form, and scale of the developed areas.
2. **Protect the natural environment:** Balance development with the protection of the natural environment, including the aquifer, watercourses, trees, and wildlife habitat, that sustain many essential biological, hydrological, and geological functions.
3. **Commemorate the history of place:** Celebrate heritage by encouraging the retention of buildings with historic significance and incorporating rural characteristics and local history into the public realm.
4. **Build a livable community pattern:** Locate complementary land uses and housing forms together and provide appropriate transitions where different land uses and densities interface.
5. **Integrate effective urban design:** Build attractive, inviting, and pedestrian-oriented buildings, streets, and public spaces.
6. **Cultivate vibrant centres:** Develop and improve community and neighbourhood centres to meet local and daily needs, provide employment opportunities, and serve as community focal points.
7. **Provide housing choices:** Retain existing housing types and lot sizes in developed residential areas and provide an appropriate range of housing options in mixed-use centres and new neighbourhoods.
8. **Support transportation diversity:** Establish a multi-modal transportation system that accommodates pedestrians, cyclists, equestrians, public transit, and automobiles and allows for the safe movement and delivery of people and goods.
9. **Establish public spaces and community services**: Accommodate parks, natural open spaces, community and cultural facilities and other public spaces connected through a network of multi-use trails.
10. **Develop utility infrastructure:** Service new neighbourhoods with municipal water and sewer systems and manage stormwater using both storm sewers and best management practices that replicate natural processes.
11. **Promote health and safety:** Promote neighbourhood designs that support active lifestyles, public safety, and crime prevention.
12. **Ensure benefits from growth:** Use growth and development to provide benefits and amenities for all residents.
13. **Engage citizens in plan implementation:** Provide and encourage active citizen involvement in the implementation of the plan.
14. **Phase new development:** Employ neighbourhood planning processes to initiate development in new neighbourhoods.

While the pertinent land use maps showing the proposed land use designations for each one of the three neighbourhood plans are provided as attachments to this report, the entirety of the draft NP documents, currently under review and finalization before public presentation, can be made available upon request.

With the above in mind, the discussion and analysis will focus on two key aspects, as follows:

1. The neighbourhood planning and public engagement process;
2. An overview of the draft land use plans and policy provisions for Booth, Fernridge, and Rinn.

Neighbourhood Planning and Consultation Process

The draft plans have been prepared by following the planning and consultation process in the ToR endorsed by Council at the start of the project. Some minor adjustments were made to the consultation program due to public health orders during the COVID-19 pandemic. Two phases of public engagement have been conducted and are summarized below.

In Phase 1, public engagement events included an inaugural meeting with the NPT and NPST members, Neighbourhood Dialogue Sessions, a drop-in (in person) open house, and an online feedback opportunity.

- Inaugural NPT and NPSTs Meeting: On May 6, 2019, the NPT and NPSTs held their inaugural meeting and discussed individual member's perspective on existing neighbourhood assets.

- Neighbourhood Dialogue Sessions: In June 2019, 28 Neighbourhood Dialogue Sessions were held with residents and other interested parties. They consisted of 90-minute discussions in small groups (approximately 8-10 people per session) to provide early input on community values, opportunities and challenges, ideas and aspirations, and key issues. Approximately 123 people attended the sessions.

- Drop-in Open House: On June 23, 2019, an open house was held to provide early input on community values, opportunities, challenges, ideas, aspirations, and key issues. Approximately 200 people attended the open house and an online feedback option was provided.

Phase 2 of the planning and consultation process began in the Fall of 2019. Phase 2 included the preparation of several background studies and technical reports, with the assistance and feedback from the NPT and NPSTs.

- NPT and NPSTs Meetings: Between September 2019 and March 2020, five monthly meetings were held to obtain feedback from NPT and NPST members for the completion of background studies and technical reports. These studies and reports included the Neighbourhood Planning Primer, the Commercial Market Demand Study, the Environmental Assessment, the Tree Canopy Assessment, the Policy Backgrounder, and the New Housing Typologies – Part A & B. The combined NPT and NPST also took part in a Commercial Activity Design Vision exercise and a Neighbourhood Conservation Cluster Design Workshop.

Between March 2020 and September 2020, due to public health guidelines related to the COVID-19 pandemic, the planning process was suspended. Details related to reactivating the planning process and a revised timeline were provided in a memorandum to Mayor and Council distributed July 9, 2020. Key activities are summarized below.

- Staff Technical Team Meetings: Staff completed in-depth technical and policy analysis on a range of topics such as options for the community and neighbourhood activity precincts, block and lot patterns, missing middle housing, nature conservation and neighbourhood forestry, renewable energy strategy, transportation and mobility, and groundwater management. These collective efforts resulted in a number of policy briefs.

- NPT and NPST Meetings: Several virtual NPT and NPST meetings were held in late 2020 and early 2021 to present the policy briefs and obtain input from team members. The briefs and presentations included the emerging policy directions for housing, block and lot patterns, nature conservation, growth management, and rainwater/stormwater and groundwater management.

- Virtual Public Open House: From June 14 to June 30, 2021, a virtual, multi-faceted, multi-day, open house was held. Thematic information panels were made available "24/7" on the project website during this time. The panels outlined emerging policy directions for Neighbourhood Character Goals, new housing ideas, neighbourhood forestry, rainwater, surface and groundwater, street and block patterns, commercial activity nodes, mobility, and connectivity. Approximately 2,300 people viewed (unique pageviews) the online open house information panels between the dates noted above.

- Online Questionnaire + Feedback Form: Community members were invited to complete an online questionnaire and feedback form which was made available between June 14 and July 9, 2021. A total of 208 forms were submitted providing input on the draft Neighbourhood Character Goals and emerging policy directions as presented and described on the thematic information panels in the virtual open house.

- Speak to a Planner: Another aspect in Phase 2 included "Speak to a Planner" appointments where individuals or groups registered for a 15-30 minute telephone call or meeting on virtual platforms and participated in a conversation with Staff. These conversations took place during the 17-day virtual public open house and included morning, afternoon, evening weekday, and weekend appointments. Staff conversed with 129 individuals and groups amounting to approximately 67 hours of appointment time. Staff answered questions, engaged in dialogue, and encouraged the completion of the online questionnaire and feedback form.

The draft plans for Booth, Fernridge, and Rinn are the culmination of a process that included a series of successive steps along with an intensive process of technical and policy analyses and public engagement. The outcomes of the process have been consolidated into the draft plans.

Overview of the Preliminary Draft Plans

The draft plans nearing completion for Booth, Fernridge, and Rinn are guided by five neighbourhood character goals. These goals, or foundational 'building blocks' of the plans, reflect the vision and guiding principles of the BFCP, identified above, as well as existing regional, municipal and community policy frameworks, policy analyses and research, public engagement input and feedback, and best practices in neighbourhood planning.

The neighbourhood character goals define the key outcomes the plan is trying to achieve. These goals have been developed to both shape and respond to neighbourhood change and innovation. These goals provide direction at all scales, directly inform the policies of the plan, and guide individual implementation measures such as investments in infrastructure works and services, park design, and a variety of neighbourhood and development patterns. The goals are as follows:

A. The Booth, Fernridge, and Rinn Neighbourhoods Plan For and With Nature
B. The Booth, Fernridge, and Rinn Neighbourhoods Contribute to Completeness
C. The Booth, Fernridge, and Rinn Neighbourhoods are Walkable Spaces
D. The Booth, Fernridge, and Rinn Neighbourhoods are Places of Distinction
E. The Booth, Fernridge, and Rinn Neighbourhoods Provide Exemplary, Climate Responsive and Context-Sensitive Design

These goals provide the foundation for policies that are reflected in different themes within the forthcoming draft plans. The draft plans provide policies for land use, environment, transportation, parks, and neighbourhood design with the objective to effectively strengthen development outcomes with the BFCP vision and other relevant strategies, plans, and policies of Council. The draft plans share

a similar document structure and layout with the purpose of providing consistency and ease of readability and are divided into nine main sections as outlined below:

1. Introduction: defines the relationship to other plans, planning area, and planning purpose and process.

2. Neighbourhood Directions: the Imagine Booth, Imagine Fernridge, and Imagine Rinn statements and companion neighbourhood character goals represent the aspirations for each neighbourhood and contribution to the broader community. The neighbourhood character goals serve as foundational "building blocks" for the structure and content in the draft plans. The Imagine statements and neighbourhood character goals are fully aligned with the vision and guiding principles of the BFCP.

3. Neighbourhood Design Concept: provides a high-level description of the neighbourhood spatial structure which includes both natural and built environments from coarse to fine spatial scales and resolutions, and each are geographically divided into series of precincts.

4. Neighbourhood Land Use: defines a future land use pattern both spatially represented on a map and narrated in related policies by providing direction on the location, use, building types, and density for all properties. Land use designations and companion policies will be used to guide the development approvals process.

5. Natural Environment + Climate Change Response: provides policies for a Neighbourhood Green Infrastructure Network including the formation of nature conservation areas and the application of cluster conservation development as a method for subdivision that will contribute to preserving, restoring, and enhancing nature. It also provides policies for groundwater protection, neighbourhood forestry to establish a minimum tree canopy cover target, and low carbon (renewable energy) neighbourhoods.

6. Neighbourhood Design Patterns + Placemaking: provides policies for different land use precincts in each of the draft plans as well as policy guidance for the establishment of parks and nature parks, greenways, heritage, and crime prevention through environmental design.

7. Mobility + Transportation Infrastructure: provides policies to guide the development of complete livable streets. Complete livable streets are a fundamental component of mobility networks and are designed to consider the needs of all users such as people who walk, bicycle, take transit, or drive, and people of varying ages and degrees of ability. They also consider other uses like sidewalk cafés, street furniture, street trees, and other plantings, greenways, utilities, rainwater/stormwater management, and many other uses and features.

8. Financial Strategy: a statement of principle articulating the Township's position on the financing and payment of a full range of infrastructure associated with development.

9. Growth and Change Management: provides policy guidance regarding the management of growth and change. Policy guidance includes practices such as the provision of combined elementary school and neighbourhood park sites and the provision of communal stormwater/rainwater detention facilities in advance of development. Two new growth management practices are included as policy guidance. The first policy requires all development applications to include land that has at least one continuous property line measuring a minimum of 100 m in length directly adjacent to a designated arterial road. The second policy prioritizes development applications, as guided by Policy 7, Section 10.1, BFCP, that include land within 800 m of boundary (initially) between the mature suburban neighbourhoods of Brookswood – generally defined west to east by 33A Avenue to 200 Street to 36 Avenue.

Next Steps

The preparation of NPs for Booth, Fernridge, and Rinn are at the final phase. A public engagement program will be undertaken in early 2022 and will include a NPT/NPST meeting, a virtual open house, virtual “Speak to a Planner” sessions, and other concurrent engagement activities (such as dialogue sessions, questionnaire/survey, and feedback form).

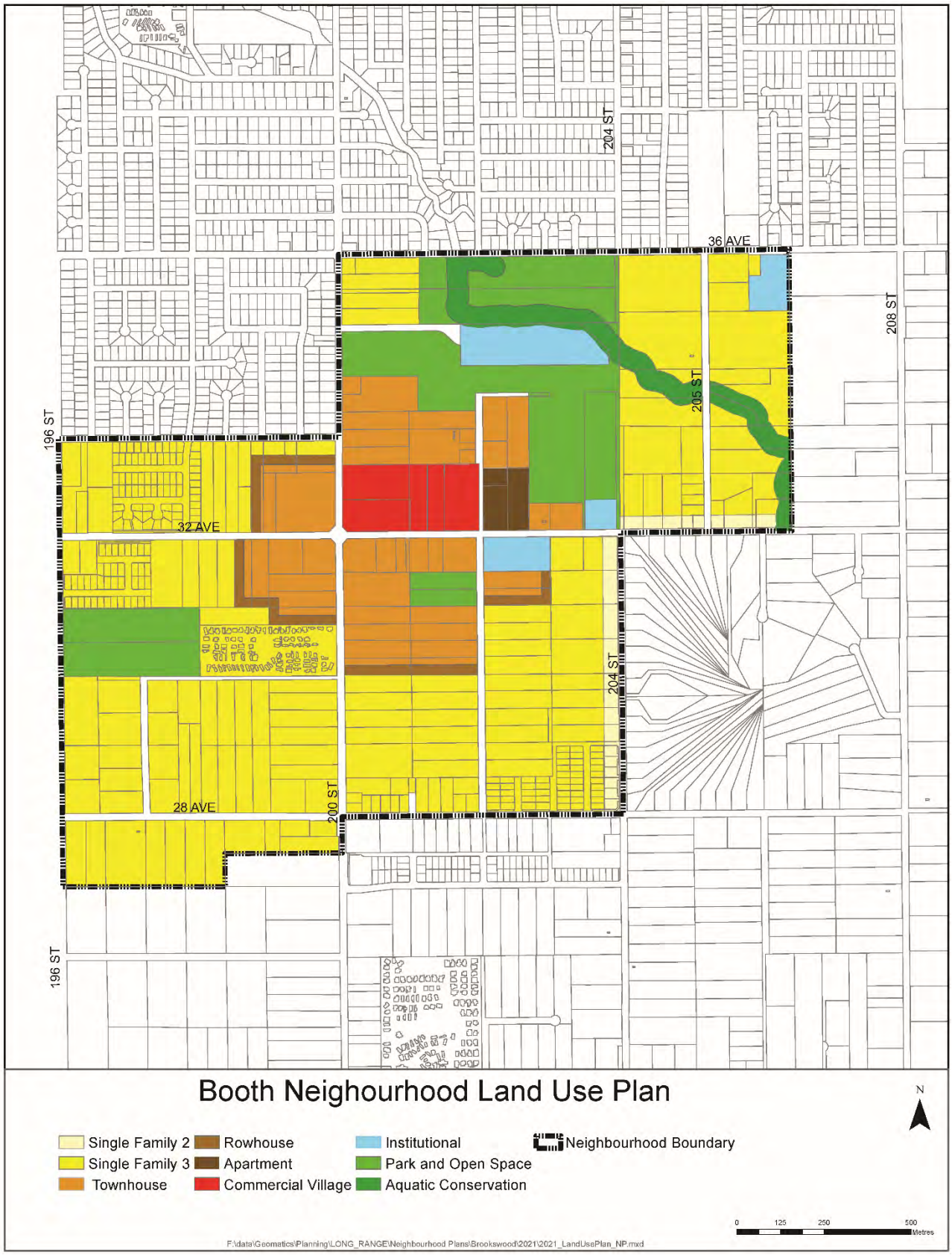
Refinements to the draft plans will be considered based on feedback received in addition to technical and policy review by staff. Subsequently, Council will be presented with proposed NPs and associated bylaws for consideration of initial readings, currently projected for January / February 2022.

Respectfully submitted,

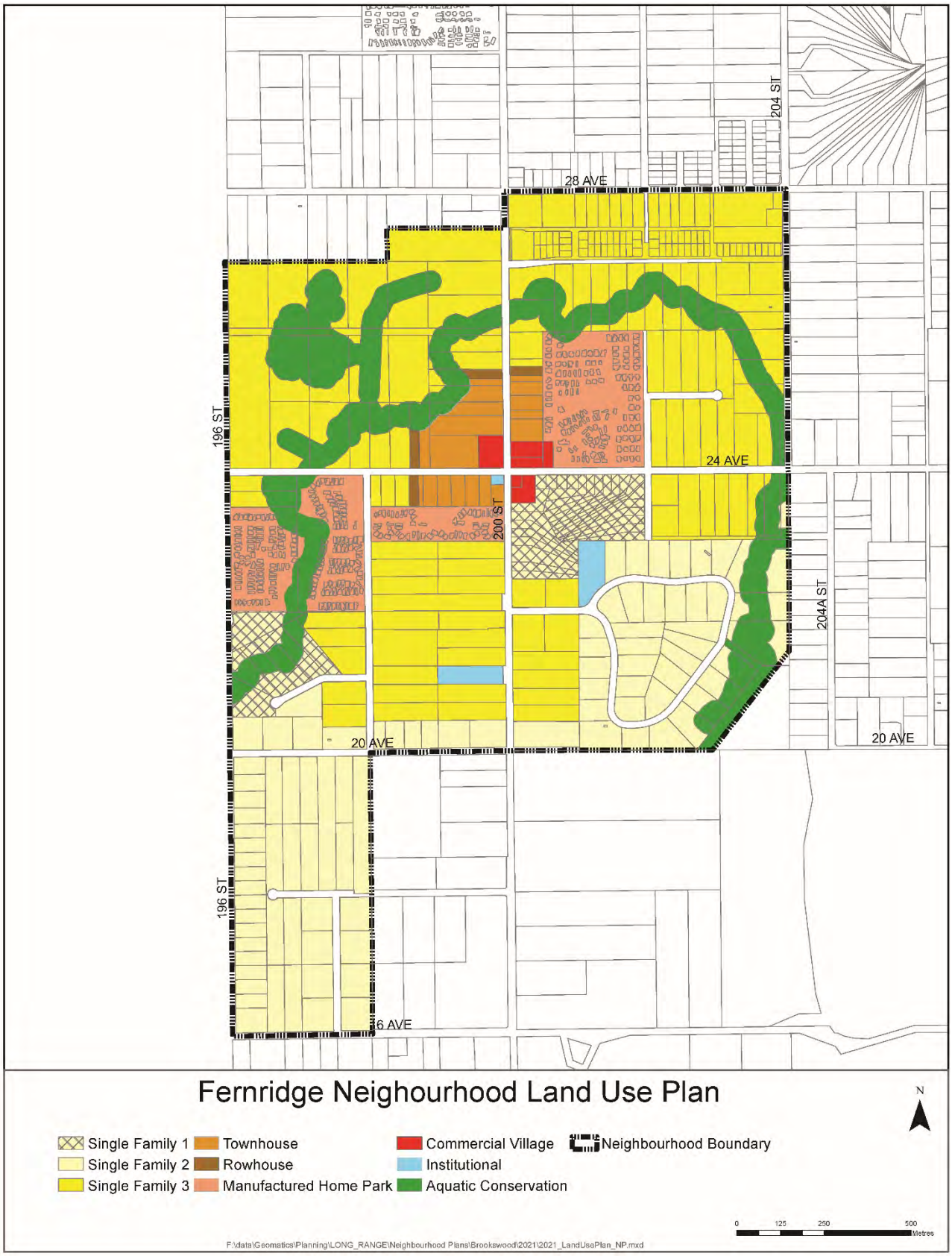
Russell Nelson
SENIOR PLANNER, COMMUNITY AND POLICY PLANNING
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Draft Booth Neighbourhood Land Use Concept Plan
ATTACHMENT B	Draft Fernridge Neighbourhood Land Use Concept Plan
ATTACHMENT C	Draft Rinn Neighbourhood Land Use Concept Plan

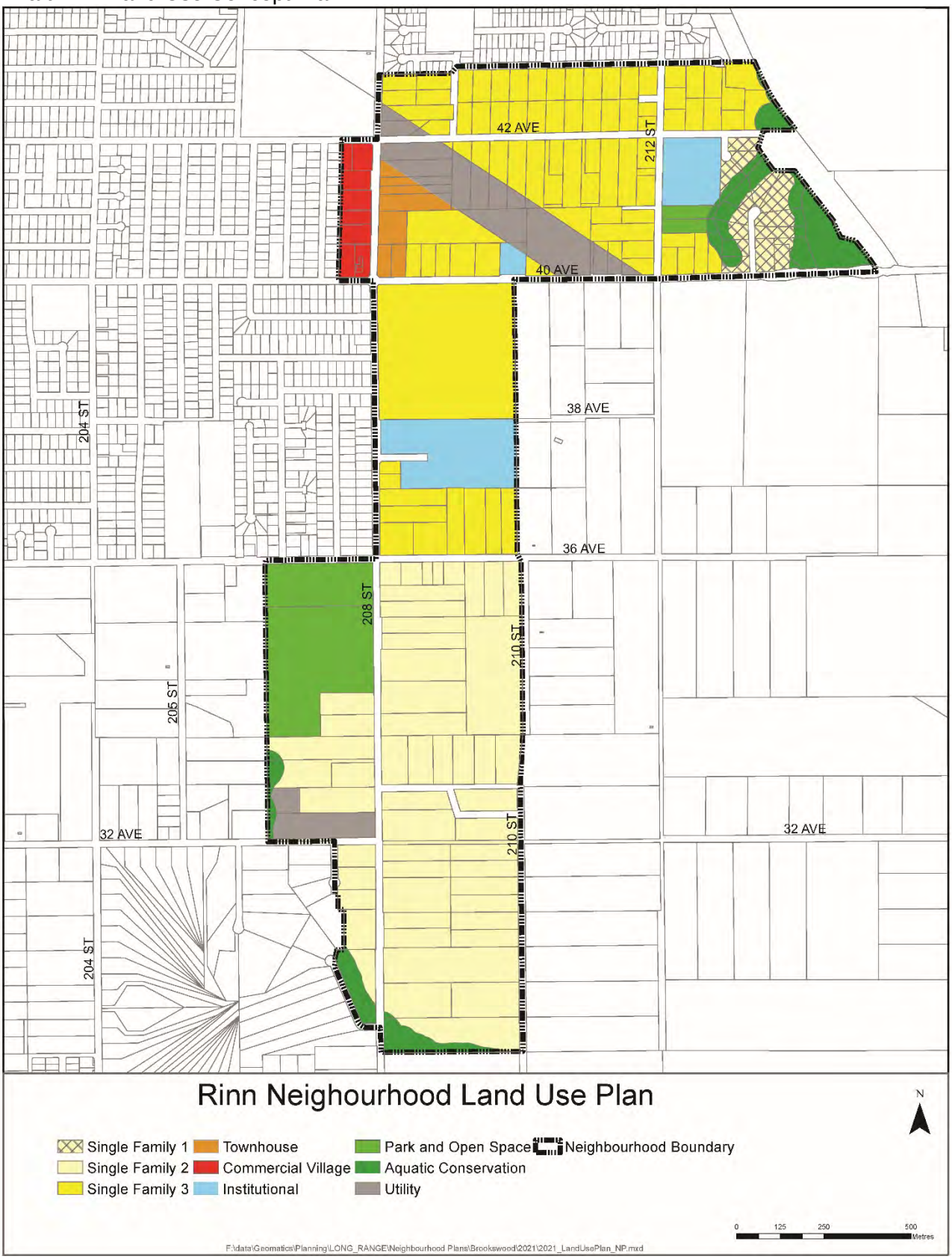
Draft Booth Land Use Concept Plan



Draft Fernridge Land Use Concept Plan



Draft Rinn Land Use Concept Plan



Township of Langley

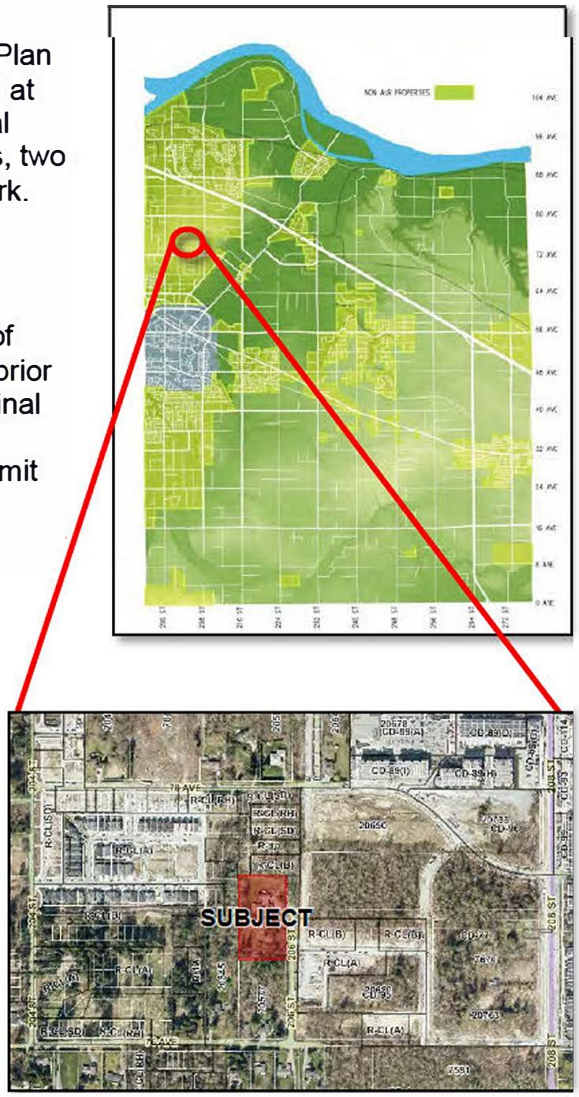
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED: NOVEMBER 22, 2021- REGULAR MEETING **REPORT:** 21-134
FROM: COMMUNITY DEVELOPMENT DIVISION **FILE:** 08-23-0203
SUBJECT: OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING APPLICATION NO. 100206 AND DEVELOPMENT PERMIT APPLICATIONS NO. 101198 AND 101290 (QUALICO DEVELOPMENTS (VANCOUVER) INC. / 7711 – 206 STREET)

PROPOSAL:

Application to amend the Yorkson Neighbourhood Plan to rezone a 0.95 ha (2.34 ac) potion of land located at 7711 - 206 Street to facilitate a proposed residential development consisting of four (4) single family lots, two (2) remainder lots, and a neighbourhood pocket park.



RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaws No. 5747 and 5748, subject to completion of nine (9) development prerequisites being satisfied prior to final reading; authorize issuance (at the time of final reading of Bylaw No. 5748) of Development Permit No.101198 (form and character), Development Permit No. 101290 (streamside protection); and that staff be authorized to schedule the required Public Hearing.

RATIONALE:

Staff are supportive of the development proposal as it complies with the overall objectives of the Willoughby Community Plan and the intent of the "Mixed Residential" designation of the Yorkson Neighbourhood Plan.

RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (Qualico Developments (Vancouver) Bylaw 2021 No. 5747 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico Developments (Vancouver) Inc.) Bylaw 2021 No. 5748 rezoning a 0.95 ha (2.34 ac) portion of land located in the Yorkson Neighbourhood Plan Southwest Phase to Residential Zone R-1A and Residential Compact Lot Zones R-CL(A) and R-CL(B) to accommodate a residential development consisting of four (4) single family lots, remainder of two (2) single family lots, and a neighbourhood pocket park, 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 and Yorkson Engineering Services Plan;

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 road dedications, widenings, and necessary traffic improvements for 206 Street, 77A Avenue, 76B Avenue, and 205B Street, in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw, the Yorkson Neighbourhood Plan, and the Street Trees and Boulevard Plantings Policy;

4. Dedication and construction of a neighbourhood pocket park, an ecological greenway, wildlife tunnel crossing of 206 Street, and a 4.5 m wide street greenway along 206 Street, consistent with the Yorkson Neighbourhood Plan, including final acceptance of the park and greenway landscape design plans, sidewalk/trail alignment, wildlife tunnel, fencing, signage, landscape details and security;

5. Dedication of Streamside Protection and Enhancement Area consistent with Attachment B, including final acceptance of the streamside restoration and enhancement plans and details, and security;

6. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection);

7. Registration of a restrictive covenant acceptable to the Township prohibiting driveway access to 206 Street;

8. Compliance with the Community Amenity Contribution Policy, Willoughby Arterial Road Completion Amenity Policy and the requirements of the Yorkson Greenway Amenity Zoning Policy; and

9. 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 Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (Qualico Developments (Vancouver) Inc.) Bylaw 2021 No. 5747 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 and Resource Management Plan, Housing Needs Report, and with the consultation requirements of the Official Community Plan Consultation Policy (07-160);

That Council authorize the issuance of Development Permit No. 101198, at the time of final reading of Bylaw No. 5748, for the proposed single family portions of the development subject to the following conditions:

a. An exterior design control agreement shall be entered into for all lands zoned Residential Zone R-1A and Residential Compact Lot Zones R-CL(A) and R-CL(B) ensuring that building design and site development standards are high quality, consistent and compatible with other lots and development in accordance with Section 4.2.1 of the Yorkson Neighbourhood Plan;

b. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place;

c. Payment of supplemental Development Permit fees prior to its issuance;

That Council at time of final reading of Rezoning Bylaw No. 5748 authorize the issuance of Development Permit No. 101290 (streamside protection), to relocate and reconstruct on-site watercourses in accordance with Section 4.20 of Schedule 3 of the Official Community Plan subject to the following conditions:

a. Protection of Streamside Protection and Enhancement Development Permit Areas (SPEAs) as shown on Schedule A to the acceptance of the Township;

b. Township of Langley General Manager of Engineering and Community Development acceptance of a submission addressing information requirements outlined in Section 4.20 of Schedule 3 of Langley Official Community Plan Bylaw 1979 No. 1842;

c. Written designation of an Environmental Monitor for the project acknowledging the Environmental Monitor has the authority to stop any work(s) that, in the Environmental Monitor's opinion, have the potential to impact on SPEAs; and

d. Obtainment of relevant senior government environmental regulatory agency approvals and/or submission of notifications and provisions of copies of approval/submissions to the Township; and further

That Council authorize staff to schedule the required public hearing for Bylaws No. 5747 and 5748 in conjunction with the hearing for proposed Development Permits No. 101198 and 101290.

EXECUTIVE SUMMARY:

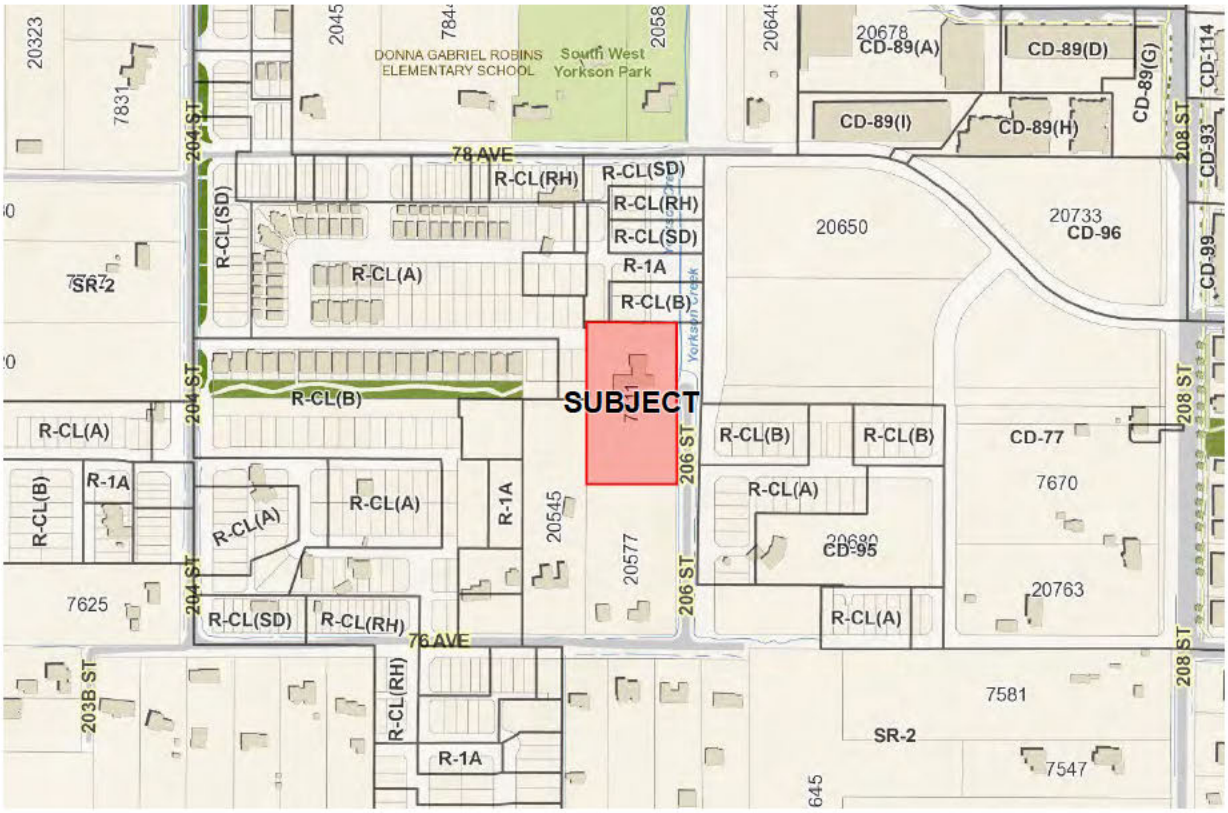
Qualico Developments has applied to amend the Yorkson Neighbourhood Plan (NP) and rezone a 0.95 ha (2.34 ac) portion of land in the Yorkson NP Southwest Phase to Residential Zone R-1A, and Residential Compact Lot Zones R-CL(A) and R-CL(B). The proposed rezoning will allow a residential development consisting of four (4) single family lots and two (2) remainder single family lots resulting from the adjacent northern application (ToL Project: 08-23-0155).

Development Permit No. 101198 (form and character) and Development Permit No.101290 (streamside protection) are being processed in conjunction with the NP amendment and rezoning applications.

Although the development proposal complies with the overall objectives of the Willoughby Community Plan, an amendment to the Yorkson NP is required to reduce the required minimum density and to allow detached units only on the subject site. Staff recommend that Council consider the Neighbourhood Plan amendment and rezoning request, subject to the completion of the development prerequisites outlined in this report.

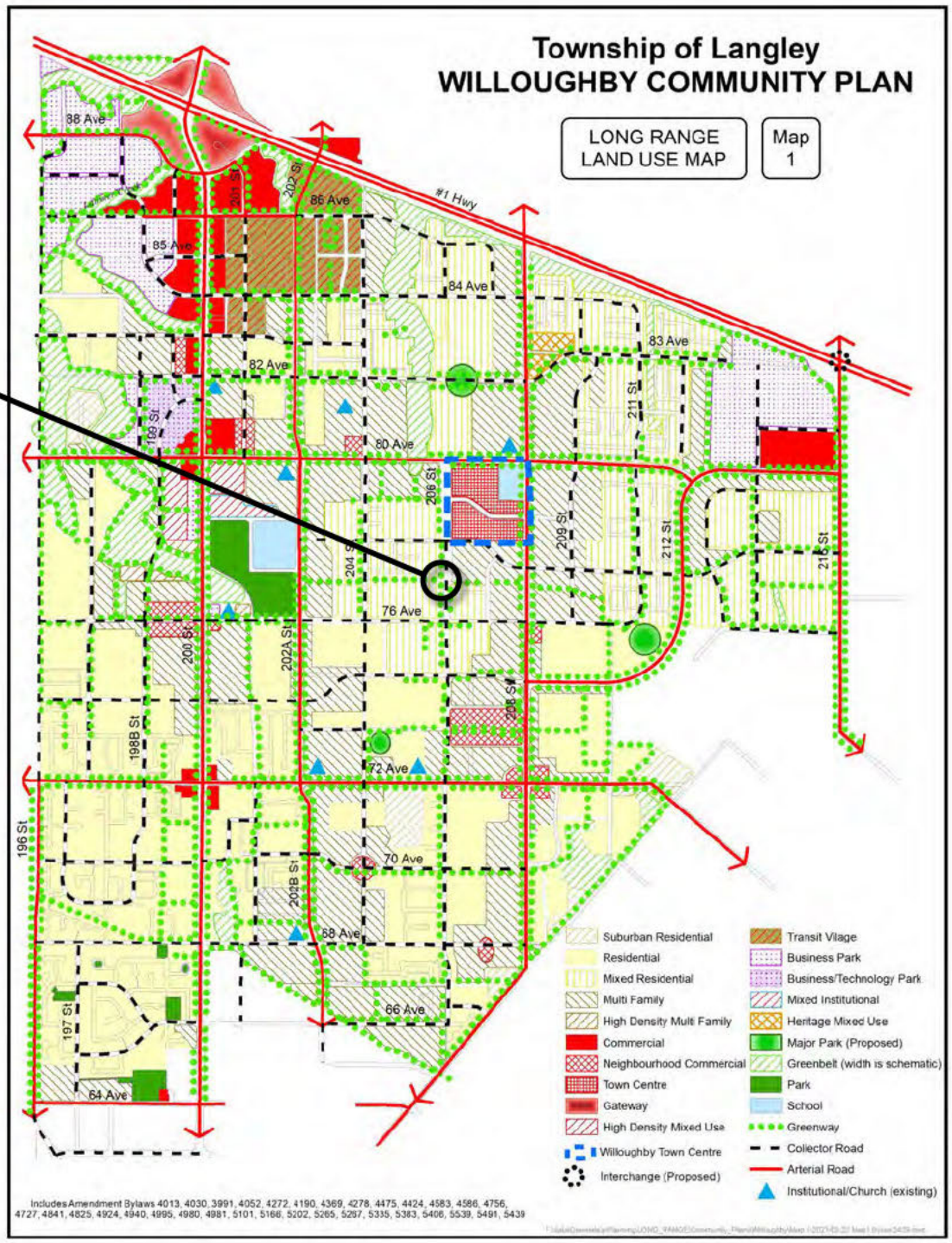
PURPOSE:

The purpose of this report is to advise and make recommendations with respect to Yorkson Neighbourhood Plan Amendment Bylaw No. 5747, Rezoning Bylaw No. 5748, and Development Permits No. 101198 and 101290.

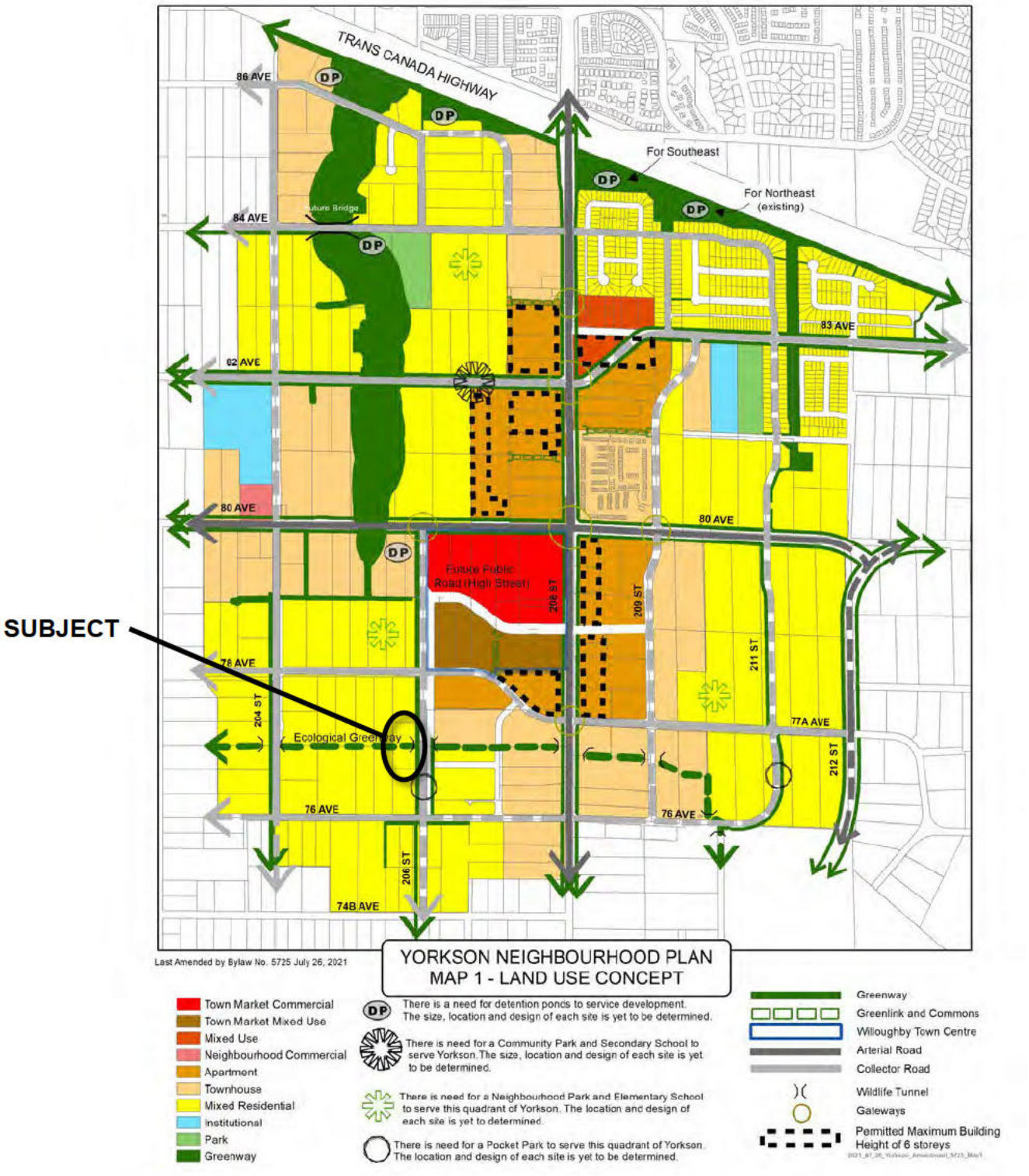


ZONING BYLAW NO. 2500

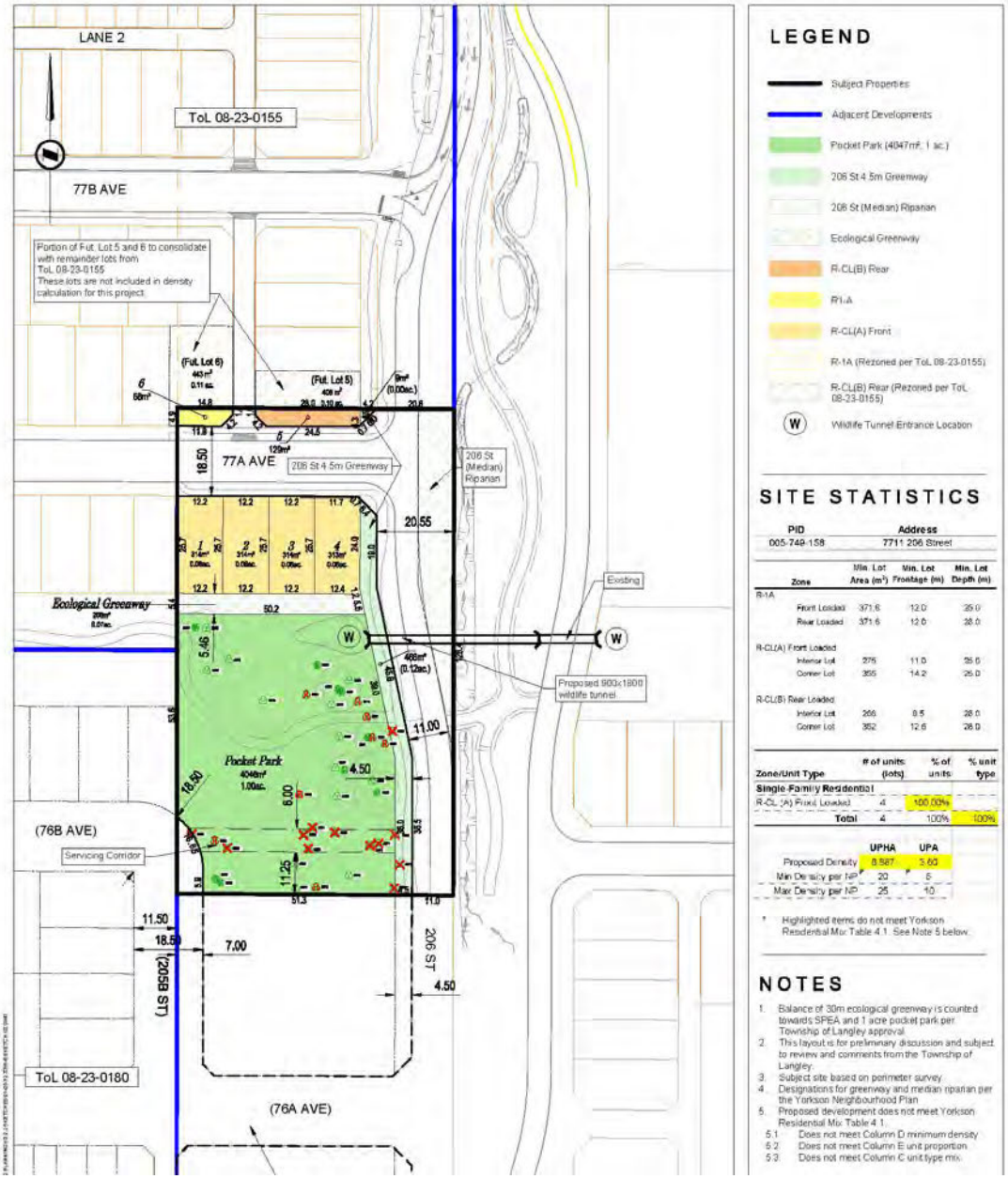
SUBJECT



WILLOUGHBY COMMUNITY PLAN



YORKSON NEIGHBOURHOOD PLAN



PRELIMINARY SUBDIVISION PLAN – SUBMITTED BY APPLICANT



SITE PLAN FOR THE ADJACENT SITE TO THE NORTH
INCLUDED IN COUNCIL REPORT FOR DEVELOPMENT APPLICATION 08-23-0155

REFERENCE:

Owner / Applicant:	Qualico Developments (Vancouver) Inc. 201, 6525 – 177B Street Surrey, BC V3S 5N4
Location:	7711 - 206 Street
Legal Description:	Portion of Southerly Portion Lot 26 Section 23 Township 8 New Westminster District Plan 59588
Area:	0.95 ha (2.34 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Residential Zone R-1A and Compact Lot Zones R-CL(A) and R-CL(B)
Willoughby Community Plan:	Mixed Residential and Greenway
Yorkson Neighbourhood Plan:	Mixed Residential and Greenway

BACKGROUND/HISTORY:

The subject site is currently zoned Suburban Residential Zone SR-2 and designated "Mixed Residential" (20 – 25 units per hectare / 8 – 10 units per acre) and "Greenway" in the Yorkson NP. Yorkson NP identifies the need for a neighbourhood pocket park in the southwest quadrant of the Yorkson area. The security of a neighbourhood pocket park has been included as a final reading condition to development applications in this area. The subject development application proposes to dedicate and construct a neighbourhood pocket park at the southern portion of the subject property, along with the ecological greenway.

This application also includes four (4) single family lots at the northern portion of the site and two (2) remainder single family lots resulting from the adjacent northern application (ToL Project 08-23-0155).

DISCUSSION/ANALYSIS:

Qualico Developments has applied to amend the Yorkson Neighbourhood Plan and to rezone 0.95 ha (2.34 ac) portion of land in the Yorkson NP Southwest Phase from Suburban Residential Zone SR-2 to Residential Zone R-1A and Residential Compact Lot Zones R-CL(A) and R-CL(B). The proposed development will facilitate a single family residential development consisting of four (4) single family lots, completion of two (2) single family lots resulting from the adjacent northern application (ToL Project: 08-23-0155), and completion of a neighbourhood pocket park.

Adjacent Uses:

North: Two (2) single family lots zoned Residential Zone R-1A and Residential Compact Lot Zone R-CL(B), designated "Mixed Residential" in the Yorkson NP, included in development application (ToL Project 08-23-0155) approved by Council on October 5, 2020.

South: Suburban residential lot zoned Suburban Residential Zone SR-2, designated "Mixed Residential" in the Yorkson NP;

East: Future 206 Street, beyond which are lands zoned Comprehensive Development CD-77, designated "Townhouse" in the Yorkson NP, currently under Development Permit application (ToL Project 08-23-0184) proposing 157 townhouse units, and single family lots zoned Residential Compact Lot Zones R-CL(A) and R-CL(B), designated "Mixed Residential" in the Yorkson NP;

West: Suburban residential lot zoned Suburban Residential Zone SR-2, designated "Mixed Residential" in the Yorkson NP, (ToL Project 08-23-0155) proposing 23 units (10 single family lots, seven (7) rowhouses and six (6) semi-detached units).

Yorkson Neighbourhood Plan Amendment:

The subject site is designated "Mixed Residential" in the Yorkson Neighbourhood Plan. The "Mixed Residential" land use designation allows development at a density of 20 – 25 units per hectare (uph) (8 – 10 units per acre (upa)) provided a mix of attached and detached residential units is maintained. Within this land use designation, a maximum of 75% of the units may be detached (single family) while a minimum of 25% the units should be attached. Due to provision of the neighbourhood pocket park, dedication of the ecological greenway, and widening of 206 Street for a riparian area provided within the median, the developable area of the site has been reduced to 0.26 ha (0.64 ac). As a result of the reduced developable area, the application includes proposed NP amendment to lower the minimum density and not to provide attached housing forms. More specifically, the proposal includes the following amendments:

- Column C (Type Mix): Minimum of two (2) attached residential types with no type to exceed 60% of the total required attached residential unit mix. The proposal does not include attached residential units.
- Column C (Type Mix): Minimum of three (3) detached residential types with no type providing less than 10% and more than 40% of the single family units. The proposal includes one (1) single family unit type.
- Column D (Gross Density). Overall mixed residential density of 20 minimum and 25 maximum uph (8 – 10 upa). The proposed density is 15.4 uph (6.25 upa).
- Column E: (Proportion): Maximum of 75% single family residential and minimum 25% multi-family residential. The proposal includes 100% single family.

Staff are supportive of the development proposal as it meets the requirement of the Yorkson NP by providing a neighborhood pocket park and complies with the overall objectives of the Willoughby Community Plan and the intent of the "Mixed Residential" designation of the Yorkson Neighbourhood Plan. The differences between the proposal and the provisions of the Yorkson NP can be accommodated through a site-specific amendment to the plan as outlined in Bylaw No. 5747.

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. Staff recommends that Council consider the consultation completed consistent with the requirements of the Official Community Plan Consultation Policy (07-160).

The 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 and Yorkson Neighbourhood Plan

Zoning Amendment:

Rezoning Bylaw No. 5748 proposes to rezone the subject lands from Suburban Residential Zone SR-2 to Residential Zone R-1A and Residential Compact Lot Zones R-CL(A) and R-CL(B) to facilitate development of four (4) single family lots and completion of two (2) single family lots that will be part of the adjacent lots to the north (ToL Project 08-23-0155). As shown on the site plan included in this report and Council report for ToL Project 08-23-155 to the north, Lots #28 and #35 are oversized lots. The surplus area of each lot has a restrictive covenant prohibiting construction until such time as these two (2) lots are consolidated and redeveloped with the subject property. As part of this development application, future portion of Lots #28 and #35 are proposed to be rezoned and subsequently will be consolidated with the remaining lots. The proposal complies with the provisions of the proposed Residential Zone R-1A and Residential Compact Lot Zones R-CL(A) and R-CL(B).

Public Consultation:

Consistent with Policy 07-164, the applicant held a virtual public meeting on September 8, 2021. Results of the Developer Held Public Information Meeting were compiled and are provided as Attachment D.

Development Permit No. 101198 (Form and Character):

All of the Yorkson NP area is designated as a mandatory Development Permit area in the Willoughby Community Plan. The subject site is located in "Development Permit Area 'B – Residential" which establishes objectives aDnd guidelines for the form, character, and siting of residential development. The primary objective of the development permit area designation is to encourage the development of attractive and safe residential areas and reduce conflict with adjacent land uses.

The specific development permit area guidelines outlined in the Plan related to single family residential development are attached to this report (Attachment C). For the single family residential lots, the Development Permit guidelines are implemented by a Development Permit requirement that the proponent enter into an exterior design control agreement at the time of subdivision. The exterior design control agreement typically addresses the form, character, and siting of individual single family homes constructed in a development.

Development Permit No. 101290 (Streamside Protection):

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 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. Map 2 (Watercourse Classification) of the Yorkson Neighbourhood Plan depicts the protection, relocation, and consolidation of SPEAs consistent with the objectives, policies, and guidelines of OCP Schedule 3.

Three (3) watercourses are located adjacent to the project site within the 206 Street corridor, one (1) Class C (green-coded) drainage and two (2) Class B (yellow-coded) constructed watercourses (Schedule A of Attachment B). The watercourses convey drainage northward within the 206 Street corridor to fish bearing reaches of Yorkson Creek approximately 700 m downstream.

The Yorkson Neighbourhood Plan requires consolidation of existing 206 Street watercourses and SPEA within a north-south aligned SPEA ('habitat corridor') within the 206 Street road alignment between 76 and 78 Avenue. The 206 Street habitat corridor adjacent to the project site encompasses approximately 3842 m^2 (41,355 ft^2) with the western half of the habitat corridor (i.e., 1991 m^2 (21,431 ft^2)) being constructed by this project. Construction of the eastern half of the habitat corridor was secured through ToL Project 08-23-0113 on the east side of 206 Street.

The applicant's proposal provides 1921 m^2 (20,677 ft^2) of the habitat corridor and will include a reconstructed watercourse and native riparian plantings. Staff note that 206 Street design constraints result in the proposal providing approximately 70 m^2 (753 ft^2) less habitat corridor than required by the Yorkson Neighbourhood Plan, but the area deficit is offset through an enhancement effort that exceeds minimum OCP Schedule 3 requirements.

Protection of SPEAs, acceptance of streamside restoration and enhancement plans and details, and security have been made a development prerequisite.

Based on the results of the applicant's streamside submission, the proposed streamside enhancements, and adherence to the conditions of this permit, staff believe the proposal is consistent with the objectives of the Yorkson NP and OCP Schedule 3. The proposal also supports the Township's Sustainability Charter objective to enhance rivers, streams, wildlife habitats, and environmentally sensitive areas in the Township. Proposed Streamside Development Permit No. 101290 is attached to this report (see Attachment B) and depicts the 206 Street habitat corridor (see Schedule B of Attachment B) for Councils' consideration.

Greenways and Pocket Park:

This application proposes to secure a one (1) acre neighbourhood pocket park required in the Southwest Phase of the Yorkson NP. The neighbourhood pocket park is proposed in the southerly portion of the subject site and is bounded by future four (4) single family lots to the north, 205B Street and future single family development to the west, 206 Street to the east, and the site zoned Suburban Residential SR-2 to the south.

The applicant is required to dedicate and construct the above noted pocket park including an ecological greenway, a 4.5 m wide street greenway, and wildlife tunnel crossing of 206 Street. Details of the pocket park design and open space improvements are required to be finalized to the acceptance of the Township prior to final reading of the rezoning bylaw. As a condition of final reading the proponent will be required to transfer the pocket park and greenway lots to the Township, and secure their construction, as part of a Servicing Agreement.

Tree Protection / Replacement:

The Integrated Site Design Concept (ISDC) submitted by the applicant indicates that 20 significant trees exist on the subject site and within the required park / greenway dedications. One (1) significant tree is proposed to be retained on the developable portion of the site, with an additional 11 significant trees proposed to be retained within the pocket park and greenway areas. In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection), a total of 32 replacement trees are required, 12 of which will be planted within the developable portion of the site, with another 20 being secured and planted

within the park/greenway dedications on the project. In addition, approximately 11 street trees are required along the road frontages (in compliance with the Township's Street Tree and Boulevard Plantings Policy). Post development, approximately 55 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.

Existing Parks:

The closest existing park is Willoughby Community Park located approximately 950 m west of the site. The Yorkson NP identifies a need for a neighbourhood pocket park to serve this quadrant of Yorkson. This requirement will be completed, pending Council approval of this application.

Access and Servicing:

Access to the proposed single family lots will be from the future 77A Avenue that will connect to 206 Street. Prior to final reading, the applicant is required to enter into a Servicing Agreement to secure servicing works such as construction of road works, greenways, a neighbourhood pocket park, tree replacement, and utility upgrades and/or extensions in accordance with the Subdivision and Development Servicing Bylaw and the Yorkson Engineering Servicing Plan to the acceptance of the Township. 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.

Road dedications, widenings, and necessary traffic improvements for 206 Street, 205B Street, 77A Avenue, and 76B Avenue will be required in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw, and the Yorkson Neighbourhood Plan to the acceptance of the Township. In addition, driveway access will be prohibited to 206 Street through a restrictive covenant.

Community Amenity Contributions:

Staff note that the Community Amenity Contributions (CAC) Policy (adopted by Council on July 23, 2018) 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 $6,808.00 per single family lot for a total contribution amount of $40,848.00.

School Sites:

School District 35 has provided comments (Attachment E) and anticipates that the proposed development will generate approximately three (3) new students for Donna Gabriel Elementary (located approximately 250 m northwest of the site), one (1) new student for Peter Ewart Middle School (located approximately 700 m west of the site) and two (2) new students for RE Mountain Secondary School (located approximately 700 m west of the site). Subdivision: Preliminary subdivision plans have been submitted in support of the rezoning application. Details of the subdivision will be addressed at the subdivision stage pursuant to the requirements of the Subdivision and Development Servicing Bylaw.

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 has been extended into the Yorkson neighbourhood. Bus line 595 is currently available on 208 Street approximately 0.5 km to the east of the subject proposal. Transit service is also available on 200 Street.

Policy Considerations:

The proposed development is located in an area designated for 'Mixed Residential' purposes in the Yorkson NP. The proposed amendment to the Yorkson NP is, in staff's opinion, consistent with the broader objectives, vision, and principles outlined in the NP. Site specific amendments to the Yorkson NP are required to accommodate variances from provisions outlined in Section 4.2.1 (Residential Policies).

Staff recommend that Council give first and second reading to Bylaws No. 5747 and 5748 (subject to completion of nine (9) development prerequisites), authorize issuance (at the time of final reading) of Development Permit No. 101198 (form and character) and Development Permit No. 101290 (streamside protection), and authorize staff to schedule the required Public Hearing.

Respectfully submitted,

Zorica Andjelic
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Development Permit No. 101198 (Form and Character)
ATTACHMENT B	Development Permit No. 101290 (Streamside Protection)
ATTACHMENT C	Willoughby Community Plan Development Permit Guidelines
ATTACHMENT D	Public Information Meeting Summary
ATTACHMENT E	School District 35 Comments

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101198

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

1. Name: Qualico Developments (Vancouver) Inc.

2. Address: 310, 5620 – 152 Street
   Surrey, BC
   V3S 3K2

3. 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: Southerly Portion Lot 26 Section 23 Township 8 New Westminster District Plan 59588

   CIVIC ADDRESS: 7711 206 Street

4. 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 as follows:

   a. An exterior design control agreement shall be entered into for all lands zoned Residential Zone R-1A and Residential Compact Lot Zones R-CL(A) and R-CL(B) ensuring that building design and site development standards are high quality, consistent and compatible with other lots and development in accordance with Section 4.2.1 of the Yorkson Neighbourhood Plan;
   b. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place;
   c. Payment of supplemental Development Permit fees prior to its issuance.

5. 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

ATTACHMENT B

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101290

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

1. NAME: Qualico Developments (Vancouver) Inc.

   ADDRESS: 310, 5620 – 152 Street
   Surrey, BC
   V3S 3K2

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: Southerly Portion Lot 26 Section 23 Township 8 New Westminster District Plan 59588

   CIVIC ADDRESS: 7711 206 Street

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 as follows:

   a. Protection of Streamside Protection and Enhancement Development Permit Areas (SPEAs) as shown on Schedule A to the acceptance of the Township;
   b. Township of Langley General Manager of Engineering and Community Development acceptance of a submission addressing information requirements outlined in Section 4.20 of Schedule 3 of Langley Official Community Plan Bylaw 1979 No. 1842;
   c. Written designation of an Environmental Monitor for the project acknowledging the Environmental Monitor has the authority to stop any work(s) that, in the Environmental Monitor's opinion, have the potential to impact on SPEAs; and
   d. Obtainment of relevant senior government environmental regulatory agency approvals and/or submission of notifications and provisions of copies of approval/submissions to the Township.

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 Schedule 3 (Streamside Protection and Enhancement) of the Langley Official Community Plan Bylaw 1979 No. 1842.

   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.

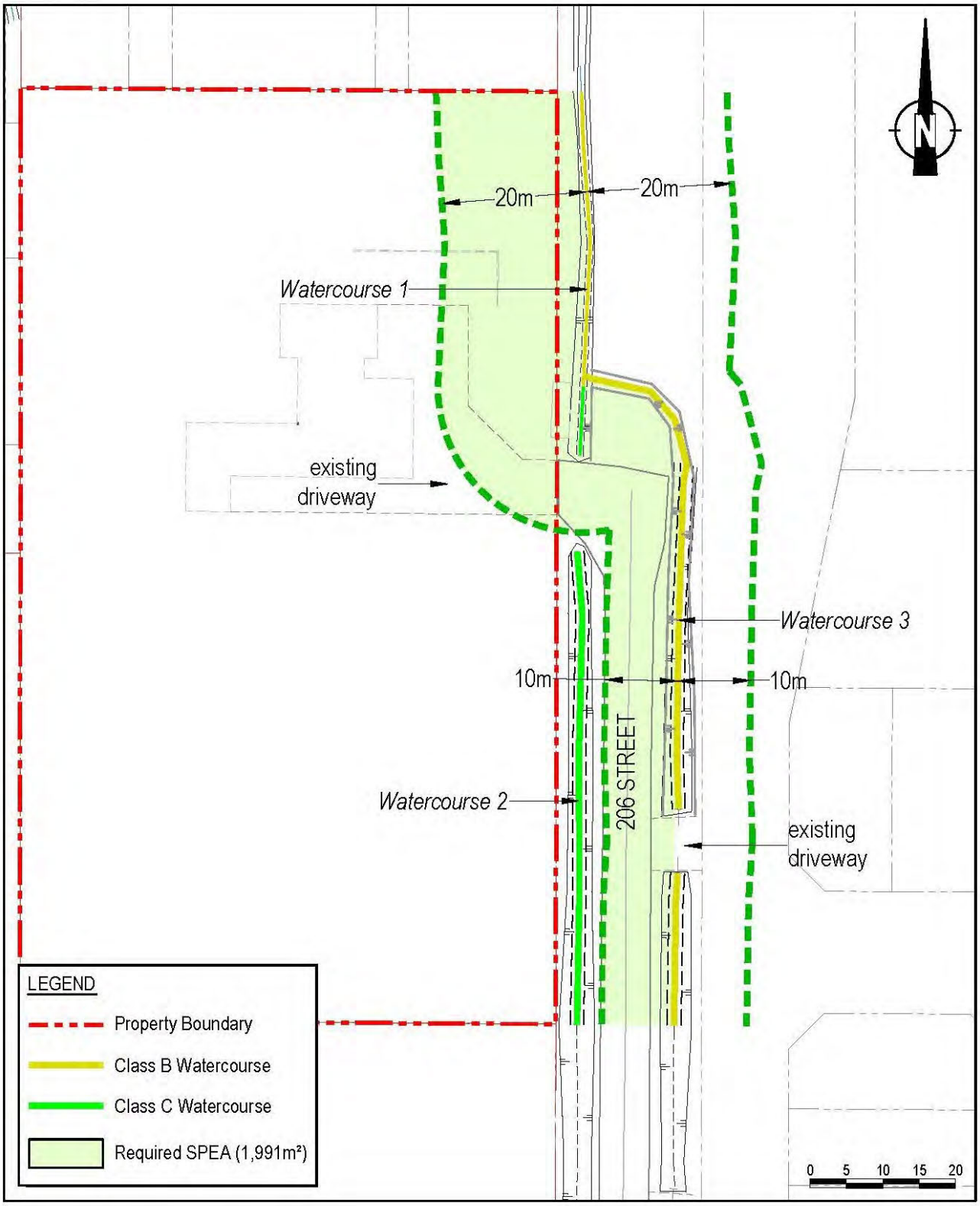
This permit shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS____DAY OF_____, 2021.

Attachments:

SCHEDULE A	Required Streamside Protection Area
SCHEDULE B	Proposed Streamside Protection Area

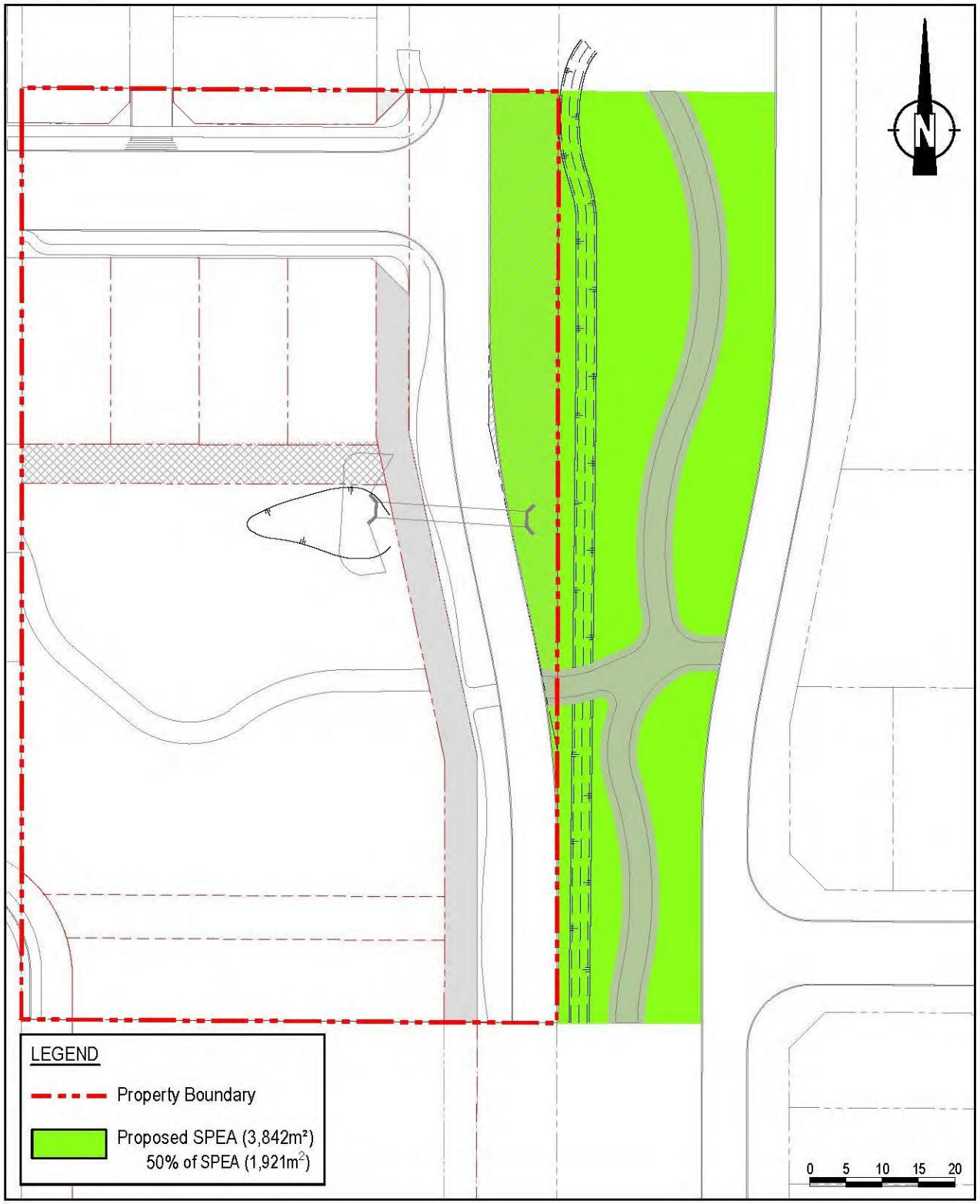
SCHEDULE A



Township of Langley
Est. 1873

REQUIRED STREAMSIDE PROTECTION AREA

SCHEDULE B



Township of Langley
Est. 1873

PROPOSED STREAMSIDE PROTECTION AREA

Unless the owner of land first obtains a development permit or produces a registerable building scheme acceptable to the Township, land within this development permit area shall not be subdivided, and construction of, addition to or alteration of an additional dwelling unit, or work exceeding value of $50,000 measured in 2000 dollars, must not be started.

Development permit guidelines for this area are as follows:

- Where an existing estate character house is to be retained, new infill units shall be designed in a complementary style, using features such as roof slope, building massing and finish materials to create a cohesive development.
- Where a new "main house" is to be developed as part of the development, the overall project should appear as a cohesive development compatible with the remainder of the neighbourhood.
- Infill units shall be sited and designed to limit overview of adjacent rear yards, and to permit sun penetration onto adjacent properties. Building height is to be compatible with existing houses in the neighbourhood.
- Only one driveway access will be permitted per each original parcel. As such, the main house and infill units will share one access. On a corner lot, a second driveway access would be permitted from the other street.
- Wherever possible, existing mature vegetation should be retained and enhanced by new plantings.
- Where possible, infill units should be sited around a courtyard and/or common parking area.

06/02/06 - Bylaw No. 4475 Deleted Section 4.1.2 Commercial and Business/Office Park Areas Development permit guidelines.

04/02/08 - Bylaw No. 4586 Deleted Section 4.1.3 Development Permit Area 'B' – Residential Density Bonus and Multi-Family

4586
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 919.1(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.

4825
30/05/11

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.
- 5101 28/09/15 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

- 5101 28/09/15 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

5101
28/09/15

- 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.

5101
28/09/15

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.
- Pedestrian entrances shall be separate from vehicular access points.
- Uses near access and egress points shall include design elements that reduce conflict between uses.

- Ramps to additional levels are to be contained within the structure and screened from view.
- Access and egress points shall have consistent sidewalk texture, colours and material for that portion intersecting with the streetscape.
- Provide separate parking areas for residential and commercial uses.
- 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.
- Setbacks from above the second storey shall be incorporated into the design.
- 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.
- Lighting on the exterior (including the roof) shall be consistent with the entire building. Ornamental lighting shall be used on the rooftop parking areas.
- Public and private parking shall be clearly identified through a system of numbering and signage.
- 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.
- Adequate secured, sheltered and screened bicycle parking be provided on-site for short term and long term bicycle parking/storage facilities.

5101
28/09/15

  - 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

- 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.

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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.

4.2 COMMERCIAL DEVELOPMENT PERMIT PROVISIONS

4.2.1 DEVELOPMENT PERMIT AREA "C"– LOCAL COMMERCIAL

Lands identified as "Development Permit Area "C"– Local Commercial" on Map 4, Development
4475 Permit Areas are hereby designated as development permit areas under Section 919.1(1) (f) of
06/02/06 the Local Government Act. Act to establish objectives and provide guidelines for the form and character of development.

4825
30/05/11

The objective of this development permit area designation is to encourage development of attractive and safe commercial areas and reduce conflict with adjacent land uses.

