Township of Langley

Est. 1873

REGULAR MEETING OF TOWNSHIP COUNCIL

Monday, May 8, 2023 at 1:30pm
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 – May 8, 2023

That Council adopt the agenda and receive the agenda items of the Regular Council meeting held May 8, 2023.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – May 1, 2023

That Council adopt the Minutes of the Regular Council meeting held May 1, 2023.

2. Public Hearing Meeting – May 1, 2023

That Council adopt the Minutes of the Public Hearing meeting held May 1, 2023.

C. DELEGATIONS

1. Benazir Usman
File 0550-07

Request by Benazir Usman, to appear before Council to discuss climate change.

D. PRESENTATIONS

1. Booth, Fernridge and Rinn Neighbourhood Plans

That Council receive the presentation by staff regarding the Booth, Fernridge and Rinn Neighbourhood Plans.

2. Horne Pit

That Council receive the presentation by staff regarding potential site design concept(s), wetland and tree preservation, trail and greenway networks and the possibility of other uses on the municipally-owned lands otherwise known as “Horne Pit” within the draft Fernridge Neighbourhood Plan.

Clerk’s Note: Council requested this presentation at the February 27, 2023 Regular meeting.

E. REPORTS TO COUNCIL

1. Soil Deposit and Removal Application for 22865 – 14 Avenue
Report 23-76
File ENG SO2566

That Council exempt the Soil Deposit and Removal Application for 22865 – 14 Avenue from the public petition process outlined in Soil Deposit and Removal Policy 05-008 and authorize staff to issue the permit, subject to a public notification process and meeting all requirements under the Soil Deposit and Removal Bylaw 2013 No. 4975, as amended.

2. Nathan Creek Sediment Pond Improvements
Report 23-78
File ENG 5225-03-006

That Council authorize the use of an additional $600,000 from the Capital Projects Reserve fund for construction of the Nathan Creek Sediment Pond Improvements Project.

3. Health and Safety Q2
Report 23-77
File FIN 1705-01

That Council authorize the use of up to $8,081,558 from various funding sources to complete projects which are required to ensure public safety or preserve municipal assets.

F. BYLAWS FOR FIRST AND SECOND READING

1. Proposed Booth, Fernridge, and Rinn Neighbourhood Plans
Bylaw No. 5795
Bylaw No. 5796
Bylaw No. 5797
Bylaw No. 5798
Report 23-79
File MA LRP00014

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Booth Neighbourhood Plan) Bylaw No. 5795;

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 5796;

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rinn Neighbourhood Plan) Bylaw No. 5797;

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment Bylaw No. 5798;

That Council receive for information the draft Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Brookswood-Fernridge Neighbourhood Plans) Bylaw No. 5799;

That Council receive for information the Draft Brookswood-Fernridge Greenway Amenity Policy;

That Council receive for information the Draft Brookswood-Fernridge Draft Amendments to the Community Amenity Contributions Policy;

That Council consider that the Booth Neighbourhood Plan Bylaw No. 5795, the Fernridge Neighbourhood Plan Bylaw No. 5796, and the Rinn Neighbourhood Plan Bylaw No. 5797 are consistent with the Township of Langley Financial Plan;

That Council consider that the Booth Neighbourhood Plan Bylaw No. 5795, the Fernridge Neighbourhood Plan Bylaw No. 5796, and the Rinn Neighbourhood Plan Bylaw No. 5797 are consistent with the Metro Vancouver Integrated Liquid Waste Water Resource Management Plan and Integrated Solid Waste and Resource Management Plan;

That Council authorize staff to schedule the required Public Hearing for Langley Official Community Plan Bylaw 1979 No. 1842 Amendment

F. BYLAWS FOR FIRST AND SECOND READING

(Booth Neighbourhood Plan) Bylaw No. 5795, Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 5796; Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rinn Neighbourhood Plan) Bylaw No. 5797; and Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment Bylaw No. 5798;

That Council use the required Public Hearing for the Booth, Fernridge, and Rinn Neighbourhood Plans as public input opportunity for Zoning Bylaw 1987 No. 2500 Amendment (Brookswood-Fernridge Neighbourhood Plans) Bylaw No. 5799;

That Council consider that the consultation process during preparation of the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Booth Neighbourhood Plan) Bylaw No. 5795, the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 5796, and the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rinn Neighbourhood Plan) Bylaw No. 5797 is consistent with sections 475 and 476 of the Local Government Act and the Council Consultation – Official Community Plan Policy 07-160; and

That Council refer the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Booth Neighbourhood Plan) Bylaw No. 5795, the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 5796, and the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rinn Neighbourhood Plan) Bylaw No. 5797 to relevant organizations and agencies as outlined in this report for comment.

Explanation – Bylaw No. 5795

Bylaw No. 5795 amends the Langley Official Community Plan and Brookswood-Fernridge Community Plan by incorporating the Booth Neighbourhood Plan.

Explanation – Bylaw No. 5796

Bylaw No. 5796 amends the Langley Official Community Plan and Brookswood-Fernridge Community Plan by incorporating the Fernridge Neighbourhood Plan.

Explanation – Bylaw No. 5797

Bylaw No. 5797 amends the Langley Official Community Plan and Brookswood-Fernridge Community Plan by incorporating the Rinn Neighbourhood Plan.

F. BYLAWS FOR FIRST AND SECOND READING

Explanation – Bylaw No. 5798

Bylaw No. 5798 amends the Brookswood-Fernridge Community Plan by aligning the land use, policies and related amendments with the new Neighbourhood Plans for Booth, Fernridge and Rinn of the Brookswood-Fernridge Community Plan. Development Permit provisions of the Brookswood-Fernridge Community Plan are also amended, removing the Energy Conservation and GHG Emission Reduction Development Permit Area and incorporating new FireSmart BC guidelines for the protection of development, the neighbourhood forests and groundwater from hazardous conditions associated with wildfires.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Election and Political Signs Bylaw
Bylaw No. 5834
Report 23-25
File ADM 3900-25

That Council give first, second and third reading to Election and Political Signs Bylaw No. 5834.

Explanation – Bylaw No. 5834

Bylaw No. 5834 sets out the rules and regulations regarding the placement of election and political signs on both public and private property within the Township of Langley.

H. BYLAWS FOR CONSIDERATION AT THIRD READING

I. BYLAWS FOR FINAL ADOPTION

J. CORRESPONDENCE

K. MINUTES OF COMMITTEES

1. Agricultural Advisory and Economic Enhancement Committee – April 26, 2023
File 0540-20

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

2. Agricultural Advisory and Economic Enhancement Committee Recommended Motion
File 0540-20

That Council approve the establishment of the Building Agricultural/Rural Connections Task Force for a duration of 180 days.

L. MAYOR AND COUNCIL REPORT

M. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

N. ITEMS FROM PRIOR MEETINGS

Mayor Woodward has requested that the following motion from the November 27, 2017 Regular Evening Council meeting be brought back for reconsideration:

1. Clerk's Note: At the November 27, 2017 Regular Evening Meeting Bylaw No.s 5308 and 5309 were not granted third reading but a number of referral and amendment resolutions were adopted. If a Reconsideration motion is adopted by Council and the original motion for Third Reading is returned to the floor. All previous referrals and amendments would be undone and would need to be moved again should Council wish the motions included.

Motion to Reconsider

That Council reconsider the following motion:

Rezoning Application No. 100441
(Hub Engineering / 525618 BC Ltd. /
3514, 3520, 3560 and 3584 – 200 Street and
20076 – 36 Avenue and 20121 – 35 Avenue)
Bylaw No. 5308
Bylaw No. 5309
Report 17-95
File CD 07-26-0150

N. ITEMS FROM PRIOR MEETINGS

Moved by Councillor Whitmarsh,
Seconded by Councillor Davis,
That Council give third reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (525618 BC Ltd.) Bylaw 2017 No. 5308"; and

"Township of Langley Phased Development Agreement (525618 BC Ltd.) Bylaw 2017 No. 5309".

FIRST AMENDMENT
Moved by Councillor Long,
Seconded by Councillor Davis,
That the proponent be required to provide access to 36 Avenue.