Development permit guidelines are as follows:

- Developments in each commercial node shall be coordinated in terms of architectural design, landscaping, fencing and signage. The height, massing and siting of buildings and design of signage and other elements should contribute to creating a sense of gateway into the neighbourhood.
- The architectural and landscape design should be appropriate for the local context. Architectural design should draw inspiration from Langley's rural heritage.

September 20, 2021

Our File: 2111-03365-06

Township of Langley

Community Development Division

20338 65 Avenue

Langley, BC V2Y 3J1

Attention: Zorica Andjelic, Planner

Summary Report - Public Information Meeting

Proposed Yorkson Neighbourhood Park Development, Township of Langley Project No. 08-23-0203

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 08-23-0203 was held on Wednesday, September 8, 2021. The project represented property located at 7711 206 Street.

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 neighbouring properties**

   29 mail-out invites mailed on August 25, 2021, 14 days prior to scheduled PIM.

2. **Two (2) advertisements in the local newspaper (Langley Advanced Times)**

   August 26 and September 2, 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 and newspaper advertisements 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 and website access 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 26th, 2021 with access QR code and website description being provided via notification letter and newspaper advertisements. The website presented an overview of the proposed project and invited 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 1 hour, from 7:00pm – 8:00pm on Wednesday, September 8, 2021. A representative from the Township of Langley Development Services Department two representatives of the proponent (Qualico Developments) were in attendance to observe the PIM.

The consulting team in attendance included the following individuals:

James Pernu *Senior Planner – McElhanney*	**Raymond Sull** *Senior Engineer – McElhanney*
Clover Mei *Planner – McElhanney*	**Jori Porter** *Arborist – McElhanney*
Lisa Blanchard *Biologist – Envirowest Consultants*	

PUBLIC INFORMATION MEETING DETAILS

A total of 3 attendees registered for the event between June 4th and June 17th (*Attachment 2*). All registrants attended the meeting. It should be noted that one attendee appear to reside in City of Surrey.

The meeting was organized as follows:

- 5 min registration
- 20min live presentation
- 35min Question & Answer (Q&A) session

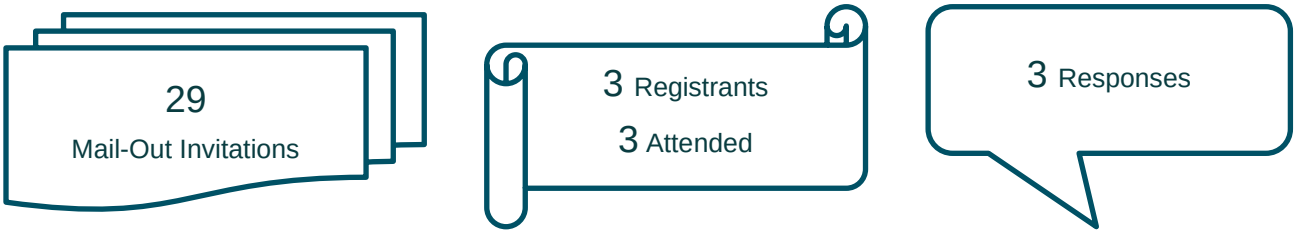
A total of 17 slides were presented at the PIM (Attachment 3). Attendees were informed that all questions submitted will be answered during the Q&A period, and that they are able to utilize either “Raise Hand” to ask question verbally, or to submit a text through the Q&A box provided on Zoom.

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

Welcome & Housekeeping
Project Team
Project Overview
Site Context
Site Plan
Architectural Design
Landscaping
Tree Management
Habitat Boulevard
Servicing
Feedback & Thank you

An online questionnaire was also made available starting in the afternoon of the meeting, and attendees were directed to the questionnaire during and at the end of the meeting to provide their inputs.

PUBLIC INFORMATION MEETING RESULTS



A questionnaire was prepared to gather public input on the proposed development. The questionnaire included four (4) questions that pertains to the development, and community members were given an opportunity to provide additional comments. Based on responses received, one (1) respondent appeared to reside the City of Surrey.

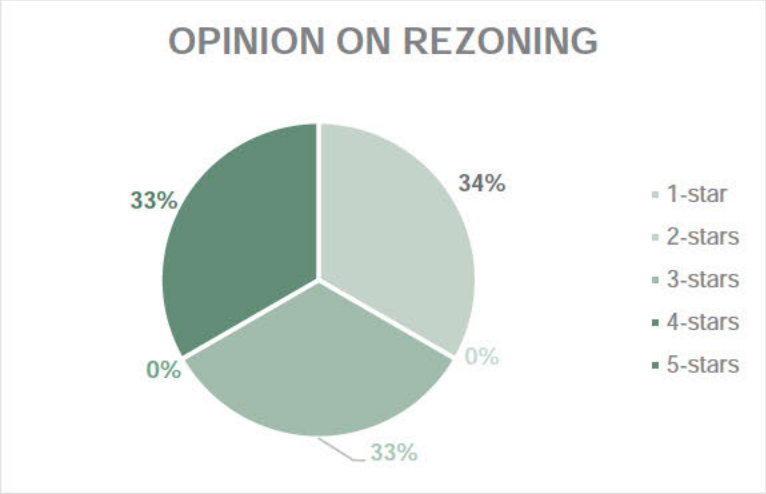
Type of question presented:

5-star rating scale
Four (4) questions are presented in this style, where: *1 star = Strongly Disagree* *3 stars = No Opinion* *5 stars = Strongly Agree*

The information collected from the questionnaires is summarized below for the four (4) questions.

Question 1

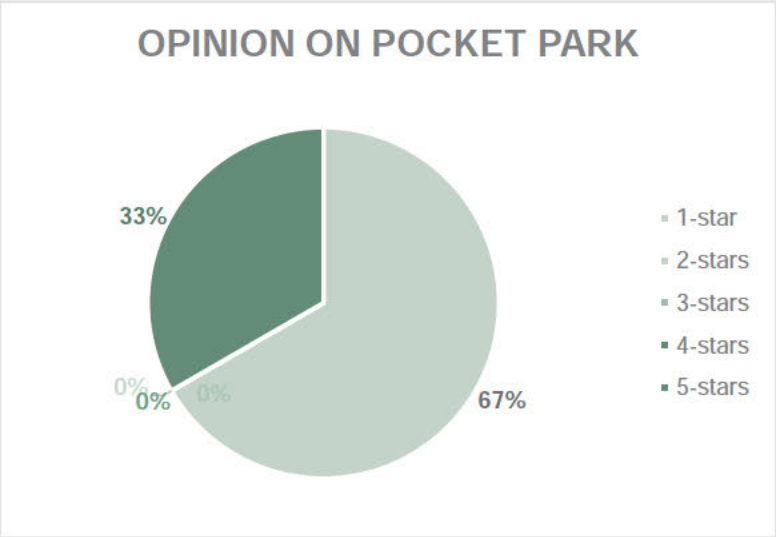
Please rate your opinion on the proposed site rezoning from Suburban Residential SR-2 zone to Single Family Residential Zone R-1A and Single Family Compact Residential Zones R-CL(A) and R-CL(B). This is for the proposed development of six single family homes. Where 1 star = Strongly Disagree, 3 stars = No Opinion, 5 stars = Strongly Agree.



Opinion on rezoning is evenly split between the tree respondents. One respondent had no opinion, one noted strong support, and one noted strong disagreement.

Question 2

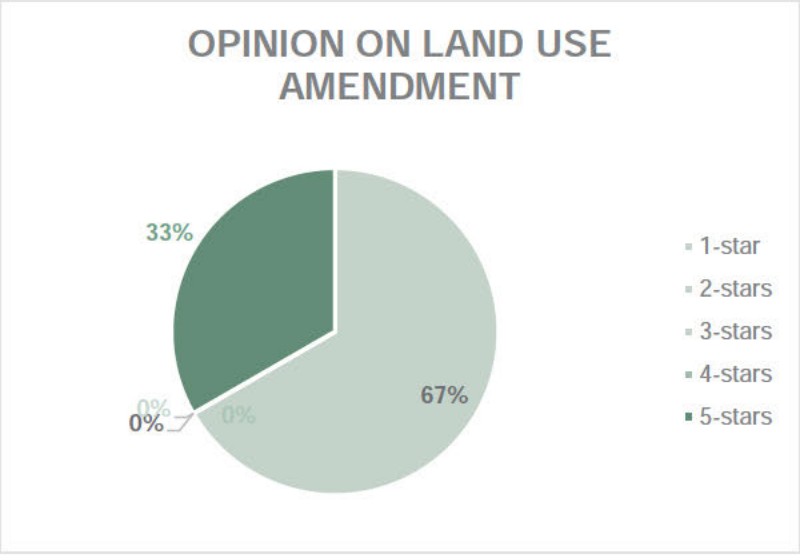
Please rate your opinion on the development of a one-acre neighbourhood pocket park in the subject site. Where 1 star = Strongly Disagree, 3 stars = No Opinion, 5 stars = Strongly Agree.



Question 2 received two strong opposition, and one strong support.

Question 3

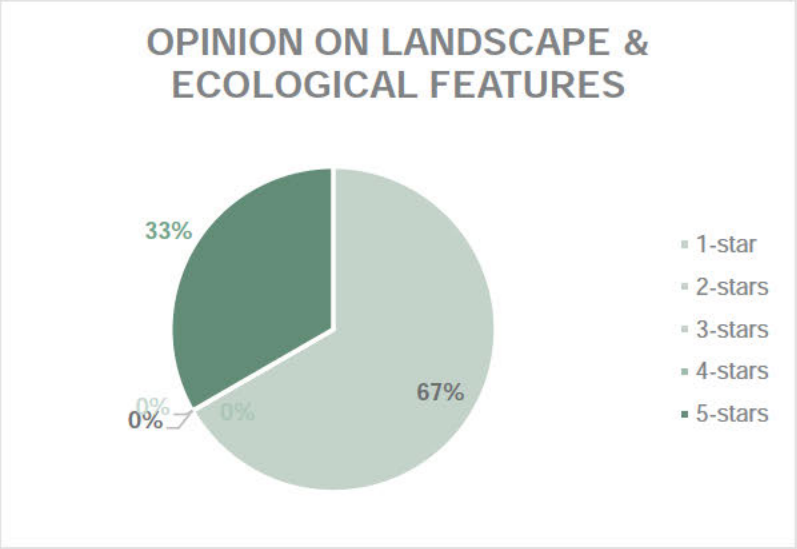
In order to provide the one-acre neighbourhood pocket park, a land use amendment is required. The land use amendment is requesting for a slightly lower development density (7.48 units per acre) than is stated in the Yorkson Neighbourhood Plan for this area (8 units per area). Please rate your opinion on this amendment to accommodate the proposed pocket park. Where 1 star = Strongly Disagree, 3 stars = No Opinion, 5 stars = Strongly Agree.



Question 3 also have two responses in strong opposition and one in strong support.

Question 4

Please rate your opinion on the proposed landscape design regarding integration and connectivity of trail and active use within the pocket park and proposed ecological features. Where 1 star = Strongly Disagree, 3 stars = No Opinion, 5 stars = Strongly Agree.



Question 4 also received two in strong opposition and one in strong support.

COMMENTS SECTION

The questionnaire included space to provide additional comments. Additional comments were provided on all 3 questionnaires, these comments are direct quotes from participants' questionnaires and organized by themes:

- I don't think so the proposed pocket park is making any sense [because] if you're taking 25 meter from the ecological greenway and putting towards pocket park how this can be possible to one parcel and all other properties have to leave 30 meters for greenway. How small species will survive in that 5 meter space. If you allow this pocket park to use 25 meter of ecological greenway then TOL is starting new trend of using the greenway land into other use, which is very dangerous for near future or I suggest if you allowing this then take out the greenway and let everyone use on it own way. I strongly oppose this pocket park.

- We have a few major concerns regarding the development. The first is the issues with traffic with the current road plan. Having 76B Ave curve downward and turn through the south property to become 76A Ave will make turning onto 206 St Northbound more difficult given the amount of people that will be living in the area and the traffic in the area. If 76B goes straight through and is shared both with bottom of the planned property and the top of the south property to connect through 206 St, then traffic will flow more easily in this area. Furthermore, a couple of years ago, the Donna Gabriel Robins elementary school position was planned by the developers to be on the south side of 78 Ave, but the city said to put it on the north side of 78 Ave due to concerns

with children being too close to the greenway. Why isn't this a concern with the current plan on the greenway given that there will be even more foot traffic in the area?

- We are extremely in favour of the location of the pocket park because it is centrally located in the northwest Yorkson neighbourhood plan. As there are many new houses being built and families moving into this area, this park is extremely essential and we are in complete favour to start the building of the pocket park as soon as possible. Thank you.

DISCUSSION

Based on the comments, there are two attendees voicing concern on the pocket park regarding size of the ecological greenway and road grid. The following response addresses the concern/issues raised for this project.

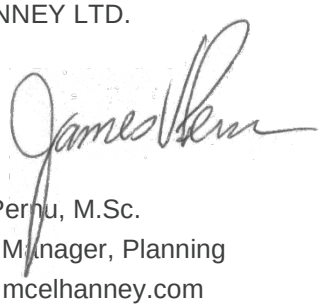
- 76B Avenue has been proposed to terminate at the property and continue southward due to existing development application on the neighbouring property requiring 205B Street to provide frontage and access to proposed development. Per Yorkson Neighbourhood Plan, the proposed pocket park is to be 1-acre in size. The proposed development satisfies the requirement while providing continuous residential lots fronting 77A Avenue, consistent with surrounding neighbourhood development configuration. Should 76 B Avenue connect to 206 Street directly, the road will cut across the existing property, where the remaining area will not be enough to contain the pocket park and ecological greenway.

CONCLUSION

The completed questionnaires showed a majority of support for the proposed development rezoning. Many of the respondents expressed excitement with the positive potential the proposed uses will bring. If you have questions about this report, please do not hesitate to contact me.

Yours truly,

McELHANNEY LTD.



James Pernu, M.Sc.
Division Manager, Planning
jpernu@mcelhanney.com

Attachments:

1. Mail out and Newspaper Advertisement
2. Registration and attendance data
3. Powerpoint slides
4. Questionnaire responses

McElhanney

PUBLIC INFORMATION MEETING INVITATION

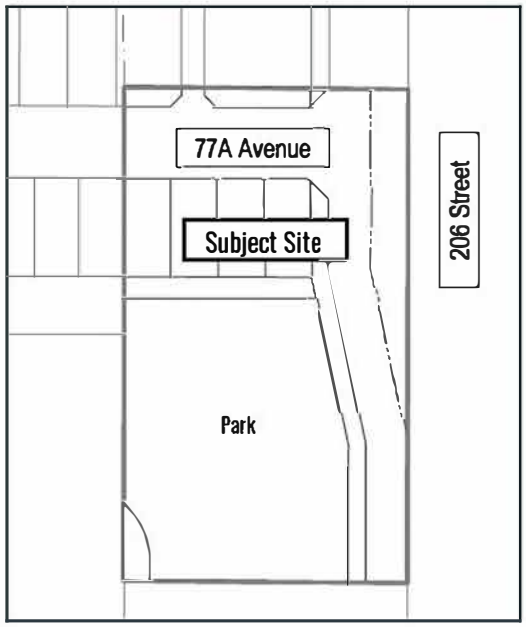
Township of Langley Project 08-23-0203
McElhanney Project 2111-03365-06
Located at 7711 206 Street

For more project details and access to the online public meeting please visit our project website as shown on the reverse.

You are invited to attend a Public Information Meeting to review and discuss the proposed development project in the Yorkson Neighbourhood in the Township of Langley.

Project Location: 7711 206 Street

Proposal: Yorkson Neighbourhood Plan amendment and to rezone from Suburban Residential (SR-2) to Residential Zone R-1A and Residential Compact Lot Zones R-CL(A) and R-CL(B). Subdivision for 6-residential lots, neighbourhood pocket park, ecological greenway, and complete the road and greenway dedications on 206 St.



Project Location Map

THIS IS NOT A NOTICE OF PUBLIC HEARING

McElhanney

PUBLIC INFORMATION MEETING INVITATION

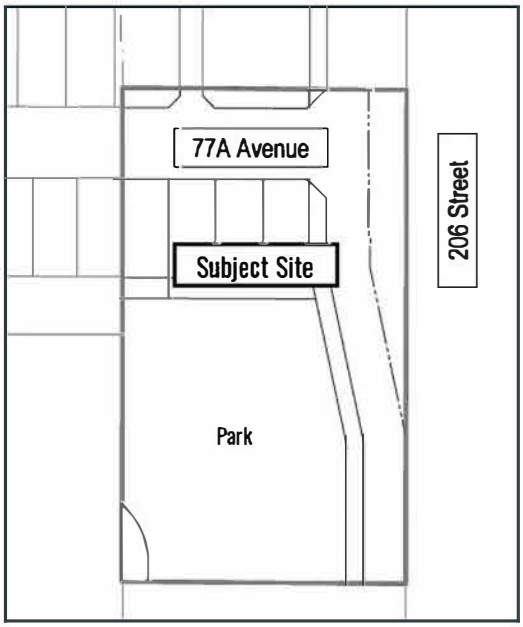
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Project Location Map

THIS IS NOT A NOTICE OF PUBLIC HEARING

McElhanney

Suite 2300, Central City Tower
13450 102 Avenue
Surrey, BC V3T 5X3

PUBLIC INFORMATION MEETING INVITATION

Wednesday, September 8, 2021
7:00pm - 8:00pm

Project Website
https://arcg.is/aazLj

7:00pm - 7:10pm Welcome
7:10pm - 7:30pm Presentation
7:45pm - 8:00pm Q&A

For more information contact:

James Pernu
Project Manager/Planner
(604)-424-4889
jpernu@mcelhanney.com

THIS IS NOT A NOTICE OF PUBLIC HEARING

McElhanney

Suite 2300, Central City Tower
13450 102 Avenue
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jpernu@mcelhanney.com

THIS IS NOT A NOTICE OF PUBLIC HEARING

New women's addiction centre opens

Patricia Hope House is located in west Surrey, near the Langley border

Heather Colpitts
heather.colpitts@langleyadvancetimes.com

A new 20-bed addiction centre for women has opened in South Surrey, near the border with Langley, offering residents about two-and-a-half years of live-in treatment and transitional support.

The Patricia Hope House, located 19465 16th Ave., held a grand opening event in mid-August, with more than 160 people attending.

It was a long road to get to this place, according to Angie Appenheimer, the resource development director with Adult & Teen Challenge Society of B.C.

In June 2019, the society's original women's program in Abbotsford was forced to look for another home. In December 2019, the Surrey site was for sale, but there were complications.

The City of Surrey had placed a four-year freeze on business licences for new recovery facilities, she noted.

"They were in a bad position, attempting to mitigate further risk of poorly run facilities and programs, which would consequently bring further detriment to vulnerable people and the community," she said.



Patricia Hope House was officially opened on Saturday, Aug. 14, 2021. (Patricia Hope House photo)

Other obstacles remained, including the purchase price of $2.7 million, as well as municipal and provincial approvals, Appenheimer said.

"Rezoning alone was a typical eight-month process; one that exceeded the approaching two-month subject removal deadline. But, the Adult & Teen Challenge team persevered, believing that the seemingly impossible could be accomplished," she said.

The live-in centre is a place where up to 20 women from anywhere in Canada can take part in the minimum year-long faith-based program.

Additionally, there is a minimum 18-month transition segment called the 'Successful Living Program,' where women transition according to their individual needs. Women are to be given opportunities to volunteer, find employment, pursue education, or apply to the organization's leadership program.

"The centre is named after a woman named Patricia, a cherished daughter, mother, sister, and friend, whose life was cut short by addiction," Appenheimer explained.

"Trauma, broken families, job loss, and difficult life transitions all put an incalculable stress on people's mental health," the centre's opening announcement said. "There is an interplay between depression, anxiety, PTSD, psychosis, and suicide with addiction."

One of the reasons the facility is needed is that the COVID-19 pandemic has "greatly" increased addiction through isolation and an unprecedented lack of human connection.

Added government financial resources, the release noted, "gave way to increased drug use."

"Unfortunately, the ones who suffer are the most vulnerable. While opioid drug overdoses mostly claim men's lives, vulnerable women are not accounted for in the addiction epidemic for many reasons."

The residential centre is operated by Adult & Teen Challenge BC, part of an international Christian-based program that was started in the 1950s by a rural Pennsylvania preacher. It also offers programs for men in Chilliwack and the Okanagan.

"Stepping out in faith, believing that a much needed facility for women would become a reality in Surrey, the Adult & Teen Challenge BC leadership team made an offer on the property for $2.7 million," Appenheimer explained about the purchase. "Within eight weeks, private donor pledges were received for $2.1 million."

The society took ownership in Aug. 14, 2020, one year before the grand opening.

The building sat empty for seven months as the society worked to get all requirements in place.

"The facility received its assisted living approvals in April 2021, and the women were finally able to move into their beautiful new 'place to call home'. They were all able to witness an incredible journey of faith and perseverance," Appenheimer said.

"In May, a mortgage-match campaign began and in another eight weeks, the remaining $600,000 was raised."

DEVELOPER LED PUBLIC INFORMATION MEETING

Township of Langley Project No. 08-23-0203

Wednesday, September 8, 2021 7:00pm - 8:00pm

Project Website https://arcg.is/aazLj

QR Code

Due to COVID-19 and concerns for public health and safety, engagement will be conducted virtually online.

The proponent has applied to the Township of Langley to:

Amend Yorkson Neighbourhood Plan and to rezone 7711 206 Street from Suburban Residential (SR-2) to Residential R-1A and Residential Compact Lot Zones R-CL(A) and R-CL(B) to permit 6 single-family residential lots. Provision of a 1-acre neighbourhood pocket park, 0.03 ha. (0.07 ac.) ecological greenway and 0.21 ha. (0.52 ac.) of riparian and road dedication to complete 206 Street per the Yorkson Neighbourhood Plan.

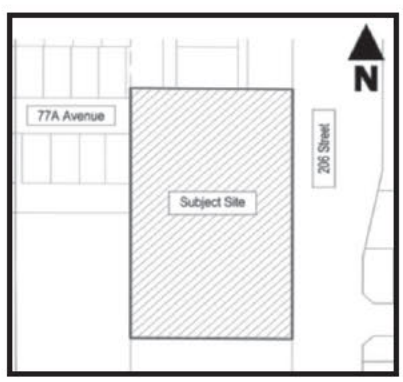
Residents are invited to attend a Public Information Meeting to discuss the development proposal with the project team and to provide input that will be forwarded to Township of Langley Council for consideration.

Meeting Schedule

7:00pm - 7:10pm Welcome

7:10pm - 7:30pm Presentation

7:30pm - 8:00pm Q&A



For more information, please visit our project website, or contact James Pernu at 604-424-4889, or by email at jpernu@mcelhanney.com.

Virtual Public Information Meeting – Thursday, September 16th, 2021

Please note that this is not a Public Hearing Notice

Virtual Public Information Meeting and Website for proposed apartment development located at the following addresses: **20120, 20130, 20140, 20150, 20160 and 20170 53A Avenue, Langley, BC**

Dear Resident,

We are RKDI (Langley 4) Homes Ltd. working with Keystone Architecture & Planning Ltd on a proposed 5 storey residential apartment building, consisting of 85 apartment suites. You are invited to review and discuss this proposal at our project website and upcoming virtual meeting. The purpose of this website is to seek input from local residents and to provide information as well as address any questions that they may have as we proceed with our development application.

The proposed development involves the following:

- Official Community Plan (OCP) amendment from the current High Density Residential designation to the Low Rise Residential designation proposed in the draft new OCP
- Rezoning from RS1 (Single Family Residential) Zone to a CD (Comprehensive Development) Zone.
- To accommodate a 5 storey apartment building, consisting of 85 apartment suites.



Due to social distancing requirements, we invite you to please visit the public information meeting website https://langleycityapartment.ca for the building design and plans. The website will be live between **September 8th September 15th** to receive public commentary. We will also be running a Microsoft Teams meeting where interested parties can join and provide comments directly to the development. The meeting will be held from **4:00pm 6:00pm on Thursday, September 16th**. If you would like to take part email mail@keystonearch.ca and you will be sent an invite.

Sincerely,

RKDI (Langley 4) Homes Ltd.



If you have received this notice and have tenants in occupation, please ensure this notice is posted for them in a common area of your building as they will not receive this notice directly.



At your SERVICE

Langley politicians offer views on key issues

THIS WEEK: Each Langley school trustee was asked: *What can the school district do next year to help students who fell behind because of the disruptions of the pandemic?*

Their answers are online at www.langleyadvancetimes.com

UP NEXT: Langley MLAs are being asked: *Should the province be ready to compensate businesses if their bottom line is adversely impacted by the new passport rules?*

Watch for their answers online Sunday.

Romeo, Romeo, wherefore art thou, doggo?

Thanks to strangers rallying, 81-year-old mom has her beloved dog home

Dan Ferguson
dan.ferguson@langleyadvancetimes.com

Romeo's owner would like whoever rescued her dog to know just how grateful she is.

On Wednesday, Aug. 18, the 12-year-old Maltese Poodle-cross went missing from the backyard of his Walnut Grove home, triggering a search effort that saw residents of the Langley neighbourhood come out in droves.

Romeo's 81-year-old owner, and the owner's daughter, who asked to remain anonymous, were amazed by the response when they put the word out on social media.

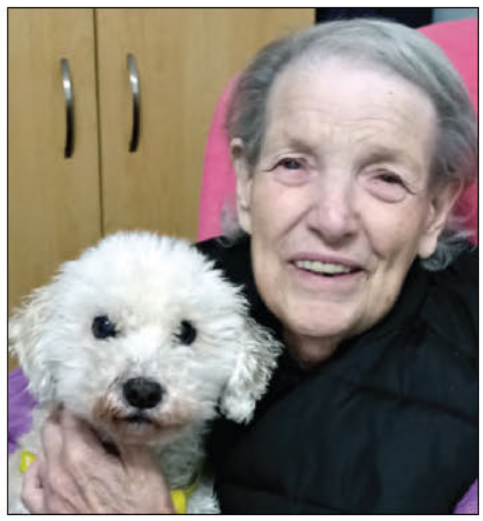
It has been a rough year for her mother, the daughter told the **Langley Advance Times**.

The grandmother recently had to endure a 13-week hospital stay to battle a bacterial infection.

"Throughout her time in hospital, her faithful dog Romeo would either sit on her chair or lie on her bed, and wait for her return," the daughter described.

"There was nothing we could do to coax him to be with us, or even sleep upstairs with us. Romeo knew where his momma's space was and he patiently waited for her return, even if it meant being alone."

A few weeks after they were reunited, "you can imagine the heartbreak and horror of me going into our recently purchased home's backyard, to find the rickety wooden fence partially fallen down and Romeo gone. I went in and broke the news to grandma and took off to find him."



On Wednesday, Aug. 18, Romeo, a 12-year-old Maltese Poodle-cross, went missing from the backyard of his Walnut Grove home, triggering a search effort that saw residents of the Langley neighbourhood come out in droves. (Special to Langley Advance Times)

Romeo is timid, "a real quiet little boy" who was unlikely to approach strangers.

When the family put the word out, the response was immediate.

"Folks who are still strangers to us, drove for an hour and a half through the suburb looking for a baby that wasn't theirs. Teens and young adults jumped onto bikes or into cars and rode and drove around searching. Neighbours immediately set off with their dogs, trying to find ours. Runners, walkers, dog owners, dog walkers, neighbours, friends and strangers hit the roads, paths, parks and forests looking for Grandma's baby."

It was during this frenzy of searching, she related,"that we found love. The kindness of strangers, neighbours and friends poured out love to us and gave us hope."

Romeo was located the next day, safe and sound, at the Animal Emergency Clinic of the Fraser Valley on 204th Street, where someone had taken him.

"To the person who saw a senior pup, took pity and who drove him to the shelter for the night, so that he would be safe and be found again by us, thank you," the daughter said.

The clinic was unable to give them the name of Romeo's rescuer, so they decided to make a public thank-you.

"They said that they wouldn't be able to give us your name, and said that they had thanked you on our behalf, but [my mother and I] want you to know, that you, along with a team of other strangers, neighbours and friends in our community, are our heroes."

"You rescued us from yet another heartbreak during this miserable year. Thank you, thank you, thank you!"

Virtual Public Information Meeting – August 30th

Please note that this is not a Public Hearing Notice

SYNC PROPERTIES

Virtual Public Information Meeting and Website for proposed townhouse development located at the following addresses: **19824 54th Avenue and 5380, 5376, 5372, 5368 & 5364 198th Street, Langley, BC**

Dear Resident,

We are Sync Properties working with Keystone Architecture & Planning Ltd on a proposed 6-building townhouse development, consisting of 30 townhouse units. You are invited to review and discuss this proposal at our project website and upcoming virtual meeting. The purpose of this website is to seek input from local residents and to provide information as well as address any questions that they may have as we proceed with our development application.



The proposed development involves the following:

- Official Community Plan (OCP) Amendment from the current Low-Density Residential designation to the Low-Rise Residential designation proposed in the draft new OCP to permit a 6-building, 30-unit townhouse development
- Rezoning from RS1 (Single Family Residential) Zone to a CD (Comprehensive Development) Zone.
- To accommodate a 6-building townhouse development, consisting of 30 townhouse units.

Due to social distancing requirements, we invite you to please visit the public information meeting website **www.sync198townhomes.com** for the building design and plans. The website will be live between **August 18th to August 30th** to receive public commentary. We will also be running a Microsoft Teams meeting where interested parties can join and provide comments directly to the development. The meeting will be held on **August 30th @ 4:00-6:00pm**. If you would like to take part email mail@keystonearch.ca and you will be sent an invite.

Sincerely,

Sync Properties

SYNC PROPERTIES



If you have received this notice and have tenants in occupation, please ensure this notice is posted for them in a common area of your building as they will not receive this notice directly.

DEVELOPER LED PUBLIC INFORMATION MEETING

Township of Langley Project No. 08-23-0203

Wednesday, September 8, 2021 7:00pm - 8:00pm

Project Website https://arcg.is/aazLj

QR Code

Due to COVID-19 and concerns for public health and safety, engagement will be conducted virtually online.

The proponent has applied to the Township of Langley to:

Amend Yorkson Neighbourhood Plan and to rezone 7711 206 Street from Suburban Residential (SR-2) to Residential R-1A and Residential Compact Lot Zones R-CL(A) and R-CL(B) to permit 6 single-family residential lots. Provision of a 1-acre neighbourhood pocket park, 0.03 ha. (0.07 ac.) ecological greenway and 0.21 ha. (0.52 ac.) of riparian and road dedication to complete 206 Street per the Yorkson Neighbourhood Plan.

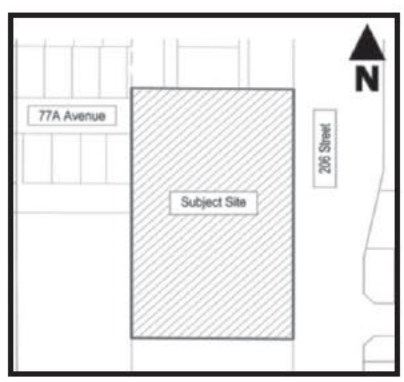
Residents are invited to attend a Public Information Meeting to discuss the development proposal with the project team and to provide input that will be forwarded to Township of Langley Council for consideration.

Meeting Schedule

7:00pm - 7:10pm
Welcome

7:10pm - 7:30pm
Presentation

7:30pm - 8:00pm
Q&A



For more information, please visit our project website, or contact James Pernu at 604-424-4889, or by email at jpernu@mcelhanney.com.

Library welcomes

Special collection available to borrow

Joti Grewal
joti.grewal@blackpress.ca

A travelling library is making its way through Langley in an effort to strengthen children's sense of community belonging and start dialogue about immigration.

The Langley Children Committee and the Langley Literacy Network have launched the Canadian version of "I'm Your Neighbour Books," a take on the U.S.-based campaign

The Welcoming Library is a collection of acclaimed children's picture books featuring new arrival and new Canadian families, explained Alicia Rempel, spokesperson for the Langley community groups.



Rempel

"This project is a larger literacy movement founded to draw attention to immigration, children's literature and to its potential to start sometimes difficult conversations about who belongs here, welcoming, assimilation, and how to celebrate all families," she said.

The local organizations behind the project aim for readers to "both meet a stranger on the page and to see aspects of their own family reflected."

Studies have shown that reading builds empathy and that cross-racial scenes in picture books build acceptance.

Each book contains a discussion guide affixed to the inside back cover to facilitate engagement about welcoming and belonging.

The collection of 30 books is available to borrow at no cost. The travelling library can be taken out by community and schools groups by contacting: info@langleyliteracynetwork.com.

# Registered	**3**
# Cancelled	**0**
# Approved	**3**

First Name	Last Name	Email	Address	Approval Status
FOIPPA s.22(1)				approved
				approved
				approved

Max Concurrent Views	3

Attended	User Name (Original Name)	Time in Session (minutes)
Yes	FOIPPA s.22(1)	50
Yes		61
Yes		55



7711 206 ST DEVELOPMENT

ToL 08-23-0203

DEVELOPER-LED PUBLIC INFORMATION MEETING

September 8, 2021

7:00pm – 8:00pm

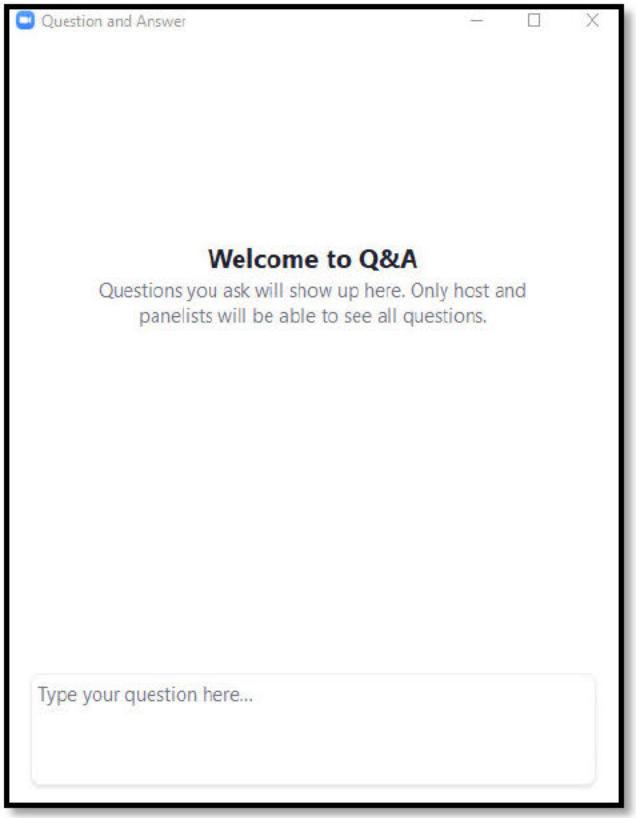
WELCOME & HOUSEKEEPING

SCHEDULE

7:05pm – 7:25pm **Presentation**
7:25pm – 8:00pm **Q&A**

There will be a question period at the end of the presentation.

Please submit your questions to the moderator via the Q&A box.



WELCOME & HOUSEKEEPING

SCHEDULE

7:05pm – 7:25pm **Presentation**
7:25pm – 8:00pm **Q&A**

If you'd like to speak, please click the Raise Hand ✋ button found in the webinar controls.

We will take all questions during the Q&A period.



ONLINE ENGAGEMENT GUIDELINES

- ✓ Comments, questions, and feedback on the proposed development
- ✓ Respecting the views of fellow community members, staff, and the project team
- ✗ Zero tolerance for profane language, harassment, and discrimination of others

Comments and/or participants that do not respect our guidelines will be removed at the discretion of the moderator. Thank you for taking part in shaping your community!

PROJECT TEAM

QUALICO® communities

McElhanney

Tynan Consulting Ltd.

envirowest consultants inc.
www.envirowest.ca

PRESENTATION

- Project Overview
- Site Context
- Site Plan
- Architectural Design
- Landscaping
- Tree Management
- Habitat Boulevard
- Servicing
- Community Feedback

PROJECT OVERVIEW

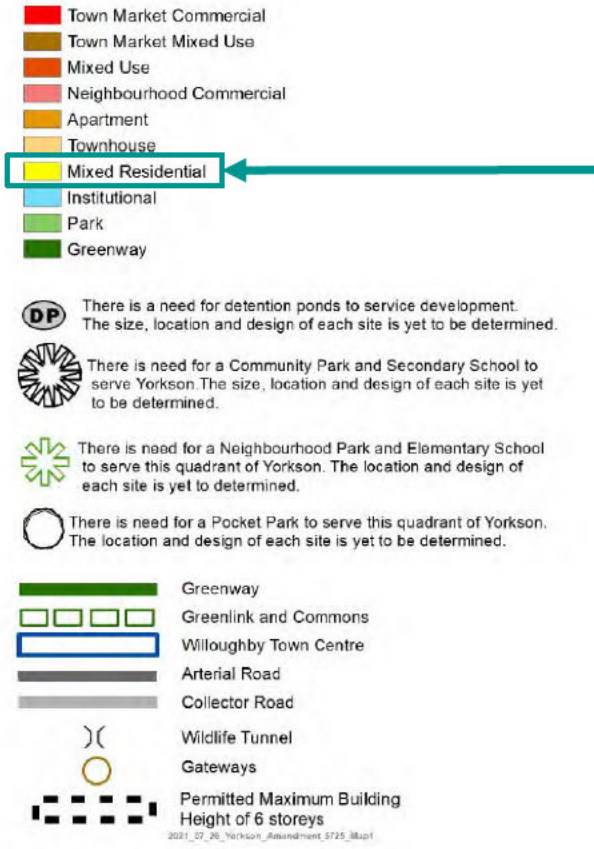
PROPOSAL

Rezone the existing property from Suburban Residential Zone (SR-2) to Residential and Compact Lot Zones (R-1A, R-CL(A) and (B)) allow for the development of:

- A one-acre neighbourhood pocket park
- Continuation of adjacent and planned greenways
- 4 single family homes
- 2 partial single family lots to complete off-site development



YORKSON NEIGHBOURHOOD PLAN





YORKSON NEIGHBOURHOOD PLAN

Amendment of the Yorkson NP is required in order to accommodate the proposed one-acre pocket park and proposed unit density.



SITE PLAN

LEGEND

- Site Boundary
- Retained Deciduous Tree
- Retained Coniferous Tree
- R1-A
- R-CL(B) Rear
- R-CL(A) Front
- Pocket Park
- Greenway / Boulevard
- Multi-use Path / Sidewalk
- 206 St Habitat Boulevard
- Ecological Corridor
- Meandering Creek
- Servicing Corridor
- W — Wildlife Corridor



F.1

ARCHITECTURAL DESIGN





LANDSCAPING

Multi-use pathway, playground area, and open recreational space.

Pathway connects to offsite habitat boulevard path on 206 St. and to future sidewalk on 76B Ave.



F.1

TREE MANAGEMENT

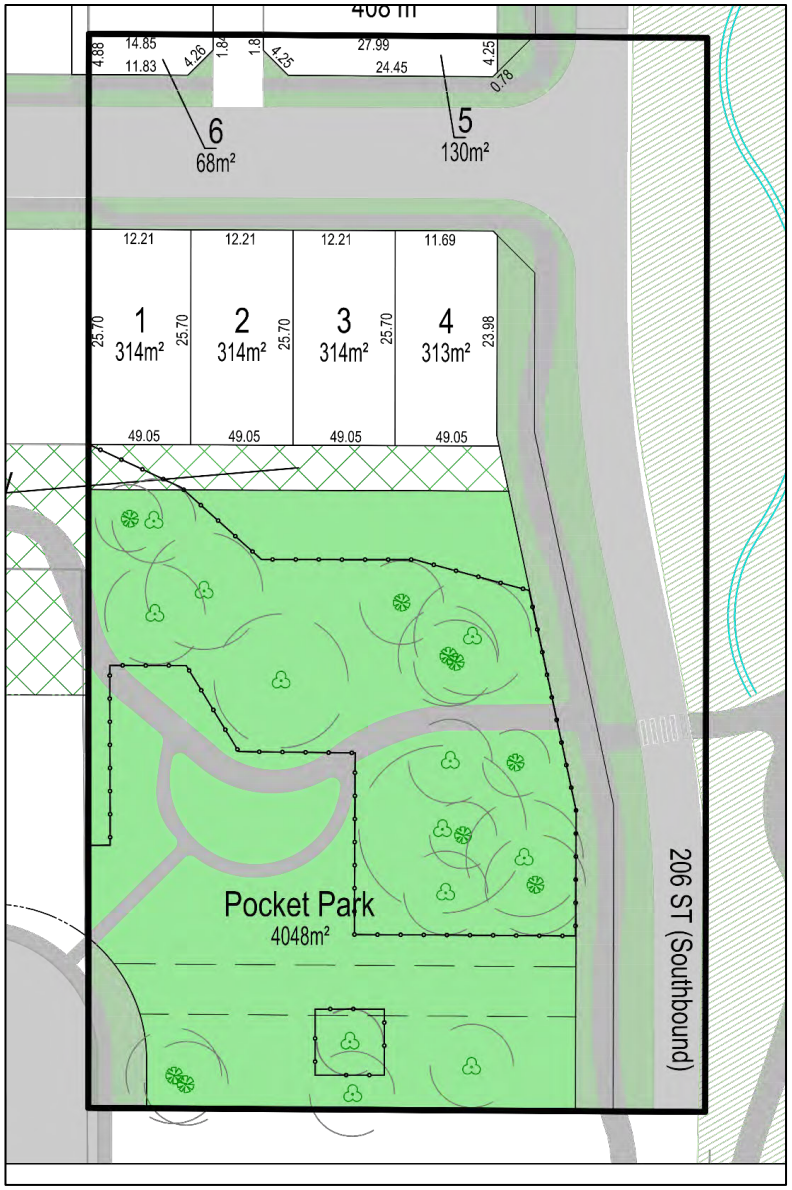
Retained

24 on-site

Removed Trees

46 on-site

*removal due to conflict with proposed building/servicing, or in hazardous condition



LEGEND

- Retained Deciduous Tree
- Retained Coniferous Tree
- Tree Root Protection Zone
- Tree Protection Fencing
- Servicing Right-of-Way

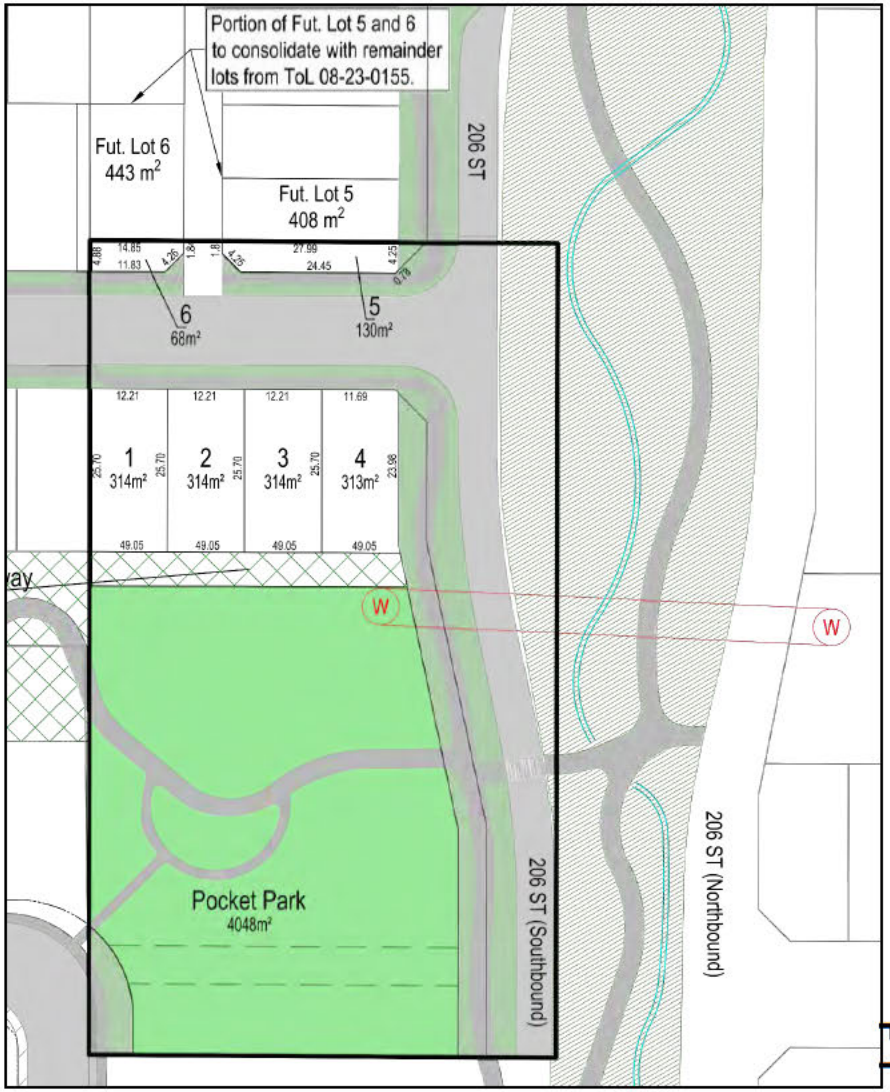
HABITAT BOULEVARD

Yorkson headwaters realigned as meandering channel within the 40m habitat boulevard to the east of the site.

Continuation of multi-use pathway from the pocket park to the west.

LEGEND

- Pocket Park
- Greenway / Boulevard
- Multi-use Path / Sidewalk
- 206 St Habitat Boulevard
- Ecological Corridor
- Meandering Creek
- Servicing Corridor
- (W) Wildlife Corridor



F.1

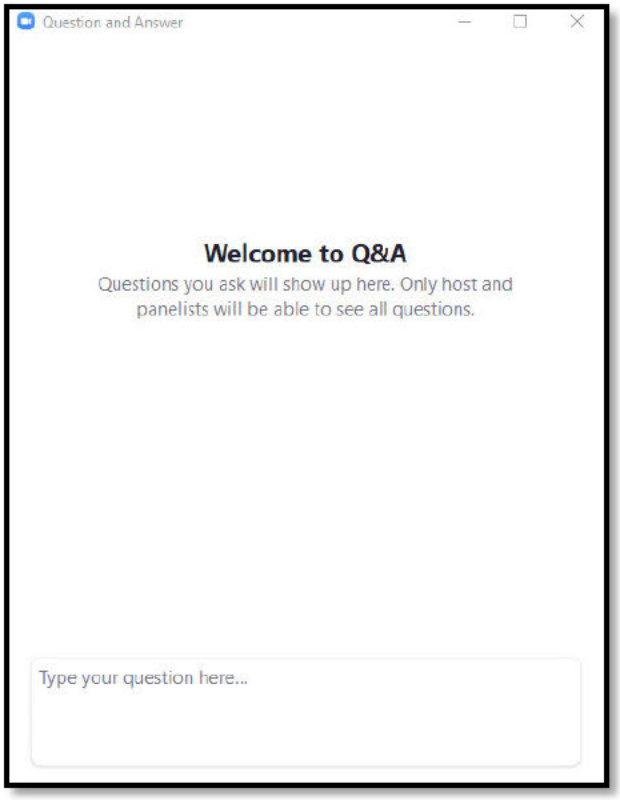
SERVICING



F 1

QUESTION & ANSWER

Please submit your questions using the Q&A box or use the Raise Hand button to speak.





THANK YOU!

James Pernu

604-424-4889 |
jpernu@mcelhanney.com

QUESTIONNAIRE

Please complete by Sept 12, 11:59pm.

https://arcg.is/aazLj



Name	Residential address		Question 1 Please rate your opinion on the proposed site rezoning from Suburban Residential SR-2 zone to Single Family Residential Zone R-1A and Single Family Compact Residential Zones R-CL(A) and R-CL(B). T...	Question 2 Please rate your opinion on the development of a one-acre neighbourhood pocket park in the subject site.	Question 3 In order to provide the one-acre neighbourhood pocket park, a land use amendment is required. The land use amendment is requesting for a slightly lower development density (7.48 units per acre) th...	Question 4 Please rate your opinion on the proposed landscape design regarding integration and connectivity of trail and active use within the pocket park and proposed ecological features.
FOIPPA s. 22(1)	FO PPA s. 22(1)		1	1	1	1
FOIPPA s. 22(1)	FO PPA s. 22(1)	Langley BC	3	1	1	1
FOIPPA s. 22(1)	FO PPA s. 22(1)	Langley BC	5	5	5	5

Name	Please provide us with any additional comments you may have, or elaboration to your responses for any of the previous
FOIPPA s. 22(1)	I don't think so the proposed pocket park is making any sense bcoz if you're taking 25 meter from the ecological greenway and putting towards pocket park how this can be possible to one parcel and all other properties have to leave 30 meters for greenway. How small species will survive in that 5 meter space. If you allow this pocket park to use 25 meter of ecological greenway then TOL is starting new trend of using the greenway land into other use, which is very dangerous for near future or I suggest if you allowing this then take out the greenway and let everyone use on it own way. I strongly oppose this pocket park.
FOIPPA s. 22(1)	We have a few major concerns regarding the development. The first is the issues with traffic with the current road plan. Having 76B Ave curve downward and turn through the south property to become 76A Ave will make turning onto 206 St Northbound more difficult given the amount of people that will be living in the area and the traffic in the area. If 76B goes straight through and is shared both with bottom of the planned property and the top of the south property to connect through 206 St, then traffic will flow more easily in this area. Furthermore, a couple of years ago, the Donna Gabriel Robins elementary school position was planned by the developers to be on the south side of 78 Ave, but the city said to put it on the north side of 78 Ave due to concerns with children being too close to the greenway. Why isn't this a concern with the current plan on the greenway given that there will be even more foot traffic in the area?
FOIPPA s. 22(1)	We are extremely in favour of the location of the pocket park because it is centrally located in the northwest Yorkson neighbourhood plan. As there are many new houses being built and families moving into this area, this park is extremely essential and we are in complete favour to start the building of the pocket park as soon as possible. Thank you.

Respondent

1 | Anonymous

07:35
Time to complete

1

Please note that personal information collected on the questionnaire is for the sole purpose of providing Township of Langley project staff with confirmation of factual resident attendance and feedback provided at the Public Information Meeting to be held by McElhanney on September 8, 2021. All personal information provided will be removed and redacted from questionnaires and final report before forwarding to Council and will be destroyed after the stated purpose for the collection is complete.

All personal information created, held or collected by McElhanney is protected under British Columbia's Personal Information Protection Act and McElhanney has developed procedures with respect to the proper collection, use and disclosure of such information. *

- (●) I have read and consent to the above.

2

Name *

FO PPA s. 22(1)

3

Residential address *

FO PPA s. 22(1)

4

Phone number / email (optional)

FO PPA s. 22(1)

5

How did you hear about this Public Information Meeting? *

- ○ Langley Advanced Times Newspaper Ad
- ○ Resident Mail-out Invite
- ◉ Word-of-mouth
- ○ Other

6

Please rate your opinion on the proposed site rezoning from Suburban Residential SR-2 zone to Single Family Residential Zone R-1A and Single Family Compact Residential Zones R-CL(A) and R-CL(B). This is for the proposed development of six single family homes.

Where 1 star = Strongly Opposed, 3 stars = No Opinion, 5 stars = Strongly Support.

★ ☆ ☆ ☆ ☆

7

Please rate your opinion on the development of a one-acre neighbourhood pocket park in the subject site.

Where 1 star = Strongly Opposed, 3 stars = No Opinion, 5 stars = Strongly Support.



8

In order to provide the one-acre neighbourhood pocket park, a land use amendment is required. The land use amendment is requesting for a slightly lower development density (7.48 units per acre) than is stated in the Yorkson Neighbourhood Plan for this area (8 units per area).

Please rate your opinion on this amendment to accommodate the proposed pocket park.

Where 1 star = Strongly Opposed, 3 stars = No Opinion, 5 stars = Strongly Support.



9

Please rate your opinion on the proposed landscape design regarding integration and connectivity of trail and active use within the pocket park and proposed ecological features.

Where 1 star = Strongly Opposed, 3 stars = No Opinion, 5 stars = Strongly Support.

F 1



★ ☆ ☆ ☆ ☆

10

Please provide us with any additional comments you may have, or elaboration to your responses for any of the previous questions.

(Maximum 4000 characters)

I don't think so the proposed pocket park is making any sense bcoz if you're taking 25 meter from the ecological greenway and putting towards pocket park how this can be possible to one parcel and all other properties have to leave 30 meters for greenway. How small species will survive in that 5 meter space. If you allow this pocket park to use 25 meter of ecological greenway then TOL is starting new trend of using the greenway land into other use, which is very dangerous for near future or I suggest if you allowing this then take out the greenway and let everyone use on it own way. I strongly oppose this pocket park.

Respondent

2 | Anonymous

42:14
Time to complete

1

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All personal information created, held or collected by McElhanney is protected under British Columbia's Personal Information Protection Act and McElhanney has developed procedures with respect to the proper collection, use and disclosure of such information. *

◉ I have read and consent to the above.

2

Name *

FO PPA s. 22(1)

3

Residential address *

FO PPA s. 22(1) Langley BC

4

Phone number / email (optional)

FO PPA s. 22(1)

5

How did you hear about this Public Information Meeting? *

- ○ Langley Advanced Times Newspaper Ad
- ◉ Resident Mail-out Invite
- ○ Word-of-mouth
- ○ Other

6

Please rate your opinion on the proposed site rezoning from Suburban Residential SR-2 zone to Single Family Residential Zone R-1A and Single Family Compact Residential Zones R-CL(A) and R-CL(B). This is for the proposed development of six single family homes.

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★ ★ ★ ☆ ☆

7

Please rate your opinion on the development of a one-acre neighbourhood pocket park in the subject site.

Where 1 star = Strongly Opposed, 3 stars = No Opinion, 5 stars = Strongly Support.



8

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9

Please rate your opinion on the proposed landscape design regarding integration and connectivity of trail and active use within the pocket park and proposed ecological features.

Where 1 star = Strongly Opposed, 3 stars = No Opinion, 5 stars = Strongly Support.

F 1



★ ☆ ☆ ☆ ☆

10

Please provide us with any additional comments you may have, or elaboration to your responses for any of the previous questions.

(Maximum 4000 characters)

We have a few major concerns regarding the development. The first is the issues with traffic with the current road plan. Having 76B Ave curve downward and turn through the south property to become 76A Ave will make turning onto 206 St Northbound more difficult given the amount of people that will be living in the area and the traffic in the area. If 76B goes straight through and is shared both with bottom of the planned property and the top of the south property to connect through 206 St, then traffic will flow more easily in this area. Furthermore, a couple of years ago, the Donna Gabriel Robins elementary school position was planned by the developers to be on the south side of 78 Ave, but the city said to put it on the north side of 78 Ave due to concerns with children being too close to the greenway. Why isn't this a concern with the current plan on the greenway given that there will be even more foot traffic in the area?

Respondent

3 Anonymous

14:49
Time to complete

1

Please note that personal information collected on the questionnaire is for the sole purpose of providing Township of Langley project staff with confirmation of factual resident attendance and feedback provided at the Public Information Meeting to be held by McElhanney on September 8, 2021. All personal information provided will be removed and redacted from questionnaires and final report before forwarding to Council and will be destroyed after the stated purpose for the collection is complete.

All personal information created, held or collected by McElhanney is protected under British Columbia's Personal Information Protection Act and McElhanney has developed procedures with respect to the proper collection, use and disclosure of such information. *

- (●) I have read and consent to the above.

2

Name *

FO PPA s. 22(1)

3

Residential address *

FO PPA s. 22(1) Langley BC

4

Phone number / email (optional)

FO PPA s. 22(1)

5

How did you hear about this Public Information Meeting? *

- ○ Langley Advanced Times Newspaper Ad
- ◉ Resident Mail-out Invite
- ○ Word-of-mouth
- ○ Other

6

Please rate your opinion on the proposed site rezoning from Suburban Residential SR-2 zone to Single Family Residential Zone R-1A and Single Family Compact Residential Zones R-CL(A) and R-CL(B). This is for the proposed development of six single family homes.

Where 1 star = Strongly Opposed, 3 stars = No Opinion, 5 stars = Strongly Support.

★ ★ ★ ★ ★

7

Please rate your opinion on the development of a one-acre neighbourhood pocket park in the subject site.

Where 1 star = Strongly Opposed, 3 stars = No Opinion, 5 stars = Strongly Support.



8

In order to provide the one-acre neighbourhood pocket park, a land use amendment is required. The land use amendment is requesting for a slightly lower development density (7.48 units per acre) than is stated in the Yorkson Neighbourhood Plan for this area (8 units per area).

Please rate your opinion on this amendment to accommodate the proposed pocket park.

Where 1 star = Strongly Opposed, 3 stars = No Opinion, 5 stars = Strongly Support.



9

Please rate your opinion on the proposed landscape design regarding integration and connectivity of trail and active use within the pocket park and proposed ecological features.

Where 1 star = Strongly Opposed, 3 stars = No Opinion, 5 stars = Strongly Support.

F 1



★★★★★

10

Please provide us with any additional comments you may have, or elaboration to your responses for any of the previous questions.

(Maximum 4000 characters)

We are extremely in favour of the location of the pocket park because it is centrally located in the northwest Yorkson neighbourhood plan. As there are many new houses being built and families moving into this area, this park is extremely essential and we are in complete favour to start the building of the pocket park as soon as possible. Thank you.

13 October 2021

Zorica Andjelic
Development Planner
Township of Langley
20338 65 Avenue
Langley, BC V2Y 3J1

Re: Development Project 08-23-0203 / Brann/Qualico Developments (Vancouver)

CIVIC: 7711 206 Street and 20600 Block of 77A Avenue

LEGAL: Southerly Portion Lot 26 Plan 59588 and future Lots 28 & 35 Plan EPP68699; all of Section 23 Township 8 NWD

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
Single Family Units	**6**	**3**	**1**	**2**

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

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (YORKSON NEIGHBOURHOOD PLAN) BYLAW 2001 NO. 4030
AMENDMENT (QUALICO DEVELOPMENTS (VANCOUVER) INC.
BYLAW 2021 NO. 5747

EXPLANATORY NOTE

Bylaw 2021 No. 5747 amends Table 4.1 Residential Housing Mix and Densities of the Yorkson Neighbourhood Plan concerning the minimum density, unit type and unit mix provisions for lands designated Mixed Residential located at 7711 - 206 Street. The amendment will allow the development of four (4) single family lots.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (YORKSON NEIGHBOURHOOD PLAN) BYLAW 2001 NO. 4030
AMENDMENT (QUALICO DEVELOPMENTS (VANCOUVER) INC.
BYLAW 2021 NO. 5747

A Bylaw to amend Yorkson Neighbourhood Plan Bylaw No. 4030

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 No. 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (Qualico Developments (Vancouver) Inc. Bylaw 2021 No. 5747".

2. Langley Official Community Plan Bylaw No. 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 as amended is further amended by:

   a) inserting "≠" after "🗗" after Mixed Residential in the first column of Table 4.1- Residential Housing Mix and Densities and the following at the bottom of Table 4.1. – Residential Housing Mix and Densities:

      ≠ For lands legally described as Southerly Portion Lot 26 Section 23 Township 8 New Westminster District Plan 59588 and designated "Mixed Residential", Table 4.1 may be modified by:
      - not applying the Column C and E minimum and maximum unit percentage type and increasing the maximum permitted percentage of one type of single family residential to 100% and decreasing the minimum attached residential types to 0%.
      - not applying the Column D minimum and maximum gross density by decreasing a minimum density from 20-25 units per hectare (8-10 units per acre) to 15.4 units per hectare (6.25 units per acre).

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

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (QUALICO DEVELOPMENTS / (VANCOUVER) INC.
BYLAW 2021 NO. 5748

EXPLANATORY NOTE

Bylaw 2021 No. 5748 rezones a portion of the property located at 7711 - 206 Street from Suburban Residential Zone SR-2 to Residential Zone R-1A and Residential Compact Lot Zones R-CL(A) and R-CL(B) to permit a single family development consisting of four (4) single family lots and two (2) remainder lots.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500 AMENDMENT (QUALICO DEVELOPMENTS / (VANCOUVER) INC. BYLAW 2021 NO. 5748

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 (Qualico Developments / (Vancouver) Inc.) Bylaw 2021 No. 5748”.

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

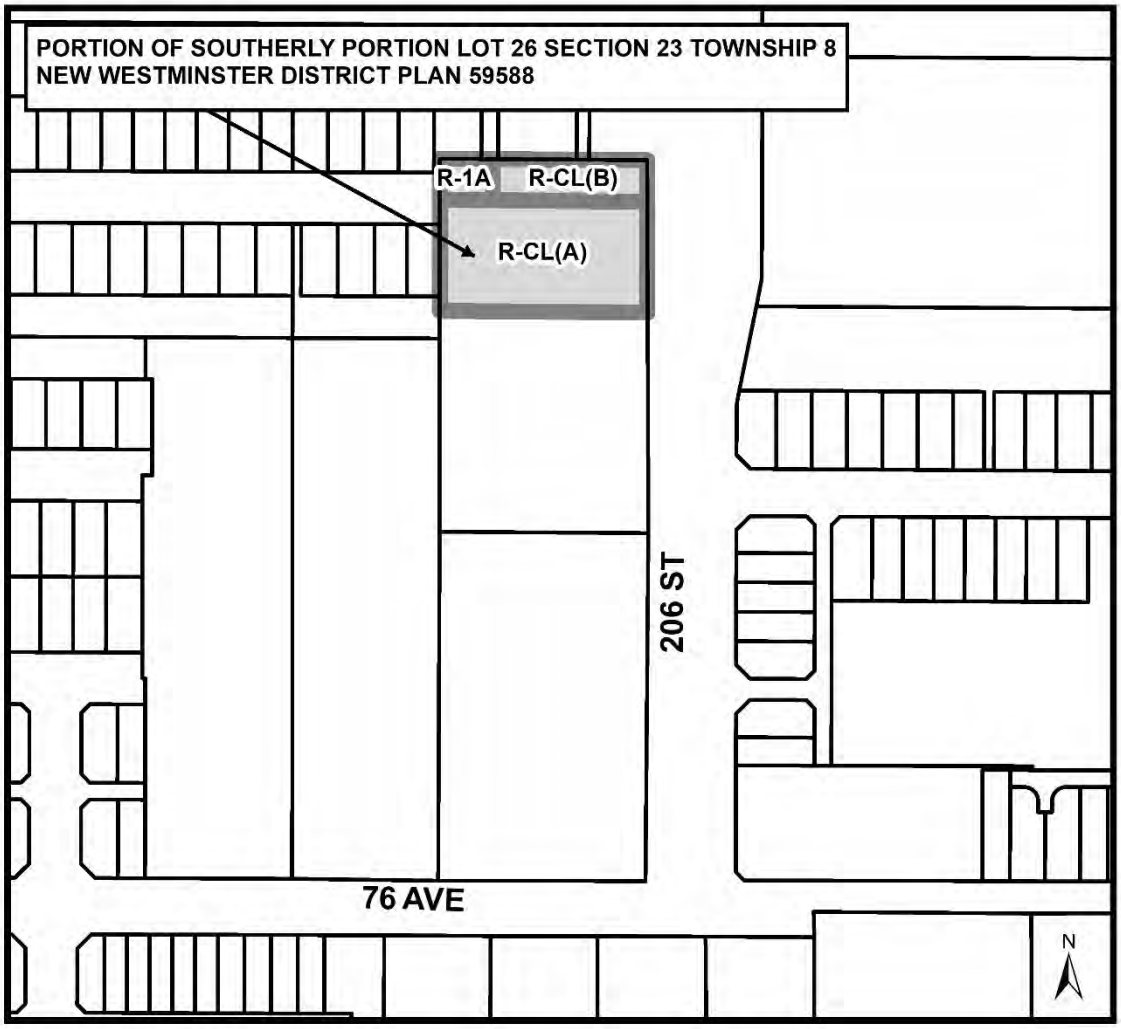
   Portion of Southerly Portion Lot 26 Section 23 Township 8 New Westminster District Plan 59588

   As shown delineated on Schedule “A” attached to and forming part of this Bylaw to Residential Zone R-1A and Residential Compact Lot Zones R-CL(A) and R-CL(B) as shown on Schedule “A”.

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. 5748



Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 22, 2021 - REGULAR MEETING	**REPORT:**	21-129
FROM:	CORPORATE ADMINISTRATION DIVISION	**FILE:**	PM000766
SUBJECT:	HIGHWAY CLOSING AND DEDICATION REMOVAL (662834 B.C. LTD.) AMENDMENT		

RECOMMENDATION(S):

That Council give first, second, and third reading to Highway Closing and Dedication Removal (662834 B.C. LTD.) Amendment Bylaw 2021 No. 5578.

That notice of Council's intention to adopt the Bylaw be posted in accordance with section 94 of the *Community Charter*.

That pending a satisfactory outcome of the notice, the Bylaw be brought back to the next available Regular meeting for Final Adoption.

EXECUTIVE SUMMARY:

Council adopted Highway Closing and Dedication Removal (662834 B.C. LTD.) Bylaw 2010 No. 4849 at its November 29, 2010 meeting.

Staff has encountered obstacles pertaining to historical land title records surrounding the area of road to be closed. These issues were resolved May 2021, and the road closure may now proceed. The resolution has altered the legal description and survey plan noted in the original Bylaw 4849, thereby requiring this amending Bylaw.

Upon third reading of Amendment Bylaw 2021 No. 5578, notice of Council's intention to adopt the Bylaw will be posted in accordance with section 94 of the *Community* Charter. The notice will provide an opportunity for those that consider themselves affected by the road closure to make a representation to Council. Pending the outcome of the notice, the Bylaw will be presented to Council at the next available regular meeting for Final Adoption.

All other terms and conditions remain unchanged.

PURPOSE:

For Council to approve the Highway Closing and Dedication Removal (662834 B.C. LTD.) Bylaw 2010 No. 4849 Amendment Bylaw 2021 No. 5578 to reflect the revised survey plan, as detailed in the Executive Summary.

Respectfully submitted,

Caren Roche
MANAGER, PROPERTY ADMINISTRATION AND CONVEYANCING
For CORPORATE ADMINISTRATION DIVISION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

HIGHWAY CLOSING AND DEDICATION REMOVAL (662834 B.C. LTD.)
BYLAW 2010 NO. 4849 AMENDMENT BYLAW 2021 NO. 5578

Bylaw 2021 No. 5578 amends the legal description and survey plan cited in Bylaw 2010 No. 4849.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

HIGHWAY CLOSING AND DEDICATION REMOVAL (662834 B.C. LTD.)
BYLAW 2010 NO. 4849 AMENDMENT BYLAW 2021 NO. 5578

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 (662834 B.C. LTD.) Bylaw 2010 No. 4849 Amendment Bylaw 2021 No. 5578“.

2. Section 1 of Highway Closing and Dedication Removal (662834 B.C. LTD.) Bylaw 2010 No. 4849 is deleted in its entirety and replaced with the following:

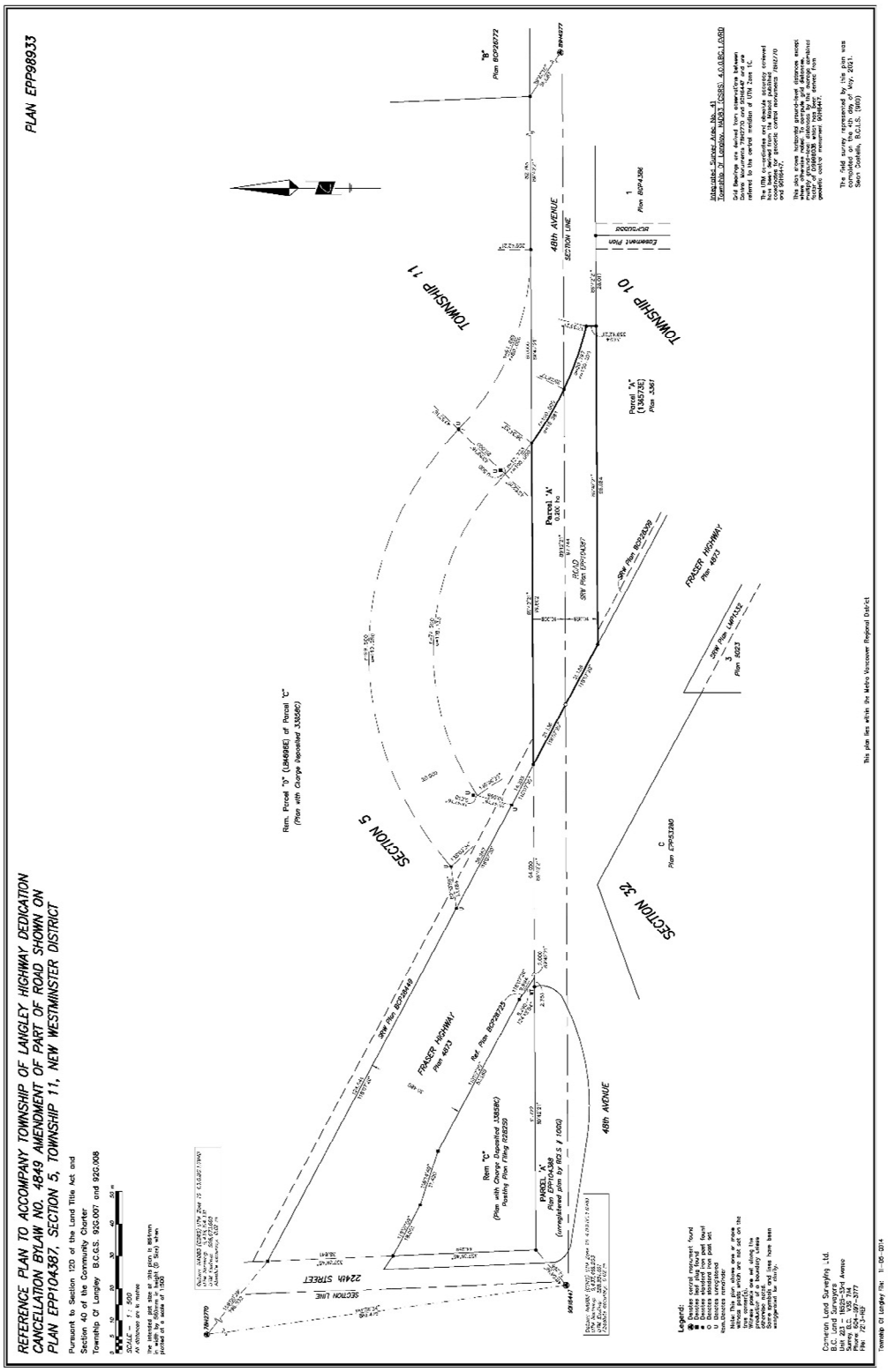
    1. That 0.200 hectare portion of road lying in Section 5 Township 11 NWD dedicated on Plan EPP104387 and shown outlined in heavy black line on Reference Plan EPP98933 attached hereto as Schedule “A”, prepared by Sean Costello, B.C.L.S. on the 4th day of May, 2021 (hereinafter referred to as “portion of road at 48 Avenue”) shall be closed to traffic.