AMENDMENT TO THE AMENDEMENT
Moved by Councillor Long
Seconded by Councillor Fox,
That reference to 36 Avenue be removed, and that the proponent be required to provide a secondary access as a requirement of third reading.
CARRIED

Mayor Froese and Councillor Arnason opposed

SECOND AMENDMENT - REFERRAL
Moved by Councillor Richter,
Seconded by Councillor Arnason,
That another Public Hearing be held relative to the secondary access proposed by staff, and

That the properties on 202 Street affected by the proposed secondary access be notified of the Public Hearing.
CARRIED

Mayor Froese and Councillors Fox, Quaale, and Whitmarsh opposed

AMENDMENT
The question was called on the amendment, as amended twice, and it was
CARRIED

Mayor Froese and Councillors Fox and Whitmarsh opposed

THIRD AMENDMENT
Moved by Councillor Whitmarsh,
Seconded by Councillor Fox,
That a cost sharing strategy be developed between the Township of Langley and the proponent.
CARRIED

Councillors Arnason, Davis, Richter, and Sparrow opposed

N. ITEMS FROM PRIOR MEETINGS

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

Councillors Arnason and Fox opposed

O. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

The following items have been brought forward for public information from the May 1, 2023 Closed Council meeting:

1. Sunrise Lake

That Council release documents related to flooding concerns at Sunrise Lake for public information.
CARRIED

2. Fort Langley Lands Purchase and Sale Agreement

That Council release the Fort Langley Lands Purchase and Sale agreement for public information.
CARRIED

P. OTHER BUSINESS

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

1. Noel Booth Community Park Upgrades

Whereas:

1. Sports user groups have regularly used the fields at Noel Booth Community Park for over 25 years with aged facilities long overdue for upgrades and capacity improvements;

2. Significant sports events and tournaments have been held at Noel Booth Community Park with some tournaments including over 500 players and coaches and over 1,500 spectators at one time; and

3. Baseball diamonds, soccer fields and other recreational amenities at Noel Booth Community Park are insufficient to meet the current and projected growing demand for youth sports within a growing community, now and as is projected for future years;

P. OTHER BUSINESS

Therefore be it resolved that Council hereby directs staff to:

A. Report to Council with estimated costs for upgrades to Noel Booth Community Park, including, but not necessarily limited to:

   a. The installation of lights on the North Center Diamond, South Centre Diamond, Northwest Diamond and Southwest Diamond;
   b. Higher backstops, extended fence lines, and expanded dual-entry dugouts at Northwest Diamond, Southwest Diamond and North Centre Diamond;
   c. Consideration of a potential replacement or significant upgrades of the current park building(s) to include upgraded and/or additional washroom facilities, a larger concession area(s), improved storage and one or more meeting rooms; and
   d. Completion of an expanded, paved additional parking area with potential completion of an additional, potentially lighted synthetic turf or grass field on an open play area to the east of Noel Booth Elementary;

B. Plan to conduct an open house by the 4th quarter of 2023 to solicit public feedback on these potential improvements, along with a referral to the Recreation, Culture and Parks Advisory Committee; and

C. Include the potential expansion and improvements to Noel Booth Community Park within the 2024 Capital Budget for Council to consider.

2. Bus Rapid Transit in the Township of Langley

Whereas:

1. The Township of Langley has the highest growth rate in Metro Vancouver and public transit from TransLink has not kept up with population growth, resulting in inadequate services to support current and future Township of Langley residents and businesses;

2. The Township of Langley has approved $150,000 in funding for 200 Street 2040 to update a future vision for the corridor that includes the 200 Street corridor to be served by Bus Rapid Transit (BRT);

3. 200 Street 2040 currently intends to expand a review and updated visioning process to be consistent with the 800 meter area(s) generally used for frequent transit corridors; and

4. The Transport 2050: 10-Year Priorities plan approved by the TransLink Mayors' Council on Regional Transportation has identified 200 Street as one of nine new, high priority BRT corridors throughout the Metro Vancouver region;

P. OTHER BUSINESS

Therefore be it resolved that Council hereby:

A. Declares its support for Bus Rapid Transit along 200 Street to connect with the Skytrain in the City of Langley and Willowbrook, the Township of Langley's Carvolth Transit Exchange and Maple Ridge;

B. Directs staff to work with the Mayors' Council on Regional Transportation and TransLink to prioritize 200 Street Bus Rapid Transit and achieving BRT on the 200 Street Corridor as quickly as reasonably possible, to potentially commence service before or simultaneously with the start of service of the Surrey Langley SkyTrain.

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

3. Completion of 216 Street Road Dieting

Whereas:

1. Improving public safety is a top priority clearly communicated and previously supported by the majority of Township of Langley Council within this Council term;

2. On July 11, 2022, Council directed staff to proceed with implementation of traffic calming measures on 216 Street fronting Topham Elementary School; and

3. TransLink approval, as outlined in Report to Council 22-75, was granted on October 21, 2022, subject to conditions including an interim road dieting plan included within the 2022 Capital Budget but not yet implemented;

Therefore be it resolved that Council hereby:

A. Allocates $50,000 from the Capital Projects Reserve to complete temporary, interim road dieting on 216 Street as previously funded and approved by Council, to include the implementation of a 30km school zone fronting Topham Elementary School in effect from 8am-5pm; and

B. Directs staff to report to Council with capital funding required to complete an updated, proposed complete street design for 216 Street from 88 Avenue to 96 Avenue, including active transportation for cyclists and pedestrians, and public consultation within 2023, all for Council to consider within the 2024 Capital Budget process.

Q. MOTION TO RESOLVE INTO CLOSED MEETING

That Council now resolve into a 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; (k) Negotiations;
Item E.1 - Section 90(1) (e) Property; (k) Negotiations; and
Item F.1 - Section 90(1) (e) Property.

R. TERMINATE

Township of Langley
Est. 1873

REGULAR MEETING OF TOWNSHIP COUNCIL

Monday, May 1, 2023 at 1:31pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

M I N U T E S

PRESENT: Mayor E. Woodward

Councillors T. Baillie, S. Ferguson, M. Kunst, B. Martens, M. Pratt, K. Richter, R. Rindt, and M. vanPopta

M. Bakken, S. Richardson, S. Ruff, J. Winslade, and R. Zwaag

W. Bauer and S. Little

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

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

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – May 1, 2023

Moved by Councillor Ferguson,
Seconded by Councillor Kunst,
That Council adopt the agenda and receive the agenda items of the Regular Council meeting held May 1, 2023.

AMENDMENT
Moved by Councillor Pratt,
Seconded by Councillor Kunst,
That Item P.2 be withdrawn from the agenda.
CARRIED

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

B. ADOPTION OF MINUTES

1. Regular Council Meeting – April 17, 2023

Moved by Councillor Baillie,
Seconded by Councillor Martens,
That Council adopt the Minutes of the Regular Council meeting held April 17, 2023.
CARRIED

C. DELEGATIONS

1. Dianne Kask
File 0550-07

Dianne Kask appeared before Council to discuss strategies to keep residents safe while densifying development. She commented that densification has changed the quality of life in Langley and that building developments too close together can lead to extreme safety risks, both physical and mentally. Promoting access to green spaces can benefit individuals and trees play a vital role in enhancing health and wellbeing. She further expressed concerns about changing all power in buildings to electricity, the impact of power outages on heating and cooling, and also buildings being built close together and the risk of fire spreading between buildings.

2. Dr. Paul Simonin
A Rocha Canada
File 0550-07

Dr. Paul Simonin, A Rocha Canada, appeared before Council to discuss the future of Horne Pit and impacts on river, salmon, and other biodiversity. He stated that the Little Campbell River watershed is home to a diversity of wildlife and plant species, including five species of Pacific salmon and trout, as well as over 30 species at risk. The Little Campbell River and its surrounding natural habitat are faced with increasing anthropogenic impacts and threats, including poor water quality, seasonally low water levels, and loss of wetland and forest habitat due to pressures from urbanization and agricultural land development. He commented that leadership ensures natural functioning hydrology and wild salmon runs.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

1. 2023 Capital Improvement and Community Grants Report 23-75

File ADM 1850-20

Moved by Councillor Baillie,
Seconded by Councillor Martens,
That Council approve payment of $46,975 under the 2023 Capital Improvements Grants category and that those funds be distributed to those organizations identified in Section A of the Grant Application Listing;

That Council approve payment of $2,000 under the 2023 Community Association Grants category, as identified in Section B of the Grant Application Listing;

That Council approve payment of $64,000 under the 2023 Community Grants – General category to be distributed to those organizations identified in Section C of the Grant Application Listing;

That Council approve payment of $45,000 under the 2023 Major Festivals Grants category and that those funds be distributed to those organizations as identified in Section D of the Grant Application Listing;

That Council approve payment of $12,000 under the 2023 Minor Festivals Grants category and that those funds be distributed to those organizations as identified in Section E of the Grant Application Listing;

That Council approve payment of $17,500 under the 2023 Community Grants - Banners category and that those funds be distributed to those organizations as identified in Table F of the Grant Application Listing;

That Council approve payment of $21,000 from 2023's funding allocations for graduating high school students to be distributed under the 2024 Community Grants - Scholarships as identified in Section G of the Grant Application Listing;

That Council approve payment of $2,000 representing $250 to each of the eight (8) Langley secondary schools in support of the 2024 Dry Grads category as identified in Section H of the Grant Application Listing;

That Council approve payment of $1,500 in the Ceremonial Fly-By Category as identified in Section I of the Grant Application Listing;

That Council review the applications, not having met grants criteria identified as "To Be Reviewed by Council" in Section A through I, and provide funding direction and authorize staff to adjust funding amounts accordingly; and

E. REPORTS TO COUNCIL

That Council endorse the revised Capital Improvement Grant Program and Community Grant Program policies that further refines the criteria that guide staff recommendations.

AMENDMENT
Moved by Councillor Martens,
Seconded by Councillor vanPopta,
That the grant to the Langley Arts Council (reference A4) be increased to $3,237.50.
CARRIED

AMENDMENT
Moved by Councillor Martens,
Seconded by Councillor Baillie,
Whereas the Fort Langley Jazz & Arts Festival Society (reference D2) will be receiving funding from other sources, the $10,000 grant is to be reallocated to Section H Community Grants – Dry Grad, representing a total of $1,500 to each of the 8 Langley secondary schools in support of the Dry Grad category.
CARRIED

Councillors Kunst and Richter opposed

AMENDMENT
Moved by Councillor Baillie,
Seconded by Councillor Martens,
That the South Fraser Community Rail Society (reference C29) be provided with a grant in the amount of $5,000.
CARRIED

AMENDMENT
Moved by Councillor Baillie,
Seconded by Councillor Martens,
That Council approve payment of $5,000 under the 2023 Grant program to the Aldergrove Coghlan Hall Society.
CARRIED

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

MOTION
Moved by Councillor Martens,
Seconded by Councillor Ferguson,
That Council direct staff to amend the grant policy to include Banner Grants with criteria and maximum allowable grants.
CARRIED

E. REPORTS TO COUNCIL

MOTION
Moved by Councillor Martens,
Seconded by Councillor vanPopta,
That Council approve payment of $100,000 to the Gateway of Hope and that the funding request be included in the budget in future years with an annual review as part of the grant process.
CARRIED

MOTION
Moved by Councillor Baillie,
Seconded by Councillor Martens,
That Council direct staff to provide a report by September 2023 on funding all Remembrance Day celebrations for an equal amount of up to $5,000, to be included in the 2023 grant program.
CARRIED

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That the Fort Langley Lions May Day Parade and Festival be granted an additional $5,000 to be funded from the Council Contingency fund.
CARRIED

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Martens,
That Council direct staff to consider including an additional category for parade events in the grant program.
CARRIED

2. Capital Budget Transfer (8600 Block Glover Road Bridge Deck Replacement)
Report 23-72
File ENG 5330-20

Moved by Councillor Martens,
Seconded by Councillor vanPopta,
That Council authorize the transfer of $68,500 from the Annual Bridge Replacement Program (RDS1364) to Bridge Deck Replacement: 8600 Block Glover Road (RDS1370).
CARRIED

3. Capital Request for Willowbrook Connector, 208 Street and 212 Connector Transportation Projects
Report 23-71
File ENG 5330-23-104

Moved by Mayor Woodward,
Seconded by Councillor Baillie,

E. REPORTS TO COUNCIL

That Council approve $810,000 in funding for environmental compensation works, third-party utility relocation works, and property acquisition along the Willowbrook Connector; and

That Council approve $500,000 in funding for engineering design, traffic studies, and other consulting work required to advance the design for the 208 Street project between 68 Avenue and 76 Avenue and the 212 Connector project between 208 Street and 77A Avenue.
CARRIED

MOTION
Moved by Councillor Richter,
Seconded by Councillor Kunst,
That a presentation by staff be provided on the 208 Street and 212 Connector Transportation projects.
DEFEATED

Mayor Woodward and Councillors Baillie, Ferguson, Kunst, Martens, Pratt, Rindt, and vanPopta opposed

F. BYLAWS FOR FIRST AND SECOND READING

1. Official Community Plan Amendment and Rezoning Application No. 100242 (Isle of Mann Property Group / 7258 and 7240 – 210 Street; 21031, 21133, 21156 and 21081 – 72 Avenue; and 21300 Block of 72 Avenue) Bylaw No. 5836 Bylaw No. 5837 Report 23-74

File CD 08-24-0093

Moved by Councillor Ferguson,
Seconded by Councillor vanPopta,
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 (Northeast Gordon Estate Neighbourhood Plan) Bylaw 2005 No. 4475 Amendment (Isle of Mann Property Group) Bylaw No. 5836 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Isle of Mann Property Group) Bylaw No. 5837 rezoning 6.93 ha (17.12 ac) of land located at 7258 and 7240 – 210 Street; 21031, 21133, 21156 and 21081 – 72 Avenue; and 21300 Block of 72 Avenue to Comprehensive Development Zone CD-176 to facilitate the development of approximately 349 townhouse units, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

F. BYLAWS FOR FIRST AND SECOND 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. Provision of road dedications, widenings, and necessary traffic improvements including dedication of the north half of 72 Avenue (including greenway), Smith Crescent and Crush Crescent to ultimate condition, the east half of 210 Street (including turnaround at 73A Avenue) in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw, and the Northeast Gordon Estate Neighbourhood Plan;
3. Completion of a road closure bylaw for the portion of 72 Avenue between Crush Crescent and Smith Crescent;
4. Completion of a subdivision to create separate lots for each townhouse site (and registration of cross access easements), the stormwater detention facility, and the McGillivray Heritage Residence;
5. Dedication and construction of a 4.5 m wide street greenway on the north side of 72 Avenue and Crush Crescent including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details, and security;
6. Provision of an ALR buffer in accordance with the Northeast Gordon Estate Neighbourhood Plan, including associated 3 m wide trail (Arbour Ribbon);
7. In accordance with the provisions of Section 4.2.13 of the Northeast Gordon Estate Neighbourhood Plan, provision of a wildlife corridor along the south portion of the site connecting the wildlife tunnel on the north side of 72 Avenue to 210 Street;
8. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
9. 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);
10. Secure a community stormwater detention site to serve the development to the acceptance of the Township of Langley;
11. Registration of restrictive covenants acceptable to the Township:
    a. Restricting development until a Development Permit is issued for the site;
    b. Prohibiting clearing of the site (with the exception of servicing access areas) until such time as 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), is accepted by the Township;
    c. Identifying the units (5% of townhouse units) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan;

F. BYLAWS FOR FIRST AND SECOND READING

d. Protection of Streamside Protection and Enhancement Areas and acceptance of the streamside enhancement plans, fencing, signage, and security;
e. Prohibiting parking on internal strata roadways (other than in clearly identified parking spaces);
f. Prohibiting garages from being developed for purposes other than the parking of vehicles for the townhouse units, and prohibiting the development of secondary suites within individual units;
g. Prohibiting access to the site from 72 Avenue and Crush Crescent;
h. Securing building setbacks, buffer areas, and agricultural awareness considerations in accordance with Section 4.3.5 of the Willoughby Community Plan;

12. Registration of a cross access easement in favour of the McGillivray Heritage Residence property over the proposed Townhouse site;
13. Council adoption of a Heritage Revitalization Agreement Authorization Bylaw with respect to restoration and relocation of the McGillivray Heritage Residence;
14. Compliance with the Community Amenity Contributions (CAC) Policy, comprising a total voluntary community amenity contribution of $9,000,000 in support of the proposed OCP amendment and rezoning. The proposed Community Amenity Contribution is subject to the Municipal Price Index (MPI) and may be recalculated to reflect the changes to the MPI from time to time;
15. Compliance with the Willoughby Greenway Amenity Policy, and 5% Neighbourhood Park Land Acquisition Policy;
16. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA), and Latecomer charges;

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Northeast Gordon Estate Neighbourhood Plan) Bylaw 2005 No. 4475 Amendment (Isle of Mann Property Group) Bylaw No. 5836 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 consultation requirement of Official Community Plan Consultation Policy (07-160); and

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 5836 and 5837.

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Martens,

F. BYLAWS FOR FIRST AND SECOND READING

That Development Prerequisite #14 be amended to include the words "with 100% contributed and deposited into the Community Amenity Contribution fund" at the end of the paragraph.
CARRIED

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

Councillor Richter opposed

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Rezoning Application No. 100702 and Development Variance Permit Application No. 100155 (1352041 BC Ltd. / Coastland Engineering & Surveying Ltd. / 19819 – 68 Avenue)
Bylaw No. 5822
Report 23-70
File CD 08-15-0175

Moved by Councillor vanPopta,
Seconded by Councillor Baillie,
That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1352041 BC Ltd.) Bylaw No. 5822 to rezone a 0.43 ha (1.05 ac) site located at 19819 – 68 Avenue to Residential Compact Lot Zone R-CL(B) to facilitate the development of six single family lots subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw;
2. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
3. Provision of road dedications, widenings, and necessary traffic improvements to allow for access in perpetuity, all in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw, and the Routley Neighbourhood Plan;
4. Dedication and construction of a greenway over the Fortis Gas right-of-way including final acceptance of the greenway landscape design plans (interim and ultimate), sidewalk/trail alignment, signage, landscape details, and security;
5. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection);

6. Registration of a no-build restrictive covenant on Lot 7 until access and servicing is available from the north;
7. Compliance with the requirements of the Department of Fisheries and Oceans (DFO) and the Ministry of Water, Land and Air Protection as defined in the Routley Neighbourhood Plan;
8. Compliance with the Community Amenity Contributions Policy, Willoughby Arterial Road Completion Amenity Policy if applicable, Willoughby Greenway Amenity Policy, and 5% Neighbourhood Park Land Acquisition Policy;
9. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Routley Environmental Monitoring Fee, Development Works Agreement (DWA) and Latecomer charges; and

That Council at the time of final reading of Bylaw No. 5822 authorize the issuance of Development Variance Permit No. 100155 (lot depth variance) as follows:

a. Section 405.9 – Subdivision Requirements of the Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum front loaded lot depth requirement in the Residential Compact Lot Zone R-CL(B) from 25 m to 17.4 m for proposed Lot 2 as shown on Schedule “A”.