3. Schedule “A” is to be removed and replaced with the Schedule “A” attached hereto.

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 EPP98933
REFERENCE PLAN TO ACCOMPANY TOWNSHIP OF LANGLEY HIGHWAY DEDICATION CANCELLATION BYLAW NO. 4849 AMENDMENT OF PART OF ROAD SHOWN ON PLAN EPP104387, SECTION 5, TOWNSHIP 11, NEW WESTMINSTER DISTRICT
Pursuant to Section 120 of the Land Title Act and Section 40 of the Community Charter
Township Of Langley B.C.G.S. 92G.007 and 92G.008
SCALE – 1 : 500
All distances are in metres
The intended plot size of this plan is 864mm in width by 559mm in height (D Size) when plotted at a scale of 1:500
SECTION 5
TOWNSHIP 11
TOWNSHIP 10
SECTION 32
48th AVENUE
224th STREET
SECTION LINE
FRASER HIGHWAY
Plan 4013
Rem. Parcel "D" (LM46985) of Parcel "C"
(Plan with Charge Deposited LM5086)
Rem "C"
(Plan with Charge Deposited LM5086)
Existing Plan Filing 103235
PARCEL "A"
Plan EPP104388
(unregistered plan by BCLS # 1000)
Ref. Plan BCP36735
SRW Plan BCP36849
SRW Plan BCP36839
SRW Plan EPP104387
Parcel "A"
(LM51126)
Plan 4061
Parcel "A"
0.200 ha
"B"
Plan BCP36772
Plan 4023
Plan EPP53380
Plan BCP41386
Plan LMP1126
Plan EPP104387
Easement Plan
BCP-D4008
Rem. Parcel "D" (LM46985) of Parcel "C"
(Plan with Charge Deposited LM5086)
Integrated Survey Area No. 41
Township of Langley - NAD83 (CSRS) 4.0.0.BC.1.0050
Grid Bearings are derived from observations between Control Monuments 78A0770 and 92H6447 and are referred to the central meridian of Zone 10, UTM.
The UTM co-ordinates and elevations pertaining to control monument 78A0770 have been derived from the Munsell published coordinates for geodetic control monument 78A0770.
This plan shows horizontal ground-level distances except where otherwise specified. To compute horizontal plane distances multiply ground-level distances by the average combined factor of 0.9996 for the zone. Elevations are geodetic (CGVD28) derived from geodetic control monument 92H6447.
The field survey represented by this plan was completed on the 6th day of May, 2014.
Kevin Costello, B.C.L.S. (1000)
This plan lies within the Metro Vancouver Regional District
Legend:
Denotes found monument found
Denotes iron pin found
Denotes standard iron post set
Denotes spike found
Denotes monument set
Note: This plan shows one or more witness posts which are not on the true corner(s).
Witness posts are set along the production of a boundary where obstructions prevent the true corner from being occupied.
Some symbols and lines have been exaggerated for clarity
Cameron Land Surveying Ltd.
B.C. Land Surveyors
Unit 23 – 19525-53rd Avenue
Surrey, B.C. V3S 8E4
Phone 604-427-3777
Fax 427-3480
Township Of Langley File: 11-05-2014

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”)

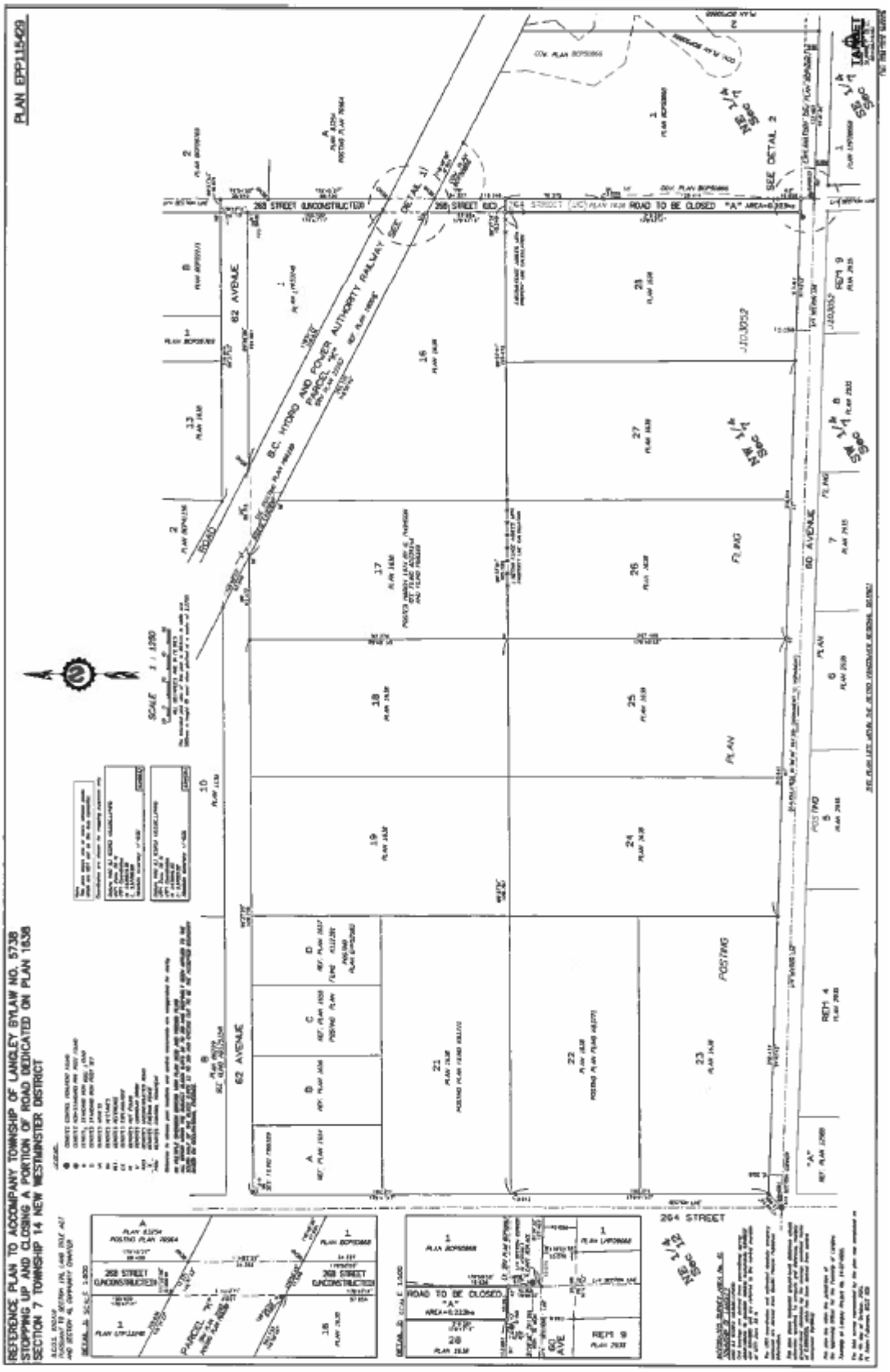
3. The dedication as highway shall be removed from 268 Street.

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	01	day of	November	, 2021
READ A SECOND TIME the	01	day of	November	, 2021
READ A THIRD TIME the	01	day of	November	, 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
SEE DETAIL 1
SEE DETAIL 2
264 STREET
POSTING
PLAN
SCALE 1:500

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	01	day of	November	, 2021.
READ A SECOND TIME the	01	day of	November	, 2021.
READ A THIRD TIME the	01	day of	November	, 2021.
ADOPTED the		day of		, 2021.

_____ Mayor _____ Township Clerk

SCHEDULE “A”

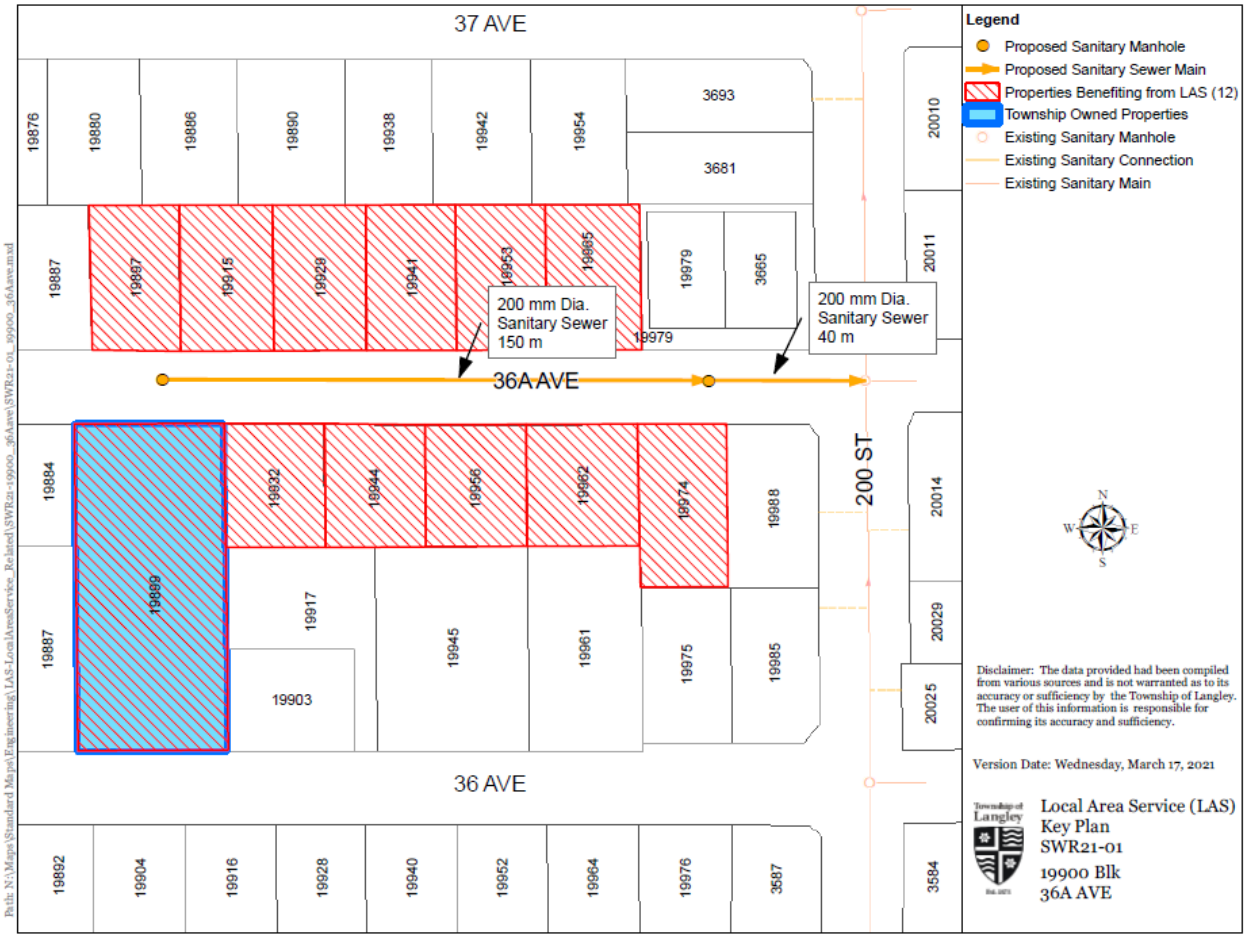
LOCAL AREA SERVICE

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

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (LATIMER NEIGHBOURHOOD PLAN) BYLAW 2015 NO. 5101
AMENDMENT (SH1 DEVELOPMENT CORPORATION) BYLAW 2020 NO. 5586

EXPLANATORY NOTE

Bylaw 2020 No. 5586 amends the Latimer Neighbourhood Plan to allow a semi-detached, townhouse and apartment development on lands located at 20115 – 80 Avenue, 20106 - 82 Avenue and 8140 – 200 Street.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (LATIMER NEIGHBOURHOOD PLAN) BYLAW 2015 NO. 5101
AMENDMENT (SH1 DEVELOPMENT CORPORATION) BYLAW 2020 NO. 5586

A Bylaw to amend the Latimer Neighbourhood Plan Bylaw No. 5101

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 (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 Amendment (SH1 Development Corporation) Bylaw 2020 No. 5586”.

2. Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 is further amended by:

    a. adding the words “except where specifically permitted on Map 1 – Latimer Land Use Plan the height may be increased to a maximum of 6 storeys.” to the end of Section 5.2.4 bullet point one.

    b. adding to Map 1 – Latimer Land Use Plan a designation with a dashed polygon “Permitted Maximum Building Height of 6 storeys”.

    c. Replacing Section 5.2.5 Mixed Use, Apartment – Mixed Use bullet point 17 with the following: “Properties located at 20115 and 20139 80 Avenue (Parcel IDs: 006-455-069 and 006-451-039) may be developed in accordance with the “Rowhouse / Townhouse” designation (including Live-Work for 20115 – 80 Avenue), subject to the policies specific to these designations.”

3. Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 is further amended by amending Map 1 – Latimer Land Use Plan by:

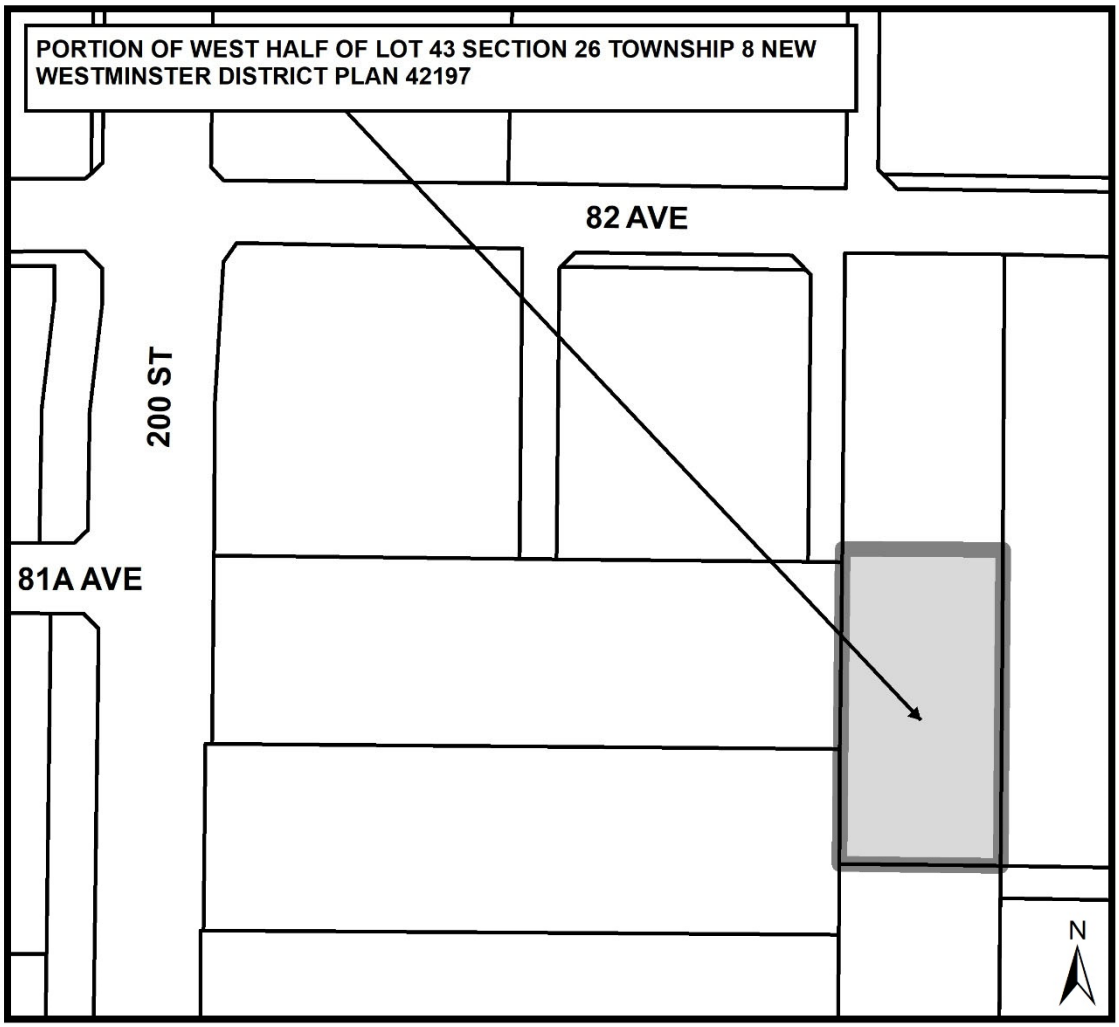
    a. Changing the land use designation for properties shown on Schedule A attached to and forming part of this Bylaw to Rowhouse / Townhouse B

b. Including the property shown on Schedule B attached to an forming part of this Bylaw in the “Permitted Maximum Building Height of 6 storeys”

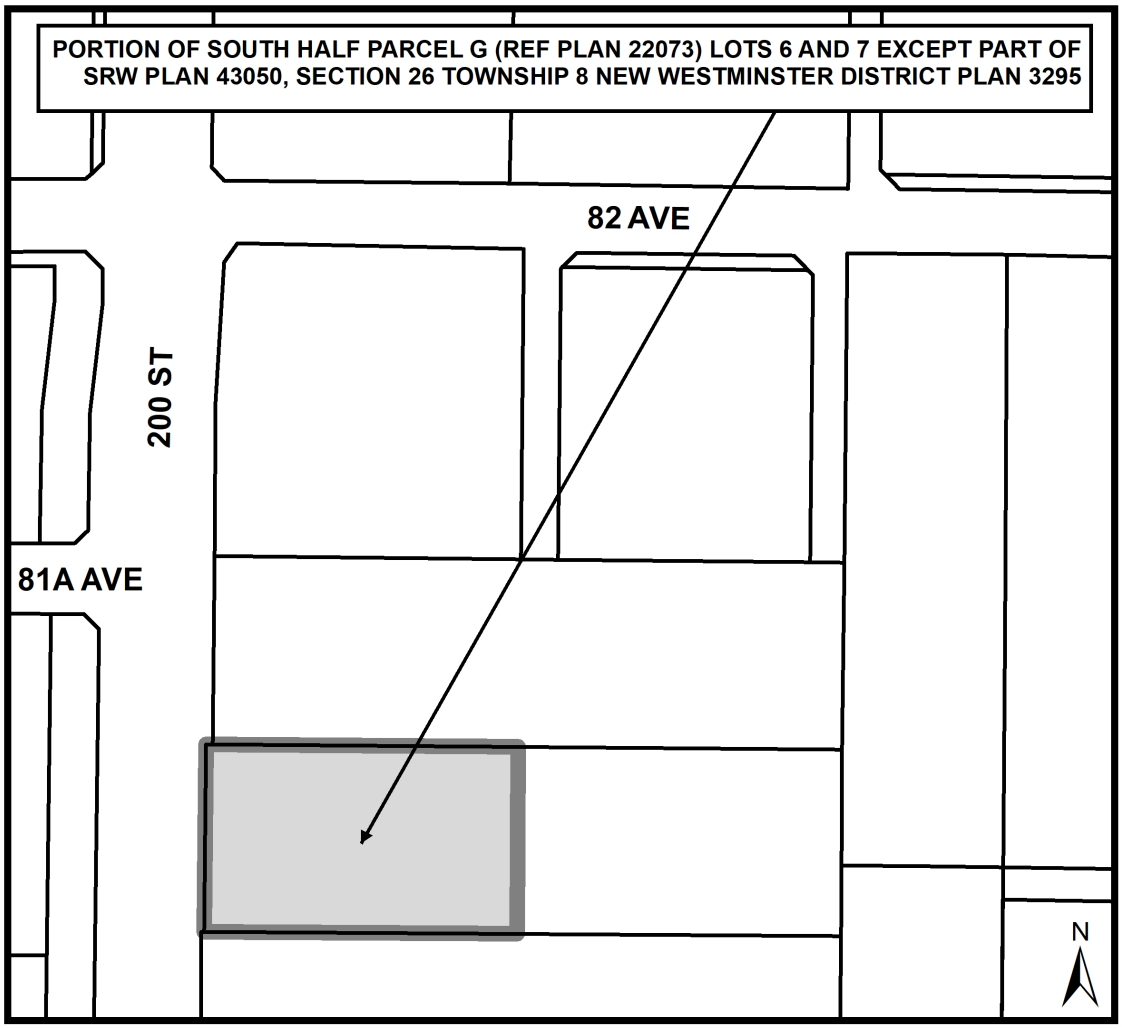
READ A FIRST TIME the	23	day of	March	, 2020.
READ A SECOND TIME the	23	day of	March	, 2020.
PUBLIC HEARING HELD the	20	day of	April	, 2020.
READ A THIRD TIME the	20	day of	April	, 2020.
ADOPTED the		day of		, 2021.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5586



SCHEDULE 'B'
BYLAW NO. 5586



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (SH1 DEVELOPMENT CORPORATION) BYLAW 2020 NO. 5587

EXPLANATORY NOTE

Bylaw 2020 No. 5587 rezones land at 20115 – 80 Avenue, 20106 – 82 Avenue and 8140 - 200 Street from Suburban Residential Zone SR-2 to Residential Compact Lot Zone R-CL(SD) and Comprehensive Development Zone CD-144 to permit a comprehensive development consisting of semi-detached lots, an apartment building, townhouse live-work units and townhouse units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (SH1 DEVELOPMENT CORPORATION) BYLAW 2020 NO. 5587

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 (SH1 Development Corporation) Bylaw 2020 No. 5587".

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

   (1) Adding to Section 102 the following definition:
   "Live-Work Townhouse" means a *townhouse* that on the ground floor excluding the garage or carport provides a minimum of 15 m^2 for a *commercial use.* Excludes medical clinics, veterinary clinics, recreation, and entertainment uses.
   (2) Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-144" after the words "Comprehensive Development Zone CD-143"
   (3) Adding to Section 110.1 after the words "CD-143" the words "CD-144 – 2,500 m²"
   (4) Adding after Section 1043 "Comprehensive Development Zone CD-143" the following as Section 1044 "Comprehensive Development Zone CD-144"

1044 **COMPREHENSIVE DEVELOPMENT ZONE CD-144**

Uses Permitted

1044.1 In the CD-144 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 1044.2

Residential Uses

1044.2 *Residential uses* shall consist of *apartments, townhouses,* and *live-work townhouses* on lands zoned Comprehensive Development Zone CD-144 and are only permitted to be located as shown in Section 1044.12. A minimum of 119 and maximum of 197 residential units are permitted in Comprehensive Development CD-144.

Location of Uses

1044.3 The location of each *use* shall be in accordance with Section 1044.12

Lot Coverage

1044.4 The maximum permitted *lot coverage* of *building* and structures shall be in accordance with the following:

Lot [1]	Maximum permitted *lot coverage* of *buildings* and *structures*
A	42%
B	43%
C	41%
D	52%

[1] As indicated in Section 1044.12

Siting of Buildings and Structures

1044.5 *Buildings* and *structures* shall be sited in accordance with the provisions of a Development Permit.

Height of Buildings and Structures

1044.6 Except as provided for in Section 104.5 the *height* of principal *buildings* and *structures* shall be a maximum of 6 storeys for *apartments* and 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

1044.7 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

1044.8 Landscaping areas, landscaping screens and fencing shall be provided in accordance with Section 111 and in accordance with the Development Permit.

Parking and Loading

1044.9 Parking and loading shall be provided in accordance with Section 107.

Age Friendly Amenity

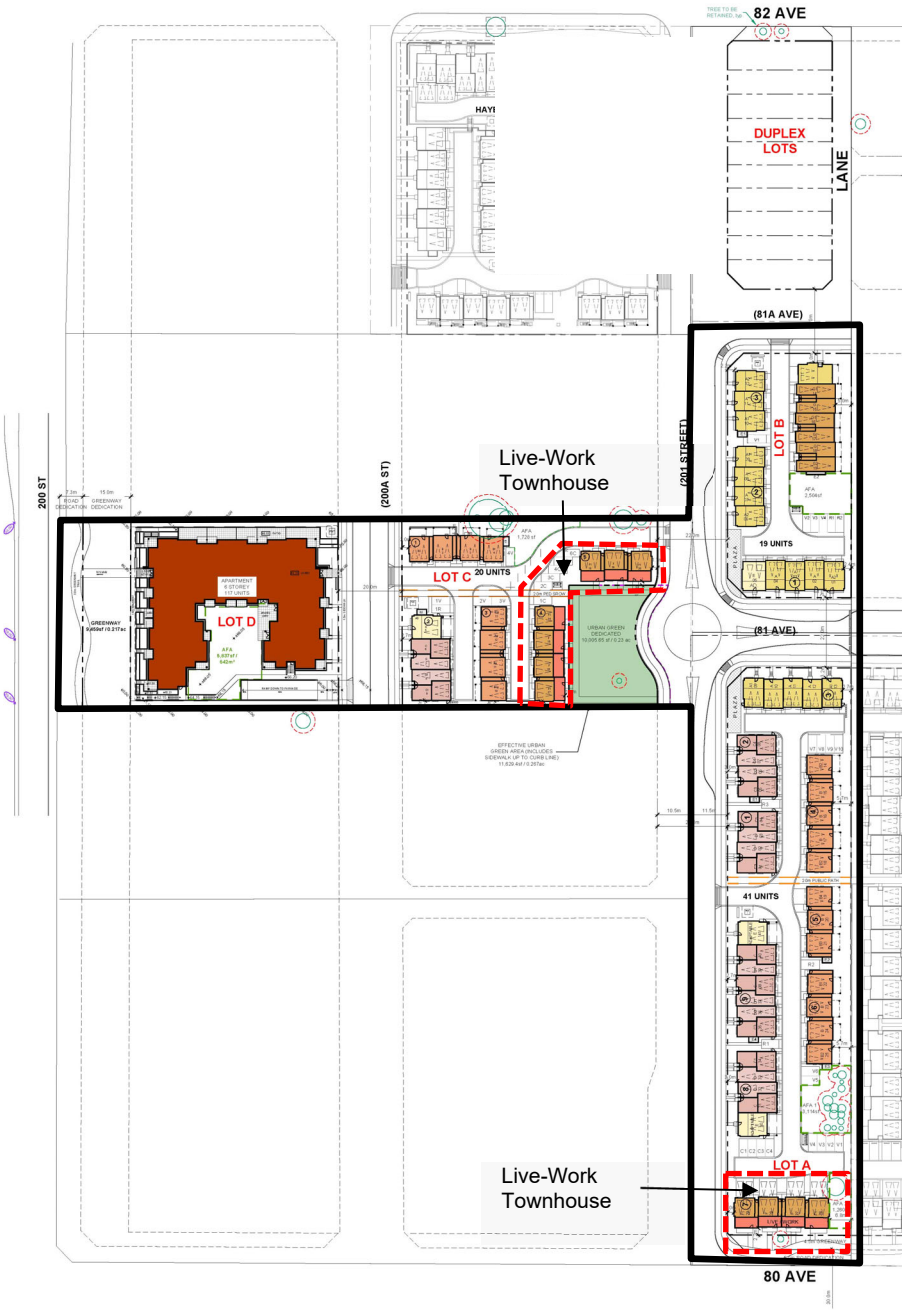
1044.10 Age Friendly Amenity areas shall be provided in accordance with Section 111.5 and in accordance with the Development Permit.

Development Permit Requirements

1044.11 A Development Permit shall be issued by Council prior to issuance of a Building Permit.

Overall Development Plan

1044.12 Development in this zone shall conform substantially with the following plan:



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

West Half of Lot 43 Section 26 Township 8 New Westminster District Plan 42197

Lot 42 Except: the east 165 feet Section 26 Township 8 New Westminster District Plan 42197

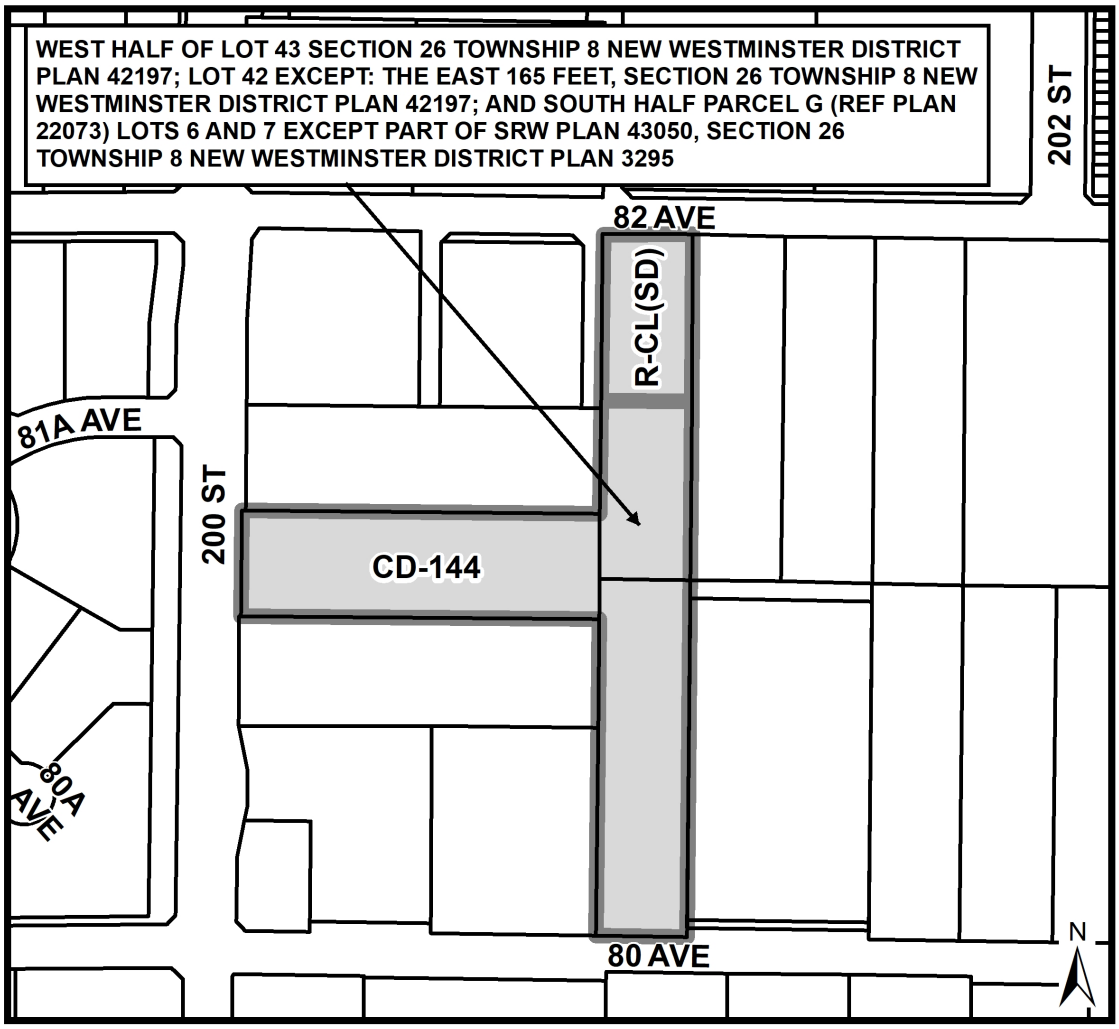
South Half Parcel G (Ref Plan 22073) Lots 6 and 7 Except Part of SRW Plan 43050 Section 26 Township 8 New Westminster District Plan 3295

as shown delineated on Schedule “A” attached to and forming part of this Bylaw to Residential Compact Lot Zones R-CL(SD) and Comprehensive Development Zone CD-144.

READ A FIRST TIME the	23	day of	March	, 2020.
READ A SECOND TIME the	23	day of	March	, 2020.
PUBLIC HEARING HELD the	20	day of	April	, 2020.
READ A THIRD TIME the	20	day of	April	, 2020.
ADOPTED the		day of		, 2021.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5587



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101116

This Permit is issued this _____day of _____, 2020 to:

1. Name: SH1 Development Corporation Inc.

   Address: #116 998 Harbourside Drive
   Vancouver, BC, V7P 3T2

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: West Half of Lot 43 Section 26 Township 8 New Westminster District Plan 42197

   Lot 42 Except: the east 165 feet, Section 26 Township 8 New Westminster District Plan 42197

   Lot 54 Section 23 Township 8 New Westminster District Plan 1257

   South Half Parcel G (Ref Plan 22073) Lots 6 and 7 Except Part of SRW Plan 43050, Section 26 Township 8 New Westminster District Plan 3295

   CIVIC ADDRESS: 20115 – 80 Avenue, 20106 – 82 Avenue and 8140 – 200 Street

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 as follows:

   a. Building plans being in substantial compliance with Schedules “A” through “GG”;
   b. On-site landscaping plans being in substantial compliance with Schedules “HH” through “PP”, 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;
   d. Registration of an easement securing the required visitor parking stalls for lands zoned Residential Compact Lot R-CL(SD);

   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. Completion of the subdivision to create apartment and townhouse lots and 10 semi-detached lots;

d. Registration of party wall and common element maintenance agreements on the title of all Residential Compact Lot R-CL (SD) zoned lots;
e. On-site landscaping to be secured by letter of credit at building permit stage;
f. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place; and
g. 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 _____, 2020.

Attachments:

SCHEDULE A	Rendering – Apartment Building
SCHEDULE B	Rendering – Townhouses
SCHEDULE C	Site Plan
SCHEDULE D	Building Elevations – Semi-Detached Building 1
SCHEDULE E	Building Elevations – Semi-Detached Building 2
SCHEDULE F	Building Elevations – Semi-Detached Building 3
SCHEDULE G	Building Elevations – Semi-Detached Building 4
SCHEDULE H	Building Elevations – Semi-Detached Building 5
SCHEDULE I	Building Elevations – Typical Semi-Detached Garage
SCHEDULE J	Building Elevations – Townhouse Lot A Building 1
SCHEDULE K	Building Elevations – Townhouse Lot A Building 2
SCHEDULE L	Building Elevations – Townhouse Lot A Building 3
SCHEDULE M	Building Elevations – Townhouse Lot A Building 4
SCHEDULE N	Building Elevations – Townhouse Lot A Building 5
SCHEDULE O	Building Elevations – Townhouse Lot A Building 6
SCHEDULE P	Building Elevations – Townhouse Lot A Building 7
SCHEDULE Q	Building Elevations – Townhouse Lot A Building 8
SCHEDULE R	Building Elevations – Townhouse Lot A Building 9
SCHEDULE S	Building Elevations – Townhouse Lot A Colours and Materials
SCHEDULE T	Building Elevations – Townhouse Lot B Building 1

SCHEDULE U	Building Elevations – Townhouse Lot B Building 2
SCHEDULE V	Building Elevations – Townhouse Lot B Building 3
SCHEDULE W	Building Elevations – Townhouse Lot B Building 4
SCHEDULE X	Building Elevations – Townhouse Lot B Colours and Materials
SCHEDULE Y	Building Elevations – Townhouse Lot C Building 1
SCHEDULE Z	Building Elevations – Townhouse Lot C Building 2
SCHEDULE AA	Building Elevations – Townhouse Lot C Building 3
SCHEDULE BB	Building Elevations – Townhouse Lot C Building 4
SCHEDULE CC	Building Elevations – Townhouse Lot C Building 5
SCHEDULE DD	Building Elevations – Townhouse Lot C Colours and Materials
SCHEDULE EE	Building Elevations – Apartment Building
SCHEDULE FF	Building Elevations – Apartment Building
SCHEDULE GG	Building Elevations – Apartment Building Colours and Materials
SCHEDULE HH	Landscape Plans
SCHEDULE II	Landscape Plans
SCHEDULE JJ	Landscape Plans
SCHEDULE KK	Landscape Plans
SCHEDULE LL	Landscape Plans
SCHEDULE MM	Landscape Plans
SCHEDULE NN	Landscape Plans
SCHEDULE OO	Landscape Plans
SCHEDULE PP	Landscape Plans



VIEW EAST AT LOT D
FROM 200 ST

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t 604.853.5222 f 604.853.5442
e info@focusai.ca

TOL FILE #:
08.26-0197

2019-11-29
REISSUED FOR DP
2019-09-05
COMMERCIAL PARKING ADDED ON LOT A
2019-05-29
ISSUED FOR DP
2018-12-20
ISSUED FOR PLANNING REVIEW
2018-10-10
ISSUED FOR PLANNING REVIEW
2018-04-10
ISSUED FOR RZ / SD

REVISIONS

CONSULTANT

CLIENT
SUNSA HOLDINGS

PROJECT
MULTI-FAMILY DEVELOPMENT

5140-200 St, 20156-52 Ave, 20115-50 Ave
LANGLEY, BC

DRAWING TITLE
3D VIEWS

DATE 2018.01.02 FILE NO.
DWN
CHK CH 1714

SEAL

Township of Langley
Est. 1873

SCHEDULE A
RENDERING – APARTMENT BUILDING



VIEW NORTH AT LOT C
AND URBAN GREEN

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t 604.853.5222 f 604.853.5442
e info@focusai.ca

TOL FILE #:
08-26-0197

2019-11-29
RE-ISSUED FOR DP
2019-09-09
COMMERCIAL PARKING ADDED
ON LOT A
2019-05-28
ISSUED FOR DP
2018-12-20
ISSUED FOR PLANNING REVIEW
2018-10-10
ISSUED FOR PLANNING REVIEW
2018-04-10
ISSUED FOR RZ / SD

REVISIONS
CONSULTANT

CLIENT
SUNSA HOLDINGS

PROJECT
MULTI-FAMILY DEVELOPMENT

8140-200 St, 20106-82 Ave, 20115-80 Ave
LANGLEY, BC

DRAWING TITLE
3D VIEWS

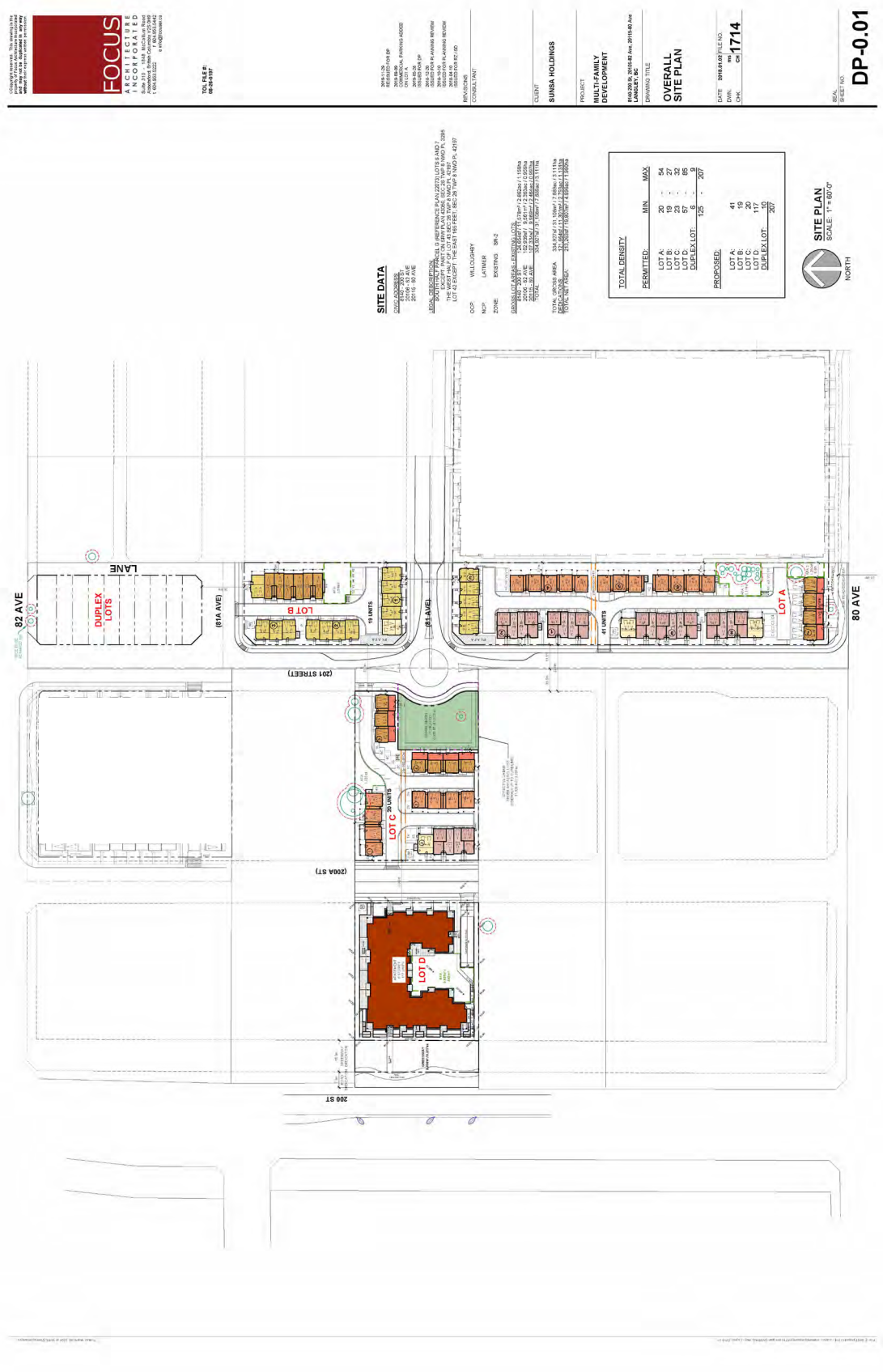
DATE 2018.01.02 FILE NO.
DWN.
CHK. CH 1714

SEAL

Township of Langley
Est. 1873

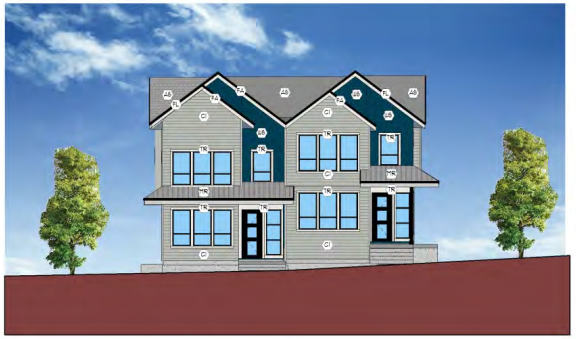
SCHEDULE B
RENDERING – TOWNHOUSES

SCHEDULE C
SITE PLAN





1 COLORED EAST ELEVATION
1/8" = 1'-0"



2 COLORED WEST ELEVATION
1/8" = 1'-0"

MATERIALS INDEX :	COLORS	
FL FLASHING	BLACK	
FA FASCIA	SW 7056	
TR TRIM	SW 7056	
C1 HARDI SIDING	SW 7058	
WS HARDI WALL SHINGLES	SW 6510 BLUE	
WINDOWS	BLACK	
FD FRONT DOORS	BLACK	
AS ROOF SHINGLES	DARK GREY	
MR METAL ROOF	DARK GREY	

NOTE - COLORS FROM SHERWIN WILLIAMS UNLESS NOTED



3 COLORED SOUTH ELEVATION
1/8" = 1'-0"



4 COLORED NORT H ELEVATION (STREET FACADE)
1/8" = 1'-0"

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MARK	DATE	DESCRIPTION
1	24 JAN 2019	ISSUED FOR DP SUBMISSION
2	30 JAN 2019	ISSUED FOR DP SUBMISSION
3	9 JULY 2019	ISSUED FOR DP SUBMISSION
4	9 SEPT 2019	ISSUED FOR DP SUBMISSION

PROJECT: RESIDENTIAL ROWHOUSE
20106 - 82 AVE.
LANGLEY, BC

OWNER

SHEET DESCRIPTION: BUILDING-1 COLOR ELEVATIONS

DOUGLAS R. JOHNSON ARCHITECT
#374-901 WEST 3RD ST.
NORTH VANCOUVER, BC V7P 3P6
PH./604/988-3381
FAX./604/988-0217

SCALE: As indicated	PROJECT NO:
DATE: 06 MAY 2019	
DRAWN:	SHEET: DP-A-6.11
REVISIONS: 3	

19-11-2019 4:39:20

Township of Langley
Est. 1873

SCHEDULE D
BUILDING ELEVATIONS – SEMI-DETACHED BUILDING 1



1 COLORED EAST ELEVATION
1/8" = 1'-0"



2 COLORED WEST ELEVATION - (201 STREET)
1/8" = 1'-0"

MATERIALS INDEX	COLORS	
FL FLASHING	BLACK	
FA FASCIA	SW 7101	
TR TRIM	SW 7101	
C1 HARDI SIDING	SW 2811	
WS HARDI WALL SHINGLES	SW 2816	
WINDOWS	BLACK	
FD1 FRONT DOORS	BLACK	
FD2 FRONT DOORS	SW 2809	
AS ROOF SHINGLES	LIGHT GREY	
MS METAL ROOF	LIGHT GREY	
K KICK BRACING	CEDAR	

NOTE - COLORES FROM SHERWIN WILLIAMS UNLESS NOTED



3 COLORED NORTH ELEVATION
1/8" = 1'-0"



4 COLORED SOUTH ELEVATION
1/8" = 1'-0"

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MARK	DATE	DESCRIPTION
1	08 MAY 2018	ISSUED FOR PRELIMINARY DESIGN
2	24 JULY 2018	ISSUED FOR DP SUBMISSION
3	15 JULY 2019	ISSUED FOR DP RESUBMISSION
4	9 SEPT 2019	ISSUED FOR DP RESUBMISSION

PROJECT:
RESIDENTIAL ROWHOUSE
20106 - 82 AVE.
LANGLEY, BC

OWNER

SHEET DESCRIPTION
BUILDING-2 COLOR ELEVATIONS

DOUGLAS R. JOHNSON ARCHITECT
#314-901 WEST 3RD ST.
NORTH VANCOUVER, BC V7P 3P6
PH./604/998-3381
FAX./604/998-0317

SCALE:	PROJECT NO:
As indicated	
DATE: 08 MAY 2018	
DRAWN:	SHEET:
REVISIONS: 3	DP-A-6.21

19-11-2019 14:10:23

Township of Langley
Est. 1873

SCHEDULE E
BUILDING ELEVATIONS – SEMI-DETACHED 2



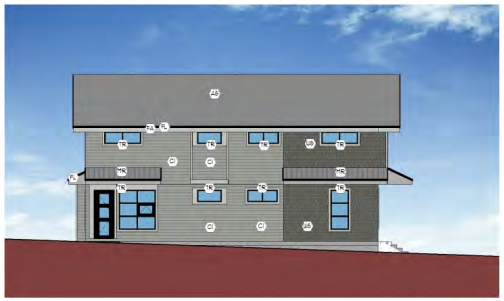
1 COLORED EAST ELEVATION
N.T.S



2 COLORED WEST ELEVATION - (201 STREET)
N.T.S

MATERIALS INDEX :		COLORS
FL	FLASHING	BLACK
FA	FASCIA	SW 7056
TR	TRIM	SW 7056
C1	HARDI SIDING	SW 7058
WS	HARDI WALL SHINGLES	SW 7060
	WINDOWS	BLACK
FD	FRONT DOORS	BLACK
AS	ROOF SHINGLES	DARK GREY
MR	METAL ROOF	DARK GREY

NOTE - COLORS FROM SHERWIN WILLIAMS UNLESS NOTED



3 COLORED NORTH ELEVATION
N.T.S



4 COLORED SOUTH ELEVATION
1/8" = 1'-0"

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MARK	DATE	DESCRIPTION
1	04 JUL 2018	ISSUED FOR PRELIMINARY REVIEW
2	02 JAN 2019	ISSUED FOR DP SUBMISSION
3	15 JULY 2019	ISSUED FOR DP SUBMISSION

PROJECT: RESIDENTIAL ROWHOUSE
20106 - 82 AVE.
LANGLEY, BC
OWNER

SHEET DESCRIPTION: BUILDING-3 COLOR ELEVATIONS

DOUGLAS JOHNSON ARCHITECT
#314-901 WEST 3RD.ST.
NORTH VANCOUVER, BC V7P 3P8
PH./604/998-3381
FAX./604/998-0211

SCALE: As indicated
PROJECT NO:
DATE: 06 MAY 2019
DRAWN:
SHEET: DP-A-6.31
REVISIONS: 3

19-11-2019 14:29:37

SCHEDULE F
BUILDING ELEVATIONS – SEMI-DETACHED BUILDING 3



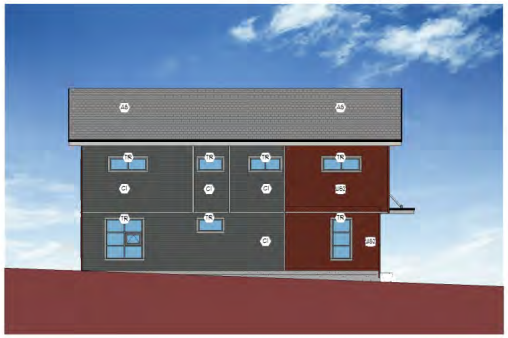
1 COLORED EAST ELEVATION
N.T.S



2 COLORED WEST ELEVATION - (201 STREET)
N.T.S

MATERIALS INDEX :		COLORS
FL	FLASHING	BLACK
FA	FASCIA	SW 7058
TR	TRIM	SW 7058
C1	HARDI SIDING	SW 2848
C2	HARDI SIDING	SW 2839
WS1	HARDI WALL SHINGLES	SW 2848
WS2	HARDI WALL SHINGLES	SW 2839
	WINDOWS	GREY
FD1	FRONT DOORS	BLACK
FD2	FRONT DOORS	SW 6863
AS	ROOF SHINGLES	DARK GREY
MS	METAL ROOF	DRAK GREY

NOTE - COLORS FROM SHERWIN WILLIAMS UNLESS NOTED



3 COLORED NORTH ELEVATION
N.T.S



4 COLORED SOUTH ELEVATION
N.T.S

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MARK	DATE	DESCRIPTION
1	05 JUNE 2018	ISSUED FOR PRELIMINARY DESIGN
2	22 JAN 2019	ISSUED FOR DP SUBMISSION
3	15 JULY 2019	ISSUED FOR DP SUBMISSION
4	9 SEPT 2019	ISSUED FOR DP SUBMISSION

PROJECT: RESIDENTIAL ROWHOUSE
20106 - 82 AVE.
LANGLEY, BC

OWNER

SHEET DESCRIPTION: BUILDING-4 COLOR ELEVATIONS

DOUGLAS R. JOHNSON ARCHITECT
#374-901 WEST 3RD.ST.
NORTH VANCOUVER, BC V7P 3P6
PH./604/988-3381
FAX./604/988-0317

SCALE: As indicated	PROJECT NO:
DATE: 06 MAY 2019	
DRAWN:	SHEET:
REVISIONS: 3	DP-A-6.41

19-11-2019 14:25:03

SCHEDULE G
BUILDING ELEVATIONS – SEMI-DETACHED BUILDING 4



1 COLORED EAST ELEVATION
N.T.S



2 COLORED WEST ELEVATION - (201 STREET)
N.T.S

MATERIALS INDEX :	COLORS	
FL FLASHING	WHITE	
FA FASCIA	SW 7064	
TR TRIM	SW 7064	
C1 HARDI SIDING	SW 7063	
WS HARDI WALL SHINGLES	SW 7068	
WINDOWS	WHITE	
FD FRONT DOORS	RED	
AS ROOF SHINGLES	DARK GREY	

NOTE - COLORS FROM SHERWIN WILLIAMS UNLESS NOTED



3 COLORED NORTH ELEVATION
N.T.S



4 COLORED SOUTH ELEVATION
N.T.S

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MARK	DATE	DESCRIPTION
1	04 JULY 2018	ISSUED FOR PRELIMINARY DESIGN
2	13 JULY 2018	ISSUED FOR DP SUBMISSION
3	16 JULY 2018	ISSUED FOR DP SUBMISSION
4	19 SEPT 2018	ISSUED FOR DP SUBMISSION

PROJECT:
RESIDENTIAL ROWHOUSE
20105 - 82 AVE.
LANGLEY, BC

OWNER

SHEET DESCRIPTION
BUILDING-5 COLOR ELEVATIONS

DOUGLAS R. JOHNSON ARCHITECT
#374-901 WEST 3RD.ST.
NORTH VANCOUVER, BC V7P 3P9
PH./604/988-3381
FAX./604/988-0217

SCALE: As indicated	PROJECT NO:
DATE: 06 MAY 2018	
DRAWN:	SHEET:
REVISIONS: 3	DP-A-6.51

19-11-2019 14:30:11

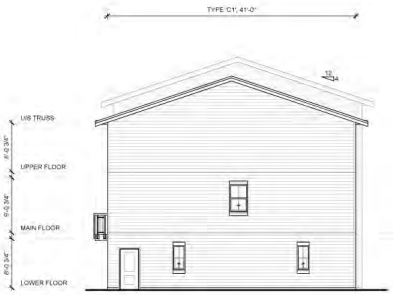
SCHEDULE H
BUILDING ELEVATIONS – SEMI-DETACHED BUILDING 5



Township of Langley

Est. 1873

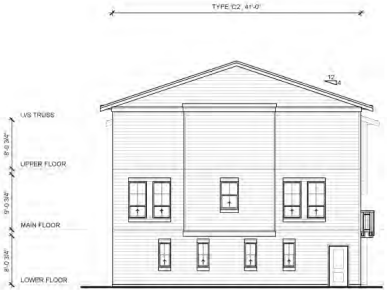
SCHEDULE I
BUILDING ELEVATIONS – TYPICAL SEMI-DETACHED GARAGE



NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1. ASPHALT SHINGLE ROOF
2. 1x4 PAINTED WOOD TRIM ON 2x10 PAINTED WOOD FASCIA
3. 5" ALUMINUM GUTTER ON 2x8 PAINTED WOOD FASCIA
4. SHINGLE SIDING (WOOD OR CEMENT BOARD)
5. HORIZONTAL SIDING (HARDIE PLANK SIDING FOR STREET FACING UNITS, VINYL FOR OTHERS)
6. CEMENT BOARD PANEL SYSTEM W/ EASY TRIM OR APPROVED EQUAL
7. BRICK VENEER
8. DOUBLE GLAZED P.V.C. WINDOW
9. DOUBLE GLAZED P.V.C. SLIDING DOOR
10. 1x4 PAINTED WOOD TRIM
11. 2x6 PAINTED WOOD TRIM W/ METAL FLASHING
12. 2x8 PAINTED WOOD TRIM W/ METAL FLASHING
13. 2x10 PAINTED WOOD TRIM W/ METAL FLASHING
14. 42" HEIGHT ALUMINUM GUARDRAIL
15. PRIVACY SCREEN
16. KNEE BRACKET
17. ENTRY DOOR
18. OVERHEAD GARAGE DOOR
19. THROUGH-WALL METAL FLASHING
20. STOREFRONT
21. GOOSENECK LIGHT FIXTURE

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REVISIONS
CONSULTANT

CLIENT
SUNSA HOLDINGS

PROJECT
MULTI-FAMILY DEVELOPMENT

8140-200 St, 20106-82 Ave, 20115-80 Ave
LANGLEY, BC

DRAWING TITLE
BUILDING 1 ELEVATIONS

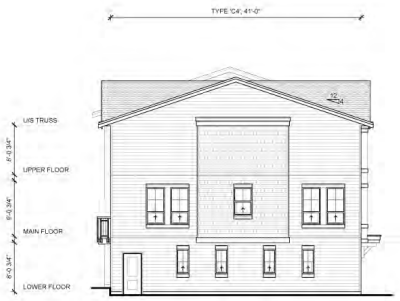
DATE: 2019.04.10 FILE NO.
DWN: JK
CHK: CH 1714

SEAL

SHEET NO.
LOT A DP.A-1.02

Township of Langley
Est. 1873

SCHEDULE J
BUILDING ELEVATIONS – TOWNHOUSE LOT A BUILDING 1



NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1. ASPHALT SHINGLE ROOF
2. 1x4 PAINTED WOOD TRIM ON 2x10 PAINTED WOOD FASCIA
3. 5" ALUMINUM GUTTER ON 2x6 PAINTED WOOD FASCIA
4. SHINGLE SIDING (WOOD OR CEMENT BOARD)
5. HORIZONTAL SIDING (HARDIE PLANK SIDING FOR STREET FACING UNITS, VINYL FOR OTHERS)
6. CEMENT BOARD PANEL SYSTEM W/ "EASY TRIM" OR APPROVED EQUAL
7. BRICK VENEER
8. DOUBLE GLAZED P.V.C. WINDOW
9. DOUBLE GLAZED P.V.C. SLIDING DOOR
10. 1x4 PAINTED WOOD TRIM
11. 2x6 PAINTED WOOD TRIM W/ METAL FLASHING
12. 2x8 PAINTED WOOD TRIM W/ METAL FLASHING
13. 2x10 PAINTED WOOD TRIM W/ METAL FLASHING
14. 42" HEIGHT ALUMINUM GUARDRAIL
15. PRIVACY SCREEN
16. KNEE BRACKET
17. ENTRY DOOR
18. OVERHEAD GARAGE DOOR
19. THROUGH-WALL METAL FLASHING
20. STOREFRONT
21. GOOSENECK LIGHT FIXTURE

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REVISIONS
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PROJECT
MULTI-FAMILY DEVELOPMENT

6140-200 St, 20100-62 Ave, 20115-60 Ave
LANGLEY, BC

DRAWING TITLE
BUILDING 2 ELEVATIONS

DATE: 2019.04.16 FILE NO.
DWN JK
CHK CH 1714

SEAL
SHEET NO.
LOT A DP.A-2.02

SCHEDULE K
BUILDING ELEVATIONS – TOWNHOUSE LOT A BUILDING 2



EAST ELEVATION
SCALE: 1/8"=1'-0"



NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1. ASPHALT SHINGLE ROOF
2. 1x4 PAINTED WOOD TRIM ON 2x10 PAINTED WOOD FASCIA
3. 5" ALUMINUM GUTTER ON 2x6 PAINTED WOOD FASCIA
4. SHINGLE SIDING (WOOD OR CEMENT BOARD)
5. HORIZONTAL SIDING (HARDIE PLANK SIDING FOR STREET FACING UNITS, VINYL FOR OTHERS)
6. CEMENT BOARD PANEL SYSTEM W/ 'EASY TRIM' OR APPROVED EQUAL
7. BRICK VENEER
8. DOUBLE GLAZED P.V.C. WINDOW
9. DOUBLE GLAZED P.V.C. SLIDING DOOR
10. 1x4 PAINTED WOOD TRIM
11. 2x6 PAINTED WOOD TRIM W/ METAL FLASHING
12. 2x8 PAINTED WOOD TRIM W/ METAL FLASHING
13. 2x10 PAINTED WOOD TRIM W/ METAL FLASHING
14. 42" HEIGHT ALUMINUM GUARDRAIL
15. PRIVACY SCREEN
16. KNEE BRACKET
17. ENTRY DOOR
18. OVERHEAD GARAGE DOOR
19. THROUGH-WALL METAL FLASHING
20. STOREFRONT
21. GOOSENECK LIGHT FIXTURE

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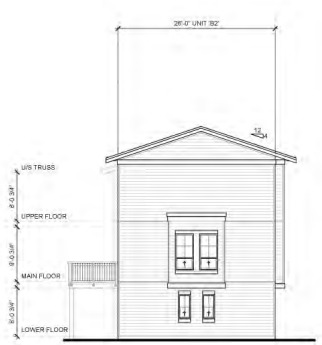
PROJECT
MULTI-FAMILY DEVELOPMENT

8140-200 St, 20100-82 Ave, 20115-80 Ave
LANGLEY, BC

DRAWING TITLE
BUILDING 3 ELEVATIONS

DATE: 2019.04.10 FILE NO.
DWN: JK
CHK: CH 1714

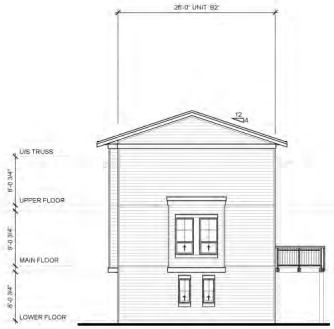
SEAL
SHEET NO.
LOT A DP.A-3.02



NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1. ASPHALT SHINGLE ROOF
2. 1x4 PAINTED WOOD TRIM ON 2x10 PAINTED WOOD FASCIA
3. 5" ALUMINUM GUTTER ON 2x8 PAINTED WOOD FASCIA
4. SHINGLE SIDING (WOOD OR CEMENT BOARD)
5. HORIZONTAL SIDING (HARDIE PLANK SIDING FOR STREET FACING UNITS, VINYL FOR OTHERS)
6. CEMENT BOARD PANEL SYSTEM W/ "EASY TRIM" OR APPROVED EQUAL
7. BRICK VENEER
8. DOUBLE GLAZED P.V.C. WINDOW
9. DOUBLE GLAZED P.V.C. SLIDING DOOR
10. 1x4 PAINTED WOOD TRIM
11. 2x8 PAINTED WOOD TRIM W/ METAL FLASHING
12. 2x8 PAINTED WOOD TRIM W/ METAL FLASHING
13. 2x10 PAINTED WOOD TRIM W/ METAL FLASHING
14. 42" HEIGHT ALUMINUM GUARDRAIL
15. PRIVACY SCREEN
16. KNEE BRACKET
17. ENTRY DOOR
18. OVERHEAD GARAGE DOOR
19. THROUGH-WALL METAL FLASHING
20. STOREFRONT
21. GOOSENECK LIGHT FIXTURE

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PROJECT
MULTI-FAMILY DEVELOPMENT

5140-200 St, 20100-52 Ave, 20115-53 Ave
LANGLEY, BC

DRAWING TITLE
BUILDING 4 ELEVATIONS

DATE 2019.04.16 FILE NO.
DWN JK
CHK. CH **1714**

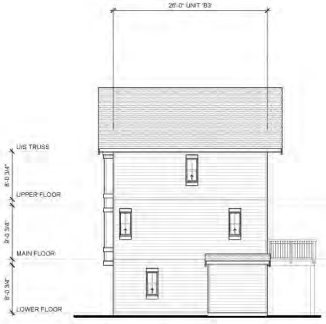
SEAL
SHEET NO.
LOT A DP.A-4.03



NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1. ASPHALT SHINGLE ROOF
2. 1x4 PAINTED WOOD TRIM ON 2x10 PAINTED WOOD FASCIA
3. 5" ALUMINUM GUTTER ON 2x8 PAINTED WOOD FASCIA
4. SHINGLE SIDING (WOOD OR CEMENT BOARD)
5. HORIZONTAL SIDING (HARDIE PLANK SIDING FOR STREET FACING UNITS. VINYL FOR OTHERS)
6. CEMENT BOARD PANEL SYSTEM W/ 'EASY TRIM' OR APPROVED EQUAL
7. BRICK VENEER
8. DOUBLE GLAZED P.V.C. WINDOW
9. DOUBLE GLAZED P.V.C. SLIDING DOOR
10. 1x4 PAINTED WOOD TRIM
11. 2x6 PAINTED WOOD TRIM W/ METAL FLASHING
12. 2x8 PAINTED WOOD TRIM W/ METAL FLASHING
13. 2x10 PAINTED WOOD TRIM W/ METAL FLASHING
14. 42" HEIGHT ALUMINUM GUARDRAIL
15. PRIVACY SCREEN
16. KNEE BRACKET
17. ENTRY DOOR
18. OVERHEAD GARAGE DOOR
19. THROUGH-WALL METAL FLASHING
20. STOREFRONT
21. GOOSENECK LIGHT FIXTURE

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PROJECT
MULTI-FAMILY DEVELOPMENT

6140-200 St, 20106-62 Ave, 20116-60 Ave
LANGLEY, BC

DRAWING TITLE
BUILDING 5 ELEVATIONS

DATE 2019.04.16 FILE NO.
DWN JK
CHK. CH 1714

SEAL
SHEET NO.
LOT A DP.A-5.02



Township of Langley

Est. 1873

SCHEDULE O
BUILDING ELEVATIONS – TOWNHOUSE LOT A BUILDING 6



WEST ELEVATION
SCALE: 1/8"= 1'-0"



SOUTH ELEVATION
SCALE: 1/8"= 1'-0"



EAST ELEVATION
SCALE: 1/8"= 1'-0"



NORTH ELEVATION
SCALE: 1/8"= 1'-0"

ELEVATION MATERIAL LEGEND

1. ASPHALT SHINGLE ROOF
2. 1x4 PAINTED WOOD TRIM ON 2x10 PAINTED WOOD FASCIA
3. 5" ALUMINUM GUTTER ON 2x8 PAINTED WOOD FASCIA
4. SHINGLE SIDING (WOOD OR CEMENT BOARD)
5. HORIZONTAL SIDING (HARDIE PLANK SIDING FOR STREET FACING UNITS, VINYL FOR OTHERS)
6. CEMENT BOARD PANEL SYSTEM W/ "EASY TRIM" OR APPROVED EQUAL
7. BRICK VENEER
8. DOUBLE GLAZED P.V.C. WINDOW
9. DOUBLE GLAZED P.V.C. SLIDING DOOR
10. 1x4 PAINTED WOOD TRIM
11. 2x6 PAINTED WOOD TRIM W/ METAL FLASHING
12. 2x8 PAINTED WOOD TRIM W/ METAL FLASHING
13. 2x10 PAINTED WOOD TRIM W/ METAL FLASHING
14. 42" HEIGHT ALUMINUM GUARDRAIL
15. PRIVACY SCREEN
16. KNEE BRACKET
17. ENTRY DOOR
18. OVERHEAD GARAGE DOOR
19. THROUGH-WALL METAL FLASHING
20. STOREFRONT
21. GOOSENECK LIGHT FIXTURE

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2019-11-29
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ISSUED FOR DP
2019-04-10
ISSUED FOR RZ / SD

REVISIONS
CONSULTANT

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PROJECT
MULTI-FAMILY DEVELOPMENT

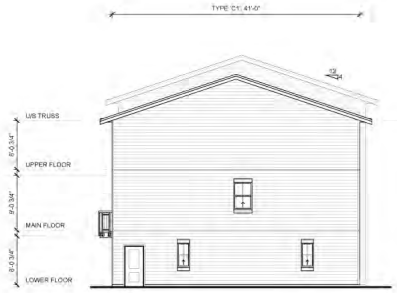
5140-200 St, 20108-52 Ave, 20115-50 Ave
LANGLEY, BC

DRAWING TITLE
BUILDING 7 ELEVATIONS

DATE: 2019.04.16 FILE NO.
DWN: JK
CHK: CH **1714**

SEAL
SHEET NO.
LOT A DP.A-7.02

SCHEDULE P
BUILDING ELEVATIONS – TOWNHOUSE LOT A BUILDING 7



NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1. ASPHALT SHINGLE ROOF
2. 1x4 PAINTED WOOD TRIM ON 2x10 PAINTED WOOD FASCIA
3. 5" ALUMINUM GUTTER ON 2x8 PAINTED WOOD FASCIA
4. 8/HINGLE SIDING (WOOD OR CEMENT BOARD)
5. HORIZONTAL SIDING (HARDIE PLANK SIDING FOR STREET FACING UNITS, VINYL FOR OTHERS)
6. CEMENT BOARD PANEL SYSTEM W/ 'EASY TRIM' OR APPROVED EQUAL
7. BRICK VENEER
8. DOUBLE GLAZED P.V.C. WINDOW
9. DOUBLE GLAZED P.V.C. SLIDING DOOR
10. 1x4 PAINTED WOOD TRIM
11. 2x6 PAINTED WOOD TRIM W/ METAL FLASHING
12. 2x6 PAINTED WOOD TRIM W/ METAL FLASHING
13. 2x10 PAINTED WOOD TRIM W/ METAL FLASHING
14. 42" HEIGHT ALUMINUM GUARDRAIL
15. PRIVACY SCREEN
16. KNEE BRACKET
17. ENTRY DOOR
18. OVERHEAD GARAGE DOOR
19. THROUGH-WALL METAL FLASHING
20. STOREFRONT
21. GOOSENECK LIGHT FIXTURE

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PROJECT
MULTI-FAMILY DEVELOPMENT

3140-200 St, 20100-82 Ave, 20118-80 Ave
LANGLEY, BC

DRAWING TITLE
BUILDING 8 ELEVATIONS

DATE 2019.04.16 FILE NO.
DWN JK
CHK. CH 1714

SEAL

SHEET NO.
DP.A-8.02

LOT A

Plotted: December 06, 2019 at 9:57:00am by mcleod
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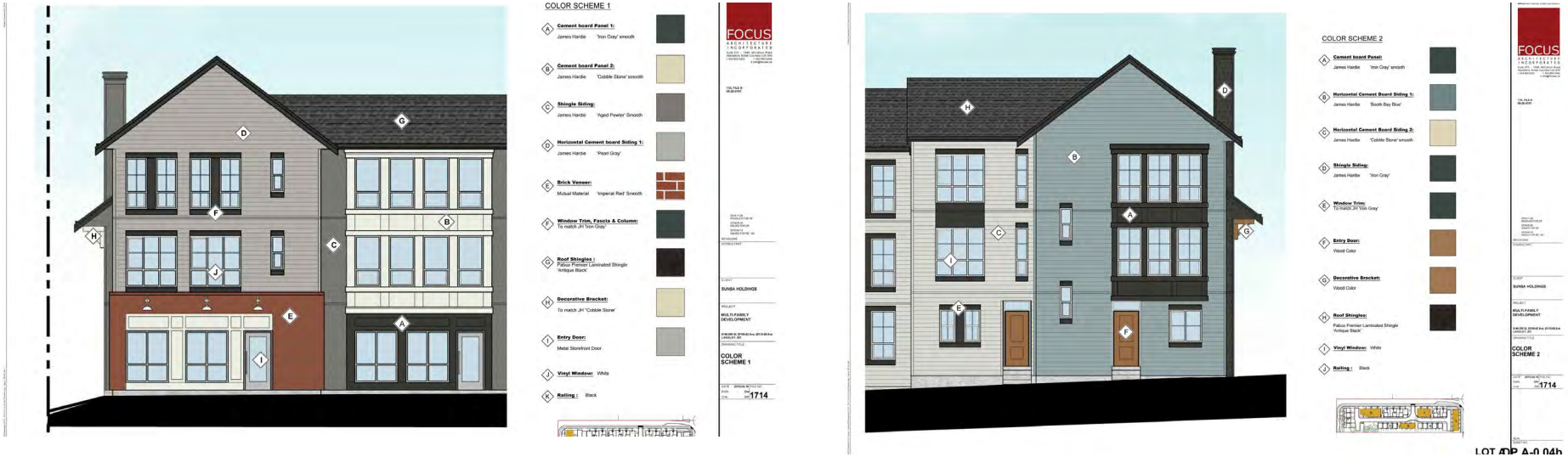
Township of Langley
Est. 1873