CARRIED

Councillors Pratt and Richter opposed

2. Rezoning Application No. 100697 and
Development Permit Application No. 101310
(1319730 BC Ltd. / Orion Construction / 8870 – 196A Street)
Bylaw No. 5863
Report 23-69
File CD 08-34-0083

Moved by Councillor Baillie,
Seconded by Councillor vanPopta,
That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1319730 BC Ltd.) Bylaw No. 5863 rezoning 1.20 ha (2.96 ac) of land located at 8870 – 196A Street to Service Industrial Zone M-1A to facilitate development of a 5,275 m^2 (56,780 ft^2) industrial building subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

accordance with the Township's Subdivision and Development Servicing Bylaw;
2. Provision of road dedications, widenings, and necessary traffic improvements including dedication of the east half of 196A Street in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw, and the Carvolth Neighbourhood Plan;
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
4. 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);
5. Registration of a statutory right-of-way for the purposes of a pedestrian connection (2 m) at the southerly property line;
6. Registration of a restrictive covenant for the purposes of protection of Streamside Protection and Enhancement Areas (SPEA) and acceptance of the streamside enhancement plans, fencing, signage, and security;
7. Approval of the rezoning bylaw by the Ministry of Transportation and Infrastructure;
8. Compliance with the requirements of the Willoughby Arterial Road Completion Amenity Policy if applicable, and the Willoughby Greenway Amenity Zoning Policy;
9. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, and Development Works Agreement (DWA) and Latecomer charges; and

That Council at time of final reading of Rezoning Bylaw No. 5863 authorize issuance of Development Permit No. 101310 subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A";
b. Landscape plans being in substantial compliance with Schedule "B" and in compliance with the Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), the Township's Street Trees and Boulevard Plantings Policy and Age Friendly Amenity Area requirements;
c. Section 701.6 of the Township of Langley Zoning Bylaw No. 2500 setbacks being varied from:
    a. 10 m to 5 m from the front lot line; and
    b. 10 m to 3 m from the rear and side lot lines;
d. All signage being in compliance with Schedule "A" and the Township's Sign Bylaw;
e. All rooftop mechanical equipment to be screened from view; and
f. All refuse areas to be located in an enclosure and screened.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

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 a 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.

CARRIED

Councillor Richter opposed

3. Fire Hall Loan Authorization Bylaw and Alternative Approval Process
Bylaw No. 5880
Report 23-73
File FIN 1760-20

Moved by Councillor Baillie,
Seconded by Councillor Martens,
That Council approve the construction of a Fire Hall in Brookswood to replace Fire Hall #5 as outlined in the report to Council on February 27, 2023. The cost of construction is anticipated to be $25 million funded from debt;

That Council give first, second and third reading to Fire Hall Loan Authorization Bylaw No. 5880 for the purpose of borrowing funds in the amount of $25 million for the construction of Fire Hall capital project within the 2023 Capital Program repayable from general revenue; and

That Council provide an Alternative Approval Process, in accordance with Section 86 of the *Community Charter*, for Fire Hall Loan Authorization Bylaw No. 5880 as outlined in items (a) to (e) below with respect to the Alternative Approval Process.

a) Elector responses shall be in the form set out in Attachment “A”.

b) The deadline for the submission of elector responses forms shall be 4:30 PM on Thursday, August 31, 2023 (the “Deadline”).

c) The Township Clerk is authorized to prepare an Alternative Approval Process Notice which must be published once each week for two

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

consecutive weeks with the second publication being at least 30 days before the deadline.

d) This Alternative Approval Process applies to the entire area of the Township, and a fair determination of the total number of electors of the Township of Langley is 96,390.

e) The Township Clerk is authorized to undertake any further steps required to carry out the Alternative Approval Process in accordance with the *Community Charter*.

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That the words in the first paragraph "as outlined in the report to Council on February 27, 2023" be deleted.
CARRIED

Councillor Richter opposed

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

Councillor Richter opposed

H. BYLAWS FOR CONSIDERATION AT THIRD READING

I. BYLAWS FOR FINAL ADOPTION

1. Expanding the Inter-Municipal Transportation Network Services (Ride-Hailing) Business Licence to include Hope, Kent and Mission
Bylaw No. 5865
Bylaw No. 5866
Report 23-63
File CD 3900-25

Moved by Councillor Pratt,
Seconded by Councillor vanPopta,
That Council give final reading to "Inter-Municipal Transportation Network Services Business Licence Agreement Bylaw No. 5865"; and

"Inter-Municipal TNS Business Licence Bylaw No. 5866".
CARRIED

I. BYLAWS FOR FINAL ADOPTION

2. Pre-Authorized Debit for Property Taxes Bylaw Amendment Bylaw No. 5875
Report 23-65
File FIN 1970-06

Moved by Councillor Martens,
Seconded by Councillor Baillie,
That Council give final reading to “Pre-Authorized Debit for Property Taxes Bylaw 2011 No. 4863 amendment Bylaw No. 5875”.
CARRIED

3. 2023 Langley Annual Rates and Tax Collection Bylaw for Universal Services
Bylaw No. 5872
Report 23-56
File FIN 1970-02

Moved by Councillor Martens,
Seconded by Councillor vanPopta,
That Council final reading to “Langley Annual Rates and Tax Collection Bylaw No. 5872”.
CARRIED

Councillor Richter opposed

4. Sanitary Development Works Agreement Bylaw (Zenterra Developments Ltd.)
Bylaw No. 5821
Report 23-57
File CD 08-27-0070

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council give final reading to "Sanitary Development Works Agreement (Zenterra Developments Ltd.) Bylaw No. 5821”.
CARRIED

J. CORRESPONDENCE

1. MS Awareness Month
File 0630-01

Moved by Councillor Martens,
Seconded by Councillor Ferguson,
That Council receive the correspondence from Patricia Wilson, MS Ambassador, requesting the month of May 2023 be proclaimed as MS Awareness Month, a MS Canada flag flies for the month of May and/or a landmark or facility is lit up in red on May 30th.
CARRIED

J. CORRESPONDENCE

MOTION
Moved by Councillor Baillie,
Seconded by Councillor Martens,
That the 200 Street overpass be lit up in red on May 30, 2023 to recognize MS Awareness Day.
CARRIED

K. MINUTES OF COMMITTEES

1. **Heritage Advisory Committee – April 5, 2023**
   Standing Committee on Police Priorities and Initiatives – April 12, 2023
   Recreation, Culture, and Parks Advisory Committee – April 12, 2023
   Council Process Committee – April 17, 2023
   Seniors Advisory Committee – April 19, 2023
   File 0540-20

   Moved by Councillor Martens,
   Seconded by Councillor Baillie,
   That Council adopt the Minutes from the Council Process Committee meeting held April 17, 2023 and receive the Minutes of the Council Committee meetings as listed above.
   CARRIED

2. **Standing Committee on Police Priorities and Initiatives**
   Recommended Motion
   File 0540-20

   Moved by Councillor Martens,
   Seconded by Councillor vanPopta,
   Whereas the existing fitness facility and security infrastructure at the RCMP Main Detachment does not meet current industry best practices and standards.

   Therefore be it resolved that Council:

   1. Directs staff to complete a preliminary design of the following three priority areas:

      1) improved fitness facility above the southwest wing of the RCMP detachment;
      2) upgraded CCTV and access control system; and
      3) security fencing around the perimeter of the site.

   2. Approve $125,000 to proceed with the pre-planning and preliminary design of the three priority areas;

K. MINUTES OF COMMITTEES

3. Directs staff to report back once the preliminary design has been completed and the required funding envelope has been determined; and

4. Directs staff to review potential reconfiguration or amenity expansion and improvement of the Murrayville Activity Park to accommodate potential expansion of the RCMP Detachment parking capacity.

CARRIED

Councillor Richter opposed

3. Council Process Committee Recommended Motion
File 0540-20

Moved by Councillor Baillie,
Seconded by Councillor vanPopta,
That Council directs staff to bring forward the Election and Political Signs Bylaw No. 5834 for consideration of first, second, and third reading.
CARRIED

L. MAYOR AND COUNCIL REPORT

Council members reported that they attended various local events during the course of their duties.