SCHEDULE Q
BUILDING ELEVATIONS – TOWNHOUSE LOT A BUILDING 8



Township of Langley
Est. 1873

SCHEDULE R
BUILDING ELEVATIONS – TOWNHOUSE LOT A BUILDING 9



Township of Langley

Est. 1873

SCHEDULE S
BUILDING ELEVATIONS – TOWNHOUSE LOT A
COLOURS AND MATERIALS



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"



NORTH ELEVATION
SCALE: 1/8"=1'-0"

TOWNHOUSE ELEVATION MATERIALS LEGEND

1. PAINTED WOOD FASCIA AND TRIMS
2. FIBRE CEMENT BOARD HORIZONTAL LAP SIDING
3. PAINTED FIBRE CEMENT PANEL SIDING (OR EZ TRIM REVEAL SYSTEM OR APPROVED EQUAL)
4. THROUGH-WALL METAL FLASHING
5. BRICK VENEER
6. VINYL FRAME WINDOW
7. VINYL FRAME SLIDING PATIO DOOR
8. 1X4 PAINTED WOOD TRIM
9. PREFINISHED ALUMINUM GUARDRAIL
10. PREFINISHED ALUMINUM AND GLASS PRIVACY SCREEN
11. PAINTED ENTRY DOOR
12. PAINTED EXTERIOR DOOR
13. PAINTED GARAGE DOOR
14. FIBER CEMENT BOARD HORIZONTAL SIDING, w/ CEDAR LOOK

LOT B

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SUNSA HOLDINGS

PROJECT
MULTI-FAMILY DEVELOPMENT

5140-200 St, 20106-52 Ave, 20115-50 Ave
LANGLEY, BC

DRAWING TITLE
BUILDING 1 ELEVATIONS

DATE: 2019.04.10 FILE NO.
DWN KG
CHK CH **1714**

SEAL
SHEET NO
DP-1.02



SOUTH ELEVATION
SCALE: 1/8"= 1'-0"



EAST ELEVATION
SCALE: 1/8"= 1'-0"



NORTH ELEVATION
SCALE: 1/8"= 1'-0"



WEST ELEVATION
SCALE: 1/8"= 1'-0"

TOWNHOUSE ELEVATION MATERIALS LEGEND

1. PAINTED WOOD FASCIA AND TRIMS
2. FIBRE CEMENT BOARD HORIZONTAL LAP SIDING
3. PAINTED FIBRE CEMENT PANEL SIDING C/W EZ TRIM REVEAL SYSTEM OR APPROVED EQUAL
4. THROUGH-WALL METAL FLASHING
5. BRICK VENEER
6. VINYL FRAME WINDOW
7. VINYL FRAME SLIDING PATIO DOOR
8. 1X4 PAINTED WOOD TRIM
9. PREFINISHED ALUMINUM GUARDRAIL
10. PREFINISHED ALUMINUM AND GLASS PRIVACY SCREEN
11. PAINTED ENTRY DOOR
12. PAINTED EXTERIOR DOOR
13. PAINTED GARAGE DOOR
14. FIBER CEMENT BOARD HORIZONTAL SIDING, w/ 'CEDAR' LOOK

LOT B

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REVISIONS
CONSULTANT

CLIENT
SUNSA HOLDINGS

PROJECT
MULTI-FAMILY DEVELOPMENT

5140-200 St, 20106-52 Ave, 20115-53 Ave
LANGLEY, BC

DRAWING TITLE
BUILDING 2 ELEVATIONS

DATE: 2019.04.10 FILE NO.
DWN: KG
CHK: CH 1714

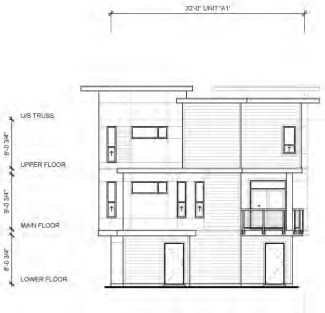
SEAL
SHEET NO:
DP.B-2.02



SOUTH ELEVATION
SCALE: 1/8"= 1'-0"



EAST ELEVATION
SCALE: 1/8"= 1'-0"



NORTH ELEVATION
SCALE: 1/8"= 1'-0"



WEST ELEVATION
SCALE: 1/8"= 1'-0"

TOWNHOUSE ELEVATION MATERIALS LEGEND

1. PAINTED WOOD FASCIA AND TRIMS
2. FIBRE CEMENT BOARD HORIZONTAL LAP SIDING
3. PAINTED FIBRE CEMENT PANEL SIDING C/W EZ TRIM REVEAL SYSTEM OR APPROVED EQUAL
4. THROUGH-WALL METAL FLASHING
5. BRICK VENEER
6. VINYL FRAME WINDOW
7. VINYL FRAME SLIDING PATIO DOOR
8. 1X4 PAINTED WOOD TRIM
9. PREFINISHED ALUMINUM GUARDRAIL
10. PREFINISHED ALUMINUM AND GLASS PRIVACY SCREEN
11. PAINTED ENTRY DOOR
12. PAINTED EXTERIOR DOOR
13. PAINTED GARAGE DOOR
14. FIBER CEMENT BOARD HORIZONTAL SIDING, w/ 'CEDAR' LOOK

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TOL FILE #:
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2019-11-29
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ISSUED FOR DP
2019-04-10
ISSUED FOR RZ / SD

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CONSULTANT

CLIENT
SUNSA HOLDINGS

PROJECT
MULTI-FAMILY DEVELOPMENT

3140-200 St, 20104-82 Ave, 20118-80 Ave
LANGLEY, BC

DRAWING TITLE
BUILDING 3 ELEVATIONS

DATE: 2019.04.16 FILE NO.
DWN: KG
CHK: CH 1714

SEAL

SHEET NO:
LOT B DP.B-3.02



NORTH ELEVATION
SCALE: 1/8"= 1'-0"



WEST ELEVATION
SCALE: 1/8"= 1'-0"



SOUTH ELEVATION
SCALE: 1/8"= 1'-0"



EAST ELEVATION
SCALE: 1/8"= 1'-0"

TOWNHOUSE ELEVATION MATERIALS LEGEND

1. PAINTED WOOD FASCIA AND TRIMS
2. FIBRE CEMENT BOARD HORIZONTAL LAP SIDING
3. PAINTED FIBRE CEMENT PANEL SIDING OR EZ TRIM REVEAL SYSTEM OR APPROVED EQUAL
4. THROUGH-WALL METAL FLASHING
5. BRICK VENEER
6. VINYL FRAME WINDOW
7. VINYL FRAME SLIDING PATIO DOOR
8. 1X4 PAINTED WOOD TRIM
9. PREFINISHED ALUMINUM GUARDRAIL
10. PREFINISHED ALUMINUM AND GLASS PRIVACY SCREEN
11. PAINTED ENTRY DOOR
12. PAINTED EXTERIOR DOOR
13. PAINTED GARAGE DOOR
14. FIBER CEMENT BOARD HORIZONTAL SIDING, w/ CEDAR LOOK

LOT B

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TOL FILE #:
08-20-0197

2019-11-29 REISSUED FOR DP
2019-05-28 ISSUED FOR DP
2018-04-10 ISSUED FOR RZ / SD

REVISIONS
CONSULTANT

CLIENT
SUNSA HOLDINGS

PROJECT
MULTI-FAMILY DEVELOPMENT
8140-200 St, 20100-82 Ave, 20115-80 Ave
LANGLEY, BC

DRAWING TITLE
BUILDING 4 ELEVATIONS

DATE: 2019.04.16 FILE NO.
DWN KG
CHK CH **1714**

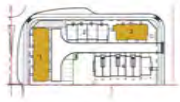
SEAL

SHEET NO
DP-4.02



COLOR SCHEME 1

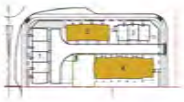
- A **Cement board Panel 1:** James Hardie "Iron Gray" smooth
- B **Cement Board Panel 2:** James Hardie "Cobble Stone" smooth
- C **Horizontal Cement Board Siding 1:** James Hardie "Pearl Gray"
- D **Horizontal Cement Board Siding 2:** James Hardie Fisher "Chris Craft 2.5"
- E **Brick Veneer:** Mutual Material "Imperial Red" Smooth
- F **Fascia & Column:** To match JH "Iron Gray"
- G **Entry Door:** To match JH "Iron Gray"
- H **Vinyl Window:** White
- I **Railing :** Black





COLOR SCHEME 2

- A **Cement board Panel 1:** James Hardie "Iron Gray" smooth
- B **Cement Board Panel 2:** James Hardie "Cobble Stone" smooth
- C **Horizontal Cement Board Siding 1:** James Hardie "Agent Pewter"
- D **Brick Veneer:** Mutual Material "Imperial Red" Smooth
- E **Window Trim, Fascia & Column:** To match JH "Iron Gray"
- F **Entry Door:** To match JH "Iron Gray"
- G **Vinyl Window:** White
- H **Railing :** Black

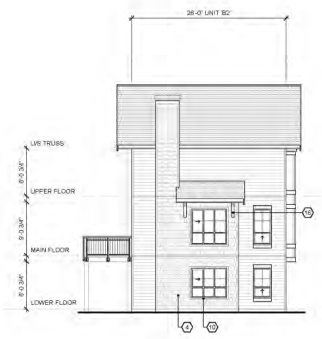


LO

Township of Langley

Est. 1873

SCHEDULE X
BUILDING ELEVATIONS – TOWNHOUSE LOT B
COLOURS AND MATERIALS



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"



NORTH ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1. ASPHALT SHINGLE ROOF
2. 1x4 PAINTED WOOD TRIM ON 2x10 PAINTED WOOD FASCIA
3. 5" ALUMINUM GUTTER ON 2x8 PAINTED WOOD FASCIA
4. SHINGLE SIDING (WOOD OR CEMENT BOARD)
5. HORIZONTAL SIDING (HARDIE PLANK SIDING FOR STREET FACING UNITS, VINYL FOR OTHERS)
6. CEMENT BOARD PANEL SYSTEM W/ "EASY TRIM" OR APPROVED EQUAL
7. BRICK VENEER
8. DOUBLE GLAZED P.V.C. WINDOW
9. DOUBLE GLAZED P.V.C. SLIDING DOOR
10. 1x4 PAINTED WOOD TRIM
11. 2x6 PAINTED WOOD TRIM W/ METAL FLASHING
12. 2x8 PAINTED WOOD TRIM W/ METAL FLASHING
13. 2x10 PAINTED WOOD TRIM W/ METAL FLASHING
14. 42" HEIGHT ALUMINUM GUARDRAIL
15. PRIVACY SCREEN
16. KNEE BRACKET
17. ENTRY DOOR
18. OVERHEAD GARAGE DOOR
19. THROUGH-WALL METAL FLASHING
20. STOREFRONT
21. GOOSENECK LIGHT FIXTURE

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TOL FILE #:
08-26-0197

2019-11-29
RESSUED FOR DP
2019-05-26
ISSUED FOR DP
2019-04-10
ISSUED FOR RZ / SD

REVISIONS
CONSULTANT

CLIENT
SUNSA HOLDINGS

PROJECT
MULTI-FAMILY DEVELOPMENT

8140-200 St, 20106-82 Ave, 20115-80 Ave
LANGLEY, BC

DRAWING TITLE
BUILDING 1 ELEVATIONS

DATE: 2019.04.16 FILE NO.
DWN: JK
CHK: CH 1714

SEAL
SHEET NO.:

LOT C DP.C-1.02

Township of Langley
Est. 1873

SCHEDULE Y
BUILDING ELEVATIONS – TOWNHOUSE LOT C BUILDING 1



NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1. ASPHALT SHINGLE ROOF
2. 1x4 PAINTED WOOD TRIM ON 2x10 PAINTED WOOD FASCIA
3. 5" ALUMINUM GUTTER ON 2x8 PAINTED WOOD FASCIA
4. SHINGLE SIDING (WOOD OR CEMENT BOARD)
5. HORIZONTAL SIDING (HARDIE PLANK SIDING FOR STREET FACING UNITS, VINYL FOR OTHERS)
6. CEMENT BOARD PANEL SYSTEM W/ 'EASY TRIM' OR APPROVED EQUAL
7. BRICK VENEER
8. DOUBLE GLAZED P.V.C. WINDOW
9. DOUBLE GLAZED P.V.C. SLIDING DOOR
10. 1x4 PAINTED WOOD TRIM
11. 2x6 PAINTED WOOD TRIM W/ METAL FLASHING
12. 2x8 PAINTED WOOD TRIM W/ METAL FLASHING
13. 2x10 PAINTED WOOD TRIM W/ METAL FLASHING
14. 42" HEIGHT ALUMINUM GUARDRAIL
15. PRIVACY SCREEN
16. KNEE BRACKET
17. ENTRY DOOR
18. OVERHEAD GARAGE DOOR
19. THROUGH-WALL METAL FLASHING
20. STOREFRONT
21. GOOSENECK LIGHT FIXTURE

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2019-11-29 RESISUED FOR DP
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CONSULTANT

CLIENT
SUNSA HOLDINGS

PROJECT
MULTI-FAMILY DEVELOPMENT

8140-200 St, 20100-82 Ave, 20115-84 Ave
LANGLEY, BC

DRAWING TITLE
BUILDING 2 ELEVATIONS

DATE: 2019.04.10 FILE NO.
DWN: JK
CHK: GH 1714

SEAL

SHEET NO.
LOT C DP.C-2.02



ELEVATION MATERIAL LEGEND

1. ASPHALT SHINGLE ROOF
2. 1x4 PAINTED WOOD TRIM ON 2x10 PAINTED WOOD FASCIA
3. 5" ALUMINUM GUTTER ON 2x8 PAINTED WOOD FASCIA
4. SHINGLE SIDING (WOOD OR CEMENT BOARD)
5. HORIZONTAL SIDING (HARDIE PLANK SIDING FOR STREET FACING UNITS, VINYL FOR OTHERS)
6. CEMENT BOARD PANEL SYSTEM W/ 'EASY TRIM' OR APPROVED EQUAL
7. BRICK VENEER
8. DOUBLE GLAZED P.V.C. WINDOW
9. DOUBLE GLAZED P.V.C. SLIDING DOOR
10. 1x4 PAINTED WOOD TRIM
11. 2x6 PAINTED WOOD TRIM W/ METAL FLASHING
12. 2x8 PAINTED WOOD TRIM W/ METAL FLASHING
13. 2x10 PAINTED WOOD TRIM W/ METAL FLASHING
14. 42" HEIGHT ALUMINUM GUARDRAIL
15. PRIVACY SCREEN
16. KNEE BRACKET
17. ENTRY DOOR
18. OVERHEAD GARAGE DOOR
19. THROUGH-WALL METAL FLASHING
20. STOREFRONT
21. GOOSENECK LIGHT FIXTURE

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PROJECT
MULTI-FAMILY DEVELOPMENT

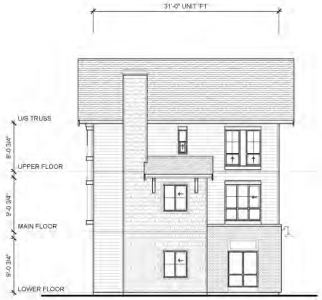
8140-200 St, 20100-82 Ave, 20115-80 Ave
LANGLEY, BC

DRAWING TITLE
BUILDING 3 ELEVATIONS

DATE: 2019.04.10 FILE NO.
DWN: JK
CHK: CH 1714

SEAL
SHEET NO.

LOT C DP.C-3.02



SOUTH ELEVATION
SCALE: 1/8"= 1'-0"



EAST ELEVATION
SCALE: 1/8"= 1'-0"



NORTH ELEVATION
SCALE: 1/8"= 1'-0"



WEST ELEVATION
SCALE: 1/8"= 1'-0"

ELEVATION MATERIAL LEGEND

1. ASPHALT SHINGLE ROOF
2. 1x4 PAINTED WOOD TRIM ON 2x10 PAINTED WOOD FASCIA
3. 5" ALUMINUM GUTTER ON 2x8 PAINTED WOOD FASCIA
4. SHINGLE SIDING (WOOD OR CEMENT BOARD)
5. HORIZONTAL SIDING (HARDIE PLANK SIDING FOR STREET FACING UNITS, VINYL FOR OTHERS)
6. CEMENT BOARD PANEL SYSTEM W/ 'EASY TRIM' OR APPROVED EQUAL
7. BRICK VENEER
8. DOUBLE GLAZED P.V.C. WINDOW
9. DOUBLE GLAZED P.V.C. SLIDING DOOR
10. 1x4 PAINTED WOOD TRIM
11. 2x6 PAINTED WOOD TRIM W/ METAL FLASHING
12. 2x8 PAINTED WOOD TRIM W/ METAL FLASHING
13. 2x10 PAINTED WOOD TRIM W/ METAL FLASHING
14. 42" HEIGHT ALUMINUM GUARDRAIL
15. PRIVACY SCREEN
16. KNEE BRACKET
17. ENTRY DOOR
18. OVERHEAD GARAGE DOOR
19. THROUGH-WALL METAL FLASHING
20. STOREFRONT
21. GOOSENECK LIGHT FIXTURE

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2019-11-29 RE-ISSUED FOR DP
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REVISIONS
CONSULTANT

CLIENT
SUNSA HOLDINGS

PROJECT
MULTI-FAMILY DEVELOPMENT

8140-200 St, 20100-82 Ave, 20115-86 Ave
LANGLEY, BC

DRAWING TITLE
BUILDING 4 ELEVATIONS

DATE: 2019.04.10 FILE NO.
DWN: JK
CHK: GH 1714

SEAL

SHEET NO.
LOT C DP.C-4.02



WEST ELEVATION
SCALE: 1/8"= 1'-0"



SOUTH ELEVATION
SCALE: 1/8"= 1'-0"



EAST ELEVATION
SCALE: 1/8"= 1'-0"



NORTH ELEVATION
SCALE: 1/8"= 1'-0"

ELEVATION MATERIAL LEGEND

1. ASPHALT SHINGLE ROOF
2. 1x4 PAINTED WOOD TRIM ON 2x10 PAINTED WOOD FASCIA
3. 5" ALUMINUM GUTTER ON 2x8 PAINTED WOOD FASCIA
4. SHINGLE SIDING (WOOD OR CEMENT BOARD)
5. HORIZONTAL SIDING (HARDIE PLANK SIDING FOR STREET FACING UNITS, VINYL FOR OTHERS)
6. CEMENT BOARD PANEL SYSTEM W/ "EASY TRIM" OR APPROVED EQUAL
7. BRICK VENEER
8. DOUBLE GLAZED P.V.C. WINDOW
9. DOUBLE GLAZED P.V.C. SLIDING DOOR
10. 1x4 PAINTED WOOD TRIM
11. 2x6 PAINTED WOOD TRIM W/ METAL FLASHING
12. 9x8 PAINTED WOOD TRIM W/ METAL FLASHING
13. 2x10 PAINTED WOOD TRIM W/ METAL FLASHING
14. 42" HEIGHT ALUMINUM GUARDRAIL
15. PRIVACY SCREEN
16. KNEE BRACKET
17. ENTRY DOOR
18. OVERHEAD GARAGE DOOR
19. THROUGH-WALL METAL FLASHING
20. STOREFRONT
21. GOOSENECK LIGHT FIXTURE

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2019-11-29 REISSUED FOR DP
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REVISIONS
CONSULTANT

CLIENT
SUNSA HOLDINGS

PROJECT
MULTI-FAMILY DEVELOPMENT
5140-200 St, 20100-52 Ave, 20115-60 Ave
LANGLEY, BC

DRAWING TITLE
BUILDING 5 ELEVATIONS

DATE 2019.04.10 FILE NO.
DWN. JK
CHK. CH 1714

SEAL
SHEET NO.
LOT C DP.C-5.02

Township of Langley
Est. 1873

SCHEDULE CC
BUILDING ELEVATIONS – TOWNHOUSE LOT C BUILDING 5



Township of Langley

Est. 1873

SCHEDULE DD
BUILDING ELEVATIONS – TOWNHOUSE LOT C
COLOURS AND MATERIALS



WEST ELEVATION - 200st GREENWAY
SCALE: 3/32" = 1'-0"



EAST ELEVATION - 200A ST
SCALE: 3/32" = 1'-0"

MATERIALS LEGEND

1. BRICK VENEER c/w PREFINISHED CONCRETE CAP
2. FIBRE CEMENT BOARD HORIZONTAL LAP SIDING
3. FIBER CEMENT BOARD PANEL w/ ALUMINUM REVEALS PAINTED TO MATCH PANEL, SMOOTH
4. FIBER CEMENT BOARD HORIZONTAL SIDING w/ CEDAR LOOK
5. METAL THROUGH WALL FLASHING, PAINTED TO MATCH SIDING
6. PAINTED HARDIE TRIM c/w METAL FLASHING
7. VINYL FRAME WINDOW
8. VINYL FRAME SLIDING PATIO DOOR
9. ALUMINUM STOREFRONT DOOR/WINDOW SYSTEM (BLACK)
10. PREFINISHED ALUMINUM AND GLASS GUARDRAIL
11. 6' HIGH ALUMINUM FRAME PRIVACY SCREEN w/ TEMPERED FROSTED GLASS
12. PAINTED CONCRETE WALL w/ REVEALS @ 24" o/c HOR.
13. EXTERIOR STEEL DOOR
14. 42" HIGH METAL RAILING
15. AIR INTAKE/EXHAUST GRILLE, COLOUR TO MATCH ADJACENT MATERIAL
16. MAX. 30" HIGH CONCRETE PLANTER WALL w/ SANDBLAST FINISH

LOT D

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TOL FILE #: 08-20-0107

2019-11-29 REISSUED FOR DP
2019-05-28 ISSUED FOR DP
2018-04-10 ISSUED FOR RZ / SD

REVISIONS
CONSULTANT

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SUNSA HOLDINGS

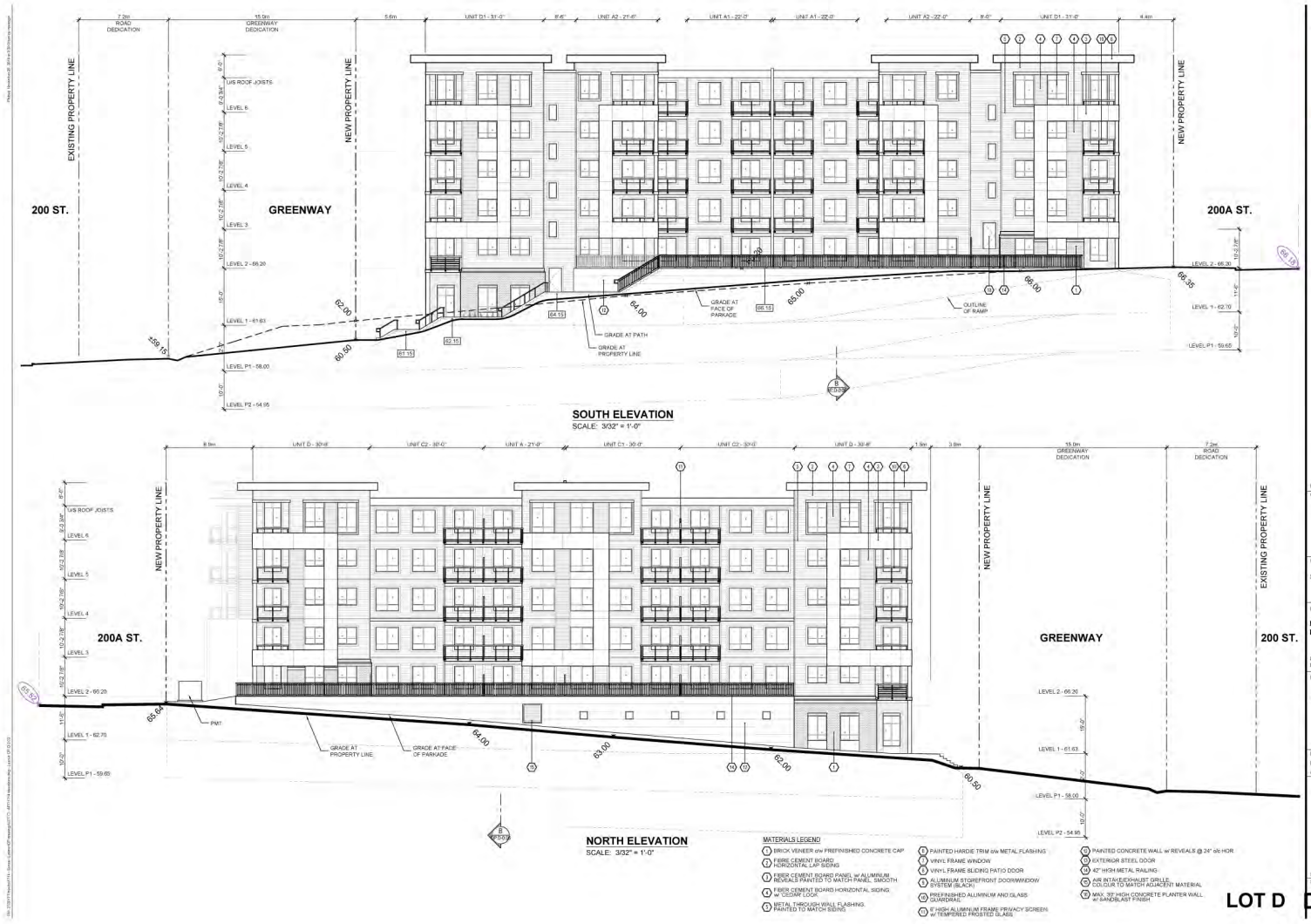
PROJECT
MULTI-FAMILY DEVELOPMENT

8140-200 St, 20106-82 Ave, 20115-80 Ave
LANGLEY, BC

DRAWING TITLE
ELEVATIONS

DATE: 2018.01.02 FILE NO.
DWN: MS
CHK: CH 1714

SEAL
SHEET NO.
DP.D-2.01



Township of Langley

Est. 1873

SCHEDULE FF
BUILDING ELEVATIONS – LOT D APARTMENT BUILDING



COLOR SCHEME 1

- A **Cement Board Panel 1:** James Hardie 'Iron Gray' smooth
- B **Cement Board Panel 2:** James Hardie 'Cobble Stone' smooth
- C **Cement Board Panel 3:** James Hardie 'Traditional Red'
- D **Horizontal Cement Board Siding 1:** James Hardie 'Iron Gray'
- E **Horizontal Cement Board Siding 2:** James Hardie 'Pearl Gray'
- F **Horizontal Cement Board Siding 3:** James Hardie Fisher 'Chris Craft 2.0'
- G **Brick Veneer:** Mutual Material 'Imperial Red' Smooth
- H **Window Trim, Fascia & Column:** To match JH 'Iron Gray' or match JH 'Pearl Gray'
- I **Vinyl Window:** White
- J **Railing :** Black

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CITY OF SURREY FILE #: 17-0056-00

2019-11-22 DP REVISIONS
2017-10-23 ISSUED FOR RZ / DP
REVISIONS

CONSULTANT

CLIENT
1011336 BC Ltd.

PROJECT
PROPOSED TOWNHOUSE DEVELOPMENT
16007 10th AVE
SURREY, BC

DRAWING TITLE
COLOR SCHEME 1

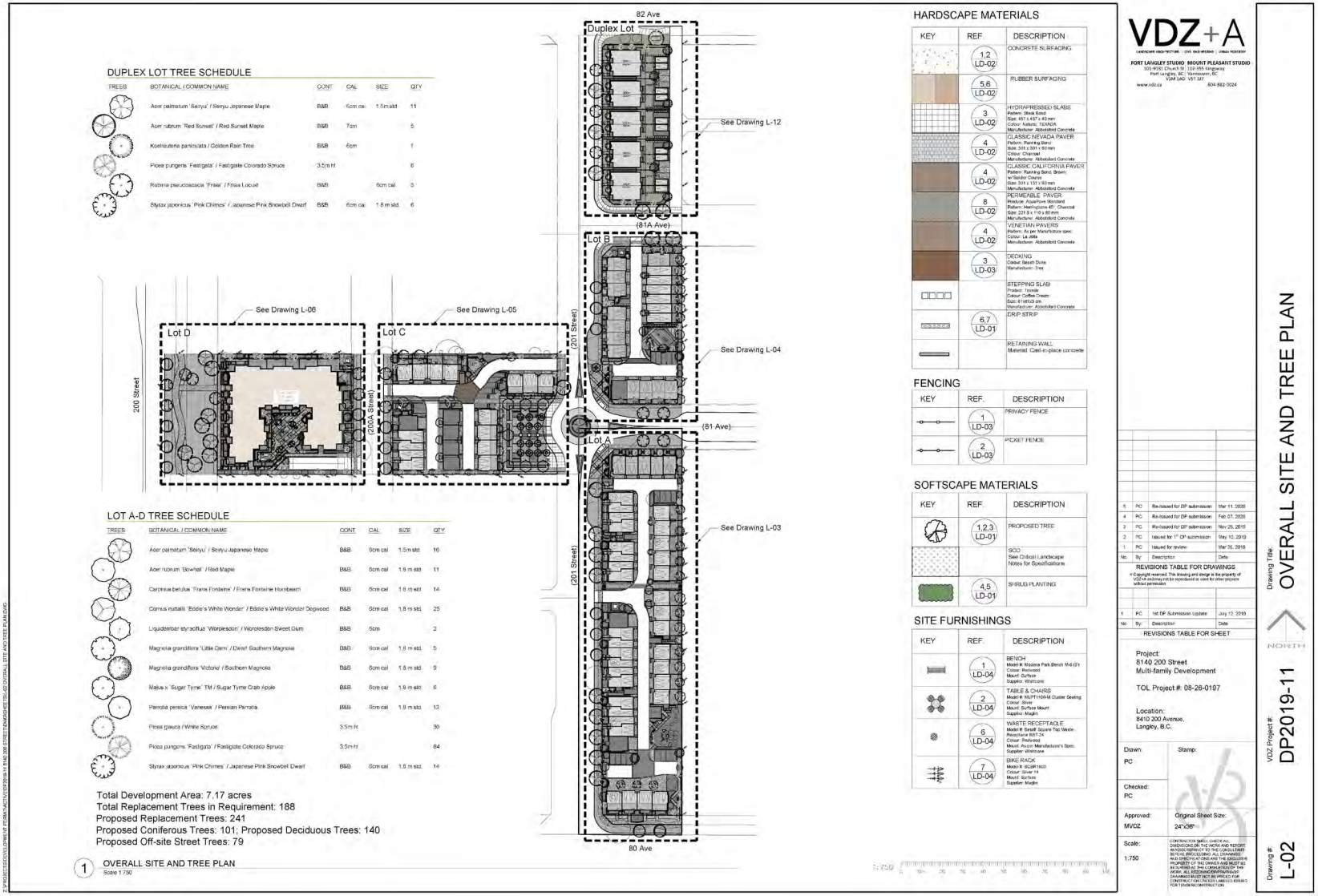
DATE 2017.05.25 FILE NO.
DWN. DW
CHK. CH 1709

SEAL

SHEET NO.
DP.D-0.04

Township of Langley
Est. 1873

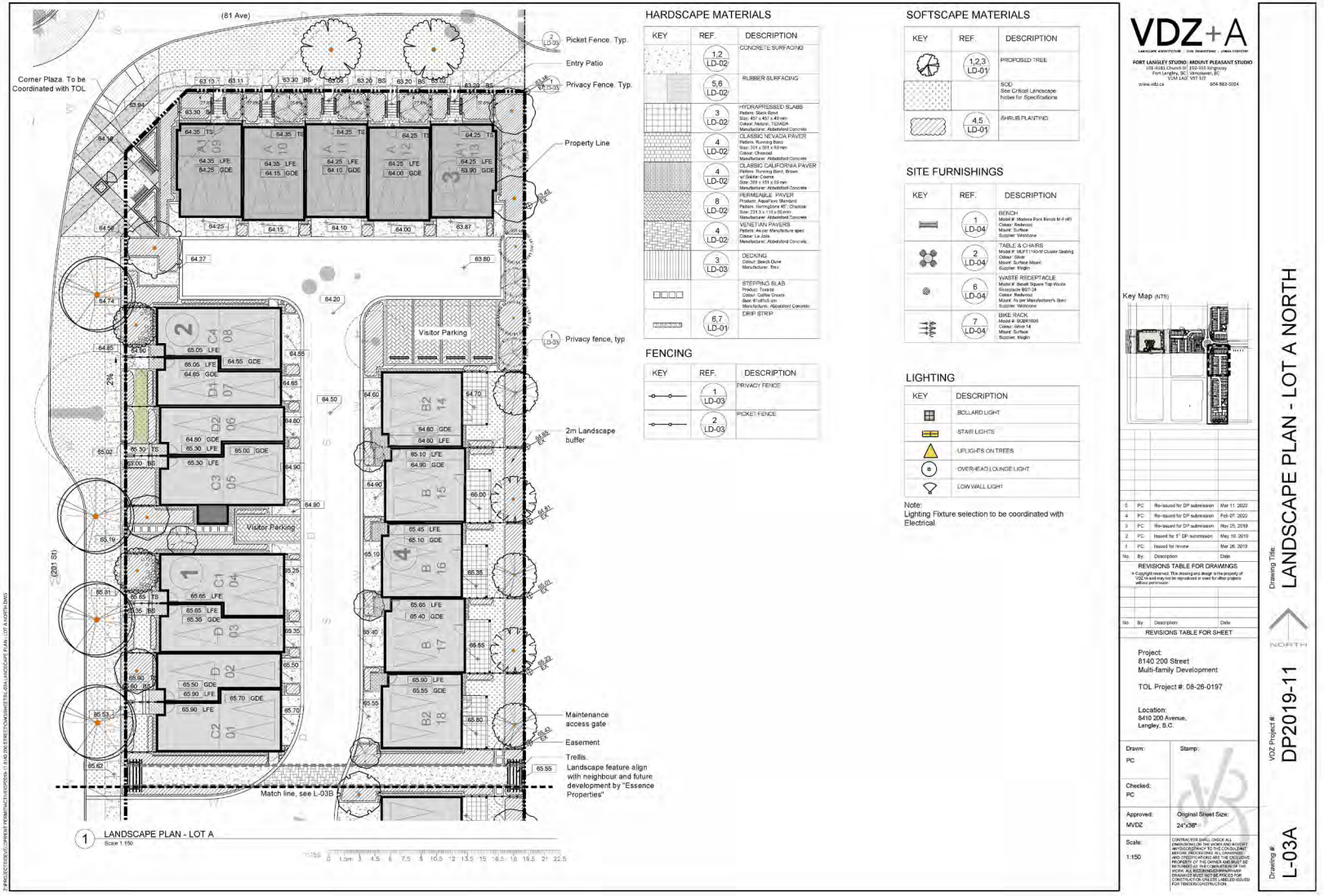
SCHEDULE GG
BUILDING ELEVATIONS – LOT D APARTMENT BUILDING
COLOURS AND MATERIALS



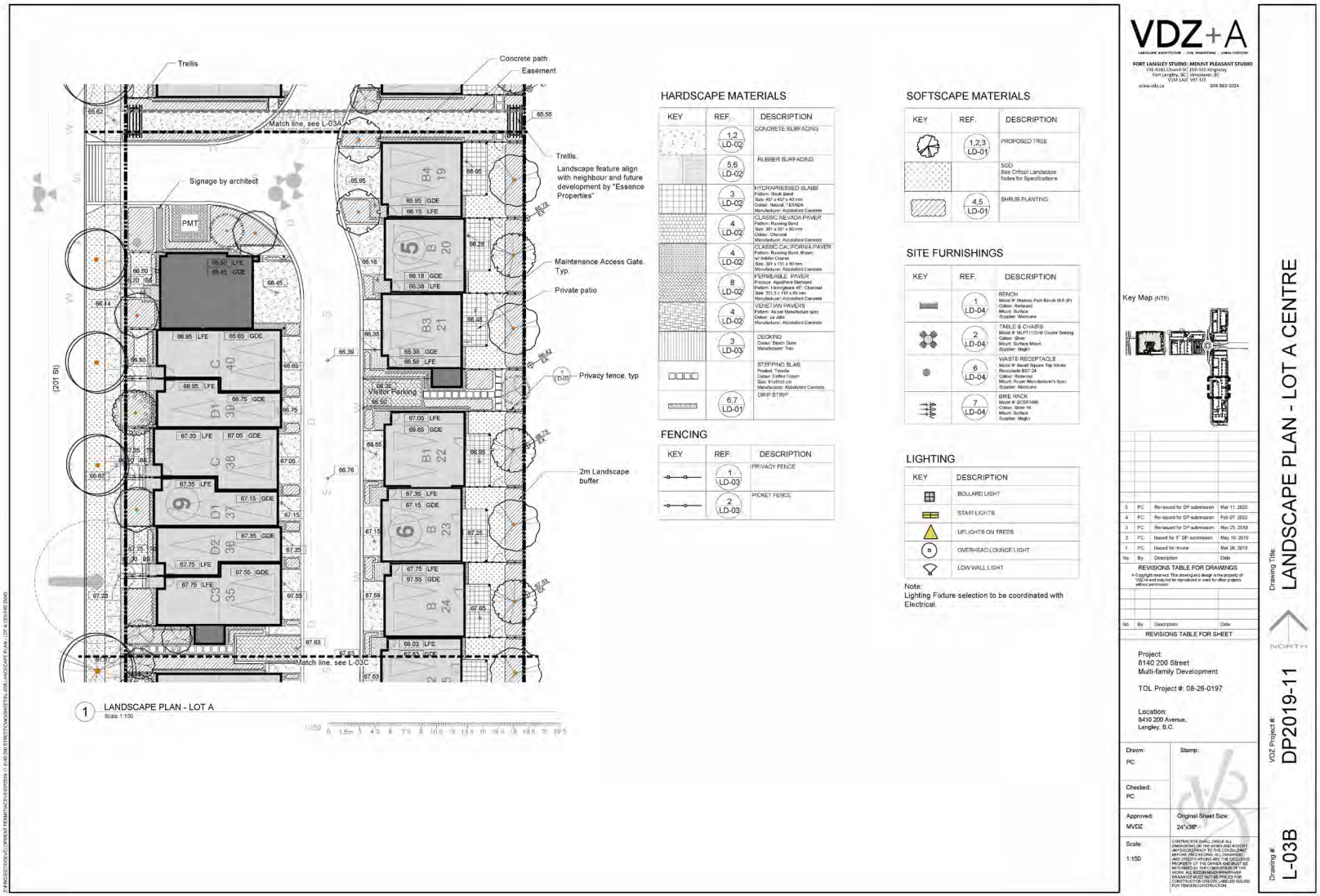
Township of Langley

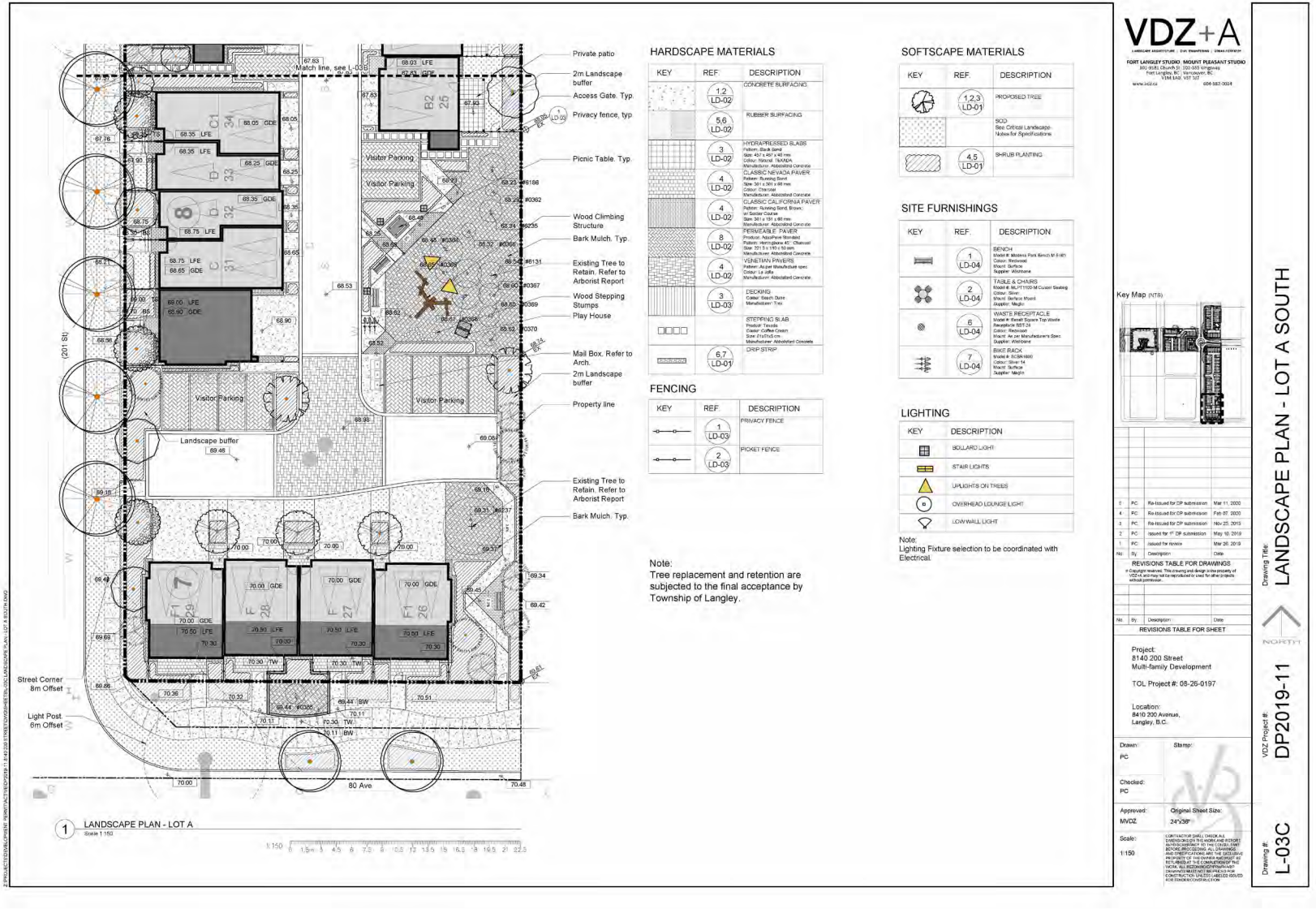
Est. 1873

SCHEDULE HH
BUILDING ELEVATIONS – LANDSCAPING PLAN



SCHEDULE II
BUILDING ELEVATIONS – LANDSCAPING PLAN


Trellis
Concrete path
Easement
Match line, see L-03A
Signage by architect
PMT
Trellis.
Landscape feature align with neighbour and future development by "Essence Properties"
Maintenance Access Gate. Typ
Private patio
Privacy fence, typ
Visitor Parking
2m Landscape buffer
Match line, see L-03C
(201 St)
1 LANDSCAPE PLAN - LOT A
Scale 1:150
HARDSCAPE MATERIALS
KEY | REF. | DESCRIPTION
CONCRETE SURFACING
RUBBER SURFACING
HYDRAPRESSED SLABS
CLASSIC NEVADA PAVER
CLASSIC CALIFORNIA PAVER
PERMEABLE PAVER
VENETIAN PAVERS
DECKING
STEPPING SLAB
DRIP STRIP
FENCING
KEY | REF. | DESCRIPTION
PRIVACY FENCE
PICKET FENCE
SOFTSCAPE MATERIALS
KEY | REF. | DESCRIPTION
PROPOSED TREE
SOD
See Critical Landscape Notes for Specifications
SHRUB PLANTING
SITE FURNISHINGS
KEY | REF. | DESCRIPTION
BENCH
TABLE & CHAIRS
WASTE RECEPTACLE
BIKE RACK
LIGHTING
KEY | DESCRIPTION
BOLLARD LIGHT
STAIR LIGHTS
UPLIGHTS ON TREES
OVERHEAD LOUNGE LIGHT
LOW WALL LIGHT
Note:
Lighting Fixture selection to be coordinated with Electrical.
VDZ+A
FORT LANGLEY STUDIO: MOUNT PLEASANT STUDIO
Key Map (NTS)
REVISIONS TABLE FOR DRAWINGS
REVISIONS TABLE FOR SHEET
Project:
8140 200 Street
Multi-family Development
TOL Project #: 08-26-0197
Location:
8410 200 Avenue,
Langley, B.C.
Drawn: PC
Checked: PC
Approved: MVDZ
Scale: 1:150
Stamp:
Original Sheet Size: 24"x36"
Drawing Title: LANDSCAPE PLAN - LOT A CENTRE
VDZ Project #: DP2019-11
Drawing #: L-03B
NORTH



HARDSCAPE MATERIALS

KEY	REF.	DESCRIPTION
	1,2 LD-02	CONCRETE SURFACING
	5,6 LD-02	RUBBER SURFACING
	3 LD-02	HYDRAPRESSED SLABS
	4 LD-02	CLASSIC NEVADA PAVER
	4 LD-02	CLASSIC CALIFORNIA PAVER
	8 LD-02	PERMEABLE PAVER
	4 LD-02	VENETIAN PAVERS
	3 LD-03	DECKING
		STEPPING SLAB
	6,7 LD-01	DRIP STRIP

FENCING

KEY	REF.	DESCRIPTION
	1 LD-03	PRIVACY FENCE
	2 LD-03	PICKET FENCE

Note:
Tree replacement and retention are subjected to the final acceptance by Township of Langley.

SOFTSCAPE MATERIALS

KEY	REF.	DESCRIPTION
	1,2,3 LD-01	PROPOSED TREE
		SOD See Critical Landscape-Notes for Specifications
	4,5 LD-01	SHRUB PLANTING

SITE FURNISHINGS

KEY	REF.	DESCRIPTION
	1 LD-04	BENCH
	2 LD-04	TABLE & CHAIRS
	6 LD-04	WASTE RECEPTACLE
	7 LD-04	BIKE RACK

LIGHTING

KEY	DESCRIPTION
	BOLLARD LIGHT
	STAIR LIGHTS
	UPLIGHTS ON TREES
	OVERHEAD LOUNGE LIGHT
	LOW WALL LIGHT

Note:
Lighting Fixture selection to be coordinated with Electrical.

VDZ+A

FORT LANGLEY STUDIO MOUNT PLEASANT STUDIO

Key Map (NTS)

No.	By	Description	Date
5	PC	Re-issued for DP submission	Mar 11, 2020
4	PC	Re-issued for DP submission	Feb 07, 2020
3	PC	Re-issued for DP submission	Nov 25, 2019
2	PC	issued for 1st DP submission	May 16, 2019
1	PC	issued for review	Mar 26, 2019

REVISIONS TABLE FOR DRAWINGS

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REVISIONS TABLE FOR SHEET

Project:
8140 200 Street
Multi-family Development

TOL Project #: 08-26-0197

Location:
8410 200 Avenue,
Langley, B.C.

Drawn: PC
Stamp:
Checked: PC
Approved: MVDZ
Original Sheet Size: 24"x36"
Scale: 1:150

CONTRACTOR SHALL CHECK ALL DIMENSIONS ON SITE PRIOR TO ANY CONSTRUCTION OR SHOP DRAWINGS. ALL DISCREPANCIES AND OMISSIONS ARE TO BE REPORTED TO THE CONSULTANT BEFORE THE COMMENCEMENT OF THE WORK. ALL RECOMMENDATIONS AND DRAWINGS MUST NOT BE PLACED FOR CONSTRUCTION UNLESS LABELED ISSUED FOR CONSTRUCTION

Drawing Title: LANDSCAPE PLAN - LOT A SOUTH

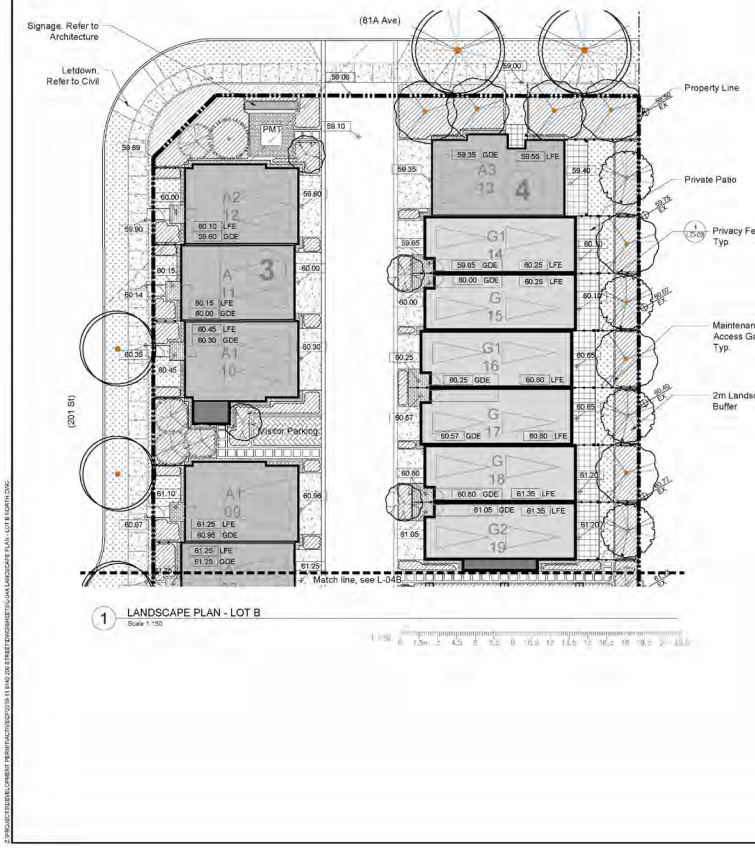
NORTH

VDZ Project #: DP2019-11

Drawing #: L-03C

Township of Langley
Est. 1873

SCHEDULE KK
LANDSCAPE PLANS



HARDSCAPE MATERIALS

KEY	REF.	DESCRIPTION
	1,2 LD-02	CONCRETE SURFACING
	5,6 LD-02	RUBBER SURFACING
	3 LD-02	HYDRAPRESSED SLABS Pattern: Stack Bond Size: 457 x 457 x 40 mm Colour: Natural, TEAK24 Manufacturer: Abbotsford Concrete
	4 LD-02	CLASSIC NEVADA PAVER Pattern: Running Bond Size: 301 x 301 x 80 mm Colour: Charcoal Manufacturer: Abbotsford Concrete
	4 LD-02	CLASSIC CALIFORNIA PAVER Pattern: Running bond, Brown; w/ Soldier Course Size: 391 x 101 x 80 mm Manufacturer: Abbotsford Concrete
	8 LD-02	PERMEABLE PAVER Product: Aquaflow Standard Pattern: Herringbone 45°, Charcoal Size: 221.5 x 110 x 80 mm Manufacturer: Abbotsford Concrete
	4 LD-02	VENETIAN PAVERS Pattern: As per Manufacturer spec Colour: La Jolla Manufacturer: Abbotsford Concrete
	3 LD-03	DECKING Colour: Beech Dune Manufacturer: Trex
		STEPPING SLAB Product: Terrado Colour: Coffee Cream Size: 610x610 mm Manufacturer: Abbotsford Concrete
	6,7 LD-01	DRIP STRIP

FENCING

KEY	REF.	DESCRIPTION
	1 LD-03	PRIVACY FENCE
	2 LD-03	PICKET FENCE

SOFTSCAPE MATERIALS

KEY	REF.	DESCRIPTION
	1,2,3 LD-01	PROPOSED TREE
		SOD See Critical Landscape Notes for Specifications
	4,5 LD-01	SHRUB PLANTING

SITE FURNISHINGS

KEY	REF.	DESCRIPTION
	1 LD-04	BENCH Model #: Modena Park Bench M46 (6') Colour: Redwood Mount: Surface Supplier: Westbrone
	2 LD-04	TABLE & CHAIRS Model #: 60.RTT-105-M Cluster Seating Colour: Silver Mount: Surface Mount Supplier: Maglin
	6 LD-04	WASTE RECEPTACLE Model #: Bench Square Top Waste Receptacle 8SS-24 Colour: Redwood Mount: As per Manufacturer's Spec Supplier: Westbrone
	7 LD-04	BIKE RACK Model #: SQRR16bi Colour: Silver 14 Mount: Surface Supplier: Maglin

LIGHTING

KEY	DESCRIPTION
	BOLLARD LIGHT
	STAIR LIGHTS
	UPLIGHTS ON TREES
	OVERHEAD LOUNGE LIGHT
	LOW WALL LIGHT

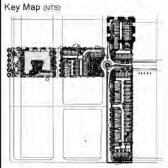
Note:
Lighting Fixture selection to be coordinated with Electrical.

VDZ+A

LANDSCAPE ARCHITECTURE | CIVIL ENGINEERING | URBAN DESIGN

FORT LANGLEY STUDIO
201-9181 Church St., 202-151 Kingsway
Fort Langley, BC Vancouver, BC
V1M 1A6 V5T 2L7
www.vdz.ca 604-882-0024

Key Map (NTS)



No.	By:	Description	Date
5	PC	Re-issued for DP submission	May 11, 2020
4	PC	Re-issued for DP submission	Feb 07, 2020
3	PC	Re-issued for DP submission	Nov 25, 2019
2	PC	Issued for 1st DP submission	May 16, 2019
1	PC	Issued for review	Mar 28, 2019

REVISIONS TABLE FOR DRAWINGS

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No.	By:	Description:	Date:

REVISIONS TABLE FOR SHEET

Project:
8140 200 Street
Multi-family Development

TOL Project #: 08-26-0197

Location:
8410 200 Avenue,
Langley, B.C.

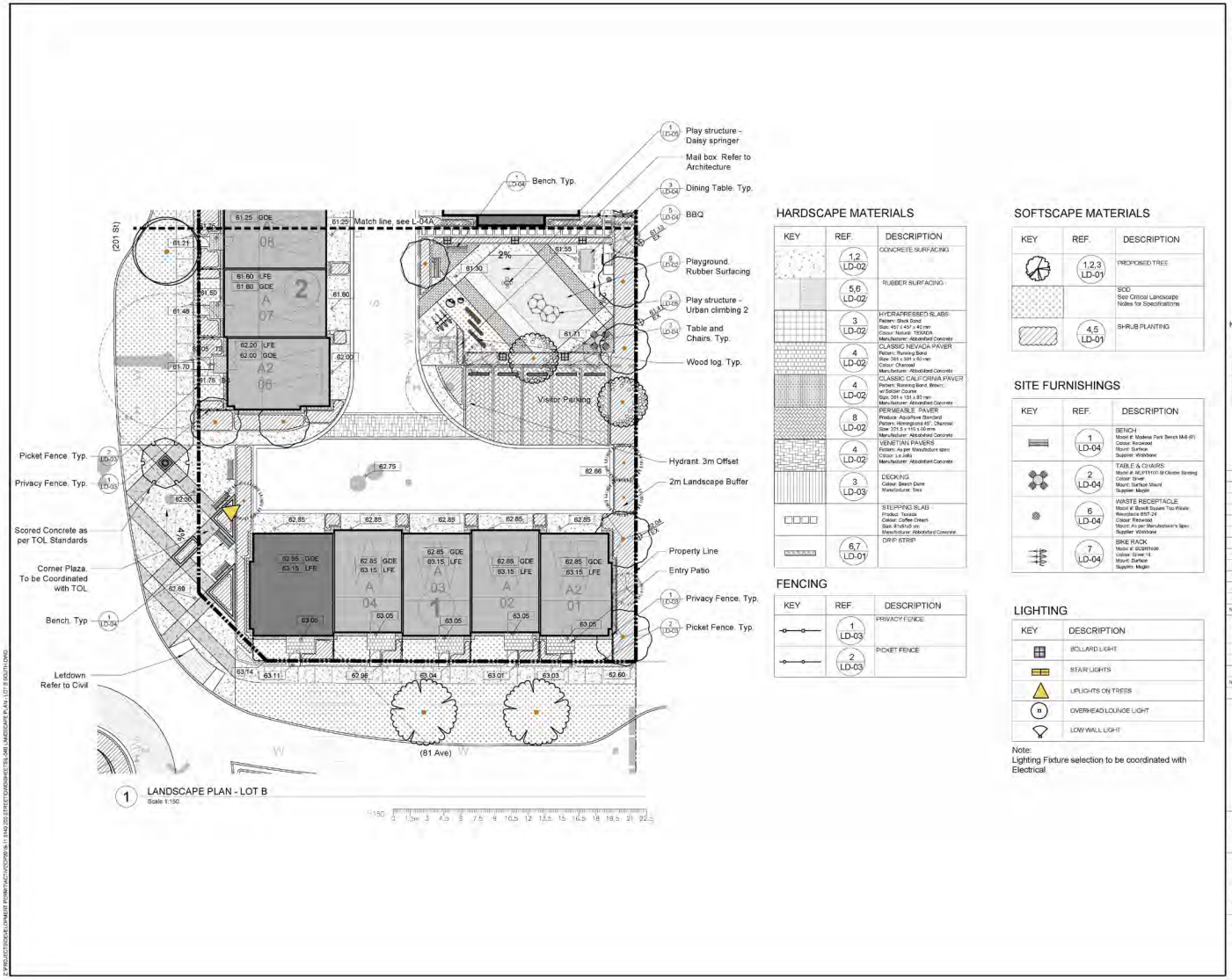
Drawn: PC
Stamp:
Checked: PC
Approved: MVDZ
Original Sheet Size: 24"x36"
Scale: 1:150

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Drawing Title: LANDSCAPE PLAN - LOT B NORTH

VDZ Project #: DP2019-11

Drawing #: L-04A



HARDSCAPE MATERIALS

KEY	REF.	DESCRIPTION
	1,2 LD-02	CONCRETE SURFACING
	5,6 LD-02	RUBBER SURFACING
	3 LD-02	HYDRAPRESSED SLABS Pattern: Block Bond Size: 457 x 457 x 40 mm Colour: Natural, TEXADA Manufacturer: Abbotsford Concrete
	4 LD-02	CLASSIC NEVADA PAVER Pattern: Running Bond Size: 300 x 300 x 60 mm Colour: Charcoal Manufacturer: Abbotsford Concrete
	4 LD-02	CLASSIC CALIFORNIA PAVER Pattern: Running Bond, Brown, w/ Soldier Course Size: 300 x 150 x 80 mm Manufacturer: Abbotsford Concrete
	8 LD-02	PERMEABLE PAVER Product: Aquaflow Standard Pattern: Herringbone 45°, Charcoal Size: 225.5 x 112.5 x 60 mm Manufacturer: Abbotsford Concrete
	4 LD-02	VENETIAN PAVERS Pattern: As per Manufacturer spec Colour: La Jolla Manufacturer: Abbotsford Concrete
	3 LD-03	DECKING Colour: Beach Dune Manufacturer: Trex
		STEPPING SLAB Product: Terrazo Colour: Coffee Cream Size: 914x914 mm Manufacturer: Abbotsford Concrete
	6,7 LD-01	DRIP STRIP

FENCING

KEY	REF.	DESCRIPTION
	1 LD-03	PRIVACY FENCE
	2 LD-03	PICKET FENCE

SOFTSCAPE MATERIALS

KEY	REF.	DESCRIPTION
	1,2,3 LD-01	PROPOSED TREE
		SOD See Cressi Landscape Notes for Specifications
	4,5 LD-01	SHRUB PLANTING

SITE FURNISHINGS

KEY	REF.	DESCRIPTION
	1 LD-04	BENCH Model #: Modena Park Bench M-6 (6') Colour: Redwood Mount: Surface Supplier: Wishbone
	2 LD-04	TABLE & CHAIRS Model #: MLPT1100-M Cloister Stacking Colour: Silver Mount: Surface Mount Supplier: Maglin
	6 LD-04	WASTE RECEPTACLE Model #: Bowell Square Top Waste Receptacle BST-24 Colour: Redwood Mount: As per Manufacturer's Spec Supplier: Wishbone
	7 LD-04	BIKE RACK Model #: SQUATH100 Colour: Silver 14 Mount: Surface Supplier: Maglin

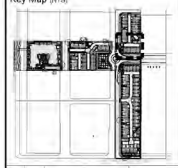
LIGHTING

KEY	DESCRIPTION
	BOLLARD LIGHT
	STAIR LIGHTS
	UPLIGHTS ON TREES
n	OVERHEAD LOUNGE LIGHT
	LOW WALL LIGHT

Note:
Lighting Fixture selection to be coordinated with Electrical

VDZ+A
LANDSCAPE ARCHITECTURE CIVIL ENGINEERING URBAN FORESTRY
FORT LANGLEY STUDIO · MOUNT PLEASANT STUDIO
101-9181 Church St, 102-555 Citadel Pkwy
Fort Langley, BC Vancouver, BC
V1M 1A0 V5T 3J7
www.vdz.ca 604 882 0324

Key Map (NTS)



No.	By:	Description	Date
0	PC	Re-issued for DP submission	Mar 11, 2020
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REVISIONS TABLE FOR DRAWINGS

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No.	By:	Description	Date

REVISIONS TABLE FOR SHEET

Project:
8140 200 Street
Multi-family Development

TOL Project #: 08-26-0197

Location:
8410 200 Avenue,
Langley, B.C.

Drawn: PC
Checked: PC
Approved: MVDZ
Scale: 1:150
Stamp:
Original Sheet Size: 24"x36"

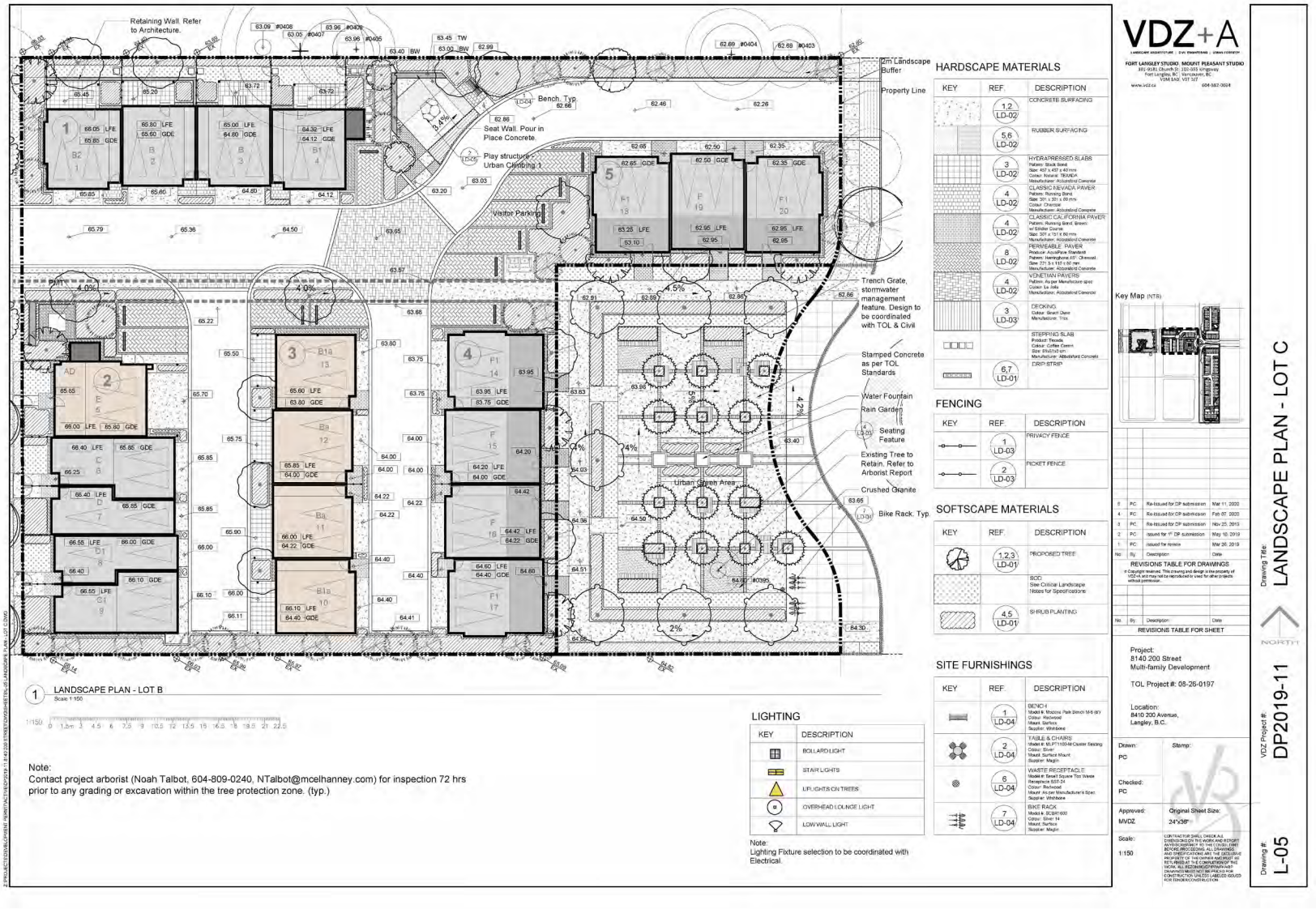
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Drawing Title: LANDSCAPE PLAN - LOT B SOUTH

NORTH

VDZ Project #: DP2019-11

Drawing #: L-04B



Note:
Contact project arborist (Noah Talbot, 604-809-0240, NTalbot@mcelhanney.com) for inspection 72 hrs prior to any grading or excavation within the tree protection zone. (typ.)

HARDSCAPE MATERIALS

KEY	REF.	DESCRIPTION
	1,2 LD-02	CONCRETE SURFACING
	5,6 LD-02	RUBBER SURFACING
	3 LD-02	HYDRAPRESSED SLABS Pattern: Stack Bond Size: 400 x 400 x 40 mm Colour: Natural TRANDA Manufacturer: Abbotsford Concrete
	4 LD-02	CLASSIC NEVADA PAVER Pattern: Running Bond Size: 300 x 200 x 60 mm Colour: Charcoal Manufacturer: Abbotsford Concrete
	4 LD-02	CLASSIC CALIFORNIA PAVER Pattern: Running Bond, Smooth w/ Bullnose Coursa Size: 300 x 151 x 60 mm Manufacturer: Abbotsford Concrete
	8 LD-02	PERMEABLE PAVER Product: AquaPave Standard Pattern: Herringbone 45° Chamfered Size: 371.5 x 150 x 80 mm Manufacturer: Abbotsford Concrete
	4 LD-02	VENETIAN PAVERS Pattern: As per Manufacturer spec Colour: La Jolla Manufacturer: Abbotsford Concrete
	3 LD-03	DECKING Colour: Beach Dune Manufacturer: Trex
		STEPPING SLAB Product: Tranda Colour: Coffee Cream Size: 914x610mm Manufacturer: Abbotsford Concrete
	6,7 LD-01	DRIP STRIP

FENCING

KEY	REF.	DESCRIPTION
	1 LD-03	PRIVACY FENCE
	2 LD-03	PICKET FENCE

SOFTSCAPE MATERIALS

KEY	REF.	DESCRIPTION
	1,2,3 LD-01	PROPOSED TREE
		SOD Site Civilcal Landscape Notes for Specifications
	4,5 LD-01	SHRUB PLANTING

SITE FURNISHINGS

KEY	REF.	DESCRIPTION
	1 LD-04	BENCH Model & Madora Park Bench M-6 (6') Colour: Redwood Mount: Surface Supplier: Whitbone
	2 LD-04	TABLE & CHAIRS Model #: MLPT1100-M Cluster Seating Colour: Silver Mount: Surface Mount Supplier: Maglin
	6 LD-04	WASTE RECEPTACLE Model #: Basalt Square Top Waste Receptacle BST-24 Colour: Redwood Mount: As per Manufacturer's Spec Supplier: Whitbone
	7 LD-04	BIKE RACK Model #: BCB#1600 Colour: Silver 14 Mount: Surface Supplier: Maglin

LIGHTING

KEY	DESCRIPTION
	BOLLARD LIGHT
	STAIR LIGHTS
	UPLIGHTS ON TREES
	OVERHEAD LOUNGE LIGHT
	LOW WALL LIGHT

Note:
Lighting Fixture selection to be coordinated with Electrical.

VDZ+A
LANDSCAPE ARCHITECTURE | CITY PLANNING | URBAN FORESTRY
FORT LANGLEY STUDIO MOUNT PLEASANT STUDIO
302-9181 Church St 100-555 Kingsway
Fort Langley, BC Vancouver, BC
V1M 0A8 V5T 3J8
www.vdz.ca 604-882-0004

Key Map (NTS)

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REVISIONS TABLE FOR SHEET

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8140 200 Street
Multi-family Development

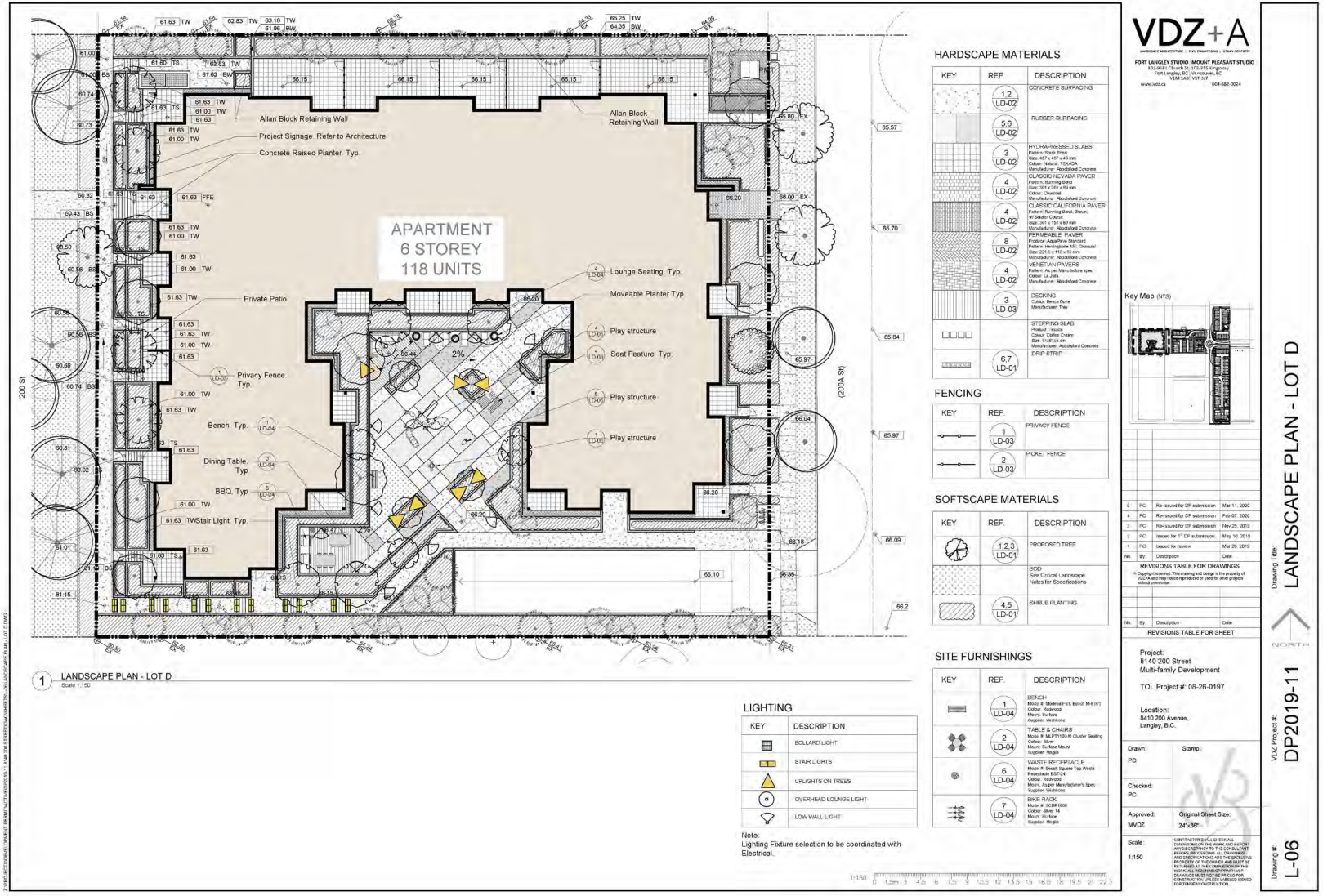
TOL Project #: 08-26-0197

Location:
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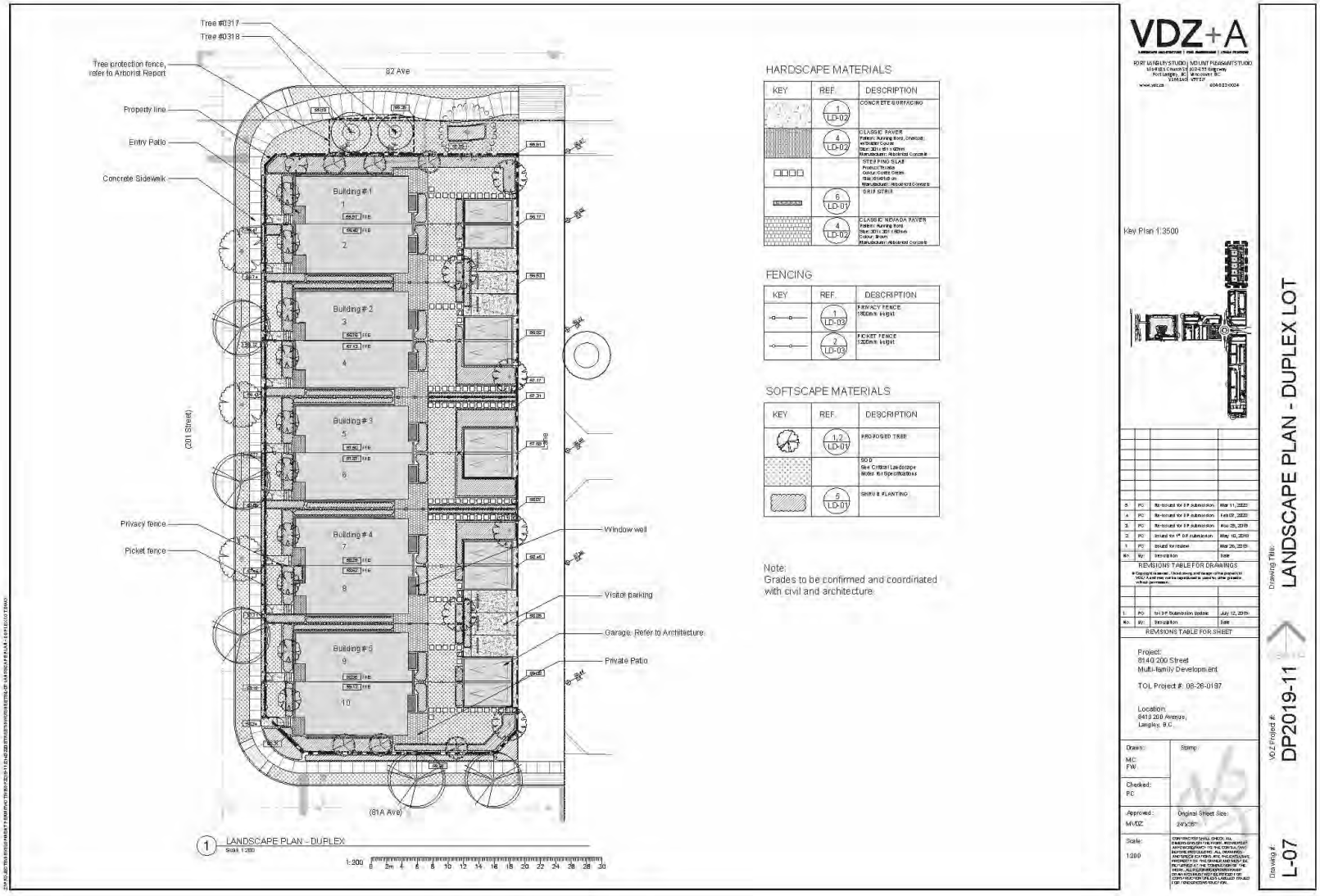
CONTRACTOR SHALL CHECK ALL DIMENSIONS ON SITE PRIOR AND REPORT ANY DISCREPANCY TO THE CONSULTANT BEFORE PROCEEDING. ALL DRAWINGS AND SPECIFICATIONS ARE THE EXCLUSIVE PROPERTY OF THE CONSULTANT AND SHALL BE RETURNED AT THE COMPLETION OF THE WORK. ALL RECONSIDERED/PREPARED DRAWINGS MUST NOT BE PLACED FOR CONSTRUCTION UNLESS LABELED ISSUED FOR CONSTRUCTION

Drawing Title: LANDSCAPE PLAN - LOT C
VDZ Project #: DP2019-11
Drawing #: L-05



Township of Langley
Est. 1873

SCHEDULE OO
LANDSCAPE PLANS



Township of Langley

Est. 1873

SCHEDULE PP
LANDSCAPE PLANS

From: Colin Moore
To: CD Agenda Bylaw
Cc: Paul Albrecht
Subject: Item for November 22, 2021 Council meeting agenda Bylaw Nos. 5586 and 5587 (SH1 Development Corporation)
Date: Wednesday, November 17, 2021 9:41:01 AM
Attachments: image001.png
image002.png

1. Please place Bylaw # 5586 and 5587 (SH1 Development Corporation) on the Council agenda of November 22, 2021 for consideration of final reading and adoption.

2. Please note that all development prerequisites listed in the Community Development Division report to Council of March 23, 2020 attached to the Bylaw have been satisfactorily addressed.

3. The Public Hearing for the Bylaws was held on April 20, 2020 with third reading also given on April 20, 2020.

4. In accordance with Council policy, staff advise that the public hearing for the Bylaws was held more than a year prior to the proposed final reading date. Although resolution of the development prerequisite items was on-going and the on-site rezoning signs remained in place, the Bylaws were delayed due to a change of ownership.

5. Also, please place accompanying Development Permit No. 101116 on the same agenda for issuance by Council.

Colin Moore | RPP MCIP, Senior Planner
Development Planning | Community Development
20338 – 65 Avenue, Langley, BC V2Y 3J1
Direct line: 604.532.7547
Web | Facebook | Twitter | YouTube

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (1155994 BC LTD.) BYLAW 2020 NO. 5608

EXPLANATORY NOTE

Bylaw 2020 No. 5608 rezones land at 20463 – 70 Avenue from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-115 to permit a comprehensive development consisting of 22 townhouse units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (1155994 BC LTD.) BYLAW 2020 NO. 5608

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 (1155994 BC Ltd.) Bylaw 2020 No. 5608”.

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

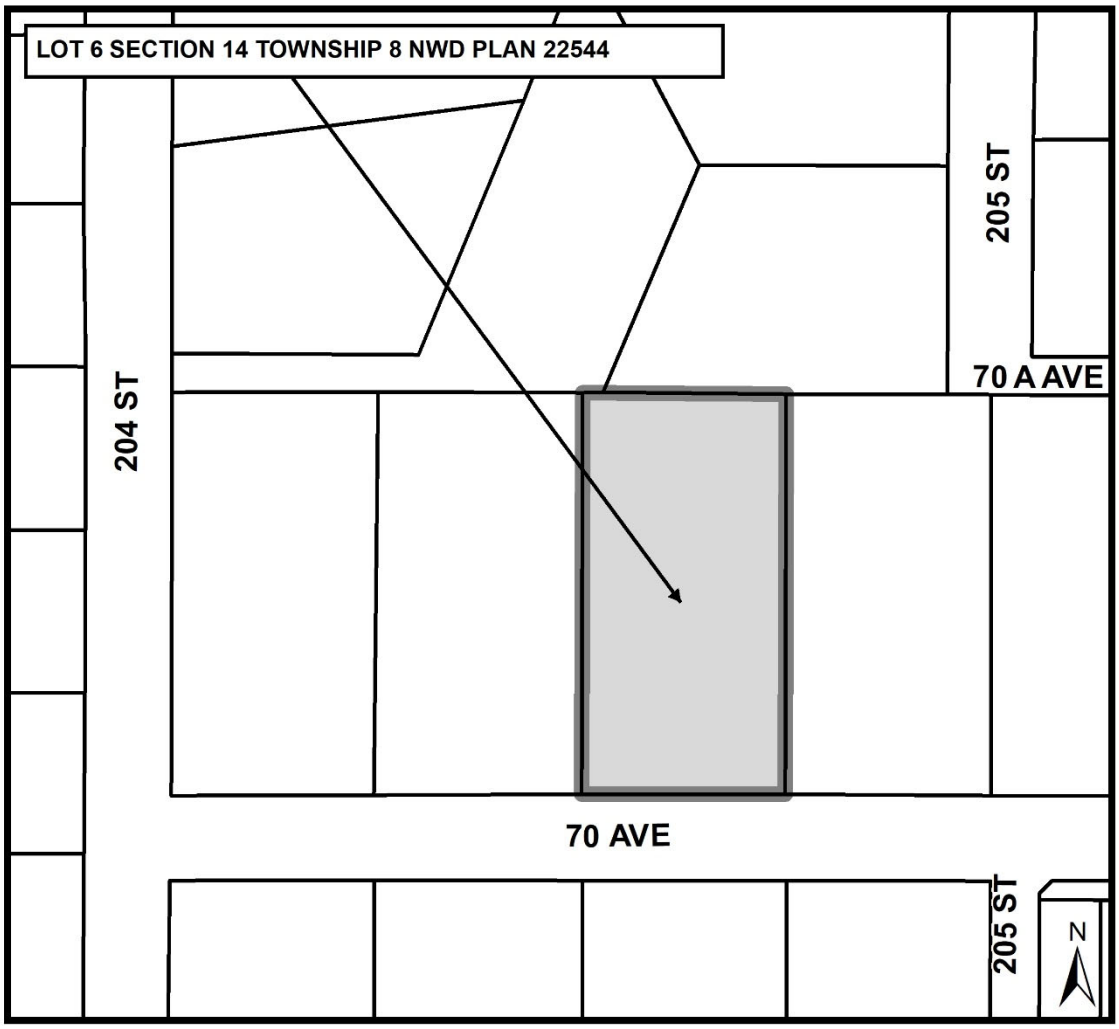
   Lot 6 Section 14 Township 8 New Westminster District Plan 22544

   as shown delineated on Schedule “A” attached to and forming part of this Bylaw to Comprehensive Development Zone CD-115.

READ A FIRST TIME the	15	day of	June	, 2020.
READ A SECOND TIME the	15	day of	June	, 2020.
NOTICE WAS ADVERTISED on the	18, 25	day of	June	, 2020.
READ A THIRD TIME the	29	day of	June	, 2020.
ADOPTED the		day of		, 2021.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5608



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101050

This Permit is issued this _____day of _____, 2020 to:

1. Name: 1155994 BC Ltd.

   Address: 12638 – 59A Avenue
   Surrey, BC V3X 1V8

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 6 Section 14 Township 8 New Westminster District Plan 22544

   CIVIC ADDRESS: 20463 – 70 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 as follows:

   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 onsite 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;
   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.

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.

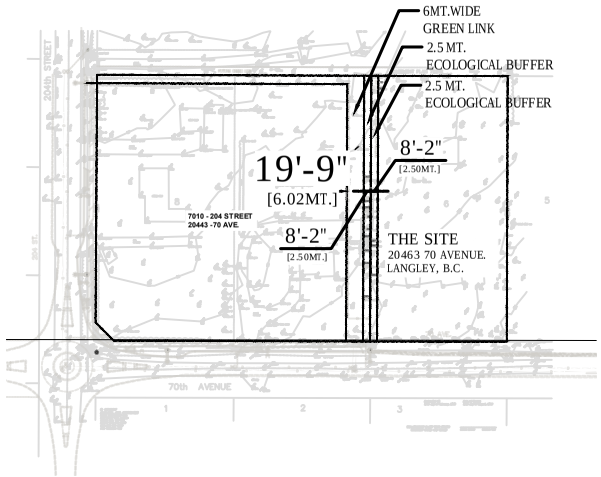
This Permit shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

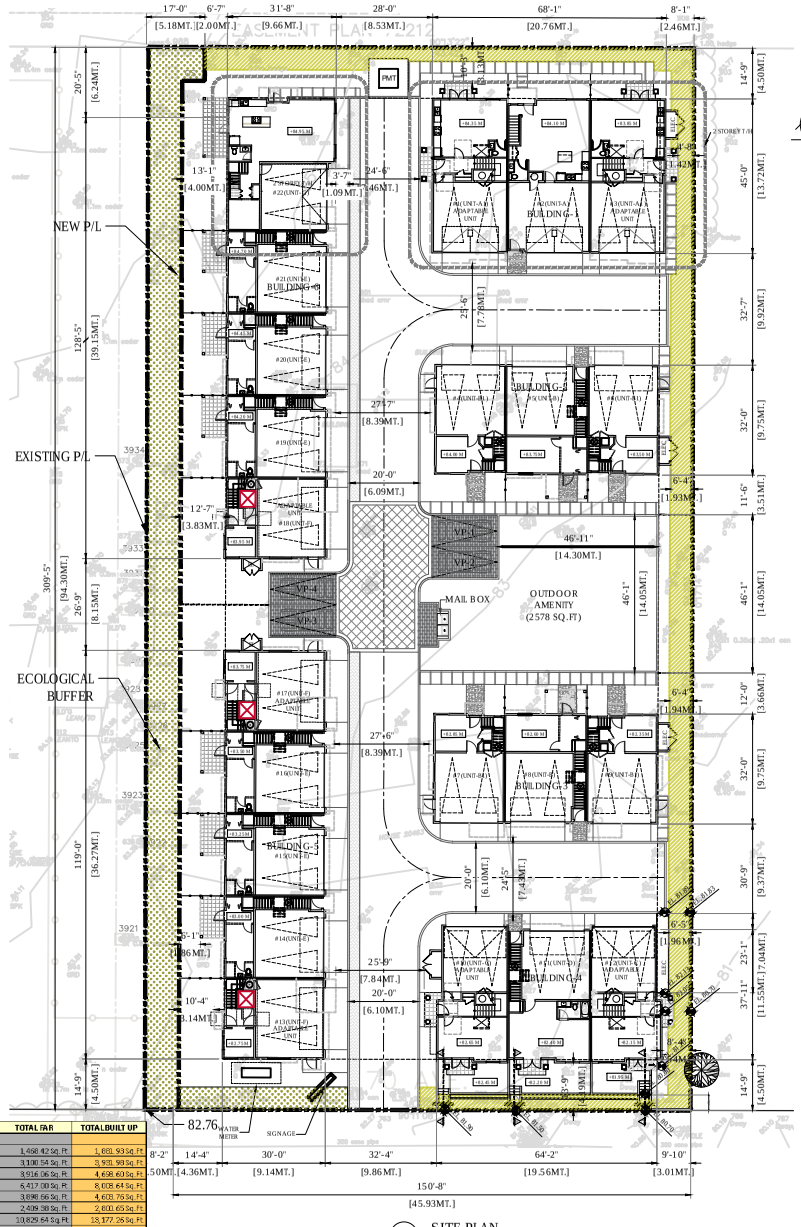
AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2020.

Attachments:

SCHEDULE A	Architectural Drawings
SCHEDULE B	Landscape Drawings







1 SITE PLAN
Scale: 1/16"=1'-0"

UNIT TYPE	AREA						NOS.	TOTAL FAR	TOTAL BUILT UP
	GARAGE	LVL 1	LVL 2	LVL 3	ROOF TOP	TOTAL			
UNIT 'A'	413.51 Sq.Ft.	535.00 Sq.Ft.	933.42 Sq.Ft.	0.00 Sq.Ft.	0.00 Sq.Ft.	1,468.42 Sq.Ft.	1	1,468.42 Sq.Ft.	1,881.93 Sq.Ft.
UNIT 'A1'	415.72 Sq.Ft.	551.78 Sq.Ft.	998.49 Sq.Ft.	0.00 Sq.Ft.	0.00 Sq.Ft.	1,550.27 Sq.Ft.	2	3,100.54 Sq.Ft.	3,931.99 Sq.Ft.
UNIT 'B'	396.27 Sq.Ft.	374.11 Sq.Ft.	291.79 Sq.Ft.	292.13 Sq.Ft.	0.00 Sq.Ft.	1,958.03 Sq.Ft.	2	3,934.06 Sq.Ft.	4,456.60 Sq.Ft.
UNIT 'B1'	396.56 Sq.Ft.	257.67 Sq.Ft.	682.25 Sq.Ft.	694.88 Sq.Ft.	0.00 Sq.Ft.	1,634.25 Sq.Ft.	4	6,417.00 Sq.Ft.	8,028.64 Sq.Ft.
UNIT 'C'	352.55 Sq.Ft.	436.26 Sq.Ft.	797.52 Sq.Ft.	721.55 Sq.Ft.	0.00 Sq.Ft.	1,949.33 Sq.Ft.	2	3,898.66 Sq.Ft.	4,603.76 Sq.Ft.
UNIT 'D'	396.27 Sq.Ft.	518.10 Sq.Ft.	945.66 Sq.Ft.	945.62 Sq.Ft.	0.00 Sq.Ft.	2,409.38 Sq.Ft.	1	2,409.38 Sq.Ft.	2,800.65 Sq.Ft.
UNIT 'E'	396.27 Sq.Ft.	314.13 Sq.Ft.	745.47 Sq.Ft.	745.36 Sq.Ft.	0.00 Sq.Ft.	1,804.94 Sq.Ft.	6	10,829.64 Sq.Ft.	13,177.26 Sq.Ft.
UNIT F	449.55 Sq.Ft.	246.01 Sq.Ft.	689.17 Sq.Ft.	722.77 Sq.Ft.	0.00 Sq.Ft.	1,607.95 Sq.Ft.	3	4,823.85 Sq.Ft.	6,172.50 Sq.Ft.
UNIT G	397.54 Sq.Ft.	758.00 Sq.Ft.	1,091.57 Sq.Ft.	0.00 Sq.Ft.	0.00 Sq.Ft.	1,849.57 Sq.Ft.	1	1,849.57 Sq.Ft.	2,216.91 Sq.Ft.
							22	39,713.12 Sq.Ft.	47,487.23 Sq.Ft.

SITE RECONCILIATION

CIVIC ADDRESS :

20463 70 AVE.
LANGLEY, BRITISH COLUMBIA

ZONING SYNOPSIS:

EXISTING ZONING: SR2
PROPOSED ZONE : CD

SITE:

EXISTING 49,222.80 SQ. FT. / 1.13 AC / 0.457 Ha

GREENWAY DEDICATION (ALONG WEST & NORTH P/L) 2,130.00 SQ. FT.

NET: 47,092.80 SQ.FT. / 4,375.06 SQ.M. / 1.08 AC / 0.437 Ha.

DENSITY:

PERMITTED 20 X 1.13 = 22.6 SAY 22

PROVIDED ---------- = 22

H/C ADAPTABLE UNITS:

REQUIRED = 5% OF 22 = 1.10 (say 1 UNIT)

PROVIDED = = 3 (UNIT 01,03,10,12,13,17 & 18)

SITE COVERAGE:

PERMITTED = 40%

PROVIDED ---------- = 16,990.16 SQ.FT / 47,092 SQ.FT = 36%

AMENITY SPACE:

'SECTION 111.5' : 86.10 SQ.FT. (8 SQ.M.) PER TOWNHOUSE

OUTDOOR AMENITY SPACE REQUIRED = 1,894 SQ.FT. (22 UNIT X 86.10 SQ.FT.)

OUTDOOR AMENITY SPACE PROVIDED = 2578 SQ.FT.

CAR PARKING REQUIREMENTS:

RESIDENTIAL PARKING REQUIRED :

22 units X 2.0 = 44

VISITOR PARKING : (1 SPACE PER 5 DWELLING UNITS)
SECTION 107.3' : 22 UNITS / 5 = 4.4 CARS (SAY 4)

RESIDENTIAL PARKING PROVIDED :
2 PARKING SPACES PER UNIT X 22 = 44 CARS
VISITOR PARKING PROVIDED: = 4 CARS
= 48 CARS

COLOR SCHEME:
BUILDING 2,4 & 6- NO-1
BUILDING 1,3 & 5- NO-2

FLAT ARCHITECTURE
Unit 209-6321 King George Blvd
Surrey BC, V3X 1G1
www.flatarchitecture.ca
contact@flatarchitecture.ca
Ph: 604-503-4484

22 Unit TH Development at
20463 -70Ave
Langley,BC
OWNER : 1155994 BC LTD.

16.10.2019 DRAWN BY J.G
As Noted PROJECT NO 18-212

REV	DESCRIPTION	BY	DATE
	ISSUED FOR D.P APPLICATION		21/09/18
	SITE LAYOUT REVISED		29/04/19
	SITE LAYOUT REVISED		30/04/19

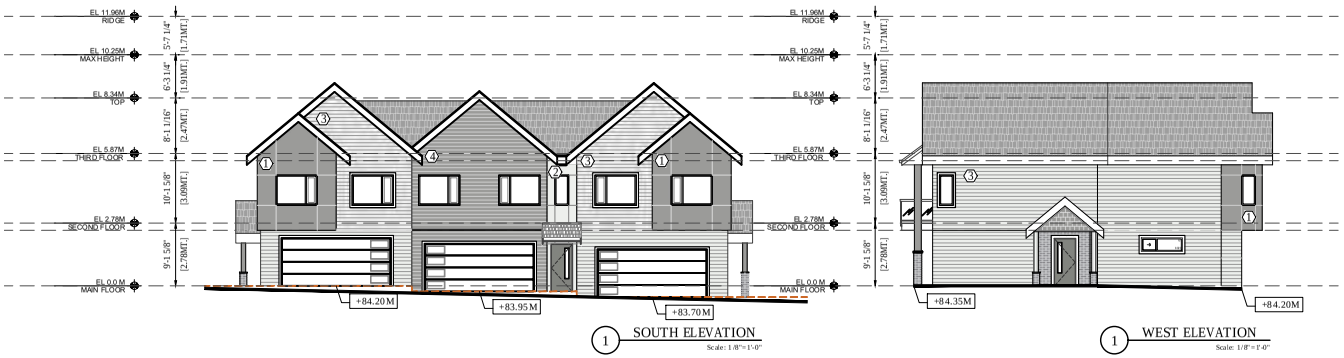
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SITE LAYOUT

A-1.1

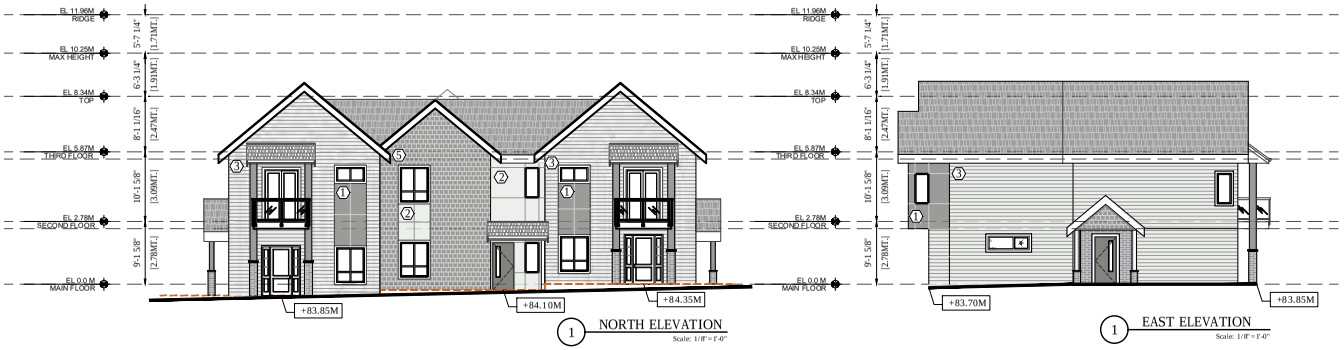
I.4 Schedule A

COLOR SCHEME-2



1 SOUTH ELEVATION
Scale: 1/8"= 1'-0"

1 WEST ELEVATION
Scale: 1/8" = 1'-0"



1 NORTH ELEVATION
Scale: 1/8" = 1'-0"

1 EAST ELEVATION
Scale: 1/8" = 1'-0"

HARDIE PANEL
JAMES HARDIE
'GRAY SLATE'

HARDIE PANEL
JAMES HARDIE
'ARCTIC WHITE'

HARDIE HOR. SIDING
JAMES HARDIE
'GRAY SLATE'

HARDIE HOR. SIDING
JAMES HARDIE
'ARCTIC WHITE'

THIN BRICK
ENDICOTT
'DARK IRON SPOT'

MATERIAL LEGEND

1. HARDIE PANEL- GRAY SLATE
2. HARDIE PANEL- ARCTIC WHITE
3. 6" HORIZONTAL SIDING- ARCTIC WHITE
4. 6" HORIZONTAL SIDING- GRAY SLATE
5. HARDIE SHINGLE SIDING-GRAY SLATE
6. THIN BRICKS-LIGHT- DARK IRONSPOT
7. ROOF- PABCO PREMIER
8. 4" TRIMS-GRAY SLATE (4" X 1/2 ")-TYPICAL FOR ALL
9. ALUM. HANDRAIL- BLACK
10. SHERWIN WILLIAMS PAINT- NIGHT OWL
11. GARAGE DOOR- FRAME TO MATCH TRIM
12. FACIA - EXTRA WHITE(12" X 2")

FLAT ARCHITECTURE

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Surrey BC, V3X 1G1
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contact@flatarchitecture.ca

Ph: 604-503-4484

PROJECT INFO:
22 Units Development at
20463 70 Ave
Langley, BC

CLIENT :

DATE: 16-OCT-19
DRAWN BY: JG
SCALE: 1/8"=1'0"
PROJECT NO: 18-212

NO	DESCRIPTION	DATE
01	ISSUED FOR D.P APPLICATION	21/09/18
02	SITE LAYOUT REVISED	29/04/19
03	SITE LAYOUT REVISED	30/04/19
04		

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BUILDING-1
ELEVATIONS

A.3.1

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BUILDING-2
ELEVATIONS

A.3.2

REV	DESCRIPTION	BY	DATE
04			
03	SUBJECT LAYOUT REVISED		30/04/19
02	SUBJECT LAYOUT REVISED		29/04/19
01	ISSUED FOR D.P APPLICATION		21/09/18

SCALE 1/8"=1'0"
PROJECT NO 18-212
DRAWN BY
DATE 16-OCT-19 JG

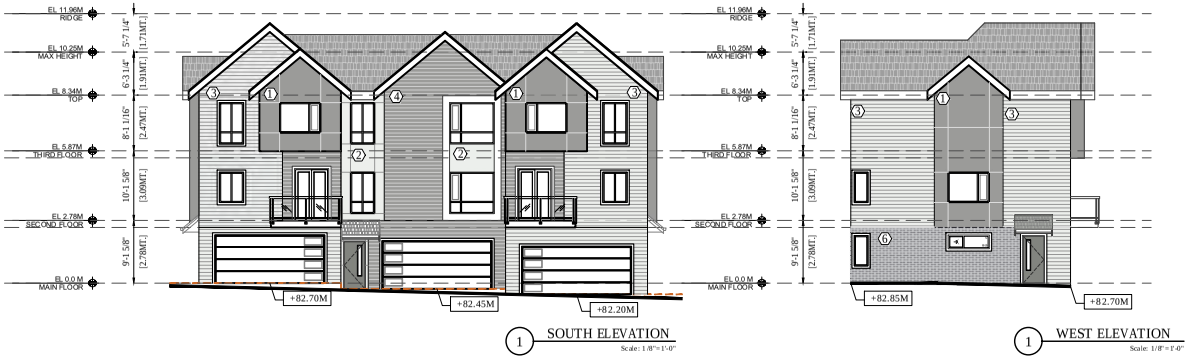
PROJECT INFO:
22 Units Development at
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CLIENT :

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COLOR SCHEME-1

COLOR SCHEME-2



1 SOUTH ELEVATION
Scale: 1/8"=1'-0"

1 WEST ELEVATION
Scale: 1/8"=1'-0"

1 NORTH ELEVATION
Scale: 1/8"=1'-0"

1 EAST ELEVATION
Scale: 1/8"=1'-0"

HARDIE PANEL
JAMES HARDIE
'GRAY SLATE'

HARDIE PANEL
JAMES HARDIE
'ARCTIC WHITE'

HARDIE HOR. SIDING
JAMES HARDIE
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HARDIE HOR. SIDING
JAMES HARDIE
'ARCTIC WHITE'

THIN BRICK
ENDICOTT
'DARK IRON SPOT'

MATERIAL LEGEND

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2. HARDIE PANEL- ARCTIC WHITE
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7. ROOF- PABCO PREMIER
8. 4" TRIMS-GRAY SLATE (4" X 1/2 "}-TYPICAL FOR ALL
9. ALUM. HANDRAIL- BLACK
10. SHERWIN WILLIAMS PAINT- NIGHT OWL
11. GARAGE DOOR- FRAME TO MATCH TRIM
12. FACIA - EXTRA WHITE(12" X 2")

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Ph: 604-503-4484

PROJECT INFO:
22 Units Development at
20463 70 Ave
Langley, BC

CLIENT :

DATE: 26-JUL-19
DRAWN BY: JG
SCALE: 1/8"=1'0"
PROJECT NO: 18-212

NO	DESCRIPTION	DATE
01	ISSUED FOR D.P APPLICATION	21/09/18
02	SITE LAYOUT REVISED	29/04/19
04	SITE LAYOUT REVISED	30/04/19

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BUILDING-3
ELEVATIONS

A.3.3

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BUILDING-4
ELEVATIONS

A.3.4

REV	DESCRIPTION	BY	DATE
01	ISSUED FOR D.P APPLICATION		21/09/18
02	SITE LAYOUT REVISED		29/04/19
03	SITE LAYOUT REVISED		30/04/19
04			

SCALE 1/8"=1'0" | PROJECT NO 18-212 | DRAWN BY JG | DATE 26-JUL-19

PROJECT INFO:
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20463 70 Ave
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CLIENT :

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COLOR SCHEME-1

COLOR SCHEME-2

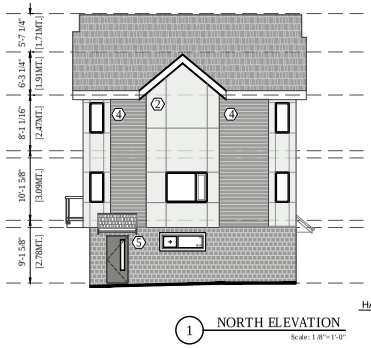


1 EAST ELEVATION
Scale: 1/8"=1'-0"

1 SOUTH ELEVATION
Scale: 1/8"=1'-0"



1 WEST ELEVATION
Scale: 1/8"=1'-0"



1 NORTH ELEVATION
Scale: 1/8"=1'-0"

HARDIE PANEL
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HARDIE HOR. SIDING
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THIN BRICK
ENDICOTT
'DARK IRON SPOT'

MATERIAL LEGEND

1. HARDIE PANEL- GRAY SLATE
2. HARDIE PANEL- ARCTIC WHITE
3. 6" HORIZONTAL SIDING- ARCTIC WHITE
4. 6" HORIZONTAL SIDING- GRAY SLATE
5. HARDIE SHINGLE SIDING-GRAY SLATE
6. THIN BRICKS-LIGHT- DARK IRONSPOT
7. ROOF- PABCO PREMIER
8. 4" TRIMS-GRAY SLATE (4" X 1/2 ")-TYPICAL FOR ALL
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PROJECT INFO:
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DATE: 16-OCT-19
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PROJECT NO: 18-212

NO.	DESCRIPTION	DATE
01	ISSUED FOR D.P APPLICATION	21/09/10
02	SITE LAYOUT REVISED	29/04/19
03	SITE LAYOUT REVISED	30/04/19
04		

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BUILDING-5
ELEVATIONS

A.3.5

COLOR SCHEME-1



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NO	DESCRIPTION	DATE
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02	SITE LAYOUT REVISED	29/04/19
03	SITE LAYOUT REVISED	30/04/19
04		

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BUILDING-6
ELEVATIONS

A.3.6

COLOR SCHEME-1



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PROJECT INFO:
22 Units Development at
20463 70 Ave
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CLIENT :

DATE: 16-OCT-19
DRAWN BY: JG

SCALE: 1/8"=1'0"
PROJECT NO: 18-212

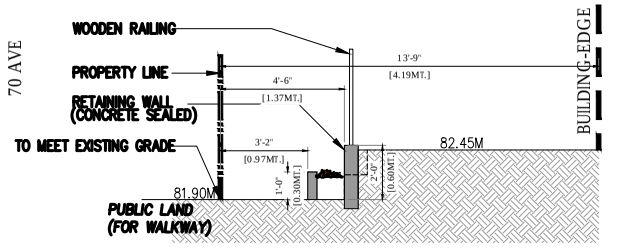
NO	DESCRIPTION	DATE
01	ISSUED FOR D.P APPLICATION	21/09/18
02	SITE LAYOUT REVISED	29/04/19
03	SITE LAYOUT REVISED	30/04/19

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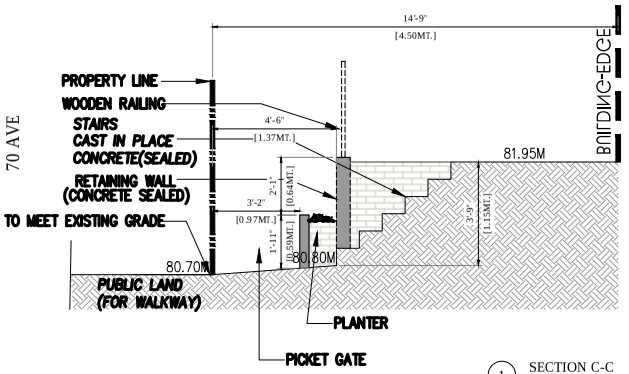
Color Scheme

A.3.7

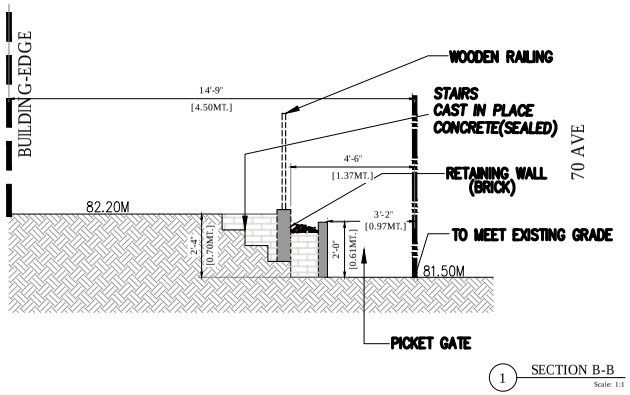




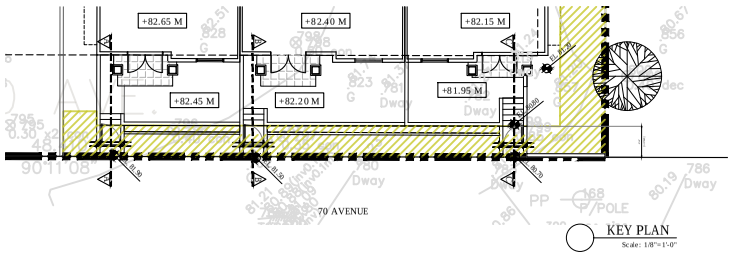
1 SECTION A-A
Scale: 1:1



1 SECTION C-C
Scale: 1:1



1 SECTION B-B
Scale: 1:1



KEY PLAN
Scale: 1/8"=1'-0"

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Surrey BC, V3X 1G1
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PROJECT INFO:
22 Units Development at
20463 70 Ave
Langley, BC

CLIENT :

DATE: 16-OCT-19
DRAWN BY: JG
SCALE: 1/8"=1'0"
PROJECT NO: 18-212

NO.	DESCRIPTION	DATE
01		
02		
03		
04		

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Detail

A.4.1

1 VIEW 01

2 VIEW 02

A.5.1

VIEWS

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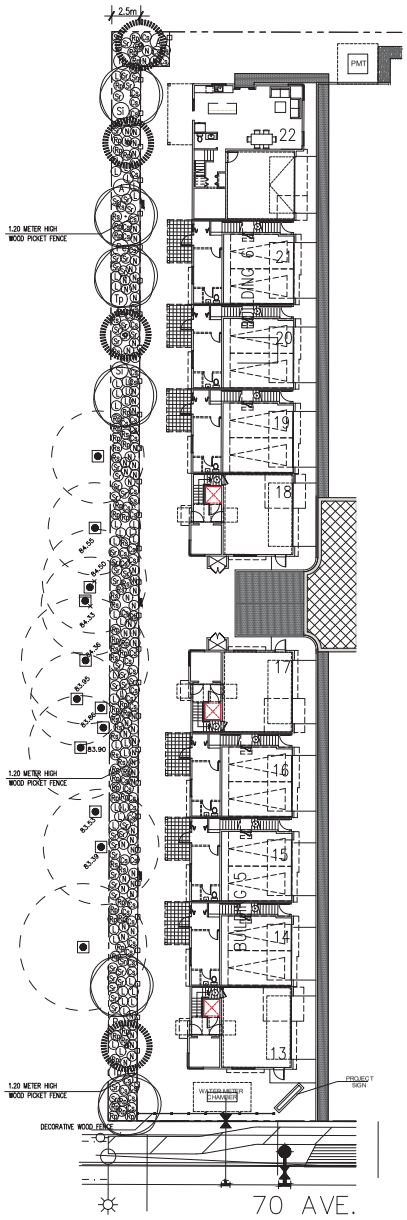
NO	DESCRIPTION	BY	DATE
01			
02			
03			
04			

SCALE 1/8"=1'0"
PROJECT NO 18-212
DRAWN BY JG
DATE 16-OCT-19

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PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING	REMARKS
	CORNUS NUTTALLII	PACIFIC DOGWOOD	6	6 CM. CAL.	AS SHOWN	B. & B.
	THUJA PLICATA	WESTERN RED CEDAR	4	2.50 METERS	AS SHOWN	B. & B.
CONIFEROUS TREES						
Tp	THUJA PLICATA	WESTERN RED CEDAR	3	1.20 METERS	AS SHOWN	B. & B.
Si	PICEA SITCHENSIS	SITKA SPRUCE	2	1.20 METERS	AS SHOWN	B. & B.
DECIDUOUS TREES						
A	ACER MACROPHYLLUM	BIGLEAF MAPLE	2	1.20 METERS	AS SHOWN	B. & B.
Pe	PRUNUS EMARGINATA	BITTER CHERRY	2	1.20 METERS	AS SHOWN	B. & B.
SHRUBS						
Cs	CORNUS SERICEA	RED OSIER DOGWOOD	57	#2 POT	AS SHOWN	WELL BRANCHED
N	ROSA NUTKANA	NOOTKA ROSE	66	#2 POT	AS SHOWN	WELL BRANCHED
Sr	SAMBUCUS RACEMOSA	RED ELDERBERRY	54	#2 POT	AS SHOWN	WELL BRANCHED
Rp	RUBUS PARVIFLORUS	THIMBLE BERRY	47	#2 POT	AS SHOWN	WELL BRANCHED
L	LONICERA INVOLUCRATA	BLACK TWINBERRY	45	#2 POT	AS SHOWN	WELL BRANCHED
Rs	RUBUS SPECTABILIS	SALMONBERRY	23	#2 POT	AS SHOWN	WELL BRANCHED
	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD ARBORVITAE	127	1.50 METERS	70 CM. O.C.	

3. Trees are to be placed such that they will have adequate space as they mature. Shrubs are to be placed at 1m spacing.
4. All plant species must be indigenous. Substitutions may be made upon approved by the Project Landscape Architect
5. All plants must be of guaranteed nursery stock and comply with the B.C. Landscape and Nursery Associate standards for container grown plants.
6. The botanical names must be used when ordering stock to ensure that desired plant species are being purchased.
7. Each specimen should be tagged showing the botanical name and the tag left on at the time of planting.
8. All native plants must have been propagated in a nursery and not taken from natural sites unless approval for their removal has been obtained.
9. All collected native plants shall be held and maintained in a nursery until new roots have been formed through the burlap or other suitable packing material, or in the case of containerized plants, until such time that the roots grow to fill ad hold the soil with the container.
10. All plants grown in a container must have been grown for a length of time necessary to permit the roots to fill and hold the soil within the container, as required by Canadian Nursery and Landscape Association Standards for nursery stock.
11. All plant materials shall be free of disease and insect infestation and the following defects at all times:
    a. broken tops, torn roots and abrasions of bark;
    b. dried out root systems;
    c. prematurely opened or damaged buds;
    d. dry,loose or broken ball of earth;
    e. evidence of heating, moulding, or freezing damage;
    f. thin, poor root or top systems; and
    g. abnormal leaf colour.
12. All vegetation must be planted during the first fall (September – October) or spring (March – April) following construction.

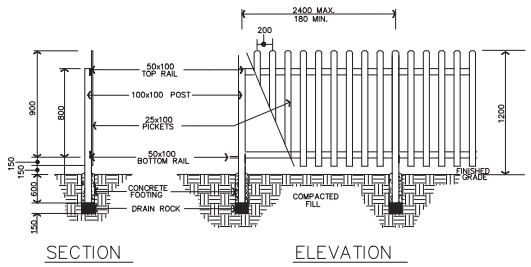
Notes which you typically include for "landscape areas" outside of an environmental zone, which I feel are relevant for this project:

13. Growing medium shall have physical and chemical properties as described in Standards for Level 2 and Level 3 Areas. Processing and mixing of growing medium components shall be done off-site using a mechanized screening process. Proposed growing medium shall be tested by a recognized laboratory. The contractor shall guarantee that the soil submitted for testing is a representative sample taken from the soil that will be used at the site.
14. On-site or imported soils shall satisfy the requirements of the Standards for growing medium. Soils shall be virtually free from subsoil, wood, including woody plant parts, weed or reproductive parts of weeds, plant pathogenic organisms, toxic materials, stones over 30mm and foreign objects.
15. The contractor shall guarantee all materials and workmanship for a period of one (1) full year from the date of Final Acceptance, unless otherwise specified. All plant material not surviving, or in poor condition during the guarantee period shall be replaced by the contractor at no extra cost to the Owner.
16. The contractor shall clear away from the site all rubbish as it accumulates, and shall, at the completion of the work, leave the work and the site thereof in a clean and presentable condition, free from all obstructions.

REMOVE ALL INVASIVE PLANTS AND UNWANTED DEBRIS PRIOR TO PLACEMENT OF SOIL AND/OR NEW PLANT MATERIAL

PICKET FENCE DETAIL

(DIMENSIONS IN mm)
N.T.S.



mar/20	t.o.l. comments	3
dec/19	t.o.l. comments	2
oct/19	t.o.l. comments	1
DATE	REMARKS	NO.

REVISIONS

C.KAVOLINAS & ASSOCIATES INC.
BCSLA CSLA

2462 JONQUIL COURT
ABBOTSFORD, B.C.
V3G 3E8

PHONE (604) 857-2376

CLIENT

1155994 BC LTD
c/o FLAT ARCHITECTURE

SUITE #209
6321 KING GEORGE BOULEVARD
SURREY, B.C.
V3X 1G1
604-503-4484

TITLE

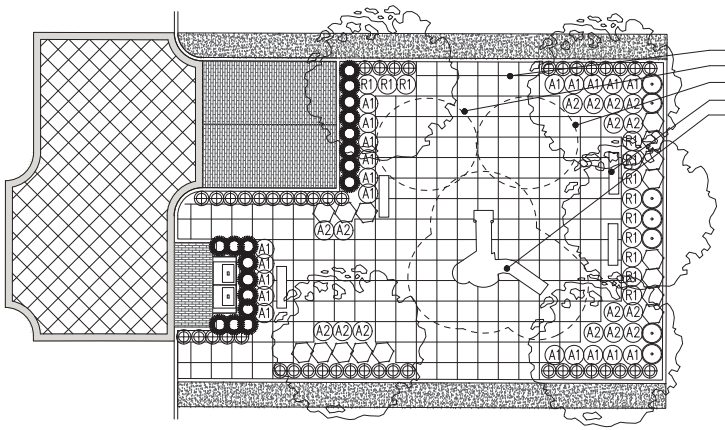
PLAN VIEW

LANDSCAPE PLAN
ECO BUFFER
TOWNHOUSE DEVELOPMENT
20463 – 70th AVENUE
LANGLEY, B.C.

TOL# 08-14-0215

SCALE 1:200	DATE JUL/18
DRAFT	CHK'D
ENG.	CHK'D
APPR'D	AS BUILT

PRINTED | JOB No. | DRAWING No. L-1A | 3



NOTES / GENERAL

1) PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO BC LANDSCAPE STANDARD "LATEST EDITION". CONTAINER SIZES ARE SPECIFIED AS PER "CNTA STANDARDS".BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. 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" MUST OBTAIN WRITTEN APPROVAL FROM THE "LANDSCAPE ARCHITECT" PRIOR TO MAKING ANY SUBSTITUTIONS TO SPECIFIED MATERIAL.UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE WORKING DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO "BLC. LANDSCAPE STANDARD"

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED "DISEASE FREE" NURSERY. ALL PLANT MATERIAL MUST CONFORM TO THE LATEST EDITION OF THE "BC LANDSCAPE STANDARD". PROVIDE CERTIFICATION UPON REQUEST. ALL LANDSCAPING AND LANDSCAPE MATERIALS TO CONFORM TO THE LATEST EDITION OF THE BCLNA/BCSLA "LANDSCAPE STANDARDS"

2) MIN. GROWING MEDIUM DEPTHS OVER PREPARED SUBGRADE SHALL BE :

LAWN AREAS	300 mm
GROUND COVER AREAS	450 mm
SHRUB AREAS	450 mm
TREE PITS	300 mm AROUND ROOT BALL

3) GROWING MEDIUM SHALL HAVE PHYSICAL AND CHEMICAL PROPERTIES AS DESCRIBED IN THE STANDARDS FOR LEVEL 2 AND LEVEL 3 AREAS, EXCEPT FOR AREAS OVER STRUCTURES WHERE THE MEDIUM SHALL CONFORM TO THE REQUIREMENTS FOR LEVEL 1 APPLICATIONS. PROCESSING AND MIXING OF GROWING MEDIUM COMPONENTS SHALL BE DONE OFF-SITE USING A MECHANIZED SCREENING PROCESS. PROPOSED GROWING MEDIUM SHALL BE TESTED BY A RECOGNIZED LABORATORY. THE CONTRACTOR SHALL GUARANTEE THAT THE SOIL SUBMITTED FOR TESTING IS A REPRESENTATIVE SAMPLE TAKEN FROM THE SOIL THAT WILL BE USED AT THE SITE.

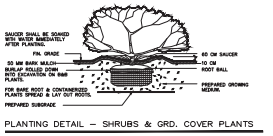
4) ON-SITE OR IMPORTED SOILS SHALL SATISFY THE REQUIREMENTS OF THE STANDARDS FOR GROWING MEDIUM. SOILS SHALL BE VIRTUALLY FREE FROM SUBSOIL, WOOD INCL. WOODY PLANT PARTS, SEED OR REPRODUCTIVE PARTS OF WEEDS, PLANT PATHOGENIC ORGANISMS, TOXIC MATERIALS, STONES OVER 30 MM AND FOREIGN OBJECTS.

5) ALL PLANTING BEDS SHALL RECEIVE MIN. 50 MM BARK MULCH.

6) PLANT SPECIES AND VARIETIES MAY NOT BE SUBSTITUTED WITHOUT THE APPROVAL OF THE LANDSCAPE ARCHITECT.

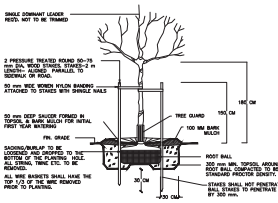
7) THE CONTRACTOR SHALL GUARANTEE ALL MATERIALS AND WORKMANSHIP FOR A PERIOD OF ONE (1) FULL YEAR FROM THE DATE OF FINAL ACCEPTANCE, UNLESS OTHERWISE SPECIFIED. ALL PLANT MATERIAL NOT SURVIVING, OR IN POOR CONDITION DURING THE GUARANTEE PERIOD SHALL BE REPLACED BY THE CONTRACTOR AT NO EXTRA COST TO THE OWNER.

8) THE CONTRACTOR SHALL CLEAR AWAY FROM THE SITE ALL RUBBISH AS IT ACCUMULATES, AND SHALL, AT THE COMPLETION OF THE WORK, LEAVE THE WORK AND THE SITE THEREOF IN A CLEAN AND PRESENTABLE CONDITION, FREE FROM ALL OBSTRUCTIONS.



PLANTING DETAIL – SHRUBS & GRD. COVER PLANTS

SECTION N.T.S.



TREE PLANTING DETAIL

SECTION N.T.S.

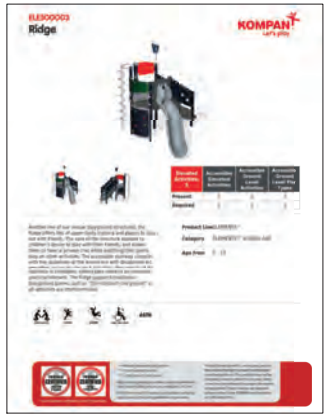
PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING	REMARKS
	PYRUS CALLERYANA CHANTICLEER	CHANTICLEER PEAR	5	6 CM. CAL.	AS SHOWN	B. & B.
A1	AZALEA NORTHERN LIGHTS 'MANDARIN LIGHTS'	NORTHERN LIGHTS AZALEA	21	#3 POT	90 CM. O.C.	
A2	AZALEA JAPONICA (VARIOUS)	JAPANESE AZALEA	16	#3 POT	90 CM. O.C.	
	ABELIA 'EDWARD GOWCHER'	EDWARD GOUCHER ABELIA	13	#3 POT	90 CM. O.C.	
	HYDRANGEA MACROPHYLLA 'NIKKO BLUE'	HYDRANGEA	7	#3 POT	90 CM. O.C.	
R1	MEDIUM RHODODENDRON (VARIOUS)	RHODODENDRON	12	#3 POT	90 CM. O.C.	
	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	42	#3 POT	70 CM. O.C.	
	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD ARBORVITAE	18	1.50 METERS	70 CM. O.C.	











mar/20	t.o.i. comments	3
dec/19	t.o.i. comments	2
oct/19	t.o.i. comments	1
DATE	REMARKS	NO.

REVISIONS

C.KAVOLINAS & ASSOCIATES INC.
BCSLA CSLA
2462 JONQUIL COURT
ABBOTSFORD, B.C.
V3G 3E8
PHONE (604) 857-2376

CLIENT

1155994 BC LTD
c/o FLAT ARCHITECTURE
SUITE #209
6321 KING GEORGE BOULEVARD
SURREY, B.C.
V3X 1G1
604-503-4484

TITLE

PLAN VIEW

LANDSCAPE PLAN
AMENITY AREA
TOWNHOUSE DEVELOPMENT
20463 – 70th AVENUE
LANGLEY, B.C.

TOL# 08-14-0215

SCALE	1:100	DATE	JUL/18
DRAFT		CHK'D	
ENG.		CHK'D	
APP'D		AS BUILT	

PRINTED

JOB No.

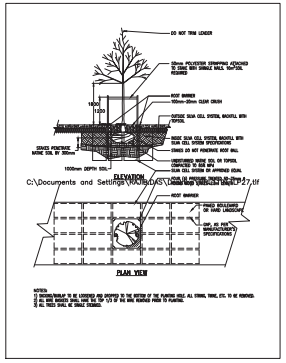
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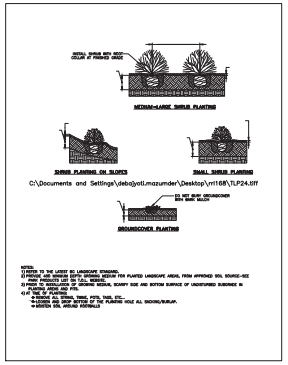
3

STREET TREE LIST

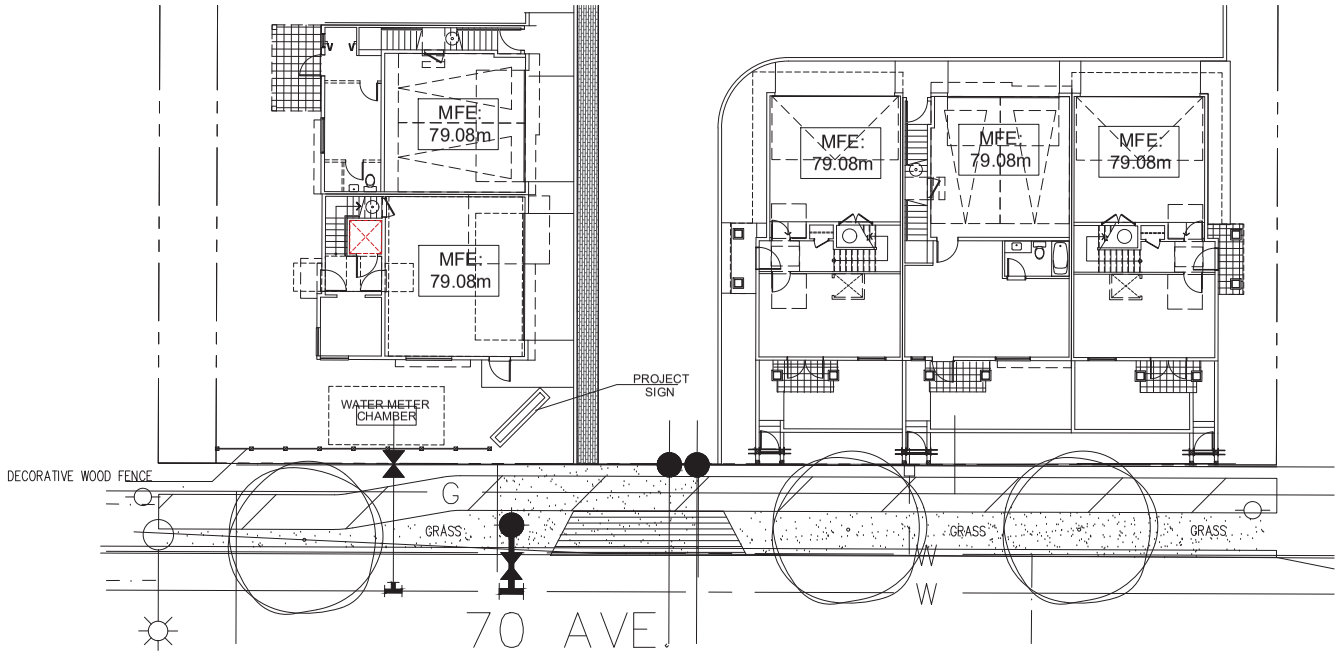
KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING	REMARKS
·	MAGNOLIA GALAXY	GALAXY MAGNOLIA	3	6 CM. CAL.	AS SHOWN	B. & B.







TOPSOIL PLACEMENT FOR ALL STREET TREE PLANTING POCKETS TO BE 1 METER DEEP BY 2 METERS WIDE BY 5 METERS LONG.



mar/20	t.o.l. comments	3
dec/19	t.o.l. comments	2
oct/19	t.o.l. comments	1
DATE	REMARKS	NO.

REVISIONS

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604-503-4484

TITLE

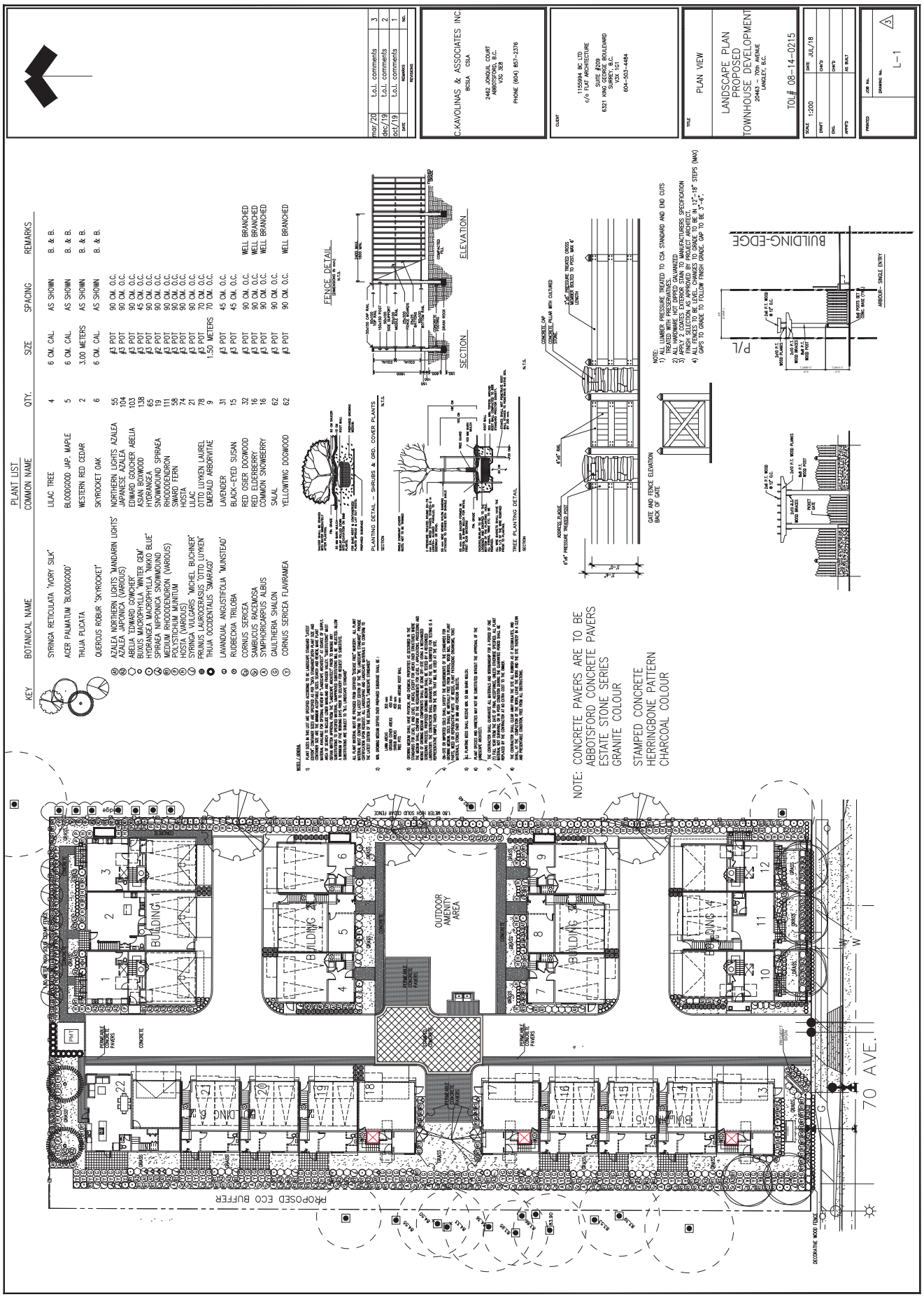
PLAN VIEW

LANDSCAPE PLAN
STREET TREE PLAN
TOWNHOUSE DEVELOPMENT
20463 – 70th AVENUE
LANGLEY, B.C.

TOL# 08-14-0215

SCALE 1:100	DATE JUL/18
DRAFT	CHK'D
ENG.	CHK'D
APPR'D	AS BUILT

PRINTED	JOB No.
	DRAWING No. ST-1 (3)


PLANT LIST
KEY
BOTANICAL NAME
COMMON NAME
QTY.
SIZE
SPACING
REMARKS
SYRINGA RETICULATA 'IVORY SILK'
LILAC TREE
4
6 CM. CAL.
AS SHOWN
B. & B.
ACER PALMATUM 'BLOODGOOD'
BLOODGOOD JAP. MAPLE
5
6 CM. CAL.
AS SHOWN
B. & B.
THUJA PLICATA
WESTERN RED CEDAR
2
3.00 METERS
AS SHOWN
B. & B.
QUERCUS ROBUR 'SKYROCKET'
SKYROCKET OAK
6
6 CM. CAL.
AS SHOWN
B. & B.
AZALEA NORTHERN LIGHTS 'MANDARIN LIGHTS'
NORTHERN LIGHTS AZALEA
55
#3 POT
90 CM. O.C.
AZALEA JAPONICA (VARIOUS)
JAPANESE AZALEA
104
#3 POT
90 CM. O.C.
ABELIA 'EDWARD GOUCHER'
EDWARD GOUCHER ABELIA
103
#3 POT
90 CM. O.C.
BUXUS MACROPHYLLA 'WINTER GEM'
ASIAN BOXWOOD
138
#3 POT
45 CM. O.C.
HYDRANGEA MACROPHYLLA 'NIKKO BLUE'
HORTENSIA
65
#3 POT
90 CM. O.C.
SPIRAEA NIPPONICA 'SNOWMOUND'
SNOWMOUND SPIRAEA
19
#3 POT
90 CM. O.C.
MEDIUM RHODODENDRON (VARIOUS)
RHODODENDRON
111
#3 POT
90 CM. O.C.
POLYSTICHUM MUNITUM
SWARD FERN
58
#3 POT
90 CM. O.C.
HOSTA (VARIOUS)
HOSTA
74
#3 POT
90 CM. O.C.
SYRINGA VULGARIS 'MICHEL BUCHNER'
LILAC
21
#3 POT
90 CM. O.C.
PRUNUS LAUROCERASUS 'OTTO LUYKEN'
OTTO LUYKEN LAUREL
78
#3 POT
70 CM. O.C.
THUJA OCCIDENTALIS 'SMARAGD'
EMERALD ARBORVITAE
9
1.50 METERS
70 CM. O.C.
LAVANDULA ANGUSTIFOLIA 'MUNSTEAD'
LAVENDER
31
#3 POT
45 CM. O.C.
RUDBECKIA TRILOBA
BLACK-EYED SUSAN
15
#3 POT
45 CM. O.C.
CORNUS SERICEA
RED OSIER DOGWOOD
32
#3 POT
90 CM. O.C.
WELL BRANCHED
SAMBUCUS RACEMOSA
RED ELDERBERRY
16
#3 POT
90 CM. O.C.
WELL BRANCHED
SYMPHORICARPUS ALBUS
COMMON SNOWBERRY
16
#3 POT
90 CM. O.C.
WELL BRANCHED
GAULTHERIA SHALON
SALAL
62
#3 POT
90 CM. O.C.
CORNUS SERICEA FLAVIRAMEA
YELLOWTWIG DOGWOOD
62
#3 POT
90 CM. O.C.
WELL BRANCHED
NOTE: CONCRETE PAVERS ARE TO BE
ABBOTSFORD CONCRETE PAVERS
ESTATE STONE SERIES
GRANITE COLOUR
STAMPED CONCRETE
HERRINGBONE PATTERN
CHARCOAL COLOUR
FENCE DETAIL
SECTION
ELEVATION
PLANTING DETAIL – SHRUBS & GRD. COVER PLANTS
TREE PLANTING DETAIL
GATE AND FENCE ELEVATION
NOTE:
1) ALL LUMBER PRESSURE TREATED TO CSA STANDARD AND END CUTS FIELD TREATED WITH COPPER NAPHENATE.
2) ALL HARDWARE HOT DIPPED GALVANIZED
3) APPLY 2 COATS EXTERIOR STAIN TO MANUFACTURERS SPECIFICATION
4) ALL FENCES TO BE LEVEL, CHANGES TO GRADE TO BE IN 12"-18" STEPS (MAX) GAPS TO GRADE TO FOLLOW FINISH GRADE, GAP TO BE 3"-6".
BUILDING-EDGE
ARBOR- SINGLE ENTRY
P/L
OUTDOOR AMENITY AREA
BUILDING 1
BUILDING 2
BUILDING 3
BUILDING 4
BUILDING 5
BUILDING 6
70 AVE.
PROPOSED ECO BUFFER
1.80 METER HIGH SOLID CEDAR FENCE
DECORATIVE WOOD FENCE
CONCRETE
STAMPED CONCRETE PAVERS
GRASS
PROJECT SIGN
mar/20 I.o.I. comments 3
dec/19 I.o.I. comments 2
oct/19 I.o.I. comments 1
DATE REVISIONS REMARKS NO.
C.KAVOLINAS & ASSOCIATES INC.
BCSLA CSLA
2462 JONQUIL COURT
ABBOTSFORD, B.C.
V2S 3Z8
PHONE (604) 857-2376
CLIENT
1155904 BC LTD
c/o FLAT ARCHITECTURE
SUITE #209
6321 KING GEORGE BOULEVARD
SURREY, B.C.
V3W 5E1
604-503-4484
TITLE
PLAN VIEW
LANDSCAPE PLAN
PROPOSED
TOWNHOUSE DEVELOPMENT
20446 - 70th AVENUE
LANGLEY, B.C.
TOL# 08-14-0215
SCALE 1:200
DATE JUL/18
DRAFT CHKD
DSL CHKD
APVD AS BUILT
PRINTED
JOB No.
DRAWING No.
L-1
3

From: Ruby Sandher
To: CD Agenda Bylaw
Cc: Khalil Ibrahim
Subject: Item for November 22, 2021 Council meeting agenda Bylaw No. 5608 (1155994 BC LTD.)
Date: Wednesday, November 17, 2021 11:01:44 AM
Attachments: image001.png

1. Please place Bylaw # 5608 (1155994 BC Ltd.) on the Council agenda of November 22, 2021 for consideration of final reading and adoption.

2. Please note that all development prerequisites listed in the Community Development Division report to Council of June 15, 2020 attached to the Bylaw have been satisfactorily addressed.

3. The written submission opportunity for the Bylaw was held on June 29, 2020 with third reading given on June 29, 2020.

4. Also, please place accompanying Development Permit No.101050 on the same agenda for issuance by Council.

Thank you,

Ruby Sandher, MCIP, RPP | Planner
Development Services | Community Development
20338 – 65 Avenue, Langley, BC V2Y 3J1
604.533.6057
Web | Facebook | Twitter | YouTube

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (JANDA GROUP HOLDINGS INC.) BYLAW 2020 NO. 5550

EXPLANATORY NOTE

Bylaw 2020 No. 5550 amends the Comprehensive Development Zone CD-31 by amending Section 931.6 to change the permitted height for two (2) buildings from 6 storeys to 10 storeys and 12 storeys.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (JANDA GROUP HOLDINGS INC.) BYLAW 2020 NO. 5550

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 (Janda Group Holdings Inc.) Bylaw 2020 No. 5550”.