Councillor Kunst reported that she attended the UBCM Executive meeting in Victoria.

M. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

Mayor Woodward reported that at the Metro Vancouver Board meeting the Gloucester Urban Containment Boundary Expansion was unanimously approved. He advised that he is removing himself from Metro Vancouver's Housing Committee and Climate Action Committee with Councillors Martens and vanPopta attending as the appointed alternates, respectively.

Councillor Martens reported that she attended the Metro Vancouver Regional Parks Committee meeting.

MEETING RECESSED
The meeting recessed at 3:19pm.

MEETING RECONVENED
The meeting reconvened at 3:28pm.

N. ITEMS FROM PRIOR MEETINGS

1. Rezoning Application No. 100617 and Development Variance Permit Application No. 100165 (1177293 BC Ltd. / Unibuild Construction / 7894 – 197 Street) Bylaw No. 5856 Report 23-50

File CD 08-22-0099

Moved by Councillor vanPopta,
Seconded by Councillor Martens,
That Council give first, second, and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1177293 BC Ltd.) Bylaw No. 5856 rezoning 0.80 ha (2.0 ac) of land located at 7894 – 197 Street to Residential Compact Lot Zones R-CL(A), R-CL(B), and R-CL(SD) to facilitate a residential development consisting of 16 lots (eight single family lots and eight semi-detached lots), subject to the following development prerequisites being satisfied to the acceptance of the Township 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. Provision of road dedications, widenings, and necessary traffic improvements for the east side of 197 Street, the new 197B Street, the new lane, and the north and west sides of 78B Avenue in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw, and the Latimer Neighbourhood Plan;
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
4. 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);
5. Registration of restrictive covenants acceptable to the Township:
    a. Identifying the units (5% of single family and semi-detached) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan;
    b. Restricting building on Lots 11 and 16 to allow for a temporary turn around until required road and services are available in compliance with the Subdivision and Development Servicing Bylaw.
    c. Prohibiting the development of secondary suites and prohibiting garages from being developed for purposes other than parking of vehicles within individual units zoned Residential Compact Lot Zone R-CL(SD);
6. Compliance with the Community Amenity Contributions Policy, Willoughby Arterial Road Completion Amenity Policy if applicable,

N. ITEMS FROM PRIOR MEETINGS

Willoughby Greenway Amenity Policy, and 5% Neighbourhood Park Land Acquisition Policy; and

7. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA), and Latecomer charges; and further

That Council at the time of final reading of Bylaw No. 5856 authorize the issuance of Development Variance Permit No. 100165 (lot depth variance) as follows:

a. Section 405.9 – Subdivision Requirements of the Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum front loaded lot depth requirement in the Residential Compact Lot Zone R-CL(B) from 25.0 m to 23.0 m for proposed Lots 11 – 16 as shown on Schedule “A”.

REFERRAL
Moved by Councillor vanPopta,
Seconded by Councillor Pratt,
That the application be referred to staff to receive further information from the proponent regarding a potential townhouse land use for the subject site within the context of the surrounding area with servicing, the road and mobility network, Community Amenity Contribution considerations, and a Latimer Neighbourhood Plan amendment bylaw for Council’s consideration.
CARRIED

Councillor Richter opposed

2. ACCI Capital Projects: Authorization to use Designated Grants, Sponsorships, Donations and Reserves Report 23-67
File ACCI 1840-01

Moved by Councillor Martens,
Seconded by Councillor Pratt,
That Council authorize the use of designated funds up to $150,000 identified in Attachment A for salishan Place - School Program Furniture and Equipment;

That Council authorize the use of designated funds up to $569,930 identified in Attachment A for salishan Place - Office Furniture and Equipment;

That Council authorize the use of designated funds up to $1,448,674 identified in Attachment A for salishan Place - Exhibitions and Related Fixtures and Equipment;

That Council authorize the use of up to $215,000 from the Library Reserve

N. ITEMS FROM PRIOR MEETINGS

to fund the purchase of furniture and equipment at the new library in salishan Place by the River; and

That Council pre-authorize the use of additional designated sponsorships, donations and grants that may be received in 2023 and 2024 towards the new facility, with excess being placed in the Museum Reserve.
CARRIED

O. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

The following information has been released from the November 14, 2022 Closed Council meeting for public information:

1. E-Comm Board of Directors Designates

That Councillor Martens be appointed as the E-Comm Board Member designate from the Township of Langley; and

That Councillor Martens' name be forwarded to the Cities of Langley, Surrey, and White Rock for their endorsement as the nominee for the designated group of the Township of Langley, and the Cities of Langley, Surrey, and White Rock for a four (4) year term beginning with the 2023 Annual General Meeting; and

That Council endorse the representative to be appointed by the City of Surrey as a nominee for the E-Comm Board of Directors for the designated group of the Township of Langley and the Cities of Langley, Surrey, and White Rock for a four (4) year term beginning with the 2023 Annual General Meeting.
CARRIED

Section 90(1) (a) Personnel

P. OTHER BUSINESS

1. 216 Street Widening from 80 Avenue to Highway 10

Moved by Mayor Woodward,
Seconded by Councillor Martens,
Whereas:

1. The completion of the 216 Street Highway Interchange has significantly increased vehicle traffic on 216 Street from 80 Avenue to Highway 10;

P. OTHER BUSINESS

2. The current road width of 216 Street from 80 Avenue to Highway 10 is insufficient to accommodate growing neighbourhoods, current and future traffic and active transportation within the area; and

3. 216 Street is identified as a major arterial road in the 2009 Transportation Plan and provides a critical link between two provincial highways;

Therefore be it resolved that Council hereby directs staff to report to Council with a conceptual road widening project plan for 216 Street from 80 Avenue to Highway 10 with options for Council to consider, potentially including but not necessarily limited to:

1. the cost and design for road widening, potential intersection improvements, active transportation infrastructure for pedestrians and cyclists and impact(s) to private property;

2. potential impact to the Agricultural Land Reserve; and

3. servicing and third-party utilities requirements that may be applicable to include.

CARRIED

2. Community Forest Management Strategy Update

Item withdrawn.

Q. MOTION TO RESOLVE INTO CLOSED MEETING

Moved by Councillor Martens,
Seconded by Councillor Rindt,
That Council now resolve into a 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 E.1 - Section 90(1) (k) Negotiations;
Item E.2 - Section 90(1) (e) Property; (k) Negotiations;
Item E.3 - Section 90(1) (e) Property; (k) Negotiations;
Item E.4 - Section 90(1) (e) Property; (k) Negotiations;
Item E.5 - Section 90(1) (e) Property; (k) Negotiations;
Item E.6 - Section 90(1) (e) Property; (k) Negotiations;
Item F.1 - Section 90(1) (e) Property; (k) Negotiations;
Item G.1 - Section 90(2) (b) Intergovernmental Relations;
Item H.1 - Section 90(1) (a) Personnel; (d) Security; (f) Law Enforcement; Section 90(2) (b) Intergovernmental Relations;
Item H.2 - Section 90(1) (g) Legal;
Item I.1 - Section 90(1) (k) Negotiations; and
Item I.2 - Section 90(1) (e) Property.

R. TERMINATE

Moved by Councillor Martens,
Seconded by Councillor Baillie,
That the meeting terminate at 3.34pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

Township of Langley
Est. 1873

REGULAR MEETING OF TOWNSHIP COUNCIL

FOR THE PURPOSE OF PUBLIC HEARING AND DEVELOPMENT PERMITS

Monday, May 1, 2023 at 7:00pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

M I N U T E S

PRESENT: Mayor E. Woodward

Councillors T. Baillie, S. Ferguson, B. Martens, M. Pratt, K. Richter, R. Rindt, and M. vanPopta

S. Richardson

W. Bauer and S. Little

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Meeting for Public Hearing and Development Permits – May 1, 2023

Moved by Councillor Pratt,
Seconded by Councillor Martens,
That Council adopt the agenda and receive the agenda items of the Regular Meeting for Public Hearing and Development Permits held May 1, 2023.
CARRIED

B. PRESENTATIONS

1. Brookswood Jr Basketball Team

Mayor and Council presented the Brookswood Jr Basketball team with achievement certificates for their success at the Junior Girls Basketball Provincial Tournament.

2. Jack McEwen - Wrestler

Mayor and Council presented Jack McEwen with an achievement certificate for winning gold at the U19 Canadian Wrestling Championships.