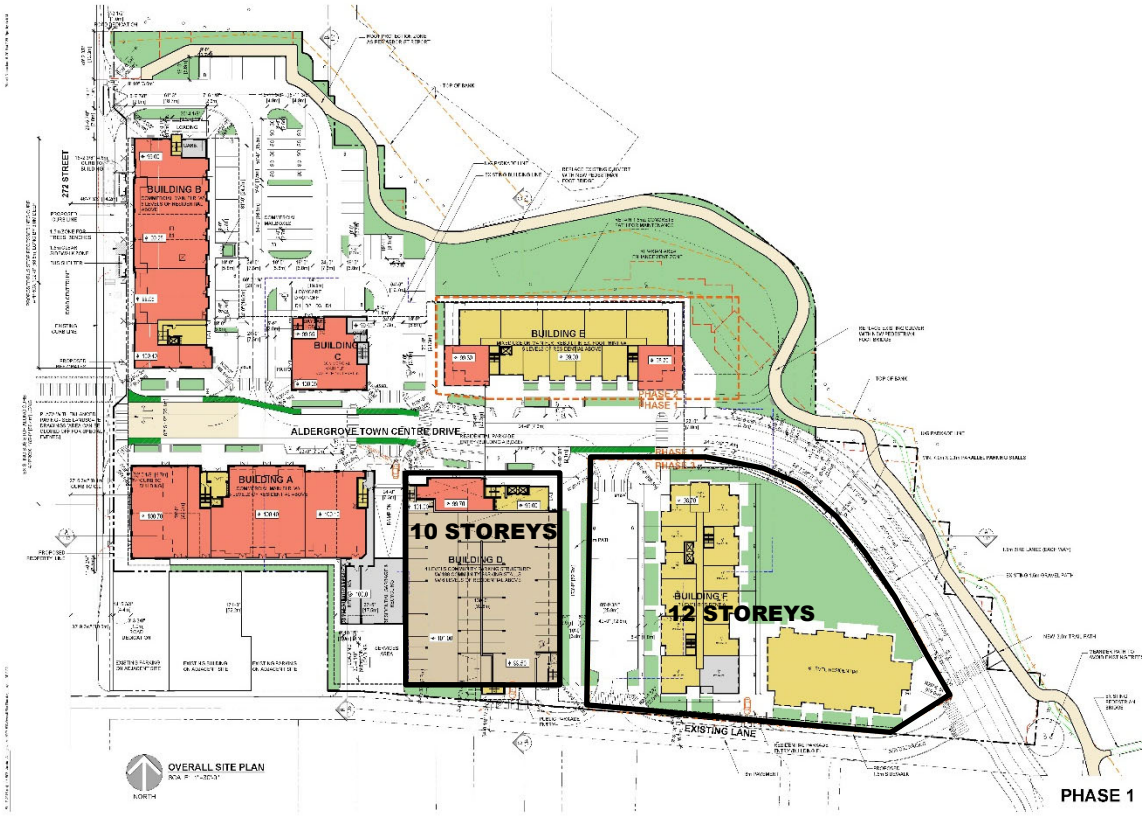
2. The “Township of Langley Zoning Bylaw 1987 No. 2500” as amended is further amended:

   (1) By amending Section 931.6 by adding at the beginning of the section the words “Except as provided for in Section 931.11”

   (2) By adding the following as Section 931.11

   Overall Development Plan

   Building heights in this zone shall conform substantially with the drawing below:



READ A FIRST TIME the	27	day of	January	, 2020.
READ A SECOND TIME the	27	day of	January	, 2020.
PUBLIC HEARING HELD the	10	day of	February	, 2020.
READ A THIRD TIME the	24	day of	February	, 2020.
ADOPTED the		day of		, 2021.

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101094

This Permit is issued this _____day of _____, 2020 to:

1. Name: Janda Group Holdings Inc.

   Address: 4770– 72 Street
   Delta. BC V4K 3N3

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 67 Except Part Subdivided by Plan BCP12803 Section 20 Township 13 NWD Plan 51537

   CIVIC ADDRESS: 3100 – 272 Street

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 subject to the following conditions being to the acceptance to the Township of Langley General Manager of Engineering and Community Development, unless otherwise noted:

   a. Building plans being in substantial compliance with Schedules “A” through “V”;
   b. Section 107.5 of Township Zoning Bylaw No. 2500 being varied for parallel parking space width from a minimum 2.75 metres to 2.1 metres as shown in Schedule “F” of Development Permit No. 101094
   c. Landscape plans being in substantial compliance with Schedules “W” through “DD” and in compliance with the Township’s Street Tree and Boulevard Planting Policy and Age Friendly Amenity Area requirements;
   d. All signage being in compliance with Schedules “U” and “V’ and the Township’s Sign Bylaw, with the exception of the following variances:
      i. Section 8.1.2 of the Township’s Sign Bylaw 2012 No. 4927 being varied to permit a maximum fascia sign area of 10 square metres (107.6 square feet) for ‘Aldergrove Town Centre’ signage as shown on Schedule “U”;
   e. Mechanical equipment and ground level service equipment to be screened from view by compatible architectural and landscape treatments;
   f. All refuse areas to be located within the buildings;

   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. Provision of an exterior lighting impact plan prepared by an electrical engineer in compliance with the provisions of the Township’s Exterior Lighting Impact Policy;
   c. Landscaping and boulevard treatment being secured by letter of credit at the Building Permit stage;

d. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place;
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;
f. Preparation of a CPTED (Crime Prevention Through Environmental Design) report to the acceptance of the Township and incorporation of its recommendations into the final development design;

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 _____, Choose an item..

Attachments:

SCHEDULE A	Rendering
SCHEDULE B	Renderings
SCHEDULE C	Renderings
SCHEDULE D	Renderings
SCHEDULE E	Renderings
SCHEDULE F	Site Plan
SCHEDULE G	Streetscape
SCHEDULE H	Elevations – Building A
SCHEDULE I	Elevations – Building A
SCHEDULE J	Elevations – Building A
SCHEDULE K	Elevations – Building B
SCHEDULE L	Elevations – Building B
SCHEDULE M	Elevations – Building B
SCHEDULE N	Elevations – Building C
SCHEDULE O	Elevations – Building D
SCHEDULE P	Elevations – Building D
SCHEDULE Q	Elevations – Building D
SCHEDULE R	Elevations – Building D

SCHEDULE S	Building D – Level 3-4 Plans
SCHEDULE T	Building D – Level 1-2 Plans
SCHEDULE U	Signage
SCHEDULE V	Signage
SCHEDULE W	Landscape Plan
SCHEDULE X	Landscape Plan
SCHEDULE Y	Landscape Plan
SCHEDULE Z	Landscape Plan
SCHEDULE AA	Landscape Details
SCHEDULE BB	Landscape Details
SCHEDULE CC	Landscape Plan: Building A and B Rooftop Amenity
SCHEDULE DD	Landscape Plan: Building C and D Rooftop Amenity



272 STREET ENTRANCE AND TRANSIT PLAZA

Township of Langley

Est. 1873

SCHEDULE A
RENDERING



AERIAL VIEW FROM 272 STREET



AERIAL VIEW FROM BERTRAND CREEK

Township of Langley

Est. 1873

SCHEDULE B
RENDERINGS



AERIAL VIEW FROM ADJACENT LANE



272 STREET ENTRANCE AND TRANSIT PLAZA

Township of Langley

Est. 1873

SCHEDULE C
RENDERINGS



VIEW FROM INTERNAL ROAD LOOKING WEST



VIEW FROM BUILDING A LOOKING NORTH-EAST

Township of Langley

Est. 1873

SCHEDULE D
RENDERINGS



VIEW FROM INTERNAL ROAD NEAR PARKADE BUILDING



VIEW OF PARKADE BUILDING FROM SOUTH

Township of Langley

Est. 1873

SCHEDULE E
RENDERINGS

SCHEDULE F
SITE PLAN



Township of Langley Est. 1873



INTERNAL STREETSCAPE - NORTH (PLAZA)
SCALE: 1/16" = 1'-0"



STREETSCAPE - WEST (272 STREET)
SCALE: 1/16" = 1'-0"

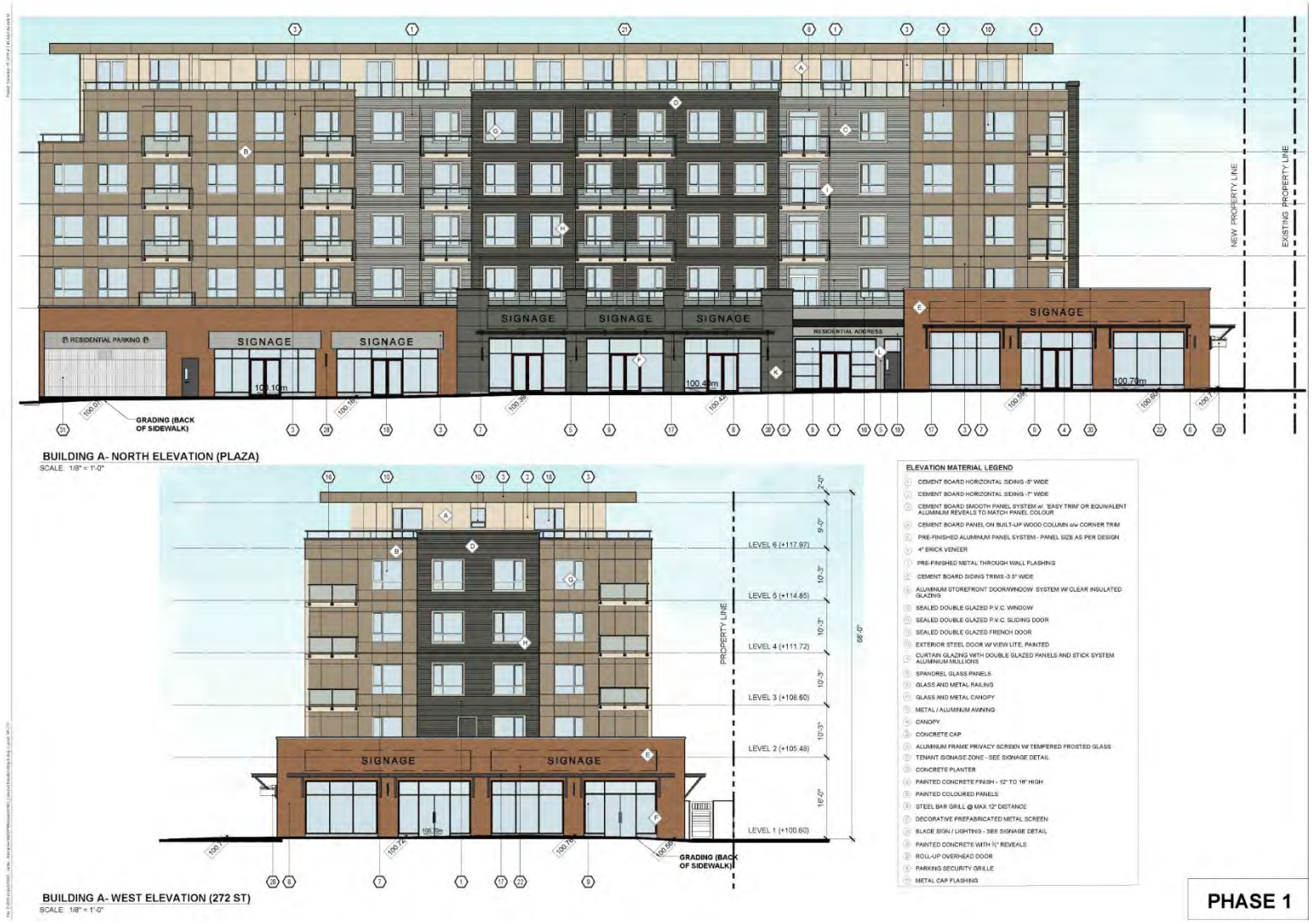


INTERNAL STREETSCAPE - SOUTH (PLAZA)
SCALE: 1/16" = 1'-0"

PHASE 1

Township of Langley
Est. 1873

SCHEDULE G
STREETSCAPE



Township of Langley
Est. 1873

SCHEDULE H
ELEVATIONS – BUILDING A



BUILDING A - SOUTH ELEVATION
SCALE 1/8" = 1'-0"

ELEVATION MATERIAL LEGEND

1. CEMENT BOARD HORIZONTAL SIDING -6" WIDE
2. CEMENT BOARD HORIZONTAL SIDING -7" WIDE
3. CEMENT BOARD SMOOTH PANEL SYSTEM w/ 'EASY TRIM' OR EQUIVALENT ALUMINUM REVEALS TO MATCH PANEL COLOUR
4. CEMENT BOARD PANEL ON BUILT-UP WOOD COLUMN c/w CORNER TRIM
5. PRE-FINISHED ALUMINUM PANEL SYSTEM - PANEL SIZE AS PER DESIGN
6. 4" BRICK VENEER
7. PRE-FINISHED METAL THROUGH WALL FLASHING
8. CEMENT BOARD SIDING TRIMS -3.5" WIDE
9. ALUMINUM STOREFRONT DOOR/WINDOW SYSTEM W/ CLEAR INSULATED GLAZING
10. SEALED DOUBLE GLAZED P.V.C. WINDOW
11. SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR
12. SEALED DOUBLE GLAZED FRENCH DOOR
13. EXTERIOR STEEL DOOR W/ VIEW LITE, PAINTED
14. CURTAIN GLAZING WITH DOUBLE GLAZED PANELS AND STICK SYSTEM ALUMINUM MULLIONS
15. SPANDREL GLASS PANELS
16. GLASS AND METAL RAILING
17. GLASS AND METAL CANOPY
18. METAL / ALUMINUM AWNING
19. CANOPY
20. CONCRETE CAP
21. ALUMINUM FRAME PRIVACY SCREEN W/ TEMPERED FROSTED GLASS
22. TENANT SIGNAGE ZONE - SEE SIGNAGE DETAIL
23. CONCRETE PLANTER
24. PAINTED CONCRETE FINISH
25. PAINTED COLOURED PANELS
26. STEEL BAR GRILL @ MAX 12" DISTANCE
27. DECORATIVE PREFABRICATED METAL SCREEN
28. BLADE SIGN / LIGHTING - SEE SIGNAGE DETAIL
29. PAINTED CONCRETE WITH ½" REVEALS
30. ROLL-UP OVERHEAD DOOR
31. PARKING SECURITY GRILLE
32. METAL CAP FLASHING

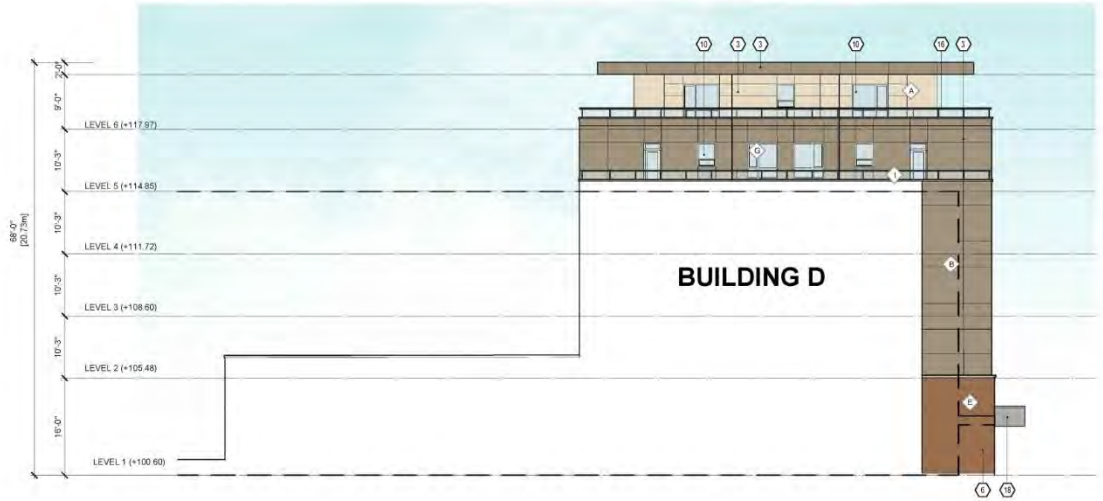
COLOUR SCHEME

- A **Cement Board Panel 1:** James Hardie 'Cobblestone' smooth
- B **Cement Board Panel 3:** James Hardie 'Khaki' smooth
- C **Horizontal Cement board Siding 1:** James Hardie 'Pearl Gray'
- D **Horizontal Cement board Siding 2:** James Hardie 'Rich Espresso'
- E **4" Brick Veneer:** Mutual Material 'Ruby' Mission
- F **Aluminum Storefront:** Kawneer 'Dark Bronze'
- K **Pre-Finished Aluminum Panel:** Westform Metals 'Metro Brown'
- L **Pre-Finished Aluminum Panel:** Westform Metals 'Stone Grey'
- G **Vinyl Window:** White
- H **Window Trim & Column :** James Hardie 'Cobblestone'
- I **Railing :** Black
- J **Painted Concrete :** Benjamin Moore 'Nightingale' AF-670
- M **Painted Concrete :** Benjamin Moore 'Revere Pewter' HC-172
- N **Painted Concrete :** Benjamin Moore 'Bonne Nuit' AF-635

PHASE 1

Township of Langley
Est. 1873

SCHEDULE I
ELEVATIONS – BUILDING A



BUILDING A - EAST ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION MATERIAL LEGEND

1. CEMENT BOARD HORIZONTAL SIDING -5" WIDE
2. CEMENT BOARD HORIZONTAL SIDING -7" WIDE
3. CEMENT BOARD SMOOTH PANEL SYSTEM w/ "EASY TRIM" OR EQUIVALENT ALUMINUM REVEALS TO MATCH PANEL COLOUR
4. CEMENT BOARD PANEL ON BUILT-UP WOOD COLUMN c/w CORNER TRIM
5. PRE-FINISHED ALUMINUM PANEL SYSTEM - PANEL SIZE AS PER DESIGN
6. 4" BRICK VENEER
7. PRE-FINISHED METAL THROUGH WALL FLASHING
8. CEMENT BOARD SIDING TRIMS -3.5" WIDE
9. ALUMINUM STOREFRONT DOOR/WINDOW SYSTEM W/ CLEAR INSULATED GLAZING
10. SEALED DOUBLE GLAZED P.V.C. WINDOW
11. SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR
12. SEALED DOUBLE GLAZED FRENCH DOOR
13. EXTERIOR STEEL DOOR W/ VIEW LITE, PAINTED
14. CURTAIN GLAZING WITH DOUBLE GLAZED PANELS AND STICK SYSTEM ALUMINUM MULLIONS
15. SPANDREL GLASS PANELS
16. GLASS AND METAL RAILING
17. GLASS AND METAL CANOPY
18. METAL / ALUMINUM AWNING
19. CANOPY
20. CONCRETE CAP
21. ALUMINUM FRAME PRIVACY SCREEN W/ TEMPERED FROSTED GLASS
22. TENANT SIGNAGE ZONE - SEE SIGNAGE DETAIL
23. CONCRETE PLANTER
24. PAINTED CONCRETE FINISH - 12" TO 18" HIGH
25. PAINTED COLOURED PANELS
26. STEEL BAR GRILL @ MAX 12" DISTANCE
27. DECORATIVE PREFABRICATED METAL SCREEN
28. BLADE SIGN / LIGHTING - SEE SIGNAGE DETAIL
29. PAINTED CONCRETE WITH ½" REVEALS
30. ROLL-UP OVERHEAD DOOR
31. PARKING SECURITY GRILLE
32. METAL CAP FLASHING

PHASE 1

Township of Langley

Est. 1873

SCHEDULE J
ELEVATIONS – BUILDING A



Township of Langley

Est. 1873

SCHEDULE K
ELEVATIONS – BUILDING B



BUILDING B - EAST ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION MATERIAL LEGEND

1. CEMENT BOARD HORIZONTAL SIDING -5" WIDE
2. CEMENT BOARD HORIZONTAL SIDING -7" WIDE
3. CEMENT BOARD SMOOTH PANEL SYSTEM w/ 'EASY TRIM' OR EQUIVALENT ALUMINUM REVEALS TO MATCH PANEL COLOUR
4. CEMENT BOARD PANEL ON BUILT-UP WOOD COLUMN c/w CORNER TRIM
5. PRE-FINISHED ALUMINUM PANEL SYSTEM - PANEL SIZE AS PER DESIGN
6. 4" BRICK VENEER
7. PRE-FINISHED METAL THROUGH WALL FLASHING
8. CEMENT BOARD SIDING TRIMS -3.5" WIDE
9. ALUMINUM STOREFRONT DOOR/WINDOW SYSTEM W/ CLEAR INSULATED GLAZING
10. SEALED DOUBLE GLAZED P.V.C. WINDOW
11. SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR
12. SEALED DOUBLE GLAZED FRENCH DOOR
13. EXTERIOR STEEL DOOR W/ VIEW LITE, PAINTED
14. CURTAIN GLAZING WITH DOUBLE GLAZED PANELS AND STICK SYSTEM ALUMINUM MULLIONS
15. SPANDREL GLASS PANELS
16. GLASS AND METAL RAILING
17. GLASS AND METAL CANOPY
18. METAL / ALUMINUM AWNING
19. CANOPY
20. CONCRETE CAP
21. ALUMINUM FRAME PRIVACY SCREEN W/ TEMPERED FROSTED GLASS
22. TENANT SIGNAGE ZONE - SEE SIGNAGE DETAIL
23. CONCRETE PLANTER
24. PAINTED CONCRETE FINISH
25. PAINTED COLOURED PANELS
26. STEEL BAR GRILL @ MAX 12" DISTANCE
27. DECORATIVE PREFABRICATED METAL SCREEN
28. BLADE SIGN / LIGHTING - SEE SIGNAGE DETAIL
29. PAINTED CONCRETE WITH ½" REVEALS
30. ROLL-UP OVERHEAD DOOR
31. PARKING SECURITY GRILLE
32. METAL CAP FLASHING

COLOUR SCHEME

- A **Cement Board Panel 1:** James Hardie 'Arctic White' smooth
- B **Pre-Finished Aluminium Panel:** WestForm Metals 'Charcoal Grey'
- C **Cement Board Panel 3:** James Hardie 'Gray Slate' smooth
- D **Horizontal Cement Board Siding 1:** James Hardie 'Gray Slate'
- E **Pre-Finished Aluminium Panel:** WestForm Metals 'Autumn'
- F **Aluminum Storefront:** Kawneer 'Clear'
- G **Window Trim:** James Hardie 'Night Gray'
- H **Column:** James Hardie or James Hardie 'Arctic White' 'Gray Slate'
- I **Vinyl Window:** White
- J **Railing:** Grey
- K **Pre-Finished Aluminium Panel:** WestForm Metals 'Polar White'

PHASE 1

SCHEDULE L
ELEVATIONS – BUILDING B



BUILDING B- NORTH ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION MATERIAL LEGEND

- CEMENT BOARD HORIZONTAL SIDING -5" WIDE
- CEMENT BOARD HORIZONTAL SIDING -7" WIDE
- CEMENT BOARD SMOOTH PANEL SYSTEM w/ "EASY TRIM OR EQUIVALENT ALUMINUM REVEALS TO MATCH PANEL COLOUR
- CEMENT BOARD PANEL ON BUILT-UP WOOD COLUMN c/w CORNER TRIM
- PRE-FINISHED ALUMINUM PANEL SYSTEM - PANEL SIZE AS PER DESIGN
- 4" BRICK VENEER
- PRE-FINISHED METAL THROUGH WALL FLASHING
- CEMENT BOARD SIDING TRIMS -3.5" WIDE
- ALUMINUM STOREFRONT DOOR/WINDOW SYSTEM W/ CLEAR INSULATED GLAZING
- SEALED DOUBLE GLAZED P.V.C. WINDOW
- SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR
- SEALED DOUBLE GLAZED FRENCH DOOR
- EXTERIOR STEEL DOOR W/ VIEW LITE, PAINTED
- CURTAIN GLAZING WITH DOUBLE GLAZED PANELS AND STICK SYSTEM ALUMINUM MULLIONS
- SPANDREL GLASS PANELS
- GLASS AND METAL RAILING
- GLASS AND METAL CANOPY
- METAL / ALUMINUM AWNING
- CANOPY
- CONCRETE CAP
- ALUMINUM FRAME PRIVACY SCREEN W/ TEMPERED FROSTED GLASS
- TENANT SIGNAGE ZONE - SEE SIGNAGE DETAIL
- CONCRETE PLANTER
- PAINTED CONCRETE FINISH
- PAINTED COLOURED PANELS
- STEEL BAR GRILL @ MAX 12" DISTANCE
- DECORATIVE PREFABRICATED METAL SCREEN
- BLADE SIGN / LIGHTING - SEE SIGNAGE DETAIL
- PAINTED CONCRETE WITH ½" REVEALS
- ROLL-UP OVERHEAD DOOR
- PARKING SECURITY GRILLE
- METAL CAP FLASHING

Township of Langley

Est. 1873

SCHEDULE M
ELEVATIONS – BUILDING B

I.5



5.

SCHEDULE N
ELEVATIONS – BUILDING C



BUILDING D- EAST ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION MATERIAL LEGEND

1. CEMENT BOARD HORIZONTAL SIDING -6" WIDE
2. CEMENT BOARD HORIZONTAL SIDING -7" WIDE
3. CEMENT BOARD SMOOTH PANEL SYSTEM w/ 'EASY TRIM' OR EQUIVALENT ALUMINUM REVEALS TO MATCH PANEL COLOUR
4. CEMENT BOARD PANEL ON BUILT-UP WOOD COLUMN c/w CORNER TRIM
5. PRE-FINISHED ALUMINUM PANEL SYSTEM - PANEL SIZE AS PER DESIGN
6. 4" BRICK VENEER
7. PRE-FINISHED METAL THROUGH WALL FLASHING
8. CEMENT BOARD SIDING TRIMS -3.5" WIDE
9. ALUMINUM STOREFRONT DOOR/WINDOW SYSTEM W/ CLEAR INSULATED GLAZING
10. SEALED DOUBLE GLAZED P.V.C. WINDOW
11. SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR
12. SEALED DOUBLE GLAZED FRENCH DOOR
13. EXTERIOR STEEL DOOR W/ VIEW LITE, PAINTED
14. CURTAIN GLAZING WITH DOUBLE GLAZED PANELS AND STICK SYSTEM ALUMINUM MULLIONS
15. SPANDREL GLASS PANELS
16. GLASS AND METAL RAILING
17. GLASS AND METAL CANOPY
18. METAL / ALUMINUM AWNING
19. CANOPY
20. CONCRETE CAP
21. ALUMINUM FRAME PRIVACY SCREEN W/ TEMPERED FROSTED GLASS
22. TENANT SIGNAGE ZONE - SEE SIGNAGE DETAIL
23. CONCRETE PLANTER
24. PAINTED CONCRETE FINISH
25. PAINTED COLOURED PANELS
26. STEEL BAR GRILL @ MAX 12" DISTANCE
27. DECORATIVE PREFABRICATED METAL SCREEN
28. BLADE SIGN / LIGHTING - SEE SIGNAGE DETAIL
29. PAINTED CONCRETE WITH ½" REVEALS
30. ROLL-UP OVERHEAD DOOR
31. PARKING SECURITY GRILLE
32. METAL CAP FLASHING

COLOUR SCHEME

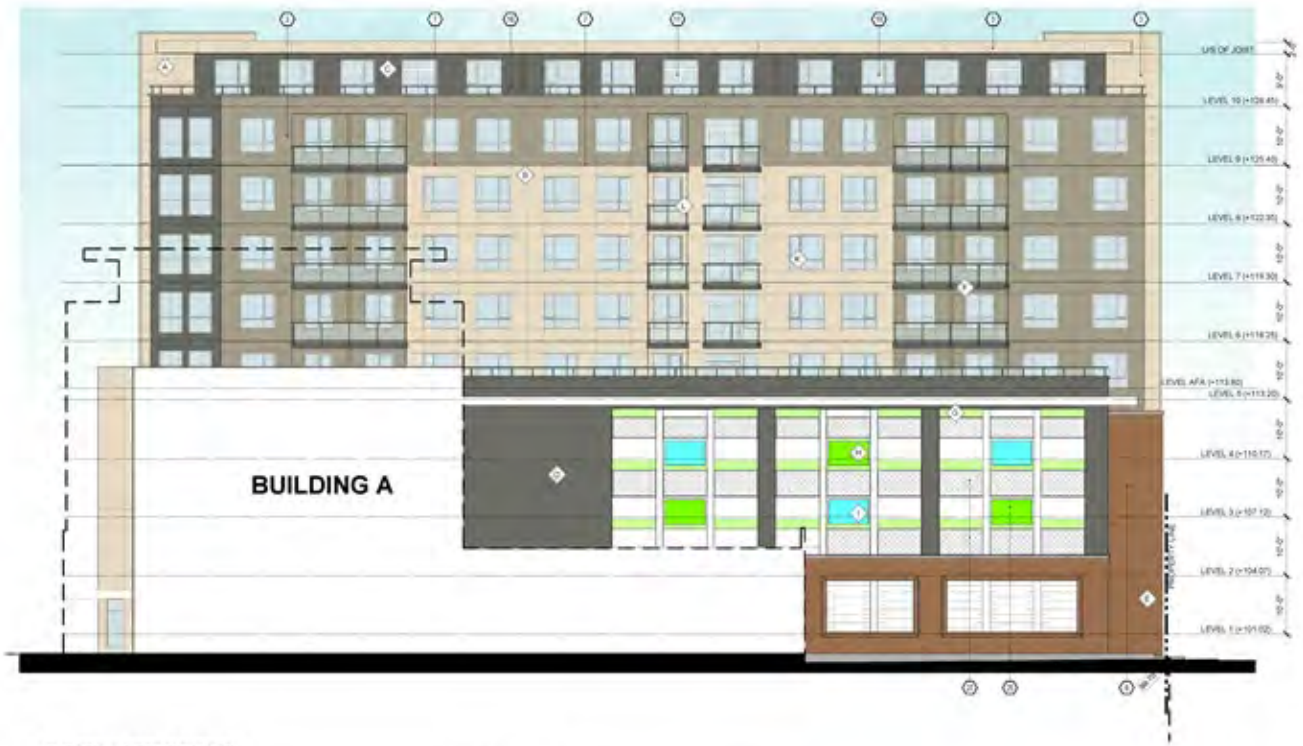
- A — **Cement board Panel 1:** James Hardie 'Cobblestone' smooth
- B — **Cement board Panel 2:** James Hardie 'Monterey Taupe' smooth
- C — **Cement board Panel 3:** James Hardie 'Iron Gray' smooth
- D — **Painted Concrete:** Benjamin Moore 2124-10 Wrought Iron
- E — **4" Brick Veneer:** Mutual Material 'Ruby' Mission
- F — **Deck Fascia:** James Hardie 'Iron Gray'
- G — **Paint 1:** Benjamin Moore 2033-50 Bud Green
- H — **Paint 2:** Benjamin Moore 2033-30 Fresh Scent Green
- I — **Paint 3:** Benjamin Moore 2066-40 Rocky Mountain Sky
- J — **Aluminum Storefront:** Kawneer 'Clear'
- K — **Vinyl Window:** White
- L — **Railing:** Gray

PHASE 1

Township of Langley

Est. 1873

SCHEDULE O
ELEVATIONS – BUILDING D



BUILDING D- WEST ELEVATION

ELEVATION MATERIAL LEGEND

PHASE

Township of Langley

Est. 1873

SCHEDULE P
ELEVATIONS – BUILDING D



BUILDING D- SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION MATERIAL LEGEND

1. CEMENT BOARD HORIZONTAL SIDING -5" WIDE
2. CEMENT BOARD HORIZONTAL SIDING -7" WIDE
3. CEMENT BOARD SMOOTH PANEL SYSTEM w/ 'EASY TRIM' OR EQUIVALENT ALUMINUM REVEALS TO MATCH PANEL COLOUR
4. CEMENT BOARD PANEL ON BUILT-UP WOOD COLUMN c/w CORNER TRIM
5. PRE-FINISHED ALUMINUM PANEL SYSTEM - PANEL SIZE AS PER DESIGN
6. 4" BRICK VENEER
7. PRE-FINISHED METAL THROUGH WALL FLASHING
8. CEMENT BOARD SIDING TRIMS -3.5" WIDE
9. ALUMINUM STOREFRONT DOOR/WINDOW SYSTEM W/ CLEAR INSULATED GLAZING
10. SEALED DOUBLE GLAZED P.V.C. WINDOW
11. SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR
12. SEALED DOUBLE GLAZED FRENCH DOOR
13. EXTERIOR STEEL DOOR W/ VIEW LITE, PAINTED
14. CURTAIN GLAZING WITH DOUBLE GLAZED PANELS AND STICK SYSTEM ALUMINUM MULLIONS
15. SPANDREL GLASS PANELS
16. GLASS AND METAL RAILING
17. GLASS AND METAL CANOPY
18. METAL / ALUMINUM AWNING
19. CANOPY
20. CONCRETE CAP
21. ALUMINUM FRAME PRIVACY SCREEN W/ TEMPERED FROSTED GLASS
22. TENANT SIGNAGE ZONE - SEE SIGNAGE DETAIL
23. CONCRETE PLANTER
24. PAINTED CONCRETE FINISH
25. PAINTED COLOURED PANELS
26. STEEL BAR GRILL @ MAX 12" DISTANCE
27. DECORATIVE PREFABRICATED METAL SCREEN
28. BLADE SIGN / LIGHTING - SEE SIGNAGE DETAIL
29. PAINTED CONCRETE WITH ½" REVEALS
30. ROLL-UP OVERHEAD DOOR
31. PARKING SECURITY GRILLE
32. METAL CAP FLASHING

Township of Langley
Est. 1873

SCHEDULE Q
ELEVATIONS – BUILDING D



BUILDING D- NORTH ELEVATION (PLAZA)
SCALE: 1/8" = 1'-0"

ELEVATION MATERIAL LEGEND

1. CEMENT BOARD HORIZONTAL SIDING -5" WIDE
2. CEMENT BOARD HORIZONTAL SIDING -7" WIDE
3. CEMENT BOARD SMOOTH PANEL SYSTEM w/ 'EASY TRIM' OR EQUIVALENT ALUMINUM REVEALS TO MATCH PANEL COLOUR
4. CEMENT BOARD PANEL ON BUILT-UP WOOD COLUMN c/w CORNER TRIM
5. PRE-FINISHED ALUMINUM PANEL SYSTEM - PANEL SIZE AS PER DESIGN
6. 4" BRICK VENEER
7. PRE-FINISHED METAL THROUGH WALL FLASHING
8. CEMENT BOARD SIDING TRIMS -3.5" WIDE
9. ALUMINUM STOREFRONT DOOR/WINDOW SYSTEM W/ CLEAR INSULATED GLAZING
10. SEALED DOUBLE GLAZED P.V.C. WINDOW
11. SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR
12. SEALED DOUBLE GLAZED FRENCH DOOR
13. EXTERIOR STEEL DOOR W/ VIEW LITE, PAINTED
14. CURTAIN GLAZING WITH DOUBLE GLAZED PANELS AND STICK SYSTEM ALUMINIUM MULLIONS
15. SPANDREL GLASS PANELS
16. GLASS AND METAL RAILING
17. GLASS AND METAL CANOPY
18. METAL / ALUMINUM AWNING
19. CANOPY
20. CONCRETE CAP
21. ALUMINUM FRAME PRIVACY SCREEN W/ TEMPERED FROSTED GLASS
22. TENANT SIGNAGE ZONE - SEE SIGNAGE DETAIL
23. CONCRETE PLANTER
24. PAINTED CONCRETE FINISH
25. PAINTED COLOURED PANELS
26. STEEL BAR GRILL @ MAX 12" DISTANCE
27. DECORATIVE PREFABRICATED METAL SCREEN
28. BLADE SIGN / LIGHTING - SEE SIGNAGE DETAIL
29. PAINTED CONCRETE WITH ½" REVEALS
30. ROLL-UP OVERHEAD DOOR
31. PARKING SECURITY GRILLE
32. METAL CAP FLASHING

Township of Langley
Est. 1873

SCHEDULE R
ELEVATIONS – BUILDING D

I.5



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DEC 19 , 2019 PLANNING REVISIONS
OCT 31 , 2019 PLANNING REVISIONS
AUG 22, 2019 ISSUED FOR COORDINATION
APRIL 22, 2019 ISSUED TO PLANNING-PHASE 1 DP
MARCH 13, 2019 ISSUED FOR PHASE 1 DP

REVISIONS

CONSULTANT

CLIENT
JANDA GROUP

PROJECT
ALDERGROVE TOWN CENTRE
3100 - 272 STREET, ALDERGROVE

DRAWING TITLE
BUILDING D
LEVEL 3-4 PLANS

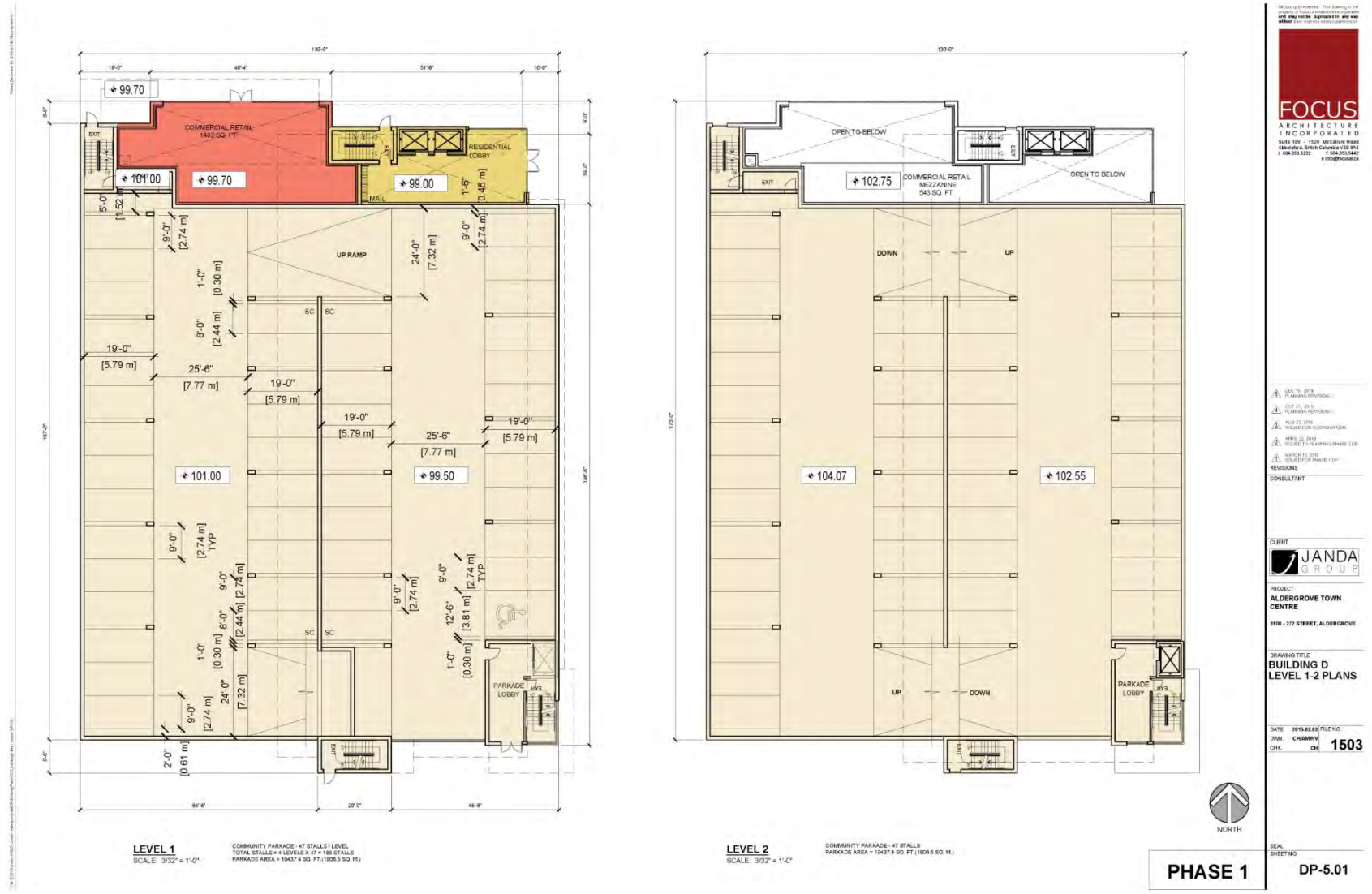
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CHK. CH 1503

SEAL

SHEET NO.
DP-5.02

Township of Langley
Est. 1873

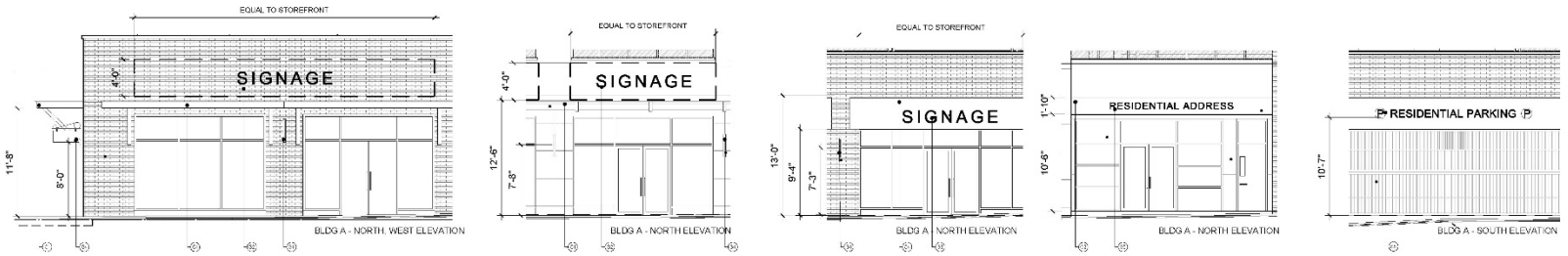
SCHEDULE S
BUILDING D – LEVEL 3-4 PLANS



Township of Langley

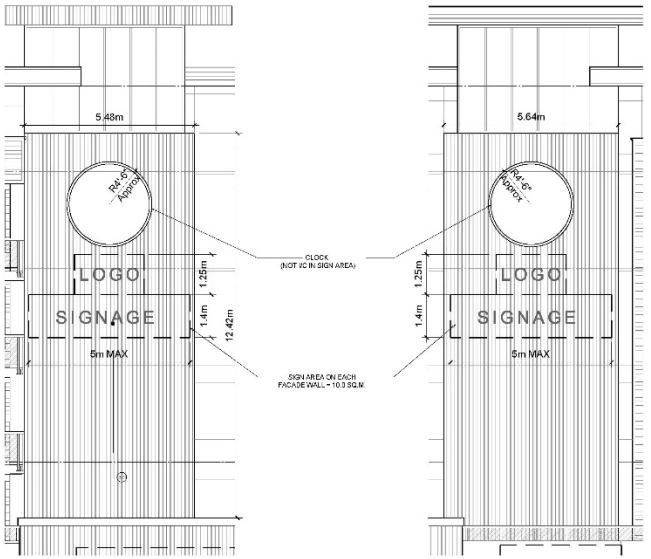
Est. 1873

SCHEDULE T
BUILDING D – LEVEL 1 -2 PLANS



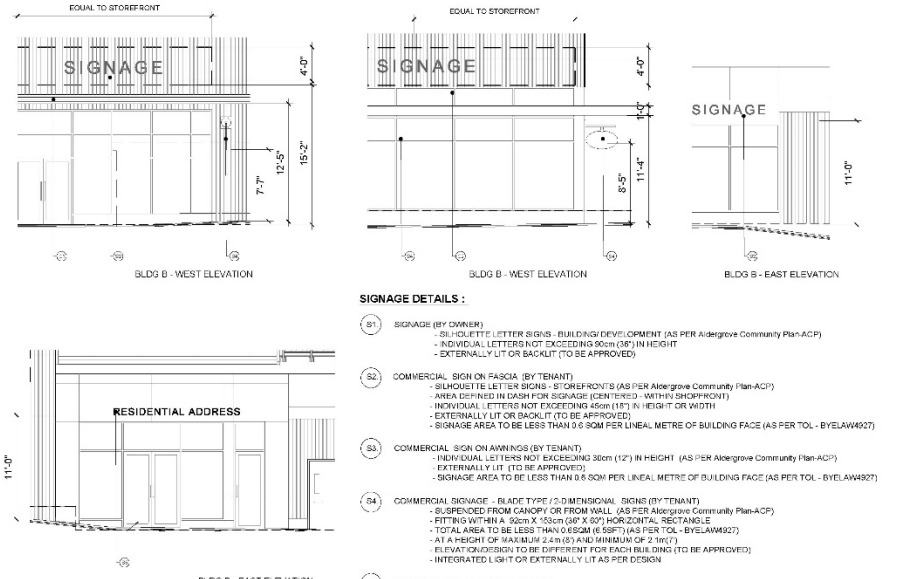
BUILDING A - SIGNAGE & CANOPIES

SCALE: 3/16" = 1'-0"



BUILDING B - SIGNAGE & CANOPIES

SCALE: 3/16" = 1'-0"



SIGNAGE DETAILS :

S1. SIGNAGE (BY OWNER)
- SILHOUETTE LETTER SIGNS - BUILDING/ DEVELOPMENT (AS PER Aldergrove Community Plan-ACP)
- INDIVIDUAL LETTERS NOT EXCEEDING 90cm (36") IN HEIGHT
- EXTERNALLY LIT OR BACKLIT (TO BE APPROVED)

S2. COMMERCIAL SIGN ON FASCIA (BY TENANT)
- SILHOUETTE LETTER SIGNS - STOREFRONTS (AS PER Aldergrove Community Plan-ACP)
- AREA DEFINED IN DASH FOR SIGNAGE (CENTERED - WITHIN SHOPFRONT)
- INDIVIDUAL LETTERS NOT EXCEEDING 45cm (18") IN HEIGHT OR WIDTH
- EXTERNALLY LIT OR BACKLIT (TO BE APPROVED)
- SIGNAGE AREA TO BE LESS THAN 0.6 SQM PER LINEAL METRE OF BUILDING FACE (AS PER TOL - BYELAW4927)

S3. COMMERCIAL SIGN ON AWNINGS (BY TENANT)
- INDIVIDUAL LETTERS NOT EXCEEDING 30cm (12") IN HEIGHT (AS PER Aldergrove Community Plan-ACP)
- EXTERNALLY LIT (TO BE APPROVED)
- SIGNAGE AREA TO BE LESS THAN 0.6 SQM PER LINEAL METRE OF BUILDING FACE (AS PER TOL - BYELAW4927)

S4. COMMERCIAL SIGNAGE - BLADE TYPE / 3-DIMENSIONAL SIGNS (BY TENANT)
- SUSPENDED FROM CANOPY OR FROM WALL (AS PER Aldergrove Community Plan-ACP)
- FITTING WITHIN A 92cm X 153cm (36" X 60") HORIZONTAL RECTANGLE
- TOTAL AREA TO BE LESS THAN 0.6SQM (6.5SFT) (AS PER TOL - BYELAW4927)
- AT A HEIGHT OF MAXIMUM 2.4m (8') AND MINIMUM OF 2.1m(7')
- ELEVATION/DESIGN TO BE DIFFERENT FOR EACH BUILDING (TO BE APPROVED)
- INTEGRATED LIGHT OR EXTERNALLY LIT AS PER DESIGN

S5. RESIDENTIAL/ IDENTIFICATION SIGNAGE
- SILHOUETTE LETTER SIGNS - (AS PER Aldergrove Community Plan-ACP)
- AREA NOT EXCEEDING 0.6SQM (6.5 SFT)
- AT A HEIGHT OF MAXIMUM 4 m (12') AND MINIMUM OF 2.1m(7')
- GOOSENECK LIGHT OR BACKLIT AS PER DESIGN

CANOPY DETAILS :

C1. GLASS & METAL CANOPY DESIGN

C2. BOX SHAPE CANOPY DESIGN - MIN450mm(1'-6") TO MAX 600mm (1'-6")THICK INCLUDING SLOPE AND DRAINAGE

C3. METAL/WOOD CANOPY DESIGN - MIN 300mm (1'-0")THICK WITH SLOPE AND DRAINAGE

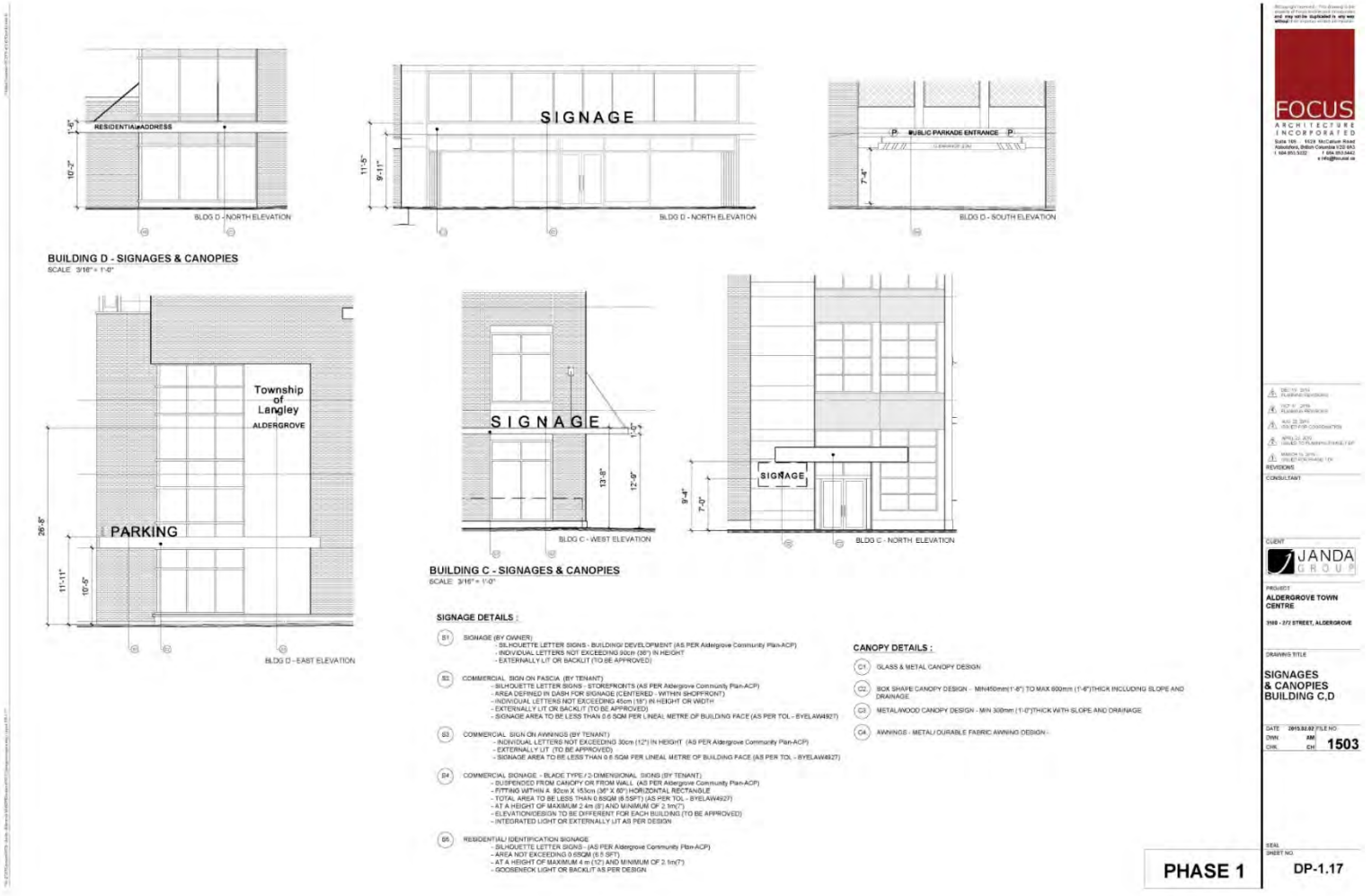
C4. AWNINGS - METAL/ DURABLE FABRIC AWNING DESIGN -

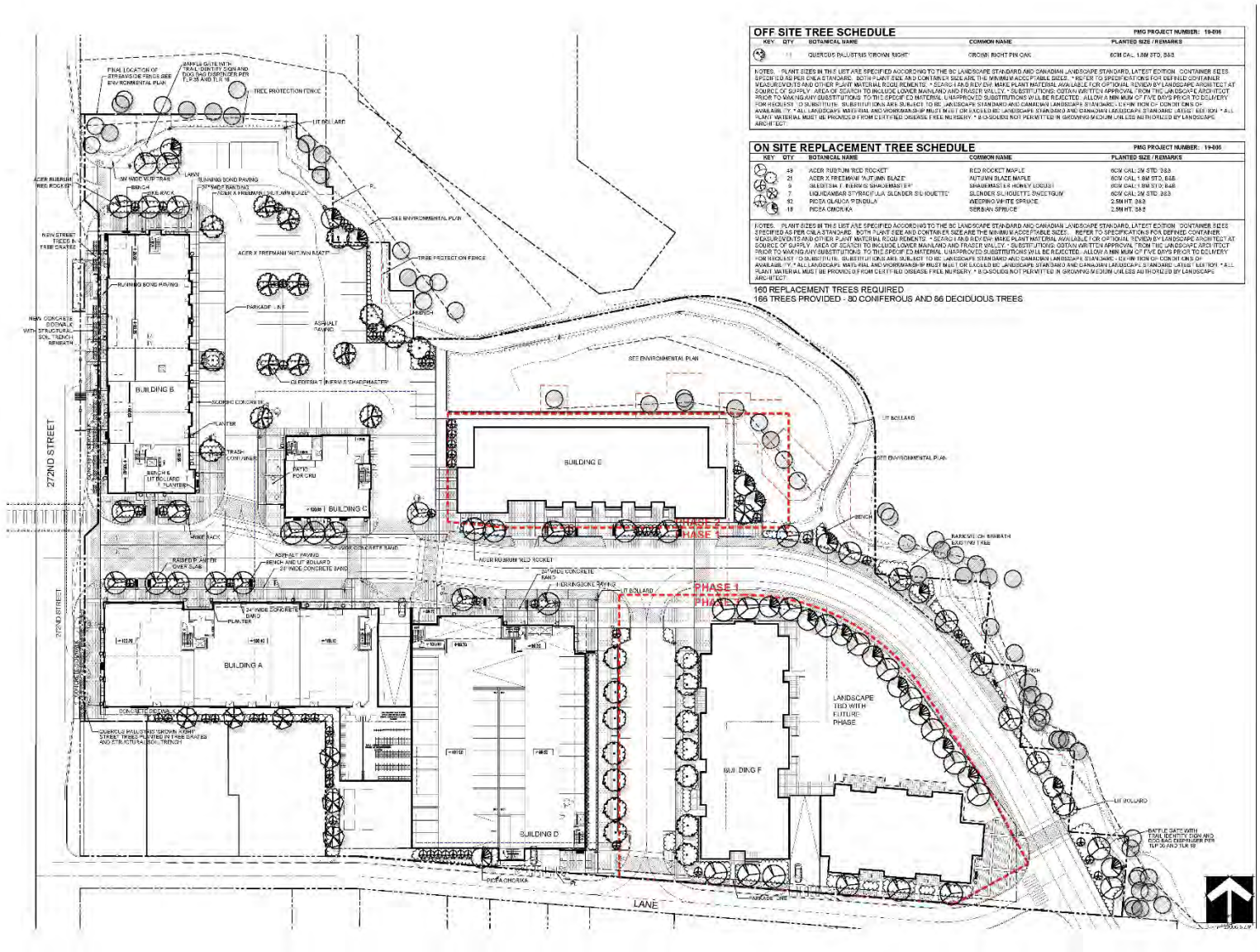
PHASE 1

Township of Langley

Est. 1873

SCHEDULE U
SIGNAGE


RESIDENTIAL ADDRESS
BLDG D - NORTH ELEVATION
SIGNAGE
BLDG D - NORTH ELEVATION
PUBLIC PARKADE ENTRANCE
BLDG D - SOUTH ELEVATION
BUILDING D - SIGNAGES & CANOPIES
SCALE: 3/16" = 1'-0"
Township of Langley
ALDERGROVE
PARKING
BLDG D - EAST ELEVATION
SIGNAGE
BLDG C - WEST ELEVATION
SIGNAGE
BLDG C - NORTH ELEVATION
BUILDING C - SIGNAGES & CANOPIES
SCALE: 3/16" = 1'-0"
SIGNAGE DETAILS :
S1 SIGNAGE (BY OWNER)
- SILHOUETTE LETTER SIGNS - BUILDING/ DEVELOPMENT (AS PER Aldergrove Community Plan-ACP)
- INDIVIDUAL LETTERS NOT EXCEEDING 60cm (36") IN HEIGHT
- EXTERNALLY LIT OR BACKLIT (TO BE APPROVED)
S2 COMMERCIAL SIGN ON FASCIA (BY TENANT)
- SILHOUETTE LETTER SIGNS - STOREFRONTS (AS PER Aldergrove Community Plan-ACP)
- AREA DEFINED IN DASH FOR SIGNAGE (CENTERED - WITHIN SHOPFRONT)
- INDIVIDUAL LETTERS NOT EXCEEDING 45cm (18") IN HEIGHT OR WIDTH
- EXTERNALLY LIT OR BACKLIT (TO BE APPROVED)
- SIGNAGE AREA TO BE LESS THAN 0.6 SQM PER LINEAL METRE OF BUILDING FACE (AS PER TOL - BYELAW4927)
S3 COMMERCIAL SIGN ON AWNINGS (BY TENANT)
- INDIVIDUAL LETTERS NOT EXCEEDING 30cm (12") IN HEIGHT (AS PER Aldergrove Community Plan-ACP)
- EXTERNALLY LIT (TO BE APPROVED)
- SIGNAGE AREA TO BE LESS THAN 0.6 SQM PER LINEAL METRE OF BUILDING FACE (AS PER TOL - BYELAW4927)
S4 COMMERCIAL SIGNAGE - BLADE TYPE / 2-DIMENSIONAL SIGNS (BY TENANT)
- SUSPENDED FROM CANOPY OR FROM WALL (AS PER Aldergrove Community Plan-ACP)
- FITTING WITHIN A 82cm X 153cm (36" X 60") HORIZONTAL RECTANGLE
- TOTAL AREA TO BE LESS THAN 0.85QM (9.5SFT) (AS PER TOL - BYELAW4927)
- AT A HEIGHT OF MAXIMUM 2.4m (8') AND MINIMUM OF 2.1m(7')
- ELEVATION/DESIGN TO BE DIFFERENT FOR EACH BUILDING (TO BE APPROVED)
- INTEGRATED LIGHT OR EXTERNALLY LIT AS PER DESIGN
S5 RESIDENTIAL/ IDENTIFICATION SIGNAGE
- SILHOUETTE LETTER SIGNS - (AS PER Aldergrove Community Plan-ACP)
- AREA NOT EXCEEDING 0.65QM (6.5 SFT)
- AT A HEIGHT OF MAXIMUM 4 m (12') AND MINIMUM OF 2.1m(7')
- GOOSENECK LIGHT OR BACKLIT AS PER DESIGN
CANOPY DETAILS :
C1 GLASS & METAL CANOPY DESIGN
C2 BOX SHAPE CANOPY DESIGN - MIN450mm(1'-6") TO MAX 600mm (1'-6")THICK INCLUDING SLOPE AND DRAINAGE
C3 METAL/WOOD CANOPY DESIGN - MIN 300mm (1'-0")THICK WITH SLOPE AND DRAINAGE
C4 AWNINGS - METAL/ DURABLE FABRIC AWNING DESIGN -
FOCUS
ARCHITECTURE INCORPORATED
REVISIONS
CONSULTANT
CLIENT
JANDA GROUP
PROJECT
ALDERGROVE TOWN CENTRE
3100 - 272 STREET, ALDERGROVE
DRAWING TITLE
SIGNAGES & CANOPIES BUILDING C,D
DATE 2015.02.02 FILE NO.
DWN AM
CHK CH 1503
SEAL
SHEET NO.
PHASE 1
DP-1.17

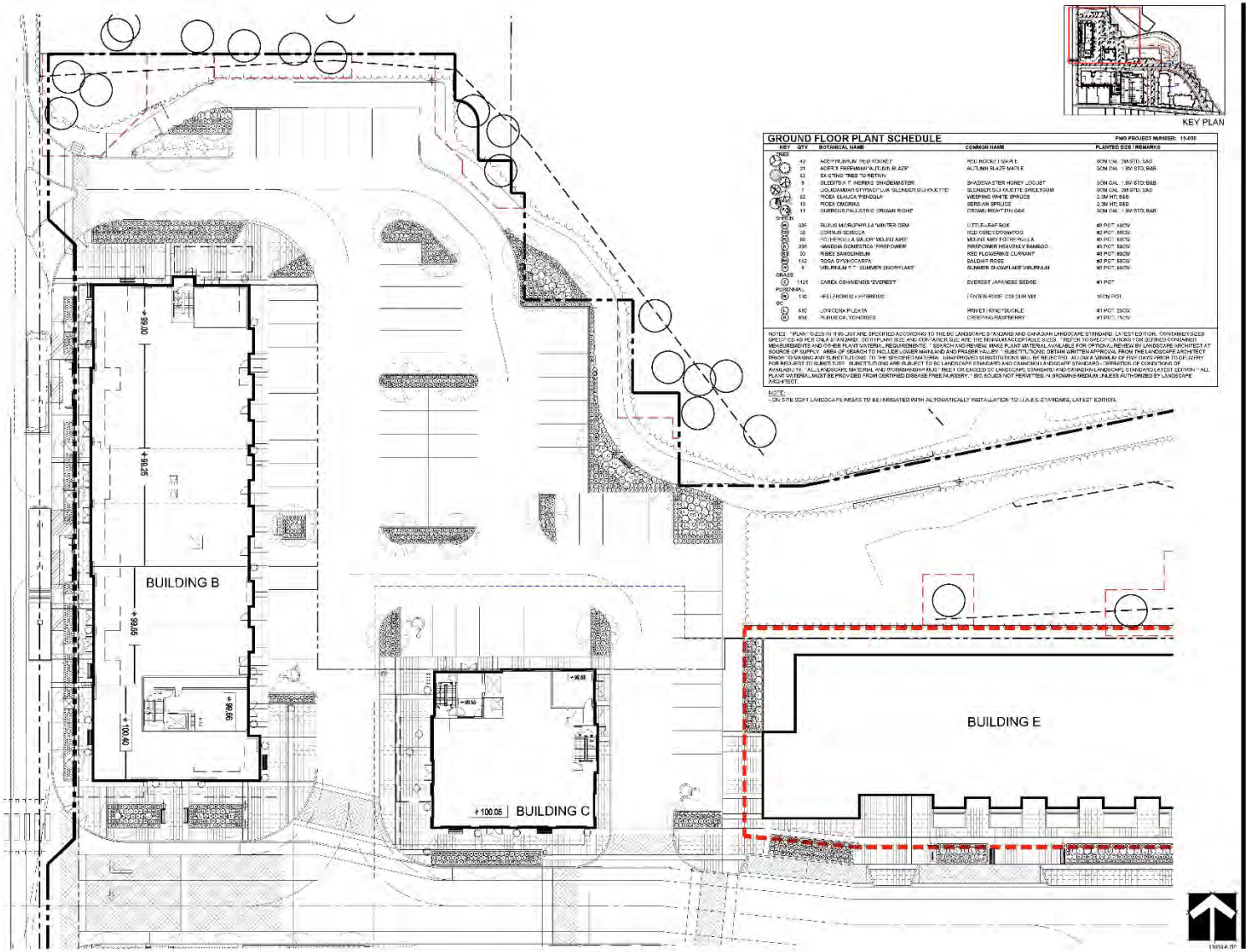


Township of Langley

Est. 1873

SCHEDULE W
LANDSCAPE PLAN

N



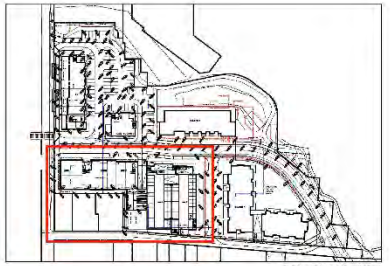
Township of Langley

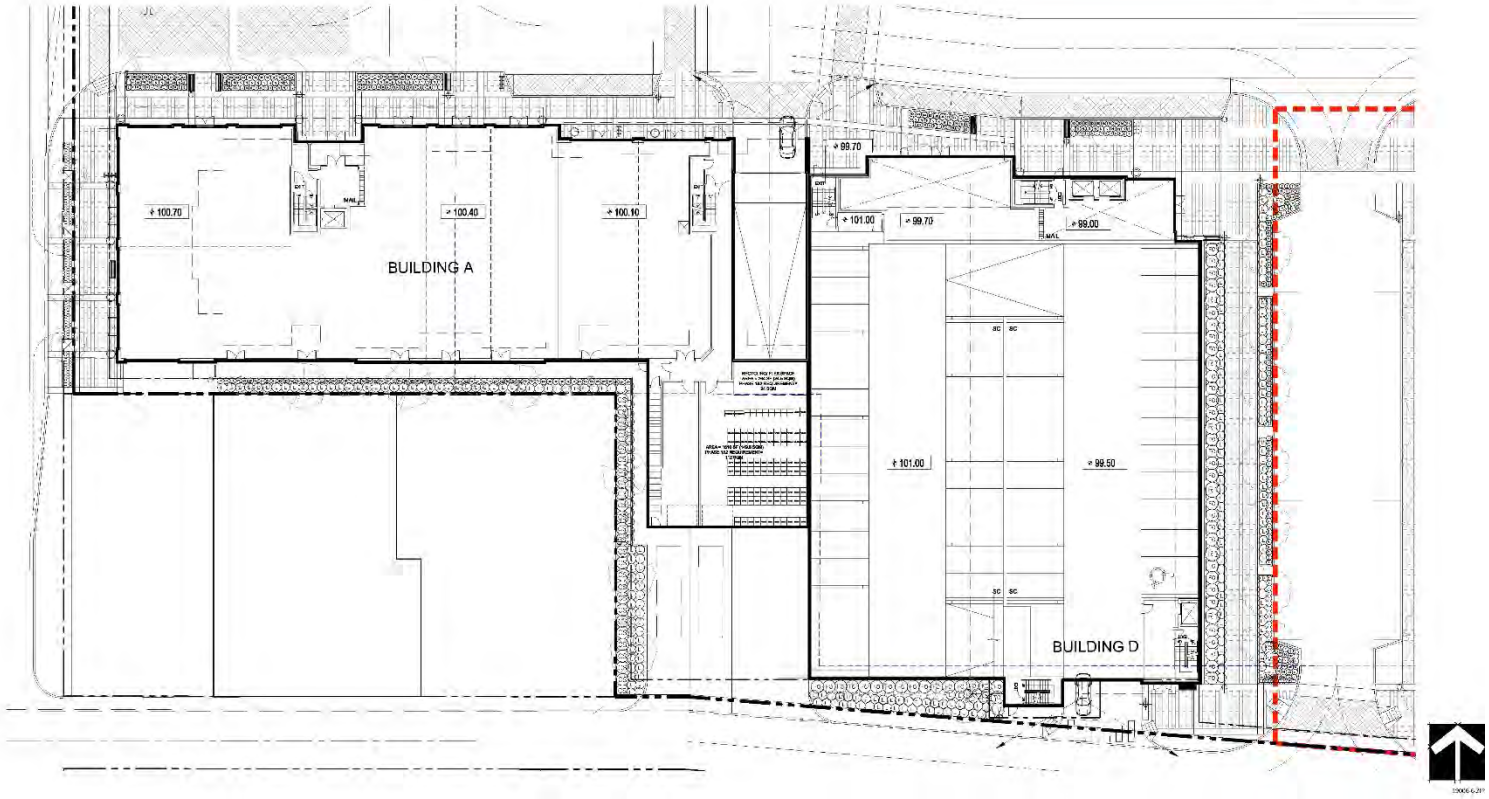
Est. 1873

SCHEDULE X
LANDSCAPE PLAN

N







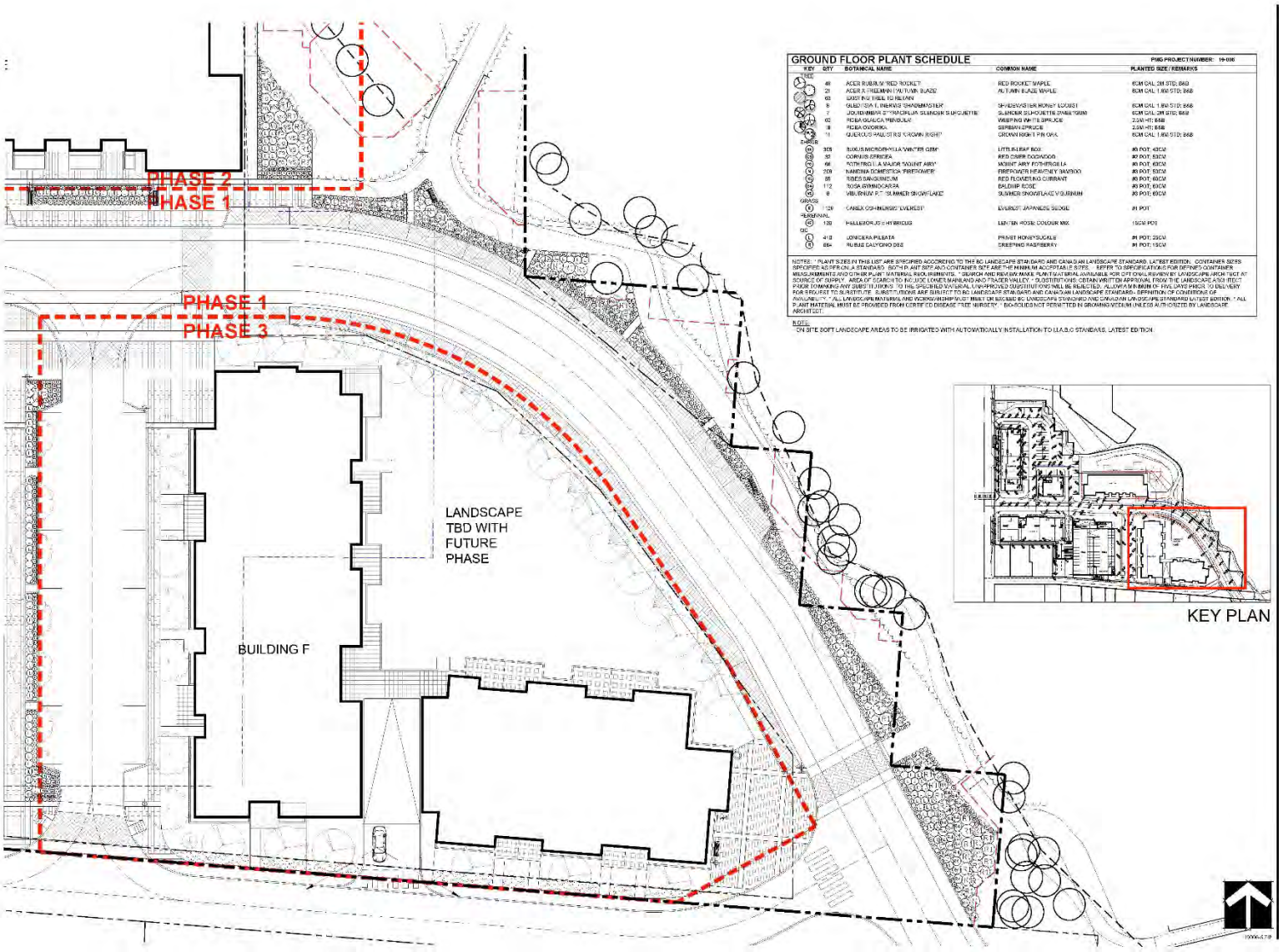
Township of Langley

Est. 1873

SCHEDULE Y
LANDSCAPE PLAN

N

I.5



GROUND FLOOR PLANT SCHEDULE

PMG PROJECT NUMBER: 19-006

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE				
	48	ACER RUBRUM 'RED ROCKET'	RED ROCKET MAPLE	6CM CAL; 2M STD; B&B
	21	ACER X FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE MAPLE	6CM CAL; 1.8M STD; B&B
	63	GROWING TREE TO REMAIN		
	5	GLEDITSIA T. INERMIS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	6CM CAL; 1.8M STD; B&B
	7	JUGLANS REGIA 'CARPATHIAN SLENDER SILHOUETTE'	SLENDER SILHOUETTE ENGLISH WALNUT	6CM CAL; 2M STD; B&B
	62	PICEA GLAUCA 'PENDULA'	WEEPING WHITE SPRUCE	2.5M HT; B&B
	8	PICEA OMORIKA	SERBIAN SPRUCE	2.5M HT; B&B
	11	QUERCUS RUBRA 'CROWN RIGHT'	CROWN RIGHT PIN OAK	6CM CAL; 1.8M STD; B&B
SHRUB				
	305	BUXUS MICROPHYLLA 'WINTER GEM'	LITTLE-LEAF BOX	#5 POT; 40CM
	51	CORNUS SERICEA	RED OSIER DOGWOOD	#2 POT; 50CM
	66	ROTHRODLA MAJOR 'SKOLIMT ARY'	MOUNT ARY ROTHRODLA	#5 POT; 60CM
	209	NANDINA DOMESTICA 'FIREPOWER'	FIREPOWER HEAVENLY BAMBOO	#5 POT; 50CM
	88	RIBES SANGUINEUM	RED FLOWERING CURRANT	#5 POT; 60CM
	112	ROSA GYMNOCARPA	BALDHIP ROSE	#5 POT; 60CM
	8	VIBURNUM P.T. 'SUMMER SNOWFLAKE'	SUMMER SNOWFLAKE VIBURNUM	#5 POT; 60CM
GRASS				
A	128	CAREX OSHIMENSIS 'EVEREST'	EVEREST JAPANESE SEDGE	#1 POT
PERENNIAL				
H	130	HELLEBORUS HYBRIDUS	LENTEN ROSE COLOUR MIX	15CM POT
GC				
L	418	LONICERA PILSATA	PRIVET HONEYSUCKLE	#1 POT; 25CM
R	664	RUBUS CALYCINOIDES	CREEPING RASPBERRY	#1 POT; 15CM

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 ON.LA 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 CITY OWL 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 NATURAL LOOKING 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. * BOX SOD IS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

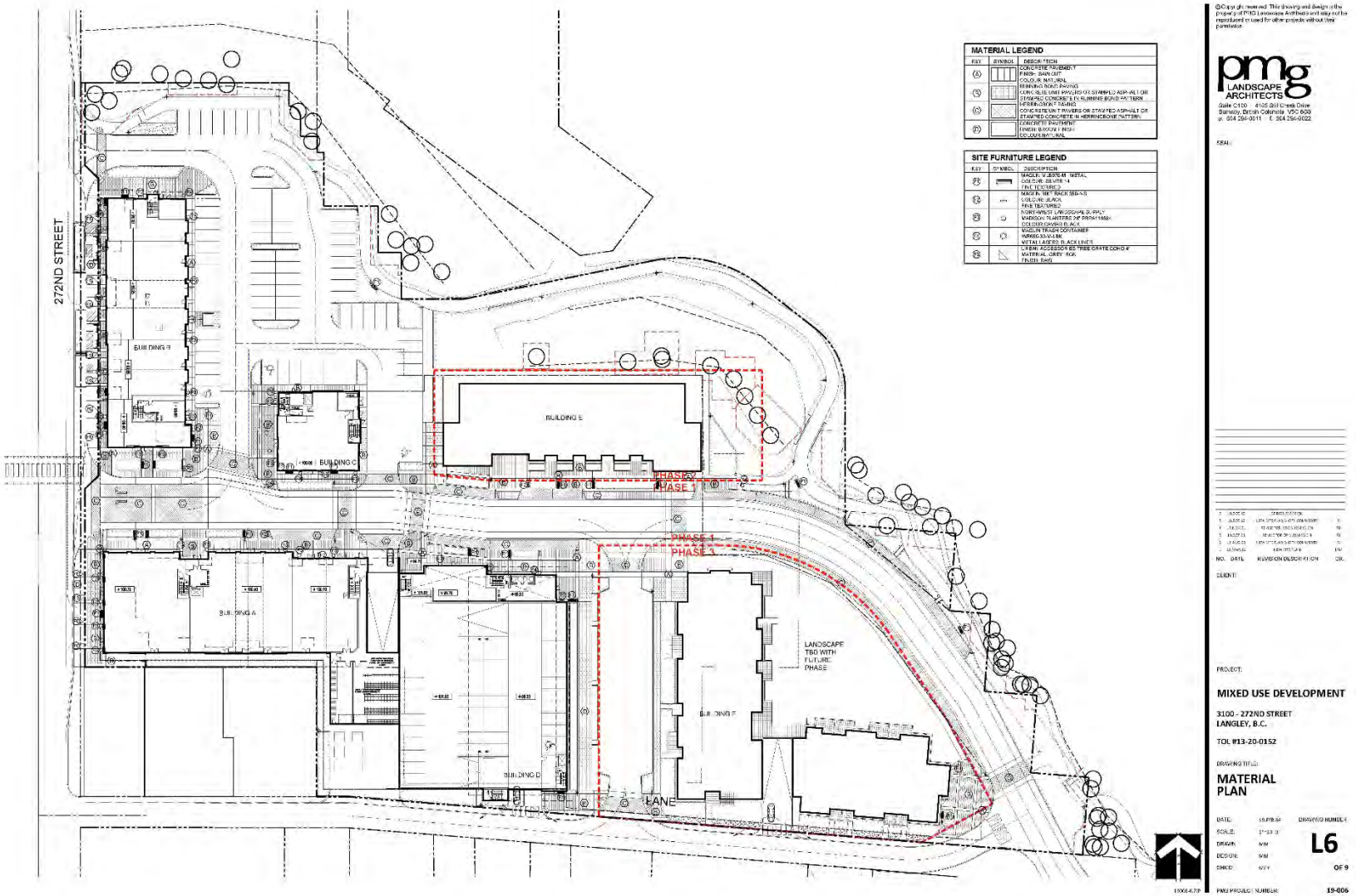
NOTE:
ON SITE SOFT LANDSCAPE AREAS TO BE IRRIGATED WITH AUTOMATICALLY INSTALLATION TO LIA.B.C STANDARDS, LATEST EDITION.