C. DEVELOPMENT PERMITS

D. PUBLIC HEARING

1. Official Community Plan Amendment and Rezoning Application No. 100249 and Development Permit Application No. 101400 (Qualico Developments (Vancouver) Inc. / 26739 and 26771 - 24 Avenue)
Bylaw No. 5857
Bylaw No. 5858
Report 23-68
File CD 13-19-0343

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Aldergrove Community Plan) Bylaw 1978 No. 1802 Amendment (Qualico Developments (Vancouver) Inc.) Bylaw No. 5857"; and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico Developments (Vancouver) Inc.) Bylaw No. 5858"

Explanation – Bylaw No. 5857

S. Richardson explained that Bylaw No. 5857 amends the "Low Density Residential" designation of the Aldergrove Community Plan to permit a density of 24 units per hectare (9.75 units per acre) on property located at 26739 and 26771 - 24 Avenue. 62 Public Notices were mailed out.

Explanation – Bylaw No. 5858

S. Richardson explained that Bylaw No. 5858 rezones 1.78 ha (4.44 ac) of land at 26739 and 26771 - 24 Avenue to Residential Zone R-1A and Residential Compact Lot Zone R-CL(A) to accommodate a residential development consisting of 32 single family lots. 62 Public Notices were mailed out.

Development Permit No. 101400

Running concurrently with this Bylaw is Development Permit No. 101400 (Qualico Developments (Vancouver) Inc. / 26739 and 26771 - 24 Avenue) in accordance with Attachment A subject to the following conditions:

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

D. PUBLIC HEARING

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;
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
e. Commencement of accepted streamside enhancement and restoration works within 30 days of SPEA disturbance;

Submissions from the public:

There were no submissions received from the public.

The following written submissions were received from the public:

1. L. and M. Amato, Langley residents, expressing concerns regarding the lack of fence separating the development from their property, and asking that any disturbance of their property during construction be put back to its original state.
2. D. Kask, a Langley resident, expressed concerns regarding permeable ground for waterflow for all of the development area and the need for children play areas. She is in support of the development retraining trees and providing a trail along the riparian zone.
3. J. Hansen, Strong Towns Langley, expressed several concerns with the proposed development such as inefficient land use, unaffordable homes, proximity to the ALR, and concerns over CAC incentives. He recommended that the OCP be expanded to cover the entire Aldergrove region.
4. S. and S. Kroeker, expressed concerns on the impact of development on the families living in the subdivision close by and for the wildlife in the area.

MOTION
Moved by Councillor Ferguson,
Seconded by Councillor vanPopta,
That Council consider third reading of "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Aldergrove Community Plan) Bylaw 1978 No. 1802 Amendment (Qualico Developments (Vancouver) Inc.) Bylaw No. 5857"; and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico Developments (Vancouver) Inc.) Bylaw No. 5858".
CARRIED

Councillor Richter opposed

D. PUBLIC HEARING

MOTION
Moved by Councillor Ferguson,
Seconded by Councillor vanPopta,
That Council grant third reading of "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Aldergrove Community Plan) Bylaw 1978 No. 1802 Amendment (Qualico Developments (Vancouver) Inc.) Bylaw No. 5857"; and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico Developments (Vancouver) Inc.) Bylaw No. 5858".
CARRIED

Councillor Richter opposed

E. TERMINATE

Moved by Councillor Martens,
Seconded by Councillor vanPopta,
That the meeting terminate at 7:14pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

From: do_not_reply@notifications.tol.ca
Sent: Sunday, April 30, 2023 9:52 AM
To: legservicesinfo
Subject: Delegation Requests by Benazir Usman

Please note the following response to Delegation Requests has been submitted at Sunday April 30th 2023 9:48 AM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  5/7/2023
- **Topic**
  Climate Change
- **Purpose of presentation**
  Information only
- **Full name**
  Benazir Usman
- **Email address**
  FOIPPA s.22(1)
- **Address**
  FOIPPA s.22(1)
- **Primary Phone**
  FOIPPA s.22(1)
- **Alternate Phone**
  FOIPPA s.22(1)

[This is an automated email notification -- please do not respond]

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 8, 2023 - REGULAR MEETING	**REPORT:**	23-76
FROM:	ENGINEERING DIVISION	**FILE:**	SO2566
SUBJECT:	SOIL DEPOSIT AND REMOVAL APPLICATION FOR 22865 – 14 AVENUE		

RECOMMENDATION:

That Council exempt the Soil Deposit and Removal Application for 22865 – 14 Avenue from the public petition process outlined in Soil Deposit and Removal Policy 05-008 and authorize staff to issue the permit, subject to a public notification process and meeting all requirements under the Soil Deposit and Removal Bylaw 2013 No. 4975, as amended.

EXECUTIVE SUMMARY:

On December 23, 2022, the Township of Langley received a soil deposit and removal application for 22865 – 14 Avenue, located in the Agricultural Land Reserve (ALR). The application, as amended on March 14, 2023, was submitted by Josh Isaak with Cojo Earthworks Ltd. (Agent) on behalf of the owners Michael and Eileen Jonker (Owners) to remove 9,500 m^3 of peat and deposit 10,000 m^3 of mineral soil, crushed rock, and sand to construct a riding arena and two training pens. Supporting technical reports received include a Soil Deposit Assessment and Erosion and Sediment Control Plan prepared by Madrone Environmental Services, and an Aquatic & Riparian Constraints Assessment provided by BlueLines Environmental Ltd. These reports are included as Attachments A and B respectively. On March 30, 2023, the Agricultural Land Commission issued an approval letter for this project in response to a Notice of Intent filed by the applicant, included as Attachment C.

On April 17, 2023, the Agent and Owners provided a delegation to Council for this application and Council passed the following resolution:

> *"That Soil Deposit and Removal Application for property at 22865 – 14 Avenue be referred to staff for a report and potential approval of Council."*

As previously directed, staff are preparing amendments to the Soil Deposit and Removal Policy and Bylaw for the consideration of Council. As part of those amendments, legal counsel was consulted for situations where approval by the ALC was granted under a Notice of Intent process. Advice has been received that the petition process outlined in the Policy should not be applied in these situations. Accordingly, staff are recommending issuance of a permit subject to applicable fees being received and technical provisions of the bylaw being followed along with notification to surrounding property owners.

PURPOSE:

This report provides Council with information and recommendation with respect to a soil deposit and removal application at 22865 – 14 Avenue.

BACKGROUND/HISTORY:

On December 23, 2022, the Township of Langley received a soil deposit and removal application for 22865 – 14 Avenue, located in the Agricultural Land Reserve (ALR). This application, as amended on March 14, 2023, was submitted by Josh Isaak with Cojo Earthworks Ltd. (Agent) on behalf of the owners Michael and Eileen Jonker (Owners) to remove 9,500 m^3 of peat and deposit 10,000 m^3 of mineral soil, crushed rock, and sand to construct a riding arena and two training pens. Supporting technical reports received include a Soil Deposit Assessment and Erosion and Sediment Control Plan prepared by Madrone Environmental Services, and an Aquatic & Riparian Constraints Assessment provided by BlueLines Environmental Ltd. These reports are included as Attachments A and B respectively. On March 30, 2023, the Agricultural Land Commission issued an approval letter for this project in response to a Notice of Intent filed by the applicant, included as Attachment C.

On April 17, 2023, the Agent and Owners completed a delegation to Council for this application and Council passed the following resolution:

> *"That Soil Deposit and Removal Application for property at 22865 – 14 Avenue be referred to staff for a report and potential approval of Council."*

DISCUSSION/ANALYSIS:

On February 13, 2023, Council considered a separate soil deposit application and as part of that consideration, directed staff to bring forward a presentation on the Soil Deposit and Removal Policy (Policy) with potential revisions. Staff completed a presentation on the Policy on March 13, 2023 and Council directed staff to:

- Bring forward amendments to the Soil Deposit and Removal Policy and Bylaw for consideration
- Maintain a public information session for volumes over 10,000 m^3
- Retain a petition process for information purposes

Staff are in the process of preparing policy amendments and a legal review for applications approved by the ALC through a Notice of Intent (NOI) process and how those applications should be processed by the Township.

The NOI process prepared by the ALC is a relatively new process and was brought in as part of amendments to the Agricultural Land Commission Act and Regulations. This process allows property owners to notify the ALC of an intent to complete an action and the ALC has 60 days to respond with approval or direction to submit a soil deposit or fill use application.

The Township Soil Deposit and Removal Policy, as currently worded, applies to all applications exceeding 600 m^3 and doesn't provide an express exemption for projects where a NOI had received approval by the ALC. Accordingly, staff had previously communicated with the applicant that the provisions of the Policy would apply, and a petition process and public information session would be applicable for this application. Legal counsel confirmed that the Township may impose regulatory requirements (technical requirements, fees etc.) but should not impose actions that are prohibitive in nature as they would likely be of no force and effect. Legal counsel has recommended that the petition process not be applied where ALC approval under an NOI process has been granted and staff will be incorporating these recommendations in the policy revisions currently underway, unless otherwise directed.

The applicable application and volume fees and security deposit for this application are shown in the table below. Fees are applicable both to material that is removed and the subsequent deposit.

Table 1. Summary of Applicable Fees and Security Deposit

Item	Amount	Notes
Application Fee	$500	
Volume Fee ($1/m^3)	$19,500	Non-refundable
Security Deposit ($5/m^3)	$97,500	Refundable

Based on the aforementioned information, staff recommend issuing a soil deposit and removal permit for 22865 – 14 Avenue subject to compliance with the Soil Deposit and Removal Bylaw including applicable fees, notification to surrounding property owners, and foregoing the petition process outlined in the Policy. Completion of a public information session could be completed if requested by Council. If so directed, this public information session would take approximately 8 to 10 weeks to prepare appropriate materials, confirm a venue, publish the date and time, and conduct the session. Historically, the public information sessions are not well attended.

Respectfully submitted,

Richard Welfing
MANAGER, ENGINEERING SERVICES
for
ENGINEERING DIVISION

ATTACHMENT A Soil Deposit Assessment & Erosion and Sediment Control Plan

ATTACHMENT B Aquatic & Riparian Constraints Assessment

ATTACHMENT C ALC Approval - Notice of Intent File No. 62992

ATTACHMENT A

MADRONE
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SOIL DEPOSIT ASSESSMENT & EROSION AND SEDIMENT CONTROL PLAN

22865 14th Avenue
Langley, BC

PREPARED FOR:

Vieira's Trucking Ltd.
22084 28th Avenue, Langley, BC
V2Y 1P1

PREPARED BY:

Jeremy Sincennes, P.Ag.

July 21, 2016
Amended: March 9, 2023

MADRONE ENVIRONMENTAL SERVICES LTD.
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SOIL DEPOSIT ASSESSMENT & EROSION AND SEDIMENT CONTROL PLAN

22865 14th Avenue
Langley, BC

1 Preface

Madrone Environmental Services Ltd. ('Madrone') was retained by Cojo Earthworks Ltd. to update Professional Agrology reporting previously prepared by Madrone (July 2016) for the landowner of 22865 14 Ave., Langley BC (hereafter referred to as 'the site'). Updates to Madrone's previous report are necessitated following a response from the Agricultural Land Commission (ALC) who have approved a Notice of Intent (NOI) to remove soil and place fill (i.e., soil) on the property, which is in the Agricultural Land Reserve (ALR). Following the decision regarding the NOI, Cojo Earthworks Ltd requested amendments be made to this report to ensure consistency with the ALC's NOI decision.

Based on this, Madrone have made the following revisions:

- An updated site plan, showing the location of the soil removal and deposition, including the temporary truck access road to be used (Figure 2); and
- Updated cross section of the soil removal and deposition, showing additional detail and prepared to the current standards of the Township of Langley (TOL) (Figure 3).

These works were completed by Alex Kramer, MSc., A.Ag., Articling Agrologist at Madrone and reviewed by Daniel Lamhonwah, PhD, MES, P.Ag., Agrology Practice Lead at Madrone. Both Agrologists are in good standing with the British Columbia Institute of Agrologists (BCIA), and are qualified to report to municipal, provincial, and federal regulators.

2 Introduction

Madrone was initially retained by Vieira's Trucking Ltd. to prepare the necessary documents for Applications to both the TOL and the Agricultural Land Commission for a farm-use Soil Deposit Permit/Notice of Intent.

The property is owned by Mike and Eileen Jonker. The Jonker family has used the site for horse riding and training purposes in the past. They eventually found the land unsuitable for equestrian activity, primarily due to the presence of thick organic soils which do not provide an appropriate substrate for horse riding. They continue to utilize the property for horse breeding and boarding.

If approved by the TOL, peat will be extracted and structural soil will be deposited on the property located at 22865 14th Avenue, Langley, B.C. (PID 006-220-011). The property is zoned as Rural (RU-3, agricultural use permitted) according to the Township of Langley Zoning Bylaw 2500, Section 200. It is within the Agricultural Land Reserve (ALR). The property is 2.65 ha (6.56 acres).

2.1 Description of Proposed Fill Project

Cojo Earthworks Ltd, on behalf of Mike and Eileen Jonker wishes to deposit an estimated 10,000 m^3 of clean imported soil on 0.50 ha of the 2.65 ha property to alleviate wetness and poor soil strength due to the presence of thick organic soils. The raised profile will also improve the trafficability of the land for farm equipment and livestock.

The soil will be spread to an approximate maximum depth of 2.2m and an average depth of 2 m. The vast majority of the material will not be capped with the native topsoil as it will be crusher dust and aggregate that the riding areas will be constructed of.

The landowners intend to use the improved land for livestock-based agricultural purposes, specifically equestrian activities. The land is currently being utilized for farm use as per BC Reg 171/2002 Section 2(2)(h) - horse riding, training and **boarding**, including a facility for horse riding, training and boarding.

3 Assessment Area Description

3.1 Land Use

The property is zoned RU-3 (rural) and is the site of two occupied residences (single-family dwellings). There are two driveways, one accessing a residence from 16th Avenue and another accessing a residence from 14th Avenue.

There are three additional structures located on the southern portion of the property. The first is a covered riding arena, the second contains indoor livestock stalls, and the third a shed for livestock associated with an outdoor paddock. Current agricultural use includes boarding and breeding horses. The intended future use of the improved land is to train and ride horses.

There are five properties to the west, three of which engage in agricultural activities. The property to the east produces blueberries.

3.2 Climate

The closest Environment Canada climate station (with the most complete climate data) is White Rock STP, located approximately 16.3 km west of the property, at an elevation of 13 m above mean sea level. Records for this station are available for the 30-year period from 1981 to 2010[1]. Mean annual precipitation at the station was 1108 mm and the daily average temperature was 10.6°C.

The Climate Capability Map for Agriculture rates Langley and surrounding area as Moisture Class 2A(I) (Coligado, 1980). Class 2 climate capabilities have a 120-150 day frost-free period (coastal areas) and a climatic moisture deficit of 40 to 115 mm. Class 2 aridity limitations (less than 40 mm climatic moisture deficit) indicate drought or aridity between May 1 and September 30 (growing season) resulting in moisture deficits which are mildly limiting to plant growth. Aridity limitations can be improved through irrigation to Class 1.

[1] http://climate.weather.gc.ca/climate_normals/index_e.html. Accessed June 5, 2016

3.3 Landform and Topography

The site, in its current state, is characterized by simple topography, ranging from slightly sloping to gently undulating. The topographic base map system for the Township of Langley (Geosource[2]) indicates that the regional elevation is roughly 76 to 80 meters above sea level (Figure 1).

Slopes in the area in general range from 1% to 2% and overall fall from the southeastern corner to the north-northeast. The southern property boundary of the site is located above 14th Avenue, with 4 m elevation difference between the lowest point in the northeast corner to the highest point on the southeast corner.

The Langley Geosource mapping tool was used to identify streams and their classification under the Township of Langley- Watercourse Classification[3]. There are no watercourses on the site but a Class "A" watercourse on the adjacent property which runs parallel to the north and west property boundaries. There is also a ditch along the south property line which is designated as a Class "C" watercourse (of insignificant food/nutrient value and non-fish bearing watercourse). There are no watercourses along the eastern property boundary.

Armstrong (1980) mapped the surficial geology of this area as being located on Salish Sediments (SAe). These deposits are generally peat soils 1-8m thick overlying Fraser River sediments. This conforms to my observations of the surficial geology.

3.4 Review of Existing Maps and Information

Soils in the lower Fraser Valley were surveyed at a reconnaissance scale in the 1980`s. Similarly, Land Capability for Agriculture (LCA) ratings were calculated and published as a series of maps. This section of the report summarizes the characteristics of the surveyed soils and the LCA ratings for the property. The source maps were printed at a scale of 1:25,000 and are based on a reconnaissance level soil survey and air photo interpretation and represent a broad interpretation of soils and agricultural capability.

The broad interpretation of agricultural capability recorded on the 1:25,000 maps does not take precedence over the site-specific assessment in this report.

[2] http://geosource.tol.ca/external/ Accessed March 9, 2016

[3] http://geosource.tol.ca/external/ Schedule A – Watercourse Classification Map 3.0 & Township of Langley GeoSource Map program. Accessed March 9, 2016.

Existing soil survey maps indicate that the assessment area lies at the intersection of two soil series: Lumbum and Whatcom (Luttmerding, 1980). The survey map shows level to gently undulating topography.

The LCA rating for the site is Class 05W for the excess water subclass in organic soils. Class 05W indicates occurrence of a water table near the soil surface until late spring and frequent or continuous occurrence of excess water during the growing season.

Soil properties, according to soil survey maps, are summarized in Table 1.