Township of Langley

Est. 1873

SCHEDULE Z
LANDSCAPE PLAN

I.5

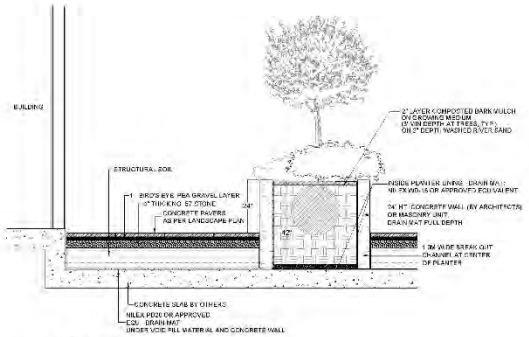


Township of Langley

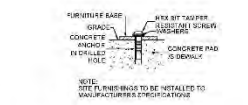
Est. 1873

SCHEDULE AA
LANDSCAPE PLAN

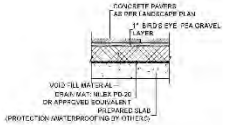
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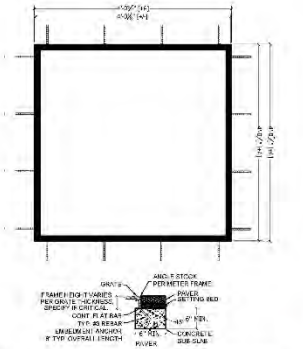
1 L7 LANDSCAPE AT SLAB DROP



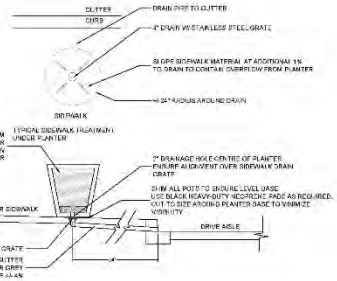
3 L7 SITE FURNITURE MOUNTING



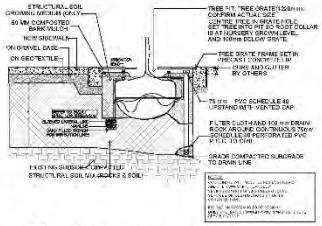
4 L7 PAVERS AT SLAB DROP



5 L7 URBAN ACCESSORIES TREE GRATE DETAIL



2 L7 TYPICAL PLANTER SECTION AND GUTTER DRAINAGE



6 L7 STRUCTURAL SOIL SECTION







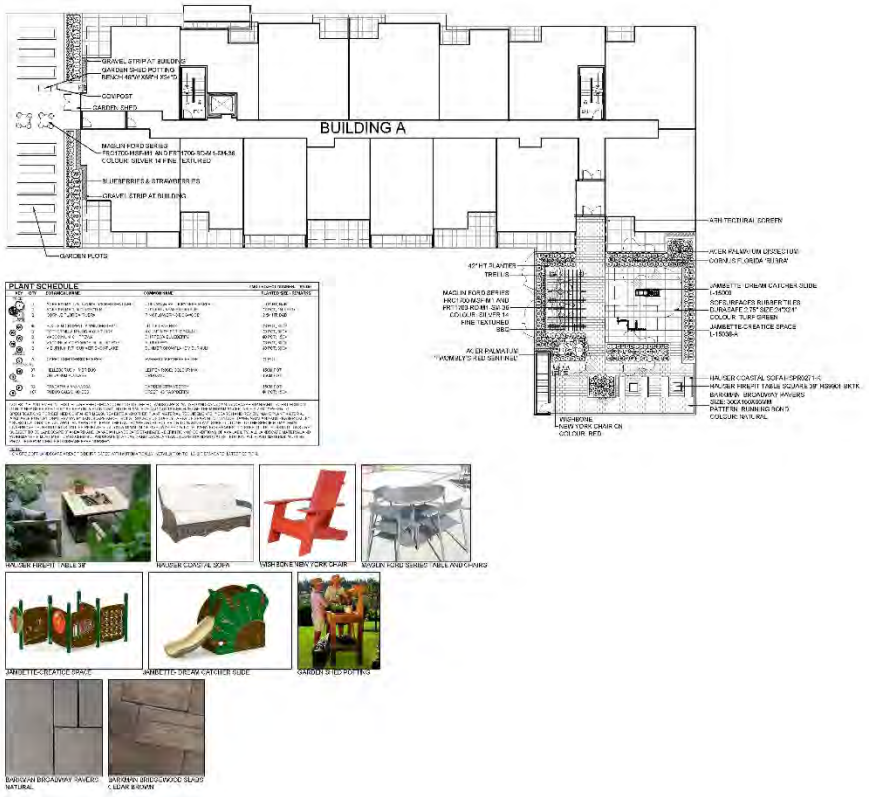


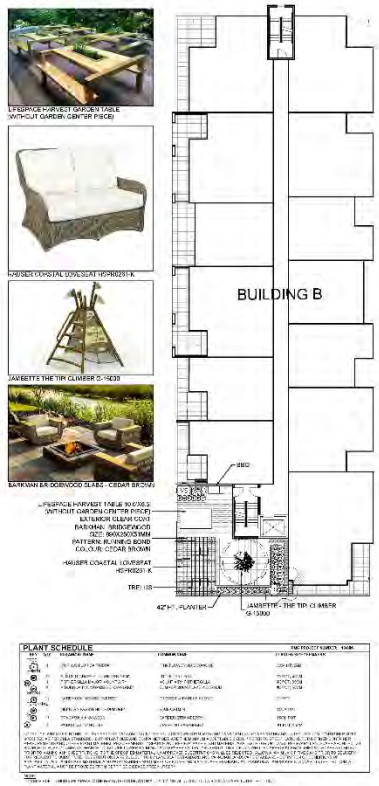


Township of Langley

Est. 1873

SCHEDULE BB
LANDSCAPE DETAILS



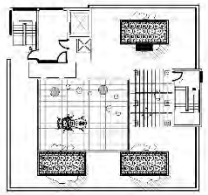


Township of Langley

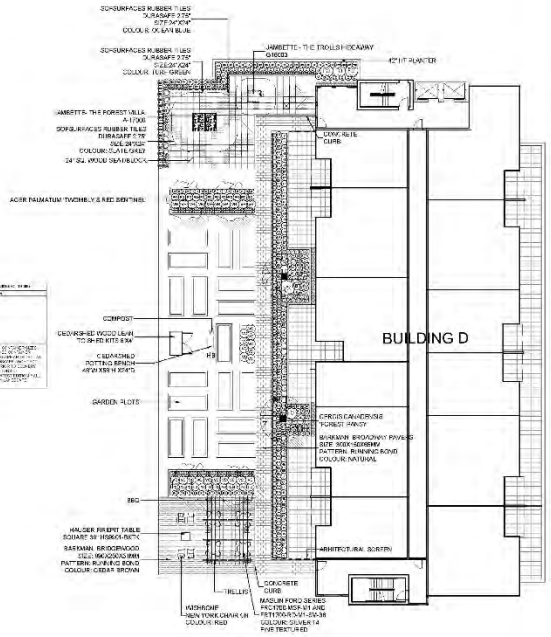
Est. 1873

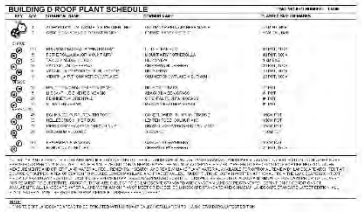
SCHEDULE CC
LANDSCAPE PLAN: BUILDING A AND B ROOFTOP AMENITY











Township of Langley
Est. 1873

SCHEDULE DD
LANDSCAPE PLAN: BUILDING C AND D ROOFTOP AMENITY

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101095

This Permit is issued this _____day of _____, 2020 to:

1. Name: Janda Group Holdings Inc.

   Address: 8338 – 120 Street

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 67 Except Part Subdivided by Plan BCP 12803, Section 20 Township 13 NWD Plan NWP51537

   CIVIC ADDRESS: 3100 – 272 Street

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 as follows:

   a. Protection of Streamside Protection and Enhancement Development Permit Areas (SPEAs) consistent with Schedules A and B to the acceptance of the Township of Langley General Manager of Engineering and Community Development;
   b. Township acceptance of a submission addressing information requirements outlined in Section 4.20 of Schedule 3 of Langley Official Community Plan Bylaw 1979 No. 1842 (as amended), including registration of restrictive covenant, enhancement and restoration plan and completion timeline, fencing and signage, and security;
   c. Written designation of an Environmental Monitor for the project acknowledging the Environmental Monitor has the authority to stop any work(s) that, in the Environmental Monitor's opinion, have the potential to impact on SPEAs; and
   d. Obtainment of relevant senior government environmental regulatory agency approvals and/or submission of notifications and provisions of copies of approval/submissions to the Township; and further

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.

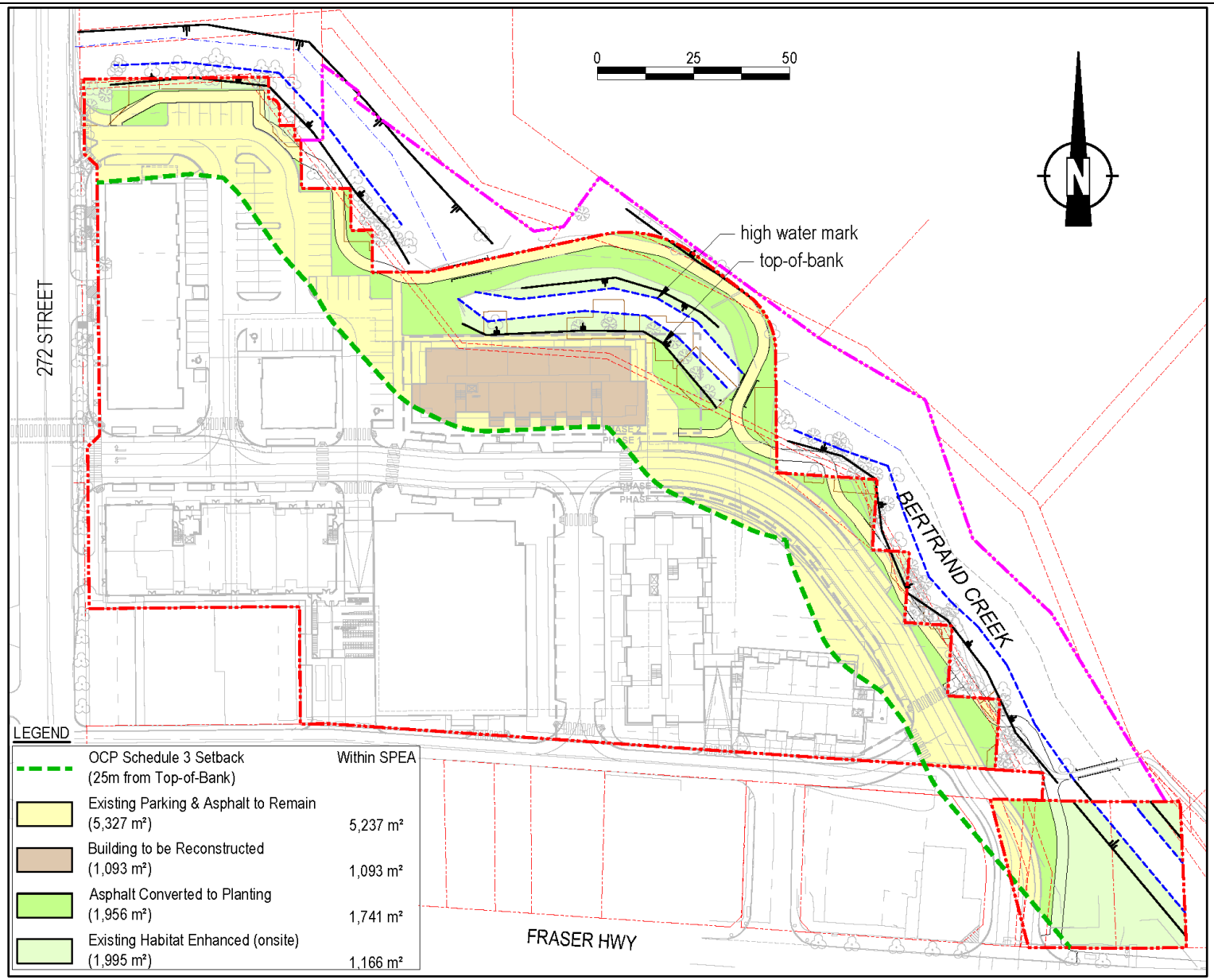
It is understood and agreed that the Municipality has made no representations, covenants, warranties, guarantees, promises or agreement (verbal or otherwise) with the developer other than those in this Permit.

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 _____, 2020

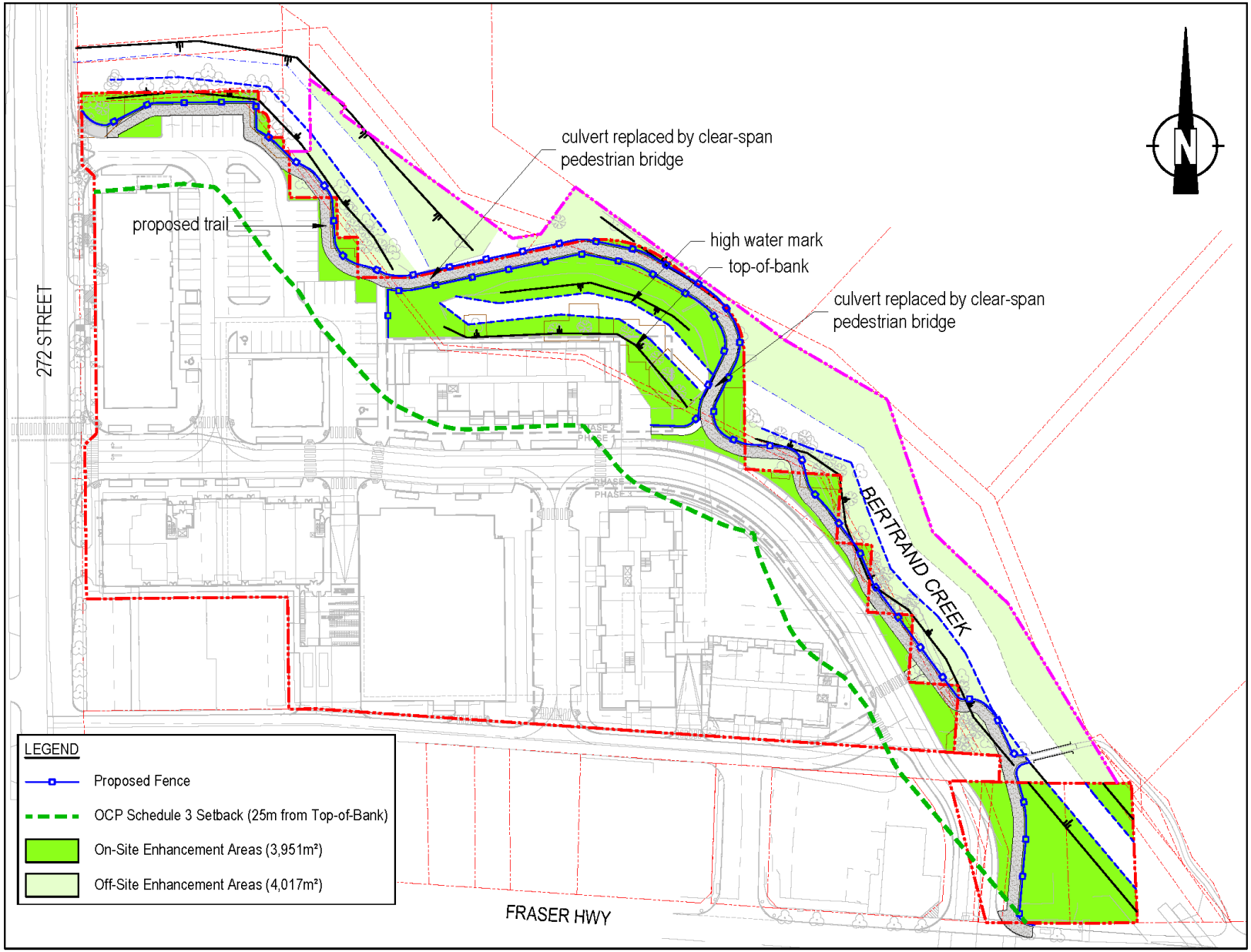
Attachments:

SCHEDULE A	Streamside Protection And Enhancement Area
SCHEDULE B	Streamside Enhancement Areas



Township of Langley
Est. 1873

SCHEDULE A
STREAMSIDE PROTECTION AND ENHANCEMENT AREA



Township of Langley
Est. 1873

SCHEDULE B
STREAMSIDE ENHANCEMENT AREAS

From: Ruby Sandher
To: CD Agenda Bylaw
Cc: Dave Lind
Subject: Item for November 22, 2021 Council meeting agenda Bylaw No 5550 (Janda Group Holdings Ltd.)
Date: Wednesday, November 17, 2021 11:28:21 AM
Attachments: image001.png

1. Please place Bylaw # 5550 (Janda Group Holdings Ltd.) on the Council agenda of November 22, 2021 for consideration of final reading and adoption.
2. Please note that all development prerequisites listed in the Community Development Division report to Council of January 27, 2020 attached to the Bylaw have been satisfactorily addressed.
3. Please note that pursuant to council's resolution at third reading, staff have entered into a provision agreement with the proponent based upon the framework outlined in the February 24, 2020 resolution.
4. The Public Hearing for the Bylaw was held on February 10, 2020 with third reading given on February 24, 2020.
5. In accordance with Council policy, staff advise that the public hearing for the Bylaw was held more than a year prior to the proposed final reading date. Although resolution of the development prerequisite items was on-going and the on-site rezoning signs remained in place, the Bylaw was delayed while the applicant was working to finalize the provision agreement.
6. Also, please place accompanying Development Permit Nos. 101094 and 101095 on the same agenda for issuance by Council.

Thank you,

Ruby Sandher, MCIP, RPP | Planner
Development Services | Community Development
20338 – 65 Avenue, Langley, BC V2Y 3J1
604.533.6057
Web | Facebook | Twitter | YouTube

From: MCF Info MCF:EX <MCF.Info@gov.bc.ca>
Sent: Friday, October 29, 2021 3:44 PM
To: INFO <info@tol.ca>
Subject: [EXTERNAL] Letter from Cory Heavener and Renaa Bacy, Office of the Provincial Director of Child Welfare

VIA E-MAIL
Ref: 264010

His Worship Mayor Jack Froese and Council
Township of Langley
E-mail: info@tol.ca

Dear Mayor Froese and Council:

As the Provincial Director of Child Welfare and Provincial Director of Adoption and Permanency, we are honoured to proclaim November as Adoption Awareness Month. This month is about raising awareness for adoption in British Columbia and celebrating the families who have welcomed children and youth as permanent members of their family.

Every child deserves the love and support of a nurturing family. November is about celebrating the adoptive families that have made a difference in the lives of children by providing care, guidance, and a sense of belonging. Adoptive families are committed to ensuring stability and sharing their love, whether that is in their role as parent, sibling, or extended family member.

November is also about recognizing that there are children who are still waiting for permanent homes. There continues to be a need for more adoptive families in British Columbia to offer their support to help children grow and develop into their full potential.

There are many online resources, information, and support services that can help families who are considering adoption. Adopt BC Kids is an online portal that allows British Columbians wishing to adopt children and youth from foster care to complete an adoption application. The Adoptive Families Association of British Columbia provides information and support services for families who wish to adopt now or in the future. We encourage you to share these resources with your community members who are interested in learning more about adoption or who are ready to open their hearts and homes.

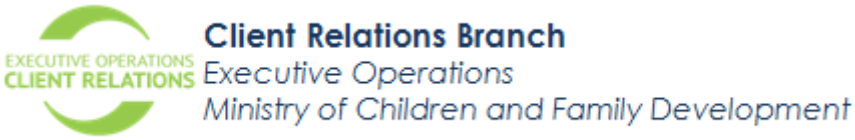
Please join us in celebrating November as Adoption Awareness Month to recognize all the individuals who have grown their family and their hearts through adoption, and to all those who may do so in the future. On behalf of the Government of British Columbia, thank you for your continued leadership in supporting adoptive families in your community.

Sincerely,

Cory Heavener
Assistant Deputy Minister and
Provincial Director of Child Welfare

Renaa Bacy
Provincial Director of Adoption

Sent on behalf of the Office of the Provincial Director of Child Welfare by:



This communication and any accompanying document is confidential and is intended solely for the addressed recipient(s). If you received this e-mail message in error, please delete the e-mail and any attachments and contact the Client Relations Branch, Ministry of Children and Family Development at: MCF.Info@gov.bc.ca.

Township of Langley
Est. 1873

AGRICULTURAL ADVISORY AND ECONOMIC ENHANCEMENT COMMITTEE

Wednesday, October 27, 2021 at 7:00pm
Via Zoom

M I N U T E S

Present:
J. Caldarella, Community Co-Chair
Councillor B. Whitmarsh, Council Co-Chair

C. Allison, B. Pearson, B. Sharp, and A. Smith

Guests:
E, Berube - Division Manager, Air Quality Bylaw & Regulation Development
A. Saraswat - Senior Project Manager, Air Quality Bylaw & Regulation Development
J. Saxton - Air Quality Planner, Air Quality Bylaw & Regulation Development
M. Richter - Senior Policy Analyst, Air Quality Bylaw & Regulation Development

Staff:
V. Gafka, Senior Manager, Economic Investment and Development
M. Gunn, Planner, Community and Policy Planning
R. Nelson, Senior Planner, Community and Policy Planning
K. Stepto, Recording Secretary

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Agricultural Advisory and Economic Enhancement Committee - October 27, 2021

Moved by A. Smith,
Seconded by B. Sharp,
That the Agricultural Advisory and Economic Enhancement Committee approve the agenda and receive the agenda items of the October 27, 2021 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Agricultural Advisory and Economic Enhancement Committee - September 22, 2021

Moved by B. Sharp,
Seconded by B. Pearson,
That the Agricultural Advisory and Economic Enhancement Committee adopt the Minutes of the September 22, 2021 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

1. Open Air Burning

Esther Berube and Julie Saxton provided a presentation regarding the second phase of development of the new bylaw for Open-Air Burning of Vegetative Debris. They stated that the reason Metro Vancouver is addressing emissions is for the health and environmental impacts. Currently, emissions are regulated at the provincial level with the BC Open Burning Smoke Control Regulation and the regional level with the GVRD Air Quality Management Bylaw. The proposed new emission regulations would apply to open-air burning of vegetative debris which includes agricultural burning, backyard burning, land clearing, and small forestry burns. Approvals or permits would continue to be required for burns that cannot meet the requirements of the regulation.

The proposed authorization process will include:

- Register property and pay fee (once per year);
- Try to minimize amount being burned;
- Check distance from receptors and applicable requirements;
- Notify neighbours and Metro Vancouver;
- Call MV Open Burning Advisory to check if OK to burn;
- Burn in accordance with requirements;
- Retain records for one year (a record keeping template will be provided).

The new Regulation development timeline is as follows:

- Phase 1 - Public Engagement – November 2019 – August 2020
- Feedback Review – Summary of Phase 1, adjustments to proposals, and development of Phase 2 consultation paper
- Phase 2 – Public Engagement – July 2021- October 2021
- Summary of feedback, Bylaw drafting, and consideration of draft Bylaw by MVRD Board – 2022.

Discussion ensued and the following comments were provided:

- Will there be incentives for farmers not to burn?
    - Metro Vancouver recognizes the challenges for farms and agriculture land. A study has been conducted to look at alternatives to open-air burning. The second part of the study is underway and materials will be developed to tray and reduce the barriers and provide alternatives for farmers. There will be financial aid to access equipment such as chippers etc.
- Will the process be streamlined so residents do not need two permits? i.e. one for the Township and one for Metro Vancouver?
    - Discussions are underway with municipal fire departments.
    - Every municipality has different requirements, timelines etc.
    - MV will remind people that they also need to adhere to the requirements in their municipality, and municipalities will provide MV requirements.
- Streamlining the process and communication of new regulations would be beneficial.

C. DELEGATIONS AND PRESENTATIONS

2. Cannabis Emissions

Esther Berube and Arvind Saraswat provided a presentation regarding the proposed Cannabis Production and Processing Emission Regulation. Regulating emissions is needed because cannabis production releases ozone precursors and odorous emissions are a major source of complaints.

Scope of proposed regulation to include:

- Enclosed cultivation, trimming and drying, and on-site waste management;
- product extraction; and
- distribution.

Proposals for managing emissions from indoor cultivation:

1. Emission management plan;
2. Emission control requirements;
3. Complaints and officer observation response plan;
4. Records and reporting;
5. Minimum Distance Requirements; and
6. Cost recovery.

Regulation development process includes:

- Phase 1 – Engagement – June to November 2019
- Feedback review – 2020
- Additional engagement – November 2020 – March 2021
- Report to Committee and Board – July 2021
- Phase 2 – Engagement – August 2021 – November 2021

D. REPORTS

E. CORRESPONDENCE

F. WORK PROGRAM

1. Future of Farming

M. Gunn presented 13 recommendations for the Future of Farming draft report based on input received from the Task Force and working groups over the past several months. She noted the five lenses which the Task Force used when discussing the needs of farmers:

- Future of farming;
- Farming protection;
- Assistance to small and medium sized farms;
- Food security; and
- Regulations.

F. WORK PROGRAM

The draft report will be presented to the committee at the November meeting with it going to Council before the end of the year. Committee members were encouraged to attend the Council meeting when the report and presentation are going to Council. Staff thanked the committee members for their hard work and dedication towards getting this Future of Farming report drafted.

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Investment Agriculture Foundation

V. Gafka reported that the Township has made a funding application to the Investment Agriculture Foundation's Local Government Partnership Program to complete agriculture sector inventory and capacity work. The application identifies the following initiative objectives:

1. Inventory work to enhance the understanding of agricultural land use and farming activities;
2. Survey existing agricultural activities and agri-businesses; and
3. Identify success factors and opportunities for improvement.

Staff hope to hear if they were awarded the grant in early November and a report to Council will be forthcoming.

2. Farmer's Institute Update

A. Smith reported that the Institute is working on streamlining their focus and updating their mission statement. They will also be sending a mailout to help support local farmers with the new provincial requirement to register their groundwater use.

I. NEXT MEETING

Date: November 24, 2021
Location: via Zoom
Time: 7:00pm

J. MOTION TO RESOLVE INTO SPECIAL CLOSED MEETING

Moved by C. Allison,
Seconded by A. Smith,
That the Agricultural Advisory and Economic Enhancement Committee now resolve into a Special Closed Meeting for discussion of the following item, in accordance with and as identified under Section 90 of the Community Charter:

Item A.1 - Section 90(1) (n) Consideration; and
Item B.2 - Section 90(1) (a) Personnel.
CARRIED

K. TERMINATE

Moved by B. Sharp,
Seconded by A. Smith,
That the meeting terminate at 8:40pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

Township of Langley
Est. 1873

HERITAGE ADVISORY COMMITTEE

Wednesday, November 3, 2021 at 7:00pm
via Zoom

MINUTES

Present:
Councillor B. Long, Council Co-Chair
Councillor, M. Kunst, Council Co-Chair
R. Genberg, Community Co-Chair

T. Annandale, S, Jacobsen, T. Lightfoot, and F. Pepin

Guest:
A. Corneil, Unbuilders

Staff:
S. Mikicich, Manager, Heritage Planning
P. Tulumello, Director, Arts, Culture, and Community Initiatives
K. Stepto, Recording Secretary

APPOINTMENT OF ALTERNATE CO-CHAIR
R. Genberg was appointed as the Community Co-Chair for the November 3, 2021 meeting, by unanimous consent.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Heritage Advisory Committee November 3, 2021

Moved by T. Annandale,
Seconded by T. Lightfoot,
That the Heritage Advisory Committee approve the agenda and receive the agenda items of the November 3, 2021 meeting, as amended.
CARRIED

Clerk's Note: Item C.1 was added to the agenda.

B. ADOPTION OF MINUTES

1. Heritage Advisory Committee October 6, 2021

Moved by T. Lightfoot,
Seconded by T. Annandale,
That the Heritage Advisory Committee adopt the minutes of the October 6, 2021 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

1. Barn Salvage in Metro Vancouver Park

Adam Corneil, Unbuilders, provided a presentation regarding the benefits of deconstruction versus demolition. He commented that the construction industry creates 4 million tons of waste and 1.5 million tons of lumber waste annually. Much of this waste is old growth lumber 100% of which could be salvaged and recycled. When Unbuilders deconstructs a building only 5% ends up in the landfill. 90-95% is recovered and reused. Old growth lumber has 12 times less embodied carbon and is three times stronger than new lumber. It is the most sustainable building material on the market.

Deconstruction creates jobs and benefits the economy, and has positive impacts on the environment, health and community.

Unbuilders is looking to municipalities to make bylaw and policy changes to make deconstruction and material reuse the standard.

Clerk's Note: Presentation attached.

D. REPORTS

1. Co-Chairs' Reports

No reports.

2. Heritage Planner's Report

S. Mikicich provided the following update:

- The next deadline for the Heritage Building Incentive Program is November 29. The application form has been updated.
- A Community Heritage Recognition plaque has been ordered for the Rizun residence which will be presented in February 2022 during Heritage Week.
- The Heritage Review Panel will be moving to a regular monthly meeting schedule for more efficient time management. Scheduled meetings would be cancelled if there are no referrals, and additional meetings could still be scheduled to address more time-sensitive matters.
- Staff will report to the HAC in early 2022 with further details on the Great Northern Railway interpretive project, once the concept is further developed

D. REPORTS

- Staff have been reviewing the Township's Heritage Conservation Program to identify new work items and priorities.

3. Museum Manager's Report

P. Tulumello provided the following update:

- An application for Celebration Funding and Legacy Funding will be submitted one year prior to TOL 150. A Report to Council will be presented in early 2022.
- A decision has been made to delay the reintroduction of school programs at the museum until after the new year due to recent COVID-19 exposures at local elementary schools.
- 20 applications have been received for the Cultural Services Manager position.
- Exhibition workshops for the new museum are taking place on November 20 for the general community and on November 27 for First Nations.
- Construction of the new museum is moving ahead with the first level floors being installed.

4. Heritage Review Panel

T. Annandale reported that the Heritage Review Panel met to provide comment on a Heritage Alteration Permit application for 21375 Old Yale Road in Murrayville. The homeowner would like to add an addition to the back of the house, update the exterior, and build a detached workshop. The Panel was in support of the project.

MOTION
Moved by T. Annandale,
Seconded by F. Pepin,
That the Heritage Advisory Committee support the recommendations of the Heritage Review Panel for approval of a Heritage Alteration Permit for 21375 Old Yale Road for an addition to the house, updating the exterior, and building a detached workshop.
CARRIED

T. Annandale further reported that the Panel reviewed and provided comment on a Heritage Alteration Permit application located in Fort Langley for a development south of the new museum, bounded by King/Mary/Royal. The development proposal comprises 45 townhouses in nine buildings. The Panel provided comments including building heights and massing, materials, and colours and have asked the applicant to work with staff to resolve outstanding issues, revise the plans, and make a further presentation to the Panel.

5. Douglas Day 2021 Planning Committee Report

R. Genberg reported that staff have created a video commemorating Douglas Day which will be available on the Township website on November 19. HAC reviewed the video and suggested that a slide be added at the beginning that describes what Douglas Day is, and a further slide at the end that notes that the

D. REPORTS

event was not held in 2020 and 2021 due to Covid, but hope to have one again in 2022.

She further reported that the pioneers have been mailed their letter of recognition and gift certificate, but the commemorative pins will be mailed at a future date once they have been received.

MOTION
Moved by T. Annandale.
Seconded by F. Pepin,
That the Heritage Advisory Committee recommends that R. Genberg work with staff to add further slides to the video regarding the purpose of Douglas Day and the lack of events in 2020 and 2021 due to COVD-19.
CARRIED

6. Museum Advisory Group Report

F. Pepin reported that Dr. J. Watt will be attending the next meeting to discuss programming at the new museum, and that MAG will be providing feedback regarding the new townhouse proposal.

7. Langley Heritage Society Update

F. Pepin reported that the Society will be having a meeting with Dr. J. Watt and that the train station attendant will be in attendance.

8. Alder Grove Heritage Society Update

Councillor Long reported on behalf of H. Whittell the following:

- The Halloween event was successful.
- In the final stages of coming to an agreement with UBC regarding digitizing the Aldergrove Star microfilms.
- Have begun the indexing process for the Elks archives which will result in an online searchable database of names that family history researchers will be able to use.
- There has been an increasing number of research requests.
- Looking for alternative, larger spaces.

E. CORRESPONDENCE

F. 2021 WORK PROGRAM

1. 2022 HAC Work Plan Discussion

F. 2021 WORK PROGRAM

S. Mikicich led a discussion with the committee regarding potential items for the 2022 Work Plan. He noted that mandate of the committee is stewardship of Langley's tangible and intangible heritage values. The key roles of the committee are to:

- Make recommendations on matters related to identification, preservation, and recognition of community heritage assets; and
- Undertake or support heritage activities authorized by Council that contribute to the promotion, appreciation, understanding, and advancement of heritage conservation in the Township.

Discussion ensued regarding any key issues that the members felt that HAC should be concerned with during the coming years. The following comments were provided:

- There are a lot of public misconceptions about what exactly "heritage" is, and we should look at addressing this through a communication strategy
- The heritage program should take into account Langley's ethnic diversity and indigenous cultures
- Preservation and conservation are crucial
- More promotion of heritage is needed to raise awareness in the community – e.g., through special events, etc.

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Unbuilders Delegation

The committee discussed the presentation and decided to include the topic of a salvage network on the 2022 Work Plan. The presentation will also be attached to the minutes for Council's information.

Action: Unbuilders presentation to be included with the November minutes.

2. Berry General Store

In response to a member query, staff will provide an update on the status of the Berry General Store development at the next meeting.

I. NEXT MEETING

Date: Wednesday, December 1, 2021
Location: via Zoom
Time: 7:00pm

J. TERMINATE

Moved by T. Lightfoot,
That the meeting terminate at 9:00pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

unbuilders

HERITAGE LUMBER



A New Future For Old Buildings

November 3, 2021

The Problem - Demolition & Disposal

unbuilders
HERITAGE LUMBER

Construction industry wastes valuable resources, incl. **premium old growth lumber**

Canadian Construction Industry Figures:







11 Billion m^3 of **CO_2eq** released into the atmosphere through decomposition

100% of which can be **salvaged & recycled**

Retails for **4x more** than new lumber

Traditional Demolition

unbuilders
HERITAGE LUMBER



The Solution - Deconstruction

unbuilders
HERITAGE LUMBER



Our Roots – Old Growth Lumber

unbuilders
HERITAGE LUMBER

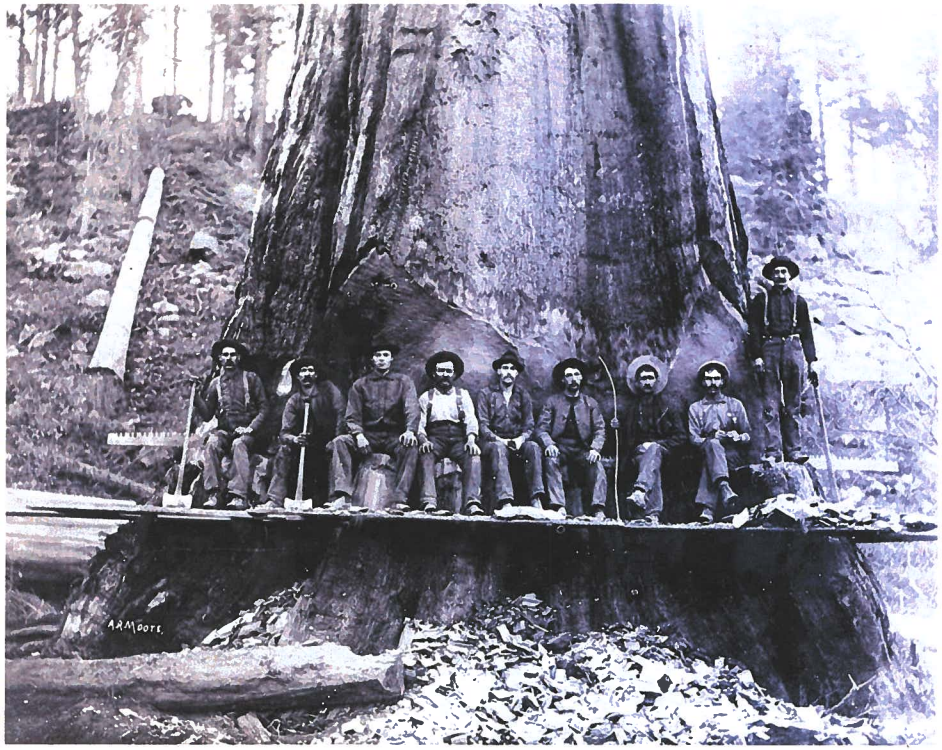
BC was founded on logging - deconstruction salvages **our history**

Old Growth Lumber

- Though our cities may be young, they were built with ancient trees - trees up to 2000 years old
- Used for framing buildings up until **1970**
- Scarce resource, rarer with every demolition & will not grow back for generations

Benefits of Old Growth Lumber

- 12 times less embodied carbon & 3 times stronger than new lumber
- Most sustainable building material on the market



Deconstruction Economics

unbuilders
HERITAGE LUMBER

Massive job & economic opportunity

Jobs

- Deconstruction jobs: over 45,000 jobs in BC alone, 250,000 jobs nationally
- Likely double that total from the offshoot economic activity & jobs needed:

Economics

- Metro Vancouver: $3.4 B per year potential from deconstruction & reclaimed wood product sales
- National: $18.8 B per year potential



Deconstruction Impact

unbuilders
HERITAGE LUMBER

Huge positive impact on the environment, health & community

Environmental

- C&D generates 4 million tonnes of waste annually - over ⅓ of all solid waste
- 19.9 Million tons of CO_2eq released into the atmosphere through decomposition
- Landfills are overflowing

Health

- Demolition does not remove all hazardous materials
- Health risks to workers and community
- Contaminating soils, landfills and recycling facilities

Social Impact

- Better for communities and the preservation of history
- Contributes to the construction of affordable housing through partnership with Habitat for Humanity



Policy Change

unbuilders

HERITAGE LUMBER

Make deconstruction & material reuse the standard

Municipalities with bylaws:

- Vancouver
- Victoria (2021)
- Portland, San Francisco, Seattle, Austin, LA, Baltimore, Detroit
- The industry is shifting and deconstruction will be the standard

Internally

- Compliance reporting - dedicated staff checking receipts and tonnage
- Deposit & fines for non-compliance - $30,000

Industry

- Will adapt, they already have in Vancouver



It's Not Waste,





It's Just Wasted.

@unbuildersdeconstruction

@unbuilders

1-833-UNBUILT

info@unbuilders.com

K.1

Township of Langley
Est. 1873

M E M O R A N D U M

TO: MAYOR AND COUNCIL **DATE:** NOVEMBER 22, 2021

FROM: COMMUNITY DEVELOPMENT DIVISION **FILE NO:** 11-18-0001

SUBJECT: LAND USE CONTRACT DISCHARGE AND REZONING APPLICATION NO. 100588 (6897 GLOVER ROAD AND 21690 SMITH CRESCENT) - MCTAFT PROPERTIES LTD

The purpose of this memorandum is to provide Mayor and Council with information regarding the uses currently permitted under Land Use Contract LUC No. 31, in comparison with the uses proposed under the proposed Comprehensive Development Zone CD-167.

On October 4, 2021, Council considered the subject LUC 31 discharge and rezoning application submitted by McTaft Properties Ltd. and referred the following proposed amendments to staff for a legal opinion:

That the following uses be removed from the application:

7 – Parking of commercial vehicles;

9 – The light manufacture, assembly, repair, finishing and packaging of products including the construction of trailers, campers, recreational or commercial vehicles of modules;

10 – Transportation and trucking terminals and compounds including public transportation depots; and

11 – Warehousing, wholesaling and storage facilities excluding bulk energy storage facilities and the bulk storage of industrial chemicals, by-products and allied products.

As directed by Council, staff have prepared the following table comparing the uses currently permitted under LUC 31 and uses proposed under Comprehensive Development Zone CD-167:

Land Use Contract 31	Proposed Comprehensive Development Zone CD-167
1. Light Manufacturing 2. Construction of trailers 3. Construction of campers and RV's, 4. Construction of commercial vehicles 5. Construction of modules 6. Storage and warehousing of raw materials 7. Storage and warehousing of manufactured products. RESTRICTIONS: • No use shall be carried on whereby an injurious, offensive, or disagreeable noise or nuisance shall or may be occasioned, caused or made;	1. Accessory buildings and uses 2. Accessory open storage 3. Bakeries 4. Brewery or distillery 5. Building supplies, lumber yards 6. Offices accessory to permitted industrial uses 7. Parking of commercial vehicles 8. Public works yards, maintenance and storage facilities 9. The light manufacture, assembly, repair, finishing and packaging of products including the construction of trailers, campers, recreational or commercial vehicles or modules 10. Transportation and trucking terminals and compounds including public transportation depots

• No commercial operations of a retail nature shall be carried on said lands	11. Warehousing, wholesaling and storage facilities excluding bulk energy storage facilities and the bulk storage of industrial chemicals, by-products and allied products 12. Workshops for the following and similar trade contractors; building, electrical, heating, air conditioning, plumbing, refrigeration, roofing, septic tanks, signs, paving, and landscape contractors 13. General industrial uses

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	OCTOBER 4, 2021 – REGULAR MEETING	**REPORT:**	21-112
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	11-18-0001
SUBJECT:	LAND USE CONTRACT DISCHARGE AND REZONING APPLICATION NO. 100588 (MCTAFT PROPERTIES LTD. / 6897 GLOVER ROAD AND 21690 SMITH CRESCENT)		

PROPOSAL:

Application to discharge Land Use Contract No. 31 and rezone the subject properties located at 6897 Glover Road and 21690 Smith Crescent to Comprehensive Development Zone CD-167.



RECOMMENDATION SUMMARY:

That Council give first and second reading to Land Use Contract Discharge and Rezoning Bylaws No. 5745 and 5746, subject to completion of six (6) development prerequisites, and authorize staff to schedule the required Public Hearing.

RATIONALE:

The proposed land use contract discharge and rezoning applications are consistent with the overall objectives of the Township's Official Community Plan and Rural Plan.

RECOMMENDATIONS:

That Council give first and second reading to Land Use Contract No. 31 Discharge (McTaft Properties Ltd.) Bylaw 2021 No. 5745, discharging Land Use Contract No. 31 from the properties located at 6897 Glover Road and 21690 Smith Crescent;

That Council give first and second reading to the Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (McTaft Properties Ltd.) Bylaw 2021 No. 5746 to rezone the properties to Comprehensive Development Zone CD-167, subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley's General Manger of Engineering and Community Development, prior to final reading:

1. Approval of the rezoning and land use contract discharge Bylaws by the provincial Ministry of Transportation and Infrastructure (MoTI);
2. Provision of a Traffic Impact Assessment (TIA) and securing of any required works and improvements to accommodate proposed uses, site access and public safety to ensure compliance with Transportation Canada Notice and Order (January 20, 2003), MoTI and Township requirements, as applicable, including, but not limited, to review of Smith Crescent, Glover Road (Highway 10), Crush Crescent intersections and all associated horizontal and vertical alignment challenges in the referenced road network;
3. Provision of a 3 m wide recreational trail within a statutory right of way along the Glover Road frontage in accordance with the Official Community Plan (OCP);
4. Registration of the following restrictive covenants securing a 15 m wide ALR buffer along the north, west and east property lines;
5. Payment of all applicable fees and charges, including supplemental rezoning fees; and
6. Consolidation of the subject lands; or provision of an access easement securing access to Smith Crescent for 6897 Glover Road over the property to the north (21690 Smith Crescent); and further

That Council authorize staff to schedule the required Public Hearing for Land Use Contract Discharge Bylaw No. 5745 and Rezoning Bylaw No. 5746.

EXECUTIVE SUMMARY:

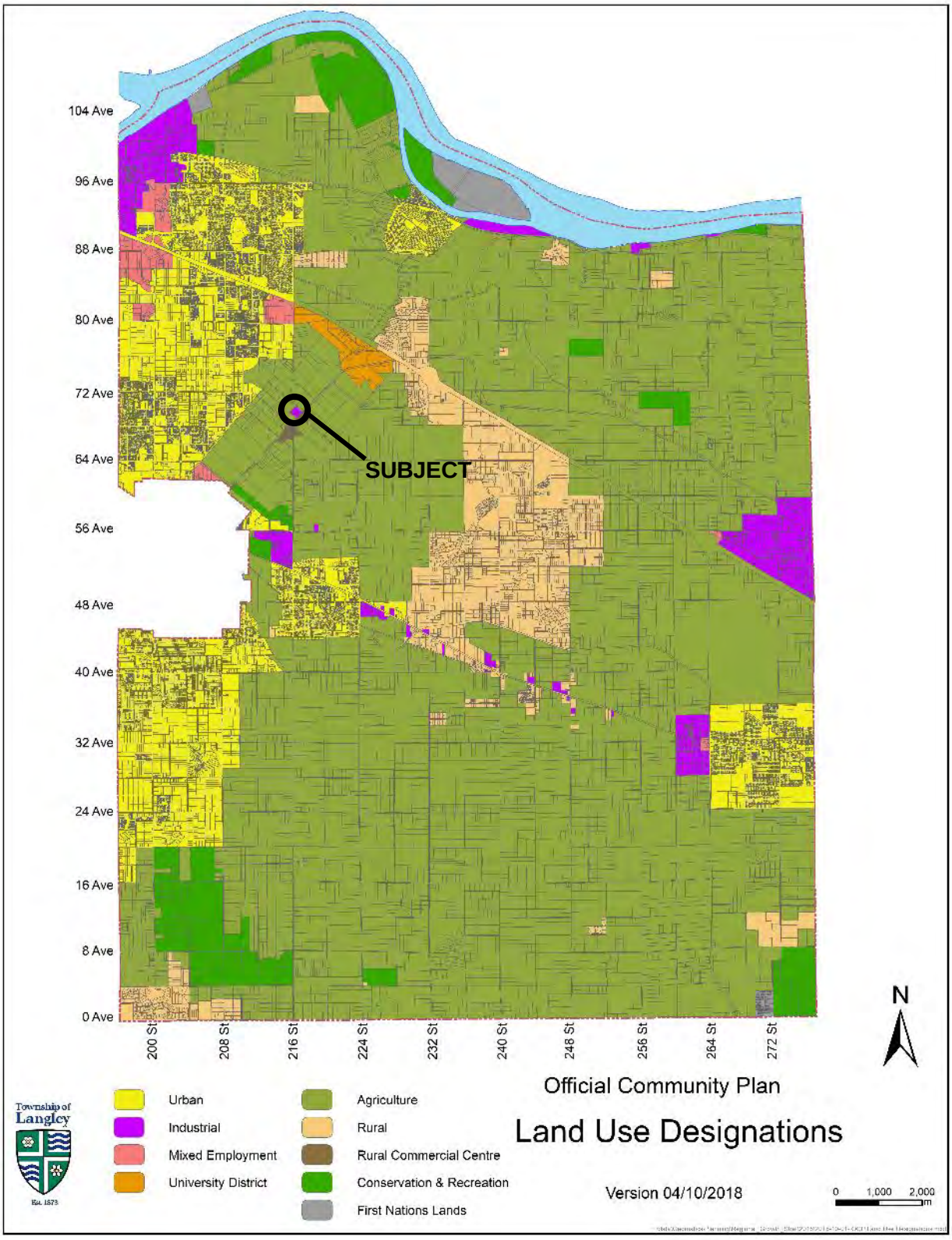
Pacific Land Group has applied on behalf of McTaft Properties Ltd. to discharge Land Use Contract No. 31 and rezone the subject properties located at 6897 Glover Road and 21690 Smith Crescent to Comprehensive Development Zone CD-167. The proposed rezoning formalizes uses currently accommodated on site under the existing land use contract as well as additional industrial uses.

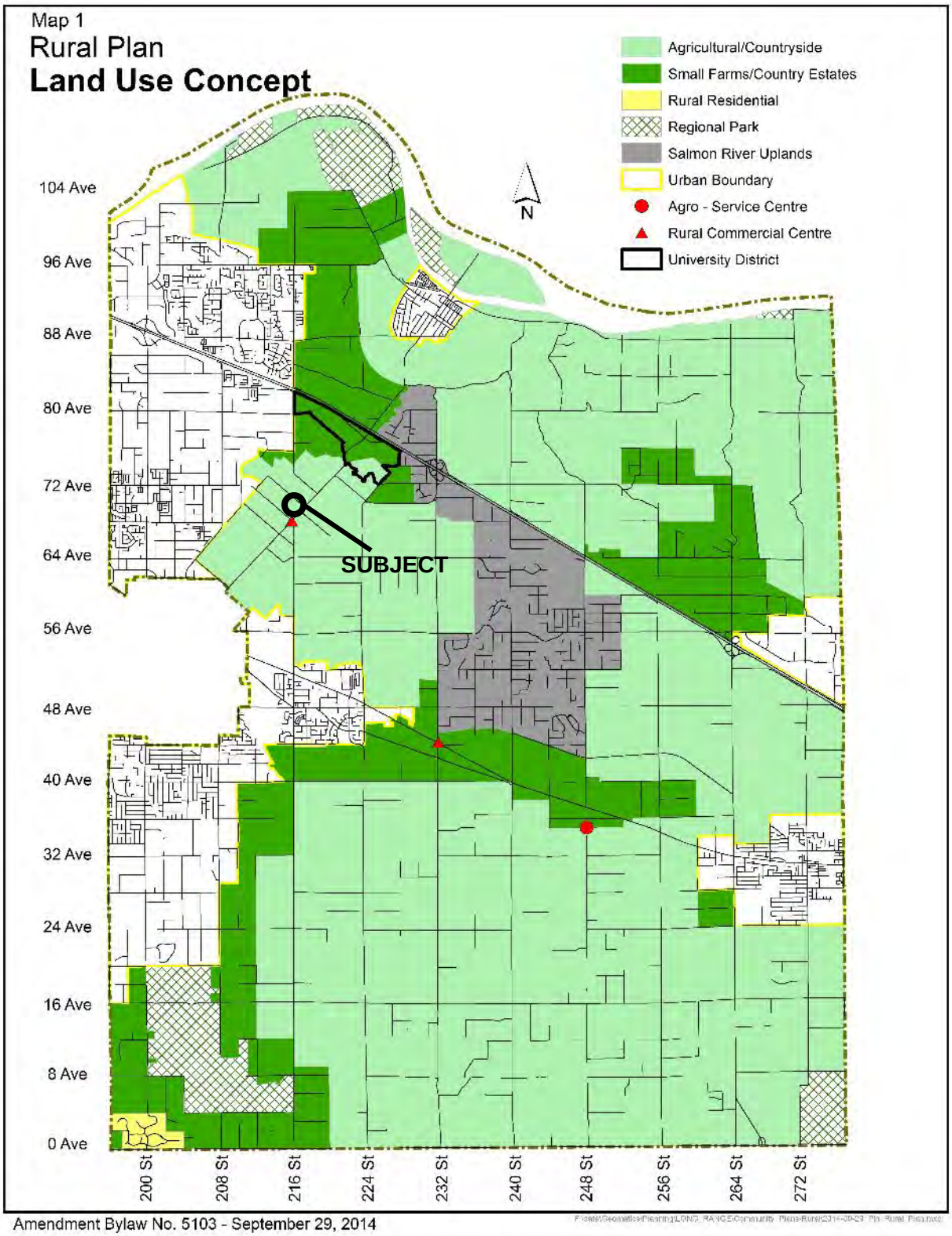
Provincial legislation requires that all land use contracts be discharged by June 30, 2024 and at that time the underlying zoning will regulate land use going forward unless a formal rezoning process is initiated by the landowner and ultimately approved by Council.

The applicant has elected discharge the land use contract and amend the Zoning Bylaw to accommodate the current land use as well as provide for future redevelopment of the site by adding other industrial uses to the list of permitted uses in proposed Comprehensive Development Zone CD-167. No development is proposed at this time and any future development of the site will require issuance of a Development Permit. Final reading of Bylaws No. 5745 and 5746 is contingent upon completion of six (6) prerequisites outlined in this report.

PURPOSE:

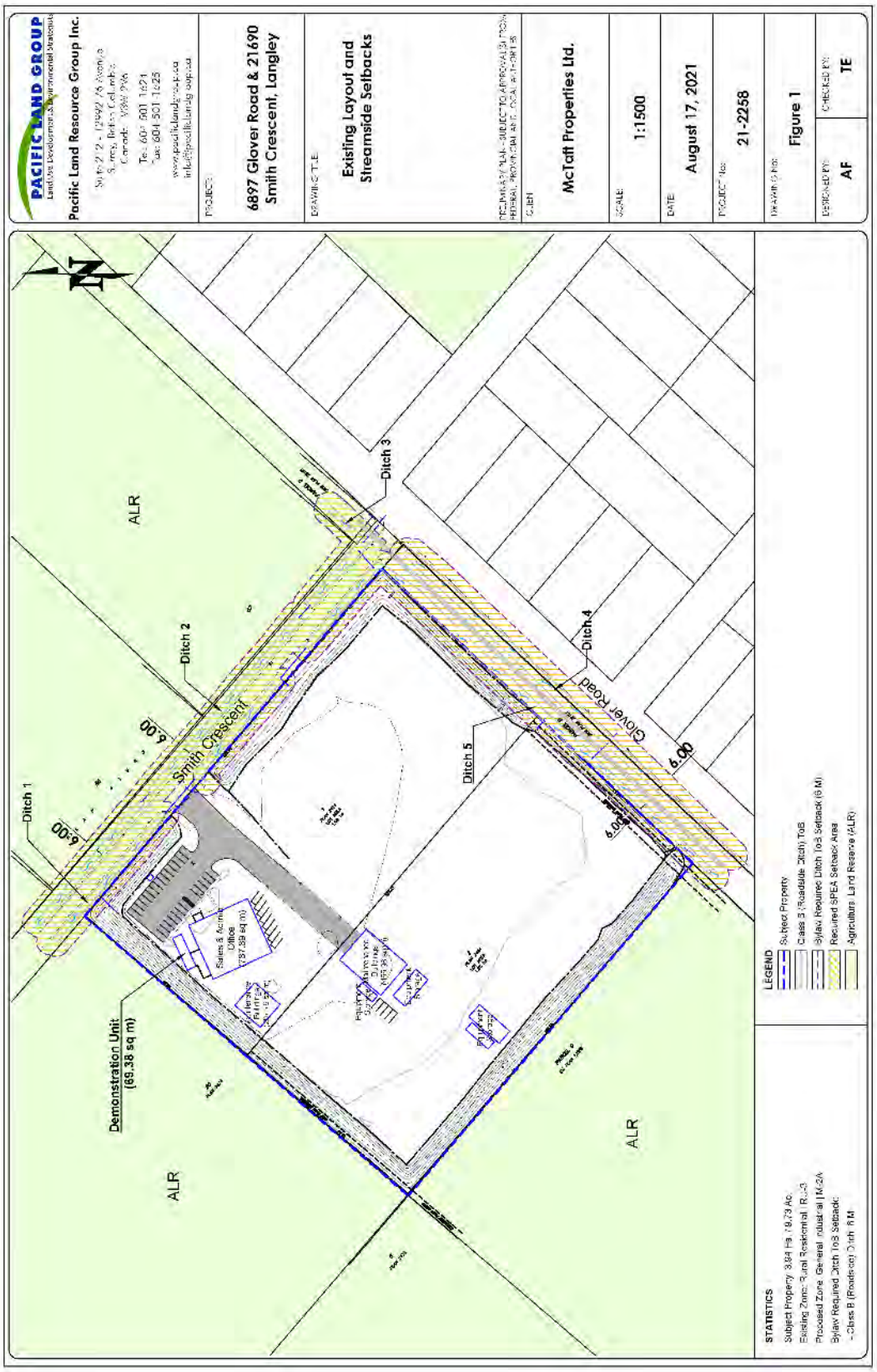
The purpose of this report is to advise and make recommendations to Council with respect to Land Use Contract Discharge Bylaw No. 5745 and Rezoning Bylaw No. 5746.


104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
SUBJECT
N
Township of Langley
Est. 1873
Urban
Industrial
Mixed Employment
University District
Agriculture
Rural
Rural Commercial Centre
Conservation & Recreation
First Nations Lands
Official Community Plan
Land Use Designations
Version 04/10/2018
0 1,000 2,000
m


Map 1
Rural Plan
Land Use Concept
Agricultural/Countryside
Small Farms/Country Estates
Rural Residential
Regional Park
Salmon River Uplands
Urban Boundary
Agro - Service Centre
Rural Commercial Centre
University District
N
SUBJECT
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
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200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Amendment Bylaw No. 5103 - September 29, 2014



ZONING BYLAW NO. 2500



SITE PLAN – PROVIDED BY APPLICANT

REFERENCE:

Owner:	McTaft Properties Ltd. 21690 Smith Crescent Langley, BC V2Y 2R1
Applicant / Agent:	Pacific Land Group Inc. 212, 12992 – 76 Avenue Surrey, BC V3W 2V6
Legal Description:	Lots 1 and 2 District Lot 22 Group 2 New Westminster District Plan 2424
Civic Address and Area:	21690 Smith Crescent (1.9 ha / 4.92 ac) 6897 Glover Road (1.95 ha / 4.81 ac)
Existing Zoning:	Land Use Contract No. 31
Underlying Zoning	Rural Zone RU-3
Proposed Zoning:	Comprehensive Development Zone CD-167
Official Community Plan:	Industrial
Rural Plan:	Agriculture/Countryside
Development Permit Area:	Area “C” – Rural Commercial, Industrial, Multi-Family and Intensive Residential

BACKGROUND / HISTORY:

The subject properties are designated Industrial in the Official Community Plan (OCP), recognizing the existing industrial use of the properties. The subject site is bounded on the north, south and west by the Agricultural Land Reserve (ALR). The subject site was excluded from the ALR on October 17, 1975.

The site is regulated by Land Use Contract No. 31 with underlying Rural Zone RU-3 zoning. The site accommodates a storage facility for modular trailers operated by Britco. A Land Use Contract (LUC) is a mechanism to govern land use matters (as an alternative to a Zoning Bylaw) enabled by the province through the Municipal Act for a limited time period in the mid-1970’s. Land Use Contracts, similar to a Zoning Bylaw, regulate items such as permitted uses, lot size, and setbacks.

In the late 1970’s, the province amended the Municipal Act to eliminate the LUC provisions resulting in all future land use matters being regulated by Zoning Bylaws. In 2014, the province adopted amendments to the Local Government Act which require the termination of existing LUCs by June 30, 2024. Once a LUC is terminated, the applicable underlying zone comes into effect.

Land Use Contract No. 31 was adopted by Council on June 22, 1976 and allows service and industrial uses such as storage and warehousing of raw materials and manufactured products, light manufacturing including construction of trailers, campers, RV’s, and commercial vehicles. Should Land Use Contract No. 31 lapse, the Rural Zone RU-3 zoning would come into effect.

The current land use would then be considered pursuant to non-conforming use provisions of the Local Government Act given the subject site's underlying RU-3 zoning does not accommodate the current land use.

Land Use Contract No. 31 has specific provisions that require the site to be developed in accordance with the terms of the contract (similar to a development permit) which requires construction of permanent buildings and installation of landscaping. Staff note a previous owner commenced the storage of modular trailers without any site improvements. Litigation between the Township and the previous owner resulted in the Township being unsuccessful in preventing the current use from occurring on site without the site developing in accordance with the provisions of Land Use Contract No. 31 based on the Supreme Court of British Columbia ruling dated July 21, 1992.

In order to formalize the existing land uses and provide for future development of the site, the applicant is proposing to discharge Land Use Contract No. 31 (before it lapses) and to rezone the subject property to Comprehensive Development Zone CD-167. The applicant has not applied for a development permit at this time. The site is included in Development Permit Area "C" – Rural Commercial, Industrial, Multi-Family and Intensive Residential in the Rural Plan and accordingly, Council will be provided the opportunity to review the form and character of any future development of the site.

DISCUSSION / ANALYSIS:

Pacific Land Group has applied to discharge Land Use Contract No. 31 and rezone the subject property to Comprehensive Development Zone CD-167. The land uses currently permitted under Land Use Contract No. 31 include storage and warehousing of raw materials and manufactured products, light manufacturing including construction of trailers, campers, RV's and commercial vehicles. Comprehensive Development Zone CD-167 proposed uses include:

1. Accessory buildings and uses
2. Accessory open storage
3. Bakeries
4. Brewery or distillery
5. Building supplies, lumber yards
6. Offices accessory to permitted industrial uses
7. Parking of commercial vehicles
8. Public works yards, maintenance and storage facilities
9. The light manufacture, assembly, repair, finishing and packaging of products including the construction of trailers, campers, recreational or commercial vehicles or modules
10. Transportation and trucking terminals and compounds including public transportation depots
11. Warehousing, wholesaling and storage facilities excluding bulk energy storage facilities and the bulk storage of industrial chemicals, by-products and allied products
12. Workshops for the following and similar trade contractors; building, electrical, heating, air conditioning, plumbing, refrigeration, roofing, septic tanks, signs, paving, and landscape contractors
13. General industrial uses

The applicant has provided the following rationale with respect to the application:

> *To clarify the intent of this application, the owner is not currently seeking to redevelop the property. The rezoning application has been undertaken as a precautionary measure to ensure the current industrial use can continue undertaking site modifications to support the existing business operations once the Land Use Contract is terminated. The current operation was first established in the early 2000s and now employs approximately twenty full-time employees and four-to-six subcontractors.*
>
> *The property owner is seeking a rezoning now to avoid potential issues that will arise when the Land Use Contract is discharged in 2024 and the underlying zoning becomes the applicable land use regulation. These issues include development limitations that will prevent the business from replacing aging structures and making necessary modifications to the site to support changes in business operations. The rezoning would also provide greater certainty to the property owner should it become necessary to move the current operation to a new site in the future. At this time, the owner is not intending to make any changes to the use or structures on the property as part of this rezoning process.*

According to Township records, the subject operation was issued a business licence in 2004 for "portable modular building sales office". Upon a change in ownership, a subsequent business licence was issued between 2011 to 2017 for "rental building storage yard". From 2017 to present a business licence is active on the site for "modular building storage".

Adjacent Uses:

North:	Smith Crescent, beyond which is land in the Agricultural Land Reserve, zoned Rural Zone RU-3, designated Agricultural / Countryside in the Rural Plan;
South:	Land in the Agricultural Land Reserve, zoned Rural Zone RU-3, designated Agricultural / Countryside in the Rural Plan;
East:	Glover Road, beyond which are residential properties zoned Suburban Residential Zone SR-2 and designated Agricultural / Countryside in the Rural Plan; and
West:	Land in the Agricultural Land Reserve, zoned Rural Zone RU-3, designated Agricultural / Countryside in the Rural Plan.

Rural Plan:

The subject site is designated Agriculture / Countryside in the Rural Plan. This land use designation is primarily intended for food production; however, the subject site is not included in the ALR. The Rural Plan recognizes existing industrial uses and provides for additional industrial uses in order to support the rural economy. The proposed rezoning of the subject site to Comprehensive Development Zone CD-167 is consistent with the provisions of the Rural Plan.

LUC Discharge:

Bylaw No. 5745 proposes to discharge Land Use Contract No. 31.

Zoning Amendment:

Rezoning Bylaw No. 5746 proposes to rezone the subject site to a site specific Comprehensive Development Zone CD-167.

Parking:

No changes to the site are currently proposed though staff note that under the parking requirements of the Zoning Bylaw, 36 parking spaces are required with 41 parking spaces provided.

Tree Protection/Replacement:

Tree protection and replacement matters will be addressed at time of Development Permit in accordance with Schedule I – (Schedule I – Tree Protection) of the Subdivision and Development Servicing Bylaw.

Landscape:

The Recreational Greenway Plan of the OCP anticipates a recreational trail connection along Glover Road. Accordingly a 3 m (10 ft) wide multi-use trail along the eastern property line fronting Glover Road (in accordance with the OCP and Subdivision and Development Servicing Bylaw) is included as a development prerequisite.

As the site is bounded to the north, south and west by the ALR application of edge planning principles are appropriate to protect adjacent farm uses from negative impacts of industrial development, should Council support the proposed rezoning. Accordingly, the applicant will be required to secure (by restrictive covenant) a 15 m (49 ft) wide ALR buffer along the south, east, and west boundaries of the subject site.

Intergovernmental Implications:

As the subject site is located within 800 m of a controlled access highway (Highway 10), approval of the Rezoning Bylaw by the Ministry of Transportation and Infrastructure is required prior to Council's consideration of final reading. Preliminary correspondence from the Ministry of Transportation and Infrastructure (June 28, 2021) indicated no objection to the proposal.

Servicing:

The subject properties are designated Service Level 1 – Urban. Full municipal services currently exist on the site. Staff note that Transportation Canada placed a notice and order on the subject properties January 20, 2003 in response to the intersection condition at Smith Crescent and Glover Road which restricts commercial trucks longer than 7 m (23 ft) from crossing the rail tracks.

Accordingly, as a condition of rezoning, provision of a traffic impact assessment including implementation of any recommended improvements overall and/or for the intersections at Smith Crescent and Glover Road as well as Smith Crescent and Crush Crescent including the ninety-degree bend on Smith Crescent to the acceptance of the Township of Langley General Manager of Engineering, MOTI, and Transport Canada requirements.

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 Township of Langley Official Community Plan, 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.

Policy Considerations:

The discharge of Land Use Contract No. 31 and rezoning of the subject site to Comprehensive Development Zone CD-167 is consistent with the overall objectives of the Rural Plan and adjacent land uses in the area. Accordingly, staff recommend Council give first and second reading to Bylaws No. 5745 and 5746 (subject to six (6) development prerequisites) and authorize staff to schedule the required Public Hearing.

Respectfully submitted,

Daniel Graham
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY LAND USE CONTRACT NO. 31 DISCHARGE (MCTAFT PROPERTIES LTD.) BYLAW 2021 NO. 5745

EXPLANATORY NOTE

Bylaw 2021 No. 5745 discharges Land Use Contract No. 31 from properties located at 6897 Glover Road and 21690 Smith Crescent.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY LAND USE CONTRACT NO. 31 DISCHARGE (MCTAFT PROPERTIES LTD.) BYLAW 2021 NO. 5745

A Bylaw to discharge Land Use Contract No. 31

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 Land Use Contract No. 31 Discharge (McTaft Properties Ltd.) Bylaw 2021 No. 5745”.

2. The Land Use Contract registered in the Land Title Office, in the City of New Westminster, Province of British Columbia, under M101052 is hereby discharged with respect to the lands described as:

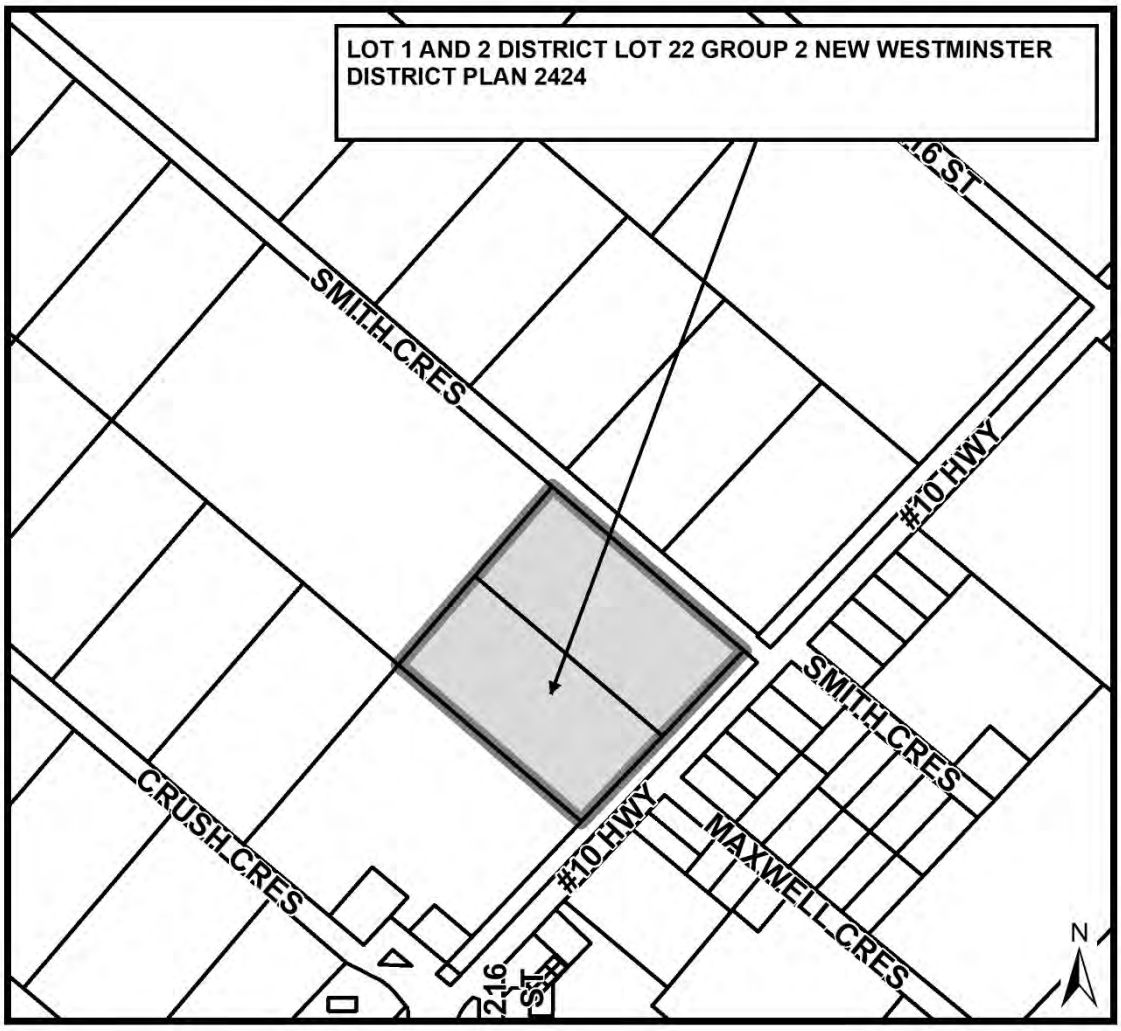
   Lots 1 and 2 District Lot 22 Group 2 New Westminster District Plan 2424

   as shown delineated on Schedule “A” attached to and forming part of this Bylaw.

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
RECEIVED THE APPROVAL OF THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE the	day of	, 2021
ADOPTED the	day of	, 2021

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5745



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (MCTAFT PROPERTIES LTD.) BYLAW 2021 NO. 5746

EXPLANATORY NOTE

Bylaw 2021 No. 5746 rezones properties at 6897 Glover Road and 21690 Smith Crescent to Comprehensive Development Zone CD-167.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (MCTAFT PROPERTIES LTD.) BYLAW 2021 NO. 5746

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 (McTaft Properties Ltd.) Bylaw 2021 No. 5746".

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

   (1) Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-167" after the words "Comprehensive Development Zone CD-166"
   (2) Adding to Section 110.1 after the words "CD-166" the words "CD-167 – 1.7 ha"
   (3) Adding after Section 1066 "Comprehensive Development Zone CD-166" the following as Section 1067 "Comprehensive Development Zone CD-167"

1067 **COMPREHENSIVE DEVELOPMENT ZONE CD-167**

Uses Permitted

1067.1 In the CD-167 Zone, only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings* and *uses*
2) accessory open storage
3) bakeries
4) *brewery or distillery*
5) building supplies, lumber yards
6) offices accessory to permitted industrial *uses*
7) parking of *commercial vehicles*
8) public works yards, maintenance and storage facilities
9) the light manufacture, assembly, repair, finishing and packaging of products
10) transportation and trucking terminals and compounds including public transportation depots
11) warehousing, wholesaling and storage facilities excluding bulk energy storage facilities and the bulk storage of industrial chemicals, by-products and allied products
12) workshops for the following and similar trade contractors; *building*, electrical, heating, air conditioning, plumbing, refrigeration, roofing, septic tanks, signs, paving, and landscape contractors including the sale of garden ornaments, swimming pools and outdoor furniture
13) *general industrial uses*

Industrial Uses

1067.2 All business shall be conducted within a completely enclosed *building* except for parking, loading and open storage areas, where accessory to a permitted *use*.

Storage Areas

1067.3 Material stored in a permitted accessory open storage area shall not be located within a setback as described in Section 1067.6.

Residential Use

1067.4 *Residential use* is limited to one *dwelling unit* or *mobile home* per *lot* for occupancy by the owner, manager or caretaker and immediate *family.*

Lot Coverage

1067.5 *Buildings* and *structures* shall not cover more than 60% of the *lot area*.

Siting of Buildings and Structures

1067.6 Except as provided for in Sections 104.4, 104.15 and 105.1 2), no *building* or *structure* shall be sited less than 15 metres from a lot line except:

a) 10 metres from a lot line abutting a rail right of way (Plan 22161);
b) no setback is required from an interior rear or interior *side lot line* abutting an M or CD Zone permitting industrial uses.

Height of Buildings and Structures

1067.7 Except as provided for in Section 104.5 the *height* of *buildings* and *structures* shall not exceed 12 metres.

Parking and Loading

1067.8 Parking and loading shall be provided in accordance with Section 107.

Subdivision Requirements

1067.9 All *lot*s 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

1067.10 Landscaping areas, landscaping screens and fencing shall comply with Section 111.

3. Rezoning the lands described as:

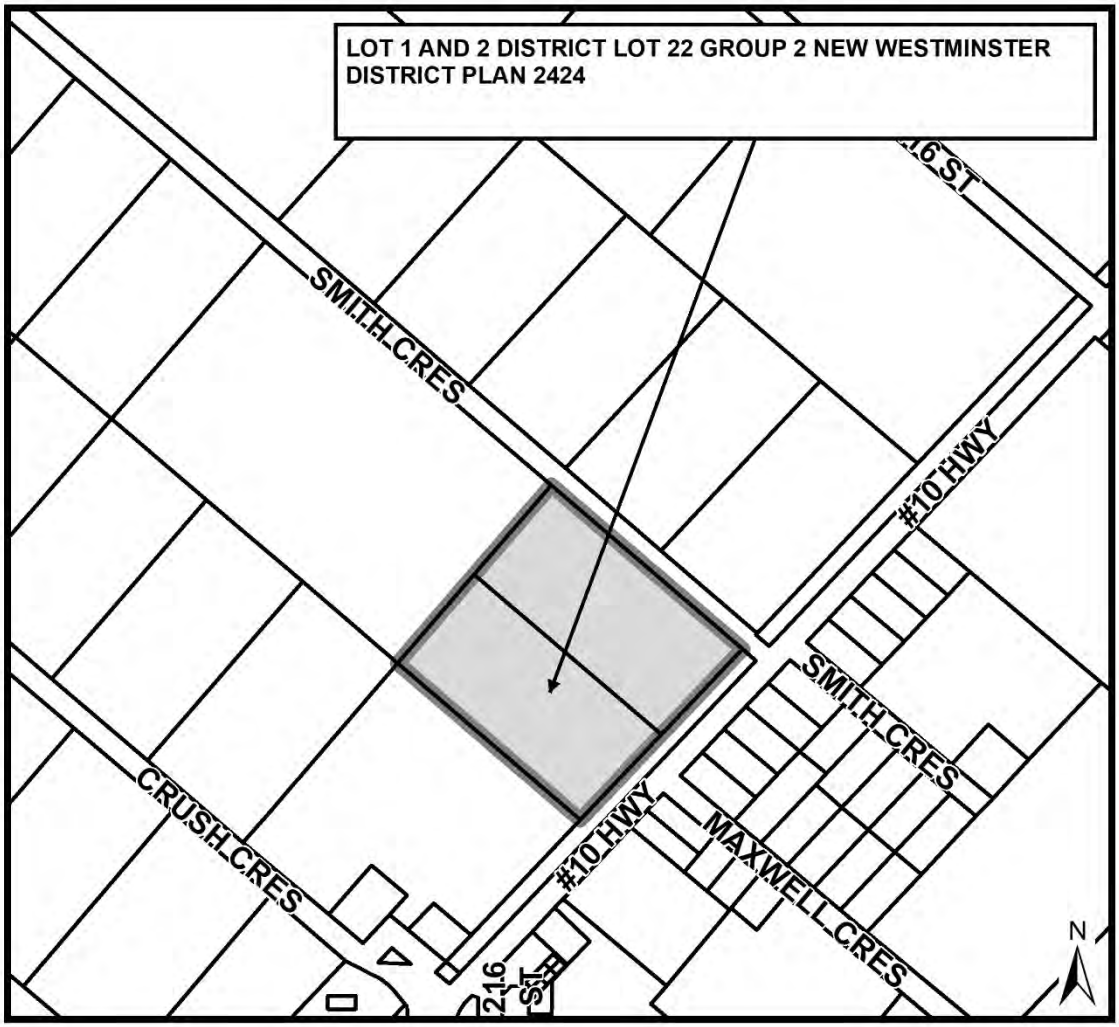
Lot 1 and 2 District Lot 22 Group 2 New Westminster District Plan 2424

as shown delineated on Schedule “A” attached to and forming part of this Bylaw to Comprehensive Development Zone CD-167.

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.
RECEIVED THE APPROVAL OF THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE the	day of	, 2021.
ADOPTED the	day of	, 2022.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5746



THE CORPORATION OF THE TOWNSHIP OF LANGLEY
GENERAL LOCAL GOVERNMENT ELECTION BYLAW 2010 NO. 4844

CONSOLIDATED FOR CONVENIENCE ONLY

EXPLANATORY NOTE

Bylaw No. 4844 provides for the determination of procedures for the conduct of local government elections, by-elections, and other voting pursuant to Part 3 of the *Local Government Act*.

Amending Bylaw No. 5083 – adopted July 14, 2014
Bylaw 2014 No. 5083 amends the General Local Government Election Bylaw 2010 No. 4844 by:

- Clarifying the Special Voting Places by adding a definition of "Long Term Care Facilities";
- Deleting section 6 (Order of Names on Ballot) which then by default, places the names of Candidates for the office of Mayor and Councillor, in alphabetical order. The order of names for the School Trustee candidate will be by lot unless they change their bylaw;
- Clarifying the public access to Nomination Documents; and
- Deleting the section dealing with access to Campaign Financing Disclosure Statements as this function will now be administered by Elections BC. The Township's webpage will provide a link to the Elections BC website for Campaign Financing Disclosure Statements.

Amending Bylaw No. 5371 – adopted June 11, 2018
Bylaw 2018 No. 5371 amends the General Local Government Election Bylaw 2010 No. 4844 by:

- Updating section numbers of the Local Government Act referenced;
- Limiting registration of electors to registration at the time of voting – previously this only applied to by-elections;
- Updating section 6 to have order of candidates on the ballots determined by lot.
- Updating section 7 c) to incorporate changes as a result of the adoption of the *Local Elections Campaign Financing Act*.

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

GENERAL LOCAL GOVERNMENT ELECTION BYLAW 2010 NO. 4844

WHEREAS, the Council for The Corporation of the Township of Langley enacts the following:

Title

1. This Bylaw may be cited for all purposes as "General Local Government Election Bylaw 2010 No. 4844".

Use of Provincial List of Voters as the Register of Resident Electors

2. In order to provide automatic registration by inclusion on the Provincial list of voters:

   a) the most current available list of voters prepared under the *Election Act*, existing at the time an election or other voting is to be held is the register of resident electors;

   b) the Provincial list of voters becomes the register of resident electors 52 days before general voting day for each election or other voting.

#5371
11/06/18

   c) the Chief Election Officer is authorized, under section 69 of the *Local Government Act* (the Act), to limit registration of electors to registration at the time of voting.

Required Additional Advance Voting Opportunity

3. The date and location for the required additional advance voting opportunity will be set by the Chief Election Officer.

Additional Advance Voting Opportunities

4. The Chief Election Officer is authorized to establish dates for additional advance voting opportunities in advance of general voting day, to designate the voting places, and set the voting hours for such voting opportunities.

Special Voting Opportunities

5. The Chief Election Officer is authorized, under section 69 of the Local Government Act (the Act), to limit registration of electors to registration at the time of voting.

#5371
11/06/18

   a) to establish special voting opportunities for each election in any or all of the hospitals or long-term care facilities, including a location outside the boundaries of the municipality in accordance with section 109 of the *Act*.

   b) to designate the location, the date, and the voting hours for the special voting opportunity.

c) to apply the following restrictions to those who may vote at special voting opportunities:

#5083 14/07/14

(i) in the case of Langley Memorial Hospital, only eligible electors, who on the date on which the special voting opportunity is held, have been admitted as patients to the hospital;
(ii) in the case of long term facilities, only eligible electors who, on the date on which the special voting opportunity is held, have been registered as residents of the institution; and
(iii) employees of the long term facilities and/or hospital(s) who are eligible to vote in the Township of Langley.

d) designate election officials to conduct the special voting opportunity by providing the ballot box and necessary supplies to enable such electors to vote.

e) to limit the number of candidate representatives who may be present at the special voting opportunity.

5083 14/07/14

f) "Long Term Care Facilities" includes extended care institutions as well as retirement living complexes with independent living facilities that provides a common eating area for residents of the facility as an integral part of the facility.

#5371 11/06/18

Order of Names on Ballot

6. The order of names on the ballots for candidates is to be determined by lot. The procedure for conduct and determination will be as set out in section 117 of the Local Government Act.

Access to Documents

7. **Access to Nomination Documents**

#5083 14/07/14

#5371 11/06/18

a) "As authorized under section 89 of the Act, public access to nomination documents will be available for inspection at the Township of Langley Civic Facility during regular business hours upon request by any person and by posting the nomination documents on the Township of Langley's website from the time of delivery of the nomination documents to the Chief Election Officer until 30 days after the declaration of the election results.

b) The signature, but not the name, of the nominators of a candidate will be redacted from the nomination papers that appear on the Township's website."

Access to Campaign Financing Disclosure Statements

(c) As authorized by section 59 of Local Elections Campaign Financing Act, "Public access to disclosure information – local authority responsibilities", public access to signed declarations, and supplementary reports will be provided by making copies available at the Township of Langley Civic Facility during regular business hours and by providing a hyperlink on the Township of Langley's website to the Elections BC website.

Number of Voting Places

8. The Chief Election Officer may determine the number of voting places to be utilized for elections, by-elections, and other voting purposes.

Tie Vote

#5371
11/06/18

9. Upon completion of a mandatory judicial recount, if two or more candidates have an equal number of votes, the result of the election will be determined by lot in accordance with section 151 of the *Act*.

Repeal of Bylaw No. 4672

10. Township of Langley Local Government Election Bylaw 2008 No. 4672 is hereby repealed.

READ A FIRST TIME the	04	day of	October	, 2010
READ A SECOND TIME the	04	day of	October	, 2010
READ A THIRD TIME the	04	day of	October	, 2010
RECONSIDERED AND ADOPTED the	18	day of	October	, 2010

"W. RICK GREEN" Mayor "SUSAN PALMER" Deputy Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

COUNCIL PROCEDURE BYLAW 2016 NO. 5199

A Bylaw Regulating the Procedures of Council, its Committees, and other Bodies Pursuant to the *Community Charter,* S.B.C. 2003, c. 26

EXPLANATORY NOTE

CONSOLIDATED FOR CONVENIENCE ONLY

Bylaw 2016 No. 5199 repeals and replaces "The Corporation of the Township of Langley Council Procedure Bylaw 2010 No. 4838 and its amendments, thereto, to provide an updated set of rules of procedure for Council and its committees, pursuant to the Community Charter, S.B.C. 2003, s. 26.

Amending Bylaw No. 5522 – adopted November 18, 2019
Bylaw 2019 No. 5522 amends Council Procedure Bylaw 2016 No. 5199. The bylaw incorporates amendments to:

- Provide for the automatic release of specified items from Closed Council meetings;
- Permit Third, or Third and Final readings during a Public Hearing Council meeting;
- the Delegation process; and
- Housekeeping items.

Amending Bylaw No. 5592 – adopted March 27, 2020
Bylaw 2020 No. 5592 amends Council Procedure Bylaw 2016 No. 5199. The bylaw incorporates amendments as prescribed in the *Community Charter, [SBC 2003] CHAPTER 26*, to allow electronic meetings in the event of a public emergency or disaster in the community. The bylaw will remain in force from the date of adoption thru the end of day, December 31, 2020.

Amending Bylaw No. 5744 – adopted October 4, 2021
Bylaw 2021 No. 5744 amends Council Procedure Bylaw 2016 No. 5199. The bylaw incorporates amendments as prescribed in the *Community Charter, [SBC 2003] CHAPTER 26*, to allow Council members to attend Council meetings electronically due to specified events/conditions.

CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

PART 1 -TITLE 1
PART 2 - DEFINITIONS 1
Definitions and Interpretation 1
PART 3 – INTERPRETATION AND APPLICATION 3
Rules of Procedure 3
Irregularity 3
Section Titles 3
Terms and Parliamentary Procedures 3
PART 4 – INAUGURAL MEETING OF COUNCIL 3
Inaugural Meeting 3
Schedule and Designation of Acting Mayor 3
PART 5 – MEETINGS OF COUNCIL 4
Schedule of Council Meetings 4
Public Notice of Council Meeting Schedule 4
Advertising Availability of Regular Council Meeting Schedule 4
Location of Regular Council Meetings 4
Scheduling of Regular Council Meetings 5
Regular Council Afternoon 5
Regular Council Evening 5
Regular Council Public Hearing 5
Special Closed Meeting of Council 5
Calling of Meeting to Order and Quorum 6
Open Meeting Requirement 6
PART 6 – COUNCIL MEETING AGENDAS 8
Order of Business 8
Agendas 8
Deadline for Submissions to Agenda 8
Agenda Available to the Public 8
New Business 8
Statutory Public Hearings 9
PART 7 – SPECIAL MEETINGS OF COUNCIL 9
Special Meeting 9
Notice of Special Meeting 9
Agenda for Special Meeting 9
PART 8 – CHAIR 10
Appointment of Chair 10

Chair in Absence of Mayor and Acting Mayor 10
Rights and Restrictions of Mayor 10
Chair Must Maintain Order 10
Appeal from Decision of the Chair (Chair is Challenged) 10
PART 9 – RULES OF CONDUCT AND DEBATE 11
Conduct and Debate of Council Members 11
Recognition and Speaking Order of Council Members 11
Improper Conduct 12
PART 10 – MOTIONS 12
Motions Generally 12
Recording of Motions 13
Motions to Reconsider, Rescind or Amend Previously Adopted Motion 13
Notice of Motion 14
Secondary Motions 14
PART 11 – VOTING ON A MOTION 15
Voting on Motions 15
No Interruption after Question 15
No Departure from Meeting once a Vote has been Called 15
Motions Shall be Decided by the Majority 15
Abstention Deemed Affirmative 15
Equal Votes 15
Disagreement on Disposition of Question 15
PART 12 – MINUTES OF MEETINGS 16
Minutes of the Proceedings of Council 16
Minutes of Committee Meetings 16
Delivery of Minutes 16
Adoption of Minutes 17
PART 13 - DELEGATIONS 17
Application to Present as a Public Delegation 17
Responses to a Public Delegation 19
Petitions and Communications 19
Proclamations 19
PART 14 – BYLAWS 19
Title and Bylaw Number 19
Proposed Bylaws to Council Members 19
Readings of a Bylaw 19
Recording and Safekeeping of Bylaw 20

Abandoned Bylaw 20
Amendment and Repeal of a Bylaw 20
PART 15 – COMMITTEES 20
Committee Proceedings 20
PART 16 – GENERAL 20
Temporary Suspension of Rules and Orders 20
Severability 20
Public Notification 20
Effective Date 21
Bylaw No. 4838 Repealed 21
Appendix A - Council Meeting Agenda Headings 22
Appendix B - Protocol for Public Hearings (Section 464 of the Local Government Act) 24
Appendix C - Secondary Motions 25
Appendix D – Glossary of Terms and Parliamentary Procedures 27

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

COUNCIL PROCEDURE BYLAW 2016 NO. 5199

A Bylaw Regulating the Procedures of Council, its Committees, and other Bodies Pursuant to the *Community Charter*, S.B.C. 2003, c.26

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

PART 1 -TITLE

1.01 This Bylaw may be cited for all purposes as "Township of Langley Council Procedure Bylaw 2016 No. 5199".

PART 2 - DEFINITIONS

Definitions and Interpretation

2.01 In this Bylaw,

"**Administrator**" means the Chief Administrative Officer;

"**Advisory Committee**" means a committee of persons appointed by Council, in addition to Council Members and/or staff members, to advise Mayor and Council, and staff;

"**Chair"** means the Mayor, Acting Mayor, or Member appointed under the *Community Charter* or this Bylaw who is presiding at a meeting;

"**Civic Facility**" means the Civic Facility located at 20338 – 65 Avenue, Langley, British Columbia, V2Y 3J1;

"**Committee**" means a standing, select, or other committee;

"**Community Charter**" means *the Community Charter* of the Province of British Columbia;

"**Corporate Officer**" means a person responsible for corporate administration, appointed under the Community Charter;

"**Council**" means the Council of the Township;

"**Councillor**" means a member of the Council other than the Mayor;

"**Delegation**" means a member of the public or representative of an organization who addresses Council, a Council Advisory Committee, a Board, or a Public Hearing about a specific item on the agenda of a meeting;

"**Local Government Act**" means *the Local Government Act* of the Province of British Columbia;

"**Majority Vote**" means that more than half of the Members present, with a quorum present, vote in favor of a resolution, main motion, bylaw, amendment or any other secondary motions;

"**Mayor**" means the Mayor of the Township, and includes a Councillor acting as Mayor under this Bylaw;

"**Member**" means a voting member of the Council, including the Mayor or any Councillor of the Township;

"**Public Notice Posting Place**" means the Public Notice Board at Corporate Customer Service on the second floor of the Civic Facility and the Township Website;

"Quorum" means:

(1) in the case of Statutory, Regular, and Special meetings of Council, five (5) elected members of Council; and

(2) in the case of a committee or other body, more than half of the voting members appointed;

"Regular Meeting" means a Council meeting convened regularly in accordance with Part 5;

"Social Media" means a web site used by individuals or groups to share ideas, information, messages and other content such as audio and video images;.

"**Special Meeting**" means a Council meeting other than a Statutory, Regular or adjourned meeting;

"**Township**" means The Corporation of the Township of Langley;

"**Township Clerk** or **Deputy Township Clerk**" means the Corporate Officer for the Township, assigned the responsibility of Corporate Administration of the Township under the *Community Charter";*

"**Township Website**" means the information resource found at an internet address provided by the Township of Langley;

"**Unanimous consent**" means an informal way of taking a vote, used only for routine and not-controversial decisions, usually of a procedural nature, e.g.: The Chair asks: "Is there any objection to extending the time for this speaker by 2 minutes?," pauses, and if no Members objects says: "There being no objections, the time is so extended." If a Member does object, the Chair takes a show of hands: "There are objections and we'll take a show of hands. Those in favour of granting an extra two minutes raise one hand. Thank you. Those opposed raise one hand. Thank you. The two minutes extension has been granted (or has not been granted)";

#5522
18/11/19

"Unintentional" means not intentional or deliberate.

PART 3 – INTERPRETATION AND APPLICATION

Rules of Procedure

3.01 The rules and regulations contained in this bylaw apply to proceedings of the Council and Committees established by Council.

The definitions and provisions in *the Community Charter* and *the Local Government Act* apply to this Bylaw and supersede any provisions in this Bylaw that may conflict with *the Community Charter or the Local Government Act*. If an amendment to *the Community Charter* or *the Local Government Act* creates a conflict between the applicable legislation and this Bylaw, such an amendment shall come into effect immediately, this Bylaw shall be deemed to have been altered.

Irregularity

3.02 When a specific provision of this bylaw, which does not originate in *the Community Charter* or *the Local Government Act*, is unintentionally incorrectly applied, it shall not affect the validity of the resolution or bylaws approved.

Section Titles

3.03 Section titles are for reference purposes only and should not be used for interpretation or deemed to add to or deviate from the language of the section.

Terms and Parliamentary Procedures

3.04 A Glossary of Terms and Parliamentary Procedures is attached as Appendix D.

PART 4 – INAUGURAL MEETING OF COUNCIL

Inaugural Meeting

#5522 18/11/19 4.01 Following a general local election, the first meeting of a newly elected Council shall be held at 7:00pm on the first Monday of the month immediately following the election.

Schedule and Designation of Acting Mayor

4.02 At the Inaugural Meeting of Council, Council must approve by resolution, a schedule designating each Councillor to an equal number of weeks over their term of office for specifying the period they are Acting Mayor. As Acting Mayor, the designated Councillor is the member responsible for acting in the place of the Mayor in his or her absence or otherwise unable to act or when the office of Mayor is vacant and, the Acting Mayor has the same powers and duties as the Mayor.

4.03 The Inaugural Meeting shall be the only meeting of Council scheduled for the day that the Inaugural Meeting occurs.

PART 5 – MEETINGS OF COUNCIL

Schedule of Council Meetings

5.01 Council's meeting schedule shall include Regular Council Afternoon, Regular Council Evening, and Regular Council Public Hearing.

The agenda for the Regular Council Public Hearing may also include other non-Public Hearing related items that require Council action or direction.

#5522 18/11/19 Special Closed Council meetings may be scheduled to occur within Regular Afternoon or Regular Evening Council meetings.

5.02 Prior to the last meeting of Council in December of each year, Council shall approve its schedule of Regular Council meetings for the following year.

5.03 Council may, by resolution:

a) cancel or reschedule any Regular Meeting;

b) change the time or location for holding the meeting; or

c) call an additional Regular Meeting at the time and place stipulated in the resolution.

Public Notice of Council Meeting Schedule

5.04 Council must prepare annually, on or before January 1, a schedule of the dates, times, and places of Regular Council meetings and must make the schedule available to the public by posting it at the Public Notice Posting Place.

Advertising Availability of Regular Council Meeting Schedule

#5522 18/11/19 5.05 Council must give notice annually, of the availability of the schedule of Regular Council meetings beginning on January 1, and publish the notice once each week for two consecutive weeks in a newspaper distributed at least weekly in the Township and posted in the Public Notice Posting Place.

5.06 If under section 5.03, revisions are necessary to the annual schedule of Regular Council meetings, the Township Clerk/Deputy Township Clerk must, as soon as practicable:

a) post a notice at the Public Notice Posting Place which indicates any revisions to the date, time, and place or cancellation of a Regular Meeting of Council; and

b) revise the schedule referred to in section 5.04.

Location of Regular Council Meetings

5.07 A Regular meeting of Council must be held at the Civic Facility, 20338 – 65 Avenue, Langley, BC unless by resolution Council approves an alternate location.

Scheduling of Regular Council Meetings

5.08 **Council's Regular Meetings** are held as per the schedule adopted annually, except where such meetings are subsequently canceled, postponed, or added, and the public is so notified.

Regular Council Afternoon

#5522 18/11/19

5.09 Regular Council Afternoon meetings are scheduled as per the schedule adopted by Council and shall start at the time set by the Township Clerk/Deputy Clerk (or designated staff person) and end no later than 6:00pm, unless Council Members present unanimously consent to or adopt a resolution to extend the meeting.

Regular Council Evening

5.10 Regular Council Evening meetings are scheduled as per the schedule adopted by Council and shall start at the time set by the Township Clerk/Deputy Clerk (or designated staff person) and end no later than 10:00pm, unless Council Members present unanimously consent to or adopt a resolution to extend the meeting.

Regular Council Public Hearing

5.11 Regular Council Public Hearing meetings are scheduled as per the schedule adopted by Council and shall start at the time set by the Township Clerk / Deputy Clerk (or designated staff person) and end no later than 11:00pm, unless Council Members present unanimously consent to or adopt a resolution to extend the meeting.

Special Closed Meeting of Council

5.12 Special Closed Meetings of Council are held after the commencement of a Regular Council Afternoon meeting or other open Council meeting, upon resolution of Council to exclude the public from the meeting in relation to one or more matters specified in the *Community Charter* and may be called in accordance with the following provisions:

a) Before a Special (Closed) Meeting is convened, Council must adopt a resolution in an open meeting, as per Section 92 in *the Community Charter*, specifying the clauses under Section 90 in *the Community Charter* under which such a meeting is being called.

b) For each Special (Closed) Meeting, the resolution(s) under Section 92 of *the Community Charter* must always include clause 90(1)(n) of *the Community Charter*, so as to allow Council to debate and determine the appropriateness of the closed meeting status of the items included in the resolution.

c) No items may be added to a closed meeting agenda while such a meeting is in progress, unless Council, at a subsequent open meeting, adopts a separate resolution to authorize such an addition to the agenda.

d) Upon the direction of Council to declassify the proceedings of a closed meeting and/or any related documents, the Corporate Officer shall make the relevant materials public.

e) The minutes of a closed meeting may include only the topics and the decisions made.

f) No outsider, including an invited advisor, may attend a Special (Closed) Meeting unless he or she is invited to attend by Council.

#5522 18/11/19

g) The following items occurring at Closed Council meetings are considered released by Council with the provisions described below:
- The names of appointed individuals and Council members that have been selected for Township of Langley committees and outside organizations upon notification of the individuals.
- The names of individuals that are receiving awards or honours bestowed by the Township of Langley upon notification of the individual or family.
- Property Acquisition and Disposal Reports to Council sixty (60) business days after the conclusion of the transaction, subject to the *Freedom of Information and Protection of Privacy Act*.

Calling of Meeting to Order and Quorum

5.13 As soon as there is a quorum present after the time specified for a meeting, the Mayor, if present, must take the Chair and call the Council meeting to order.

5.14 If the Mayor is absent, the Acting Mayor must take the Chair and call the meeting to order.

5.15 If the Mayor and the Acting Mayor do not attend within thirty (30) minutes after the time appointed for a meeting of Council, the Township Clerk/Deputy Township Clerk shall call the meeting to order and a temporary Acting Mayor shall be appointed from among the Members present and shall preside until the arrival of the Mayor or the Acting Mayor and, while presiding, shall have all the powers of the Mayor.

5.16 If there is no quorum within thirty (30) minutes of the time set for the commencement of a duly scheduled meeting of Council, the Township Clerk/Deputy Clerk shall:

a) record the names of the Members present and the meeting shall stand adjourned until the date of the next Regular Meeting of Council; and

b) place all business on the agenda that is not dealt with at that meeting on the agenda for the next Regular Meeting.

Open Meeting Requirement

#5522 18/11/19

5.17 With the exception of Closed Meetings (called under Clause 5.12), all meetings are open to the public to observe. In support of transparency and Community Charter requirements, the following provisions apply:

a) Members must not substantially advance the decision making process via electronic media or via private gatherings that are not advertised and are not open to the public to observe;

b) Although agenda reviews and purely educational sessions that do not advance Council's decision making process are not deemed to be meetings and may be held

privately, a clear statement shall be made at the start of such sessions and, if needed, as such sessions progress, that Council's decision making process must not be advanced during such sessions.

#5522 18/11/19 5.18 Council may have a five (5) minute break after two (2) consecutive hours of a Council meeting.

Electronic Meetings

#5592 27/03/20 5.19 A Council member who is unable to attend a Regular Council or Special Council meeting due to a public emergency or disaster in the community, may participate in the meetings by means of visual and audio electronic or other communication.

#5592 27/03/20 5.20 For all meeting open to the public, the Chair of the meeting and the Township Clerk/Deputy Clerk must be in attendance in the location that the public may attend to hear or watch and hear the meeting.

#5592 27/03/20 5.21 The Part 5, Sections 19 and 20 expire at 11:59pm, December 31, 2020.

#5744 04/10/21 5.22 A Special Meeting of Council may be conducted by means of electronic or other communication facilities.

#5744 04/10/21 5.23 The Chair of the meeting and the Township Clerk/Deputy Clerk must be present for Regular meetings of Council at the location specified in section 5.07 of this bylaw until such time as the *Community Charter* and/or other applicable statutory and regulatory schemes permit Regular meetings of Council to be conducted using electronic or other communication facilities.

#5744 04/10/21 5.24 A Council member who is unable to attend a Regular or Special Council Meeting location due to one of the following:

a) attendance at a Township business activity;

b) a Federal, Provincial or Local State of Emergency; or

c) illness, injury, or other health concern;

may participate in the meeting by means of electronic or other communication facilities.

#5744 04/10/21 5.25 Except for any part of a meeting that is closed to the public, the public must be able to hear, or watch and hear any Council members participating by means of electronic or other communication facilities.

#5744 04/10/21 5.26 A Council member must advise the Township Clerk/Deputy Township Clerk of the intent to attend the meeting via electronic or other communication facilities:

a) as soon as practical prior to a meeting; or

b) in extenuating circumstances.

#5744 04/10/21 5.27 Council members who are participating in a meeting conducted in accordance with this section are deemed to be present at the meeting.

#5744 04/10/21

5.28 Should the electronic or other communication facility fail, and a Council member is no longer able to hear or be heard during a Council meeting, the member will be deemed to have left the meeting until such time as communication is restored.

PART 6 – COUNCIL MEETING AGENDAS

Order of Business

6.01 Unless otherwise resolved by Council, business must be dealt with at every Regular Meeting in the order in which it stands upon the Agenda.

Agendas

#5522 18/11/19

6.02 Prior to each Council meeting, the Township Clerk/Deputy Township Clerk must prepare an agenda setting out all the items for consideration at that meeting, noting in short form a summary for each item on the agenda. An outline of Agenda headings that may be used for meetings of Council is attached as Appendix A. With the exception of the headings "Mayor and Council Report", Metro Vancouver Representative's Report" and "Other Business", where there is no agenda item to be included under a heading, it is not required to include the heading.

6.03 If the agenda for the meeting contains a proposed resolution to close all or part of the meeting to the public, the agenda must state the basis under the *Community Charter* on which all or part of the meeting is to be closed, but the agenda need not otherwise describe the matter in respect of which all or part of the meeting is to be closed. Notification for a Special Closed Council meeting must be provided in accordance with the *Community Charter.*

Deadline for Submissions to Agenda

6.04 The deadline for delivery by the public to the Township Clerk/Deputy Township Clerk of written submissions or requests for a delegation for inclusion on the Council meeting Agenda is noon on the fifth (5th) calendar day preceding the meeting.

Agenda Available to the Public

6.05 The Township Clerk/Deputy Clerk must make the agenda available to the public by posting the agenda on the Public Notice Posting Place by noon (12:00pm) on the third (3rd) calendar day preceding the meeting, or as otherwise determined by Council.

6.06 If a portion of an agenda refers to items to be considered at a meeting from which the public is excluded, that portion of the agenda must not be made available to the public, except as referred to in section 6.03.

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.

Statutory Public Hearings

6.08 The conduct of Public Hearings required by statute and must be in accordance with the Public Hearing Protocol and attached to this Bylaw as Appendix "B".

#5522 18/11/19

6.09 Council Motions for Third Reading, or Third Reading and Final Adoption, may be, by two-thirds (2/3) vote of Council, and without debate, considered at the same meeting in which the Public Hearing for the bylaw(s) has concluded upon confirmation from the Township Clerk/Deputy Township Clerk that no further written submissions have been received for Council's consideration.

#5522 18/11/19

6.10 A Clerk's Note that advises Council may consider Third Reading or Third Reading and Final Adoption will appear on the agenda with each Public Hearing item.

PART 7 – SPECIAL MEETINGS OF COUNCIL

Special Meeting

7.01 A special meeting may be called in compliance with applicable enactments.

Notice of Special Meeting

7.02 A Notice of Special Meeting signed by the Mayor or the Township Clerk/Deputy Township Clerk, stating the purpose of the special meeting in general terms, date, hour, and place, must be given at least 24 hours before the time of meeting, by:

a) posting a copy of the notice at the Regular Council meeting place;

b) posting a copy of the notice at the Public Notice Posting Place; and

c) providing notice to each Council member at the place to which the Member has directed notices be sent.

Two or more council members may, in writing, request the Mayor call a Special Council meeting (as per the *Community Charter*).

Council may, as per the Community Charter, waive the notice for a Special Meeting in urgent cases by a unanimous vote of all its Members. Waiving of public notice must be kept to a minimum noting Council's preference to be as transparent and accountable as possible.

Agenda for Special Meeting

7.03 The Township Clerk/Deputy Township Clerk must prepare an agenda for each special meeting which must state in general terms the nature of each item of business to be dealt with at the special meeting.

7.04 If the agenda contains a proposed resolution to close all or part of the special meeting to the public, the notice must state the basis under the *Community Charter* on which all or

part of the meeting is to be closed, but the notice must not otherwise describe the matter in respect of which all or part of the meeting is to be closed.

PART 8 – CHAIR

Appointment of Chair

8.01 The Chair of each meeting is the Mayor or, in the Mayor's absence, the Acting Mayor.

Chair in Absence of Mayor and Acting Mayor

8.02 Section 5.15 applies if the Mayor or the scheduled Acting Mayor are not in attendance at the start of a meeting, and a quorum is present.

Rights and Restrictions of Mayor

8.03 The Chair has the same rights, must vote, may make and second motions, may participate in debate and is subject to the same restrictions in relation to participating in debate as other Members of the Council.

Chair Must Maintain Order

8.04 The Chair must preserve and decide questions of order.

8.05 To raise a point of order, the Member must first ask leave of the Chair to raise a point of order and after leave is granted, state the point of order to the Chair who must then state and decide the point of order.

8.06 If a Member considers that the Member's integrity or the integrity of the Council as a whole has been called into question, the Member may, as a point of privilege, draw the matter to the attention of Council.

Appeal from Decision of the Chair (Chair is Challenged)

8.07 On appeal by a Member of a decision of the Chair, the question as to whether the Chair is to be sustained must be put to a vote immediately by the Chair and decided without debate.

8.08 The Chair must not vote on the question as to whether he or she is to be sustained.

8.09 The Chair must be governed by the vote of the majority of the other members present.

8.10 If the votes are equal, the ruling of the Chair will be sustained or upheld.

8.11 The names of the Members voting for or against the question must be recorded in the minutes.

8.12 If the Chair refuses to put the question under subsection 8.07 to a vote, the Council must immediately appoint another Member to preside temporarily. The presiding Member must proceed, and a resolution or motion carried under this subsection is as binding as if carried under subsection 8.07.

PART 9 – RULES OF CONDUCT AND DEBATE

Conduct and Debate of Council Members

9.01 All discussion, questions or comments should be addressed to the Chair.

9.02 A person must refer to the Mayor as “Your Worship”, “Mister or Madam Mayor”, as the case may be, or by the Mayor’s surname preceded by “Mayor”.

A person must refer to Council members as “Councillor _____”.

A person must refer to staff members as “Mr.____” or “Ms._____” or “The Director of _____”.

9.03 Members may not interrupt a Member who is speaking except to raise a point of order, point of privilege or to request a statement of the rule that applies to a point of order.

9.04 Any Member may require the question or motion under discussion to be read at any time during the debate, but not so as to interrupt a Member while speaking.

9.05 Members who are called to order by the Chair:

a) must immediately stop speaking;

b) may explain their position on the point of order; and

c) may appeal to Council for its decision on the point of order in accordance with the *Community Charter*.

Recognition and Speaking Order of Council Members

9.06 A Member who wishes to speak or make a motion at a meeting must wait to be recognized by the Chair. Recognition is generally on a first-come-first-served basis. The Chair (or designated person) must keep a speaker’s line up. The speaker’s line up may be maintained electronically.

9.07 The Member who moves a motion is entitled to speak on it for the first time in preference to other Members, but does not have the right of speaking last.

9.08 Each Member is entitled to speak up to two (2) times on each debatable motion, for a period not to exceed ten (10) minutes at a time, except when granted permission by Council to exceed those limits.

9.09 A Member who wishes to speak for the second time on the same motion must wait until those who wish to speak on it for the first time have spoken.

9.10 Where applicable, a Member may request the Chair to divide a motion, where it is practical to separate into two or more votes on a motion.

9.11 A Member must not speak to a matter already disposed of by the Council, except on a motion for reconsideration in accordance with section 10.10 and 10.11 of this bylaw, or the *Community Charter.*

Improper Conduct

9.12 Members must conduct themselves at all times with behavior respectful of their duties as members of Council and not use offensive or derogatory words or unparliamentarily language in a meeting or against the Council, Council members or staff.

9.13 No Member or person attending the meeting may cause a disturbance, disrupt or in any manner unduly delay the conduct of business at a meeting.

9.14 No Member may speak on any subject other than the subject in debate.

9.15 No Member may criticize any decision of the Council during a Council meeting except for the purpose of moving that the question be reconsidered.

9.16 No members shall engage in or place postings on social media while a meeting of Council is in progress.

9.17 Members must adhere to the rules of procedure established under this bylaw and to the decisions of the Mayor and Council in connection with the rules and points of order.

9.18 Pursuant to the *Community Charter* and Council Policy, in regards to improper conduct of persons attending Township of Langley Council meetings, if the Chair deems a person, other than a member, to be acting improperly the person may be expelled from the meeting.

9.19 If a person, other than a Member, resists or disobeys an order of the Chair to leave a meeting of Council, that person may be removed by the Township Clerk/Deputy Township Clerk, or, if necessary, by a peace officer at the direction of the Chair.

9.20 No member shall speak disrespectfully of the Reigning Sovereign, any member of the Royal Family, the Governor-General, the Lieutenant-Governor of any Province, any Member of the Senate, the House of Commons of Canada, the Legislative Assembly of the Province of British Columbia or any elected Municipal Council or Municipal Council member.

PART 10 – MOTIONS

Motions Generally

10.01 Motions that come before Council meetings must have been included in the pre-circulated agenda, except:

a) as provided in section 6.07;

b) when a resolution only included a direction to staff to craft a motion for a subsequent meeting; or

c) when the Chair deems a motion that was not included with the pre-circulated agenda to be of minimal impact and therefore not requiring advance notice to the public.

10.02 Motions must be phrased in a clear and concise manner so as to express an opinion or achieve a result and the Chair may require that motions be put in writing for purposes of

clarity.

10.03 A motion containing distinct proposals may be divided by leave of Council.

10.04 A motion must be first moved by one Council member and seconded by another before debate can take place on the motion.

10.05 A motion in respect of a matter which is beyond the jurisdiction of the Council is not in order.

10.06 A motion on a point of privilege must receive disposition of Council upon receipt and when settled, the question must be resumed from the point where it was suspended (examples: fix the time to adjourn, adjourn or recess).

10.07 After a motion is read or stated, it is deemed to be in the possession of the Council, but may be withdrawn by Council at any time before decision or amendment.

10.08 If the Chair is of the opinion that there has been sufficient debate, he or she may put the question to a vote.

Recording of Motions

10.09 Every motion that is seconded must be recorded in writing into the Minutes by the Township Clerk/Deputy Township Clerk. The Minutes must record the results of the vote as either CARRIED or DEFEATED. Members voting in opposition to the motion shall have their names recorded in the Minutes.

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**	Upon sufficient notice, pursuant to section 6.07, any member, regardless of how he or she voted on an adopted	Any member, regardless of how he or she voted on a defeated resolution or bylaw, can bring back

subsequent meeting	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**.	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.

Notice of Motion

10.12 A Member may provide a "Notice of Motion" that is to be read to Council by giving the text of the motion to the Township Clerk/Deputy Township Clerk during a Regular Council meeting or by providing it to the Township Clerk/Deputy Township Clerk by noon (12:00pm) on the fifth (5^{th}) calendar day preceding the meeting.

10.13 Motions read to Council must appear in the minutes of that meeting as a "Notice of Motion" and be placed on the Agenda for the next Regular Meeting (Regular Afternoon or Regular Evening), unless otherwise stated by the maker of the Notice of Motion. The scheduling of Notice of Motion in the Regular Afternoon or Regular Evening meetings will be the determined by the meeting the Notice of Motion was read.

10.14 No Notice of Motion may proceed in the absence of the mover, unless the mover has provided the Township Clerk/Deputy Township Clerk with written notification that the Notice of Motion may proceed in his or her absence.

Secondary Motions

10.15 At a meeting, Secondary Motions may be introduced, debated and voted on in a "last-in-first-out" sequence, e.g.: If an amendment is moved and seconded while a main motion is pending, the amendment is then debated and voted on, and then the debate on the main motion resumes.

10.16 Secondary motions include subsidiary, privileged and incidental motions. Appendix C forms part of this Bylaw, and provides the main rules for the Secondary Motions that are most frequently applied at meetings.

PART 11 – VOTING ON A MOTION

Voting on Motions

11.01 When a vote of Council is taken, each Member present must vote on the motion by raising his or her hand, or use of an electronic voting system where each Member present must vote on the motion by pressing the appropriate console button either “in favour” or “opposed”, after the Chair calls for the vote. The Chair will then announce if the motion is carried or defeated, and the names of opposing Members. The Township Clerk/Deputy Township Clerk must record the names of the opposing Members in the minutes.

No Interruption after Question

11.02 After a question is put to a vote by the Chair, no Member may speak to the question nor provide any further motions until after the vote is taken and the results have been declared.

No Departure from Meeting once a Vote has been Called

11.03 Unless excused as a result of not being entitled to vote, no Member may leave a meeting once a vote on a matter has been called.

Motions Shall be Decided by the Majority

11.04 Every motion, other than those motions specified in sections 7.02, 13.03 and 16.01, must be decided by the majority of the Members present at the meeting.

Abstention Deemed Affirmative

11.05 A Member present at a meeting at the time of the vote, who abstains from voting, is deemed to have voted in the affirmative on the question.

Equal Votes

11.06 Except as in section 8.10, if the votes of the Members present at the meeting are equal for and against a question, the question is defeated and the Chair must declare this result.

Disagreement on Disposition of Question

11.07 If a Member disagrees with the announcement of the Chair that a question has been carried or defeated, the Member may, but only immediately after the declaration by the Chair, request that a new vote be taken.

Adoption of Censure Motions of Council Members

#5522
18/11/19

11.08 A motion to censure any member of Council requires an affirmative vote of two-thirds (2/3).

PART 12 – MINUTES OF MEETINGS

Minutes of the Proceedings of Council

12.01 All minutes of the proceedings of Council must be:

a) legibly recorded;

b) adopted by a resolution of Council;

c) signed and certified as correct by the Township Clerk/Deputy Township Clerk or designate;

d) signed by the Chair at the meeting at which the Minutes were adopted;

e) a record of the place, date, and time of the meeting, the names of the Members in attendance, the adoption and correction, if necessary, of the minutes of the prior meetings, and all other proceedings of the meeting without note or comment, except for explanation or clarification purposes; and

f) open for public inspection at the Civic Facility during its regular office hours, except for the minutes of that part of a council meeting from which persons were excluded under the *Community Charter* (Closed Meetings).

12.02 The names of movers and seconders will be recorded in the minutes.

12.03 The written minutes shall be considered the official record of Council and Committee meetings.

Minutes of Committee Meetings

12.04 All minutes of committee meetings must be:

a) legibly recorded;

b) signed and certified by the Member presiding at the meeting where they are approved; and

c) open for public inspection at the Civic Facility during its regular office hours, except for the minutes of that part of a committee meeting from which persons were excluded under the *Community Charter.*

Delivery of Minutes

12.05 The Township Clerk/Deputy Township Clerk must prepare and provide each Council Member the minutes of special and Regular Meetings by 4:30pm on the third calendar day prior to the meeting at which they are scheduled for adoption.

Adoption of Minutes

12.06 The minutes of every meeting must be adopted by resolution of the Council.

12.07 A record of any amendment to the minutes of a meeting must appear in the next set of Council meeting minutes.

12.08 The minutes may be adopted by resolution of the Council without being read to the meeting.

12.09 Any error or omission in the minutes may be identified by a Member orally and rectified by a resolution, failing which the adoption of the minutes shall be postponed to the next meeting.

12.10 The minutes of a meeting from which the public is excluded must be adopted at a subsequent special meeting from which the public is excluded.

PART 13 - DELEGATIONS

Application to Present as a Public Delegation

#5522 18/11/19 13.01 Receipt of delegation applications:

a) A citizen or group may submit an application to speak at a Council Meeting as a public delegation, and such person or group may request that a related document, petition or proposal be placed before Council, by submitting a completed application form to the Township Clerk/Deputy Township Clerk by noon (12:00pm) of the fifth (5^{th}) day preceding the meeting at which they wish to be heard. Applications received after the deadline regarding items not on the meeting agenda will be forwarded to the next scheduled meeting.

b) For On-Agenda items only, late applications to speak as a delegation can be submitted to the Township Clerk/Deputy Township Clerk by 10:00am of the day of the Regular meeting. Applications received after the 10:00am deadline will not be added to the agenda and will be forwarded to the next scheduled meeting.

c) Delegation requests received after the deadline and not the subject of an item on the meeting agenda maybe deemed urgent at the discretion of the Township Clerk/Deputy Township Clerk. The request may be forwarded to Council at the next scheduled meeting for approval. In recognition of the scope of business that requires Council's attention, and in the interests of transparency for all residents and stakeholders, an affirmative vote of two thirds (2/3) is required to add the speaker to an agenda.

#5522 18/11/19 13.02 Delegation applications will not be scheduled and Delegations will not be heard that address the following:

a) a bylaw in respect of which a public hearing has been or will be held where the public hearing is required under an enactment as a pre-requisite to the adoption of the bylaw,
   i. applicants submitting delegation requests prior to the bylaw's public hearing will be advised that Council will accept a written submission.

b) an issue which is before the courts or on which Council has authorized legal action;
c) a matter in respect of which a Township-led public consultation process is planned or is in progress;
d) the promotion of commercial projects or services;
e) the promotion of a political party or of a candidate for elected office;
f) publicly tendered contracts or proposals calls for the provision of goods and services for the Township, between the time that such contract or proposal call has been authorized and the time that such a contract or proposal call has been awarded, either by Council or Township staff;
g) a purpose or subject that is beyond the jurisdiction of Council;
h) a purpose or subject that Council reasonably determines is not in the public interest of the community;
i) any matter on which the delegate has already spoken to Council and where no new significant information is provided; and
j) individuals or organizations that have previously appeared during the annual quarter (January thru March, April thru June, July thru September, and October thru December), unless the individual or organization is statutorily authorized to be heard by Council, or required by law to be heard by Council.

13.03 In recognition of the scope of business that requires Council's attention, the number of public delegations shall be limited to five (5) at each meeting, unless Council, by a two thirds (2/3) vote, agrees to suspend the rules and hear additional delegations. Each public delegation may speak up to five (5) minutes and its presentation must be confined to the topic that was indicated in the application.

#5522 18/11/19 13.04 Approval of Delegation applications:

a) It is the Township Clerk/Deputy Township Clerk's duty to review, prioritize delegation requests and schedule them, subject to the provisions of this bylaw.

b) A Delegation can appeal the decision of a Delegation Request by the Township Clerk/Deputy Township Clerk by providing a written request to Council that will be forwarded to Council at the next possible Council meeting. In the interests of transparency for all residents and stakeholders, an affirmative vote of two-thirds (2/3) is required to add the speaker to an agenda.

c) Council may choose to deny a scheduled delegation by a majority vote. The motion may occur during the Agenda Approval motion of the next scheduled Council meeting or at the same meeting the delegation is scheduled to appear.

13.05 The following guidelines apply to Delegations:

a) speakers should not speak disrespectfully of any Council Member, staff Member, or any other person and must not use offensive words or gestures;

#5522 18/11/19 b) section 13.05 b) deleted by Bylaw No. 5522.

c) when appearing before Council, the public must state name, neighbourhood and City for the record.

Responses to a Public Delegation

13.06 A presentation by a public delegation may be followed by questions for a period of up to five (5) minutes. Each Member may ask a brief clarifying question. When asking questions, Members may not enter debate with a presenter and must refrain from giving lengthy preambles to their questions.

13.07 If a public delegation or a citizen requests a substantive decision by Council, the request must be referred to Staff for review for information as to the background, financial implications, and staff recommendation prior to any action being taken.

Petitions and Communications

13.08 To be considered by Council, every communication including a petition designed to be presented to Council, must be legibly written or printed, shall not contain any obscene language, and shall be signed by at least one person, except electronic mail which is acceptable without signature, indicating the name and address of the correspondent.

13.09 Every petition or communication for inclusion in a Council meeting agenda must be delivered to the Township Clerk/Deputy Township Clerk prior to noon on the fifth (5^{th}) calendar day preceding the meeting of Council. Every petition presented to Council shall include the name and residential address of each petitioner with each page of the petition identifying what the petitioners are requesting clearly noted at the top in bold.

Proclamations

13.10 Proclamation requests must be listed under “Proclamations-Announcements” in the Correspondence section of the Agenda with the explanation “In an effort to make the community aware, the following proclamations have been requested.” No other action will be taken by the Township in accordance with Council policy.

PART 14 – BYLAWS

Title and Bylaw Number

14.01 All proposed bylaws must have a bylaw number assigned by the Township Clerk/Deputy Township Clerk, a concise title indicating the purpose of the bylaw, and be divided into sections.

Proposed Bylaws to Council Members

14.02 Unless the Council otherwise resolves, the Council may not consider a proposed bylaw unless the Township Clerk/Deputy Township Clerk has provided each Council Member with the proposed bylaw and it is included in the agenda for the meeting.

Readings of a Bylaw

14.03 The readings of a bylaw may be given in a short form by title and by reference to the bylaw number, provided the proposed bylaw has been included in the agenda.

Recording and Safekeeping of Bylaw

14.04 Every bylaw enacted by the Council shall be numbered, dated, and signed by the Township Clerk/Deputy Township Clerk and the Chair of the Council meeting at which it was adopted, be placed in the Township's records for safekeeping, and endorsed with:

a) the Township's Corporate Seal;

b) the dates of its readings and adoption; and

c) the date of Ministerial approval or approval of the electors, if applicable.

Abandoned Bylaw

14.05 If a bylaw fails to receive a Mover and Seconder at any reading or at adoption and no outstanding matter applies to it, the bylaw is deemed to have been abandoned, subject only to reconsideration.

Amendment and Repeal of a Bylaw

14.06 Subject to the *Community Charter* or other enactments, a bylaw once adopted, may only be amended or repealed by a bylaw processed in the same manner as the original bylaw.

PART 15 – COMMITTEES

Committee Proceedings

15.01 In relation to committee meetings and in the transaction of all committee business, the applicable rules of procedure that govern meetings of Council shall apply.

PART 16 – GENERAL

Temporary Suspension of Rules and Orders

16.01 Any one or more of the rules and orders set out in this Bylaw may be temporarily suspended by a vote of two-thirds of the whole Council, except sections which require the unanimous approval of Council or sections that cannot be suspended without violating the provisions of the *Community Charter.*

Severability

16.02 If any section, subsection or clause of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, then the invalid portion must be severed and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection or clause.

Public Notification

16.03 This bylaw may not be amended, or repealed and substituted, unless Council first gives notice in accordance with Section 94 of the *Community Charter* describing the proposed changes in general terms.

Effective Date

16.04 Township of Langley Council Procedure Bylaw 2016 No. 5199 shall come into force upon the date the bylaw is adopted.

Bylaw No. 4838 Repealed

16.05 The Corporation of the Township of Langley Council Procedure Bylaw 2010 No. 4838 as amended, is repealed.

NOTICE GIVEN THE 28, and 29 day of April 2016.
SECOND NOTICE GIVEN THE 5, and 6 day of May 2016.

READ A FIRST TIME the	09	day of	May	, 2016
READ A SECOND TIME the	09	day of	May	, 2016
READ A THIRD TIME the	09	day of	May	, 2016
RECONSIDERED AND ADOPTED the	30	day of	May	, 2016

"JACK FROESE" Mayor "WENDY BAUER" Deputy Township Clerk

#5522
18/11/19

Appendix A - Council Meeting Agenda Headings

The agendas for all Council Meetings may use the following headings under which the subjects will be listed in numerical order:

Inaugural Meeting of Council

- Oath of Office
- First Nation and Community Welcome
- Reports
- Appointments
- Acting Mayor Appointment
- Councillors' Inaugural Comments
- Mayor's Inaugural Address
- Termination

Regular Council Afternoon

- Adoption and Receipt of Agenda Items
- Adoption of Minutes
- Motion to Resolve into Special Closed meeting
- Presentations
- Delegations (Up to five (5) Delegations)
- Reports to Council
- Correspondence
- Minutes of Committees
- Associations and Other Government Agencies
- Items from Prior Meetings
- Other Business
- Termination

Regular Council Evening

- Adoption and Receipt of Agenda Items
- Adoption of Minutes
- Presentations
- Delegations (Up to five (5) Delegations)
- Reports to Council
- Bylaws for First and Second Reading
- Bylaws for First, Second, and Third Reading
- Bylaws for Consideration at Third Reading
- Bylaws for Final Adoption
- Items from Prior Meetings
- Mayor and Council Report
- Metro Vancouver Representative's Report
- Items Brought Forward for Public Information from Special Closed Meetings
- Items Having Prior Notice of Motion
- Other Business
- Termination

Regular Council Public Hearing

- Adoption and Receipt of Agenda Items
- Development Permits
- Public Hearing
- Other Business*
- Termination

*****Subsection 5.01 states that the agenda for Regular Council Public Hearing may also include other non-public hearing related items that require Council action or direction.

Special Closed Council

- Adoption and Receipt of Agenda Items
- Adoption of Minutes
- Presentations
- Delegations
- Reports
- Correspondence
- Items from Prior Meetings
- Other Business
- Items to be Brought Forward
- Termination

#5522
18/11/19

Appendix B - Protocol for Public Hearings (Section 464 of the Local Government Act)

A Public Hearing is a statutory requirement under Section 464 of the *Local Government Act,* and must be held before third reading of a community plan, rural land use bylaw, zoning bylaw, land use contract amendment bylaw, heritage designation bylaw or heritage revitalization agreement bylaw which would change the use, or density of use, of property.

During a Public Hearing, Council acts in a quasi-judicial role for the purpose of allowing persons who believe their interest in property is affected by a bylaw, permit or other matter, to make representations to Council either orally or by written submission, or add comments or elaborate upon correspondence that may have already been presented to Council concerning the bylaws. It is important to note that Council is not in a position to receive any additional information on the bylaws following the Public Hearing, as dictated by case law.

The hearing procedure involves an explanation from the Community Development Division on the purpose of the proposed bylaws and to hear from individuals regarding the bylaws. In order to ensure that all interested parties have a reasonable opportunity to be heard, speakers are requested to keep representations as brief and succinct as possible and no longer than five minutes, excluding time required for questions from Council. Speakers will be asked to state their name, neighborhood and city for the record and if referring to prepared remarks, to submit copies of these to the Township Clerk. Decorum must be maintained at all times, this includes refraining from applause, booing, or heckling.

To assist with large numbers of speakers, individuals may advise the Township Clerk/Deputy Township Clerk and sign the speakers list prior to the commencement of the public hearing. The names on the speakers list will be read out during the hearing; however the Chair will also call for any other speakers wishing to present their views once the speakers on the list have all been heard. Individuals who have already addressed Council and wish to add further submissions will wait until the people that have not yet addressed Council have had an opportunity to speak. All submissions and speakers lists are considered part of the public record.

Council members should not express their views nor debate the bylaws, but may question speakers to clarify particular points in the submissions. Council may consider Third Reading, or Third Reading and Final Adoption, at this meeting or at its next Regular Meeting to be held:

Monday, (DATE),
at 7:00pm
at the Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

Appendix C - Secondary Motions

Subsidiary Motions

The seven subsidiary motions below can assist a meeting in treating or disposing of a resolution or bylaw. All seven require a majority vote. They can be decided formally or, if there is no objection, they can be decided by unanimous consent, for example: "*If there is no objection, we will end debate and proceed to the vote."*

The Motion	The Usage	The Process
Postpone Indefinitely	A motion to decline to take a position on a pending main motion. The effect is to "kill" the main motion for the current session.	A seconder is required. This motion is debatable, but not amendable. A majority vote is required to adopt.
Amend	A motion to change the wording of another motion before voting on it, usually by adding or inserting text, deleting text, or replacing text: "*I move that the motion be amended by adding the words __."*	A seconder is required. An amendment is debatable. A secondary amendment (amendment to an amendment) is allowed, but a third level amendment is not allowed. A majority vote is required to adopt.
Commit/Refer	A motion to send a pending motion to a committee or staff. Instructions may be included: "*I move that the motion be referred to Staff, with instruction to study ____ and report back at the next regular meeting."*	A seconder is required. The motion is debatable (as to the merits of referral) and amendable. A majority vote is required to adopt.
Postpone to a certain time / Defer	A motion to postpone consideration of a main motion to a certain time: "*I move that consideration of this motion be postponed until the next regular meeting."*	A seconder is required. The motion is debatable (as to the merits of postponement) and amendable. A majority vote is required to adopt.
Limit or Extend Debate	A motion to limit or extend debate on a motion, e.g.: "*I move to extend debate on this motion by ten minutes."*	When handled formally, requires a seconder and a majority vote, without debate. Can be decided by unanimous consent: "*Is there any objection to extending debate on this motion by ten minutes?"*
Call the Question	A motion to close debate and vote immediately	When handled formally, requires a seconder and a majority vote, without debate. Closing debate can be done informally, by unanimous consent: "*Is there any objection to ending debate*?" Pause, then say*: "There being no objection, debate is closed."*
Lay on the Table, or "Table"	A motion to set a pending main motion aside to accommodate something else of immediate urgency: "*I see that our invited expert on ____ has arrived and will need to leave in thirty minutes. I move that we table the motion so we can hear from this expert now."*	When handled formally, requires a seconder and a majority vote, without debate. Typically the decision to table is made informally, by unanimous consent. When Council is ready to resume debate of the tabled motion, it may do so with or without a motion to "take/lift from the table."

Privileged Motions
The five privileged motions can be addressed formally (by a motion) or informally (by unanimous consent).

The motion	The usage	The Process
Call for the Orders of the Day	A demand by a member that the agreed upon schedule be adhered to, e.g.: proceed to a pre-scheduled item when the time for it arrived: "*I call for the orders of the day."*	The Chair responds to the call by enforcing the agreed upon schedule. By a majority vote or by unanimous consent, the assembly can decide to deviate from the adopted schedule.
Point of Order	Used to point to a perceived violation of a law, bylaw, rules of order or policy	A Member raises a point of order, the Chair must decide the point of order without debate
Point of Privilege	A request or a motion, usually relating to the privileges of the assembly (e.g.: a complaint about noise or other distractions).	A question of privilege generally should not interrupt a speaker (unless the circumstances require it to interrupt), without debate. If the person is making a request (e.g.: that noise issues be addressed), this is handled informally by the Chair.
Recess	A motion to take a short intermission in the proceedings: "*I move we take a ten minute recess."*	If dealt with formally, requires a seconder and a majority vote, without debate. The motion is typically treated by unanimous consent: "*Is there any objection to a ten minute recess?"* (Pause). "*There being no objection, we are in recess and will resume the meeting at ___.*"
Terminate	A motion to close the meeting.	If dealt with formally, requires a seconder and a majority vote, without debate. This motion can be handled by unanimous consent: "*Is there any further business?"* Pause. "*There being no further business, the meeting is terminated."*
Fix the Time to Which to Adjourn	A motion to set an "adjourned meeting" (a continuation of the same meeting, to conclude the same order of business, e.g.: when a public hearing is not concluded).	If dealt with formally, requires a seconder and a majority vote, without debate. The motion is often treated by unanimous consent: "*Is there any objection to scheduling a meeting on _____ to continue the public hearing?"* Pause. "*There being no objection, a continuation of this meeting has been scheduled for _____."*

Appendix D – Glossary of Terms and Parliamentary Procedures

Amendments
An amendment is a motion to change the wording of another motion before voting on it. The amendment sets aside the motion which it proposes to modify. A motion to amend a debatable motion is debatable and requires the same steps shown for a Main Motion.

There are three main methods of amending a motion:

- by inserting or adding words/paragraphs
- by striking out words/paragraphs
- by striking out and inserting words/paragraphs.

Appeal or Challenge of the Chair
A motion that allows Members to disagree with the Chair's ruling in accordance with the *Community Charter.*

Division of a Question
A motion to divide the Main Motion and consider its components separately.

Lay on the Table
A motion to set the Main Motion aside temporarily, to accommodate another matter of immediate urgency.

Main Motion
- A motion that is made to bring any particular subject before Council.
- No Main Motion can be made when another motion is pending.
- A Main Motion yields to all privileged, incidental or subsidiary motions.
- Main motions are debatable, are subject to amendment, and can have subsidiary motions applied.
- When a Main Motion is Laid on the Table or postponed to a certain time, it carries all pending subsidiary motions with it.
- Main motions require only a majority vote.

Motion to Call the Question
- Cannot be amended.
- Cannot be proposed when there is an amendment under consideration.
- Shall preclude all further amendments of the main question.
- When resolved in the affirmative, the question is to be put forthwith without debate or amendment.
- May be voted against by the Mover and Seconder.

Number of amendments
- a Primary Amendment changes the wording of the Main Motion
- a Secondary Amendment changes the wording of the Primary Amendment
- only one Main Motion, one Primary Amendment, and one Secondary Amendment may be pending at the same time
- a third level amendment is not allowed.

Number of Votes
If a Main Motion and two amendments are pending, three votes are needed:

- first, a vote on the Secondary amendment
- second, a vote on the Primary amendment
- third, a vote on the Main Motion, as amended.

Point of Order
A statement by a Member that a rule has been violated.

Point of Privilege
Raising a question on the Main Motion relating to the rights of the assembly or the individual while business is pending, and where the request motion would otherwise not be allowed.

Postpone Definitely
A motion to postpone consideration of the Main Motion to a future time.

Postpone Indefinitely or Deferral
A motion to decline to take a position on a pending Main Motion.

Referral
A motion to send a main motion to staff or a committee for further study or action.