Table 1. Summary of Soil Properties, LCA Rating

Soil Series	Parent Material	Texture	Drainage	Classification	LCA Rating (Unimproved)
Lumbum	Deep, partially decomposed organic material over 160 cm thick.	Fibric, and Mesic partially decomposed material.	Poorly drained; perched water table.	Typic Mesisol.	05W
Whatcom	Glaciomarine deposits, occasional aeolian cap (up to 50 cm thick).	Moderately-fine to fine. Compact.	Moderately-well to well-drained.	Luvisolic Humo-Ferric Podzol.	05W

4 Observations

4.1 Soils

Jeremy Sincennes, P.Ag. of Madrone visited the property on April 27, 2016. As part of the assessment, the native soils were examined in four test pits. The pits were machine excavated and ranged in depth from 1.60 to 3.60m.

I observed four soil profiles, topography, soil disturbance, land use, parent material, and vegetation were during the site visit. Photographs of each soil profile and of the surrounding landscape were also taken. Appendix A contains soil profile descriptions, photographs and site photographs. Soil pit locations are shown on Figure 2.

I identified one soil type during the assessment of the proposed soil deposit site – Typic Mesisol. This soil correlates well with the Lumbum soil series described by Luttmerding (1980). Peat soil was observed from surface to a minimum depth of 1.60 m and a maximum depth of 3.60m.

4.2 Land Capability for Agriculture

LCA ratings are assigned, dependent upon soil and site conditions, according to specific criteria presented in Land Capability Classification for Agriculture in British Columbia (Kenk, 1983). The ratings describe the general suitability of the land for agriculture as seven classes for mineral soil and seven classes for organic soil. Agricultural capability classes are modified into subclasses when limitations to agriculture exist. There are twelve subclasses for mineral soils and nine subclasses for organic soils.

In describing LC classes, the number refers to the class (1through 7) and the capital letter refers to the subclass, or nature of the limitation. Thus 3W has a capability of Class 3 (roughly half-way between the best – Class 1 – and the worst – Class 7 agricultural land. The W refers to wetness in the form of high and/or prolonged saturation and high water tables. If the class is preceded by a 0, it indicated the soil is organic instead of mineral.

Based on our assessment, the deposit site has a Class 05W limitation for agriculture due to high water tables, thick peat layer, and poor to very poor drainage.

5 Soil Deposit Proposal

The proposed deposit area is 0.50 ha. My calculations show that after an estimated 9500 m^3 of peat is removed,10,000 m^3 of soil is required to increase the elevation of the area by *average* depth of 0.25 m (refer to Figure 3 fill area cross sections). Note that the diagrams are vertically exaggerated. Prior to mineral soil being imported, 2.0 m of peat/organic soil is to be removed in order to prevent subsidence of the mineral soil. The excavated peat will be removed from the site by Cojo Earthworks Ltd.

The deposit area will be accessed from the south via 14th Avenue and a road to be constructed along the west border of the site to the fill area (see Figure 2).

The existing topsoil and surface organics will be stripped to a depth of approximately 30 cm. The topsoil from the access road into the fill area should also be stripped to a depth of 30 cm.

Stripped topsoil and organics will then be stockpiled in a safe location, preferably away from the western property boundary (due to the stream), and at least 10 m away from ditches. The stockpile or piles should be no more than 5 m high, with 3:1 (horizontal to

vertical) side slopes. They should be constructed such that water cannot accumulate on the surface (ie: a pyramid).
The surface of the stock-pile(s) will be seeded with a suitable mixture of grass and/or grass/legumes (if left for six months or more) OR an erosion blanket or tarp will be placed over the stored topsoil for the duration of the deposit activities. Stripping and stockpiling of topsoil can proceed in stages in different areas over time, as judged by the owner or contractor.

To ensure topsoil does not become compacted, it should be handled only with moisture contents equivalent to field capacity (the moisture content of a soil after free water drainage has ceased) or less.

Following the stripping of topsoil, approximately 1.7 m of peat will be excavated and removed. The removal of the peat from site is necessary to provide a natural mineral soil base upon which the imported fill will be added. Replacing the original organic soil with mineral soil in the fill area will provide a solid land surface suitable for equestrian activities and livestock stables.

After the stripping, storage and peat removal activities, the imported soil will be dumped and then spread to fill in the excavated area north of the existing paddocks. The fill area includes the entire width of the property with the exception of a 5 m setback from the property boundary, approximately 65 m. The length of the fill area from south to north is approximately 75 m. Soil placement activities should follow Part 10 of the Soil Deposit and Removal Bylaw 2013 No.4975 (Township of Langley, 2013)[4]. Madrone recommends that the 5 m buffer be maintained between the property boundary and the extent of imported soil - no soil or topsoil stockpiles will be placed within the buffer.

Once the fill has been spread and graded the land may then be developed to facilitate the intended use of horse riding and training. Depending on the design of riding areas or livestock stables, 25-30 cm of previously stock-piled topsoil will be spread over the surface in areas where hardpan is not required.

[4] http://www.tol.ca/Portals/0/township%20of%20langley/mayor%20and%20council/bylaws/Bylaw%204975%20-%20Soil%20Deposit%20and%20Removal.pdf?timestamp=1441320039340 Accessed March 9, 2016

5.1 Erosion and Sediment Control Plan

An Erosion and Sediment Control Plan (ESCP) has been developed for the site based on the natural topography and conditions observed at the time of our assessment. The ESCP is a dynamic working document and is meant to be reviewed and if necessary amended on a regular basis. The following best management practices should be implemented prior to the commencement of topsoil stripping:

- The access road used will be a temporary road as approved by the ALC, constructed from 14th Avenue along the west edge of the Property to the fill area – a 10 m setback should be always maintained from the Class A watercourse. The access road should be well-gravelled with clean, crushed rock (angular gravels) for at least 20 m. The rock blanket should be at least 30 cm deep.
- Silt fencing, installed according to the specifications in Figure 4, will be placed near the property boundary along the west side of the proposed deposit area. This will prevent sediment from transporting the Class A watercourse west of the proposed deposit site.
- In addition we recommend shutting down all dumping and excavating/grading activities during periods of heavy rain, which define here as an excess of 25 mm of rain in 24 hours. Hourly rainfall (for nearby Abbotsford) can be monitored on the following website: http://abbotsfordwx.com/.

5.2 Imported Soils

The final and future land capability will be influenced by the characteristics of the deposited soil. Contaminated soil, or soil that is suspected to be contaminated, must not be used. It should be free of foreign material and uncontaminated. Foreign material includes but is not limited to concrete, asphalt, waste, garbage, and lumber. The fill material should be inspected to ensure that it is acceptable for agricultural use.

Reviewing existing environmental reports concerning potential contamination at the source site can aid in selecting the best fill material. Soil sourced in areas that have a history, or suspected history, of industrial or commercial use must be tested prior to transportation. Madrone can assist you with soil sampling and monitoring if you wish.

The supplier of the fill material should warrant that the source soil is free from contaminants. We recommend that the owner signs a soil acceptance agreement with the parties responsible for supplying and transporting soils (see Appendix C for an outline).

If contaminated fill material is brought onto the site, the Jonker family will assume liability for remediating the site and/or removing the contaminated material.

5.2.1 Physical and Chemical Properties of Acceptable Imported Soil

The imported material (i.e., fill) onto the site should be free from construction debris, foreign material and contaminants. All imported material must meet the Soil Standards for Agricultural Land (Column III of Schedule 7 of Contaminated Sites Regulation[5] of the Environmental Management Act). Material should also not contain more than 15% organic matter.

Generally, for agricultural fill, Madrone recommends that the top 100 cm should consist of an appropriate growing medium, and should contain less than 10% coarse fragments (>2.5 cm), and thus, conform to the limits described for Class 2P limit of the BC Land Capability Classification for Agriculture. However, for the site, Madrone recognizes that these general agricultural fill best practices do not conform to the intended riding ring construction on the site. As such, a deviation from standard best practice (in terms of growing medium and stoniness content) is appropriate for the site based on intended operations. However, to facilitate local drainage on the site, the texture of imported material should be a loam, silty loam, sandy loam, or sandy loam.

5.3 Reclaimed Soil Profile

The reclaimed soil profile will have at least 25 to 30 cm of native topsoil, possibly mixed with imported good-quality topsoil, at the surface (depending on the amount of original topsoil recovered) and only on areas where hardpan is not required. This material will be underlain by 1.70 m to 2.2 m of medium-textured fill soil with less than 5% coarse fragments.

6 Regional Hydrology

After the soil has been dumped and spread the next step is grading to ensure a flat, relatively smooth surface that will allow water to continue to flow to its natural path into the area north of the fill area. The cross sections in Figure 3 show a 1% slope to the north conforming to the natural slope.

[5] http://www.bclaws.ca/EPLibraries/bclaws_new/document/ID/freeside/375_96_07 Accessed March 9, 2015

Otherwise, the hydrologic conditions in the surrounding lands should not be affected by the placement activities. As detailed in Sec. 2.3, the property naturally slopes to the north, and has ditches on both its north and south perimeter.

7 Post-Fill Land Capability for Agriculture

Adding mineral soil will slightly elevate the topography in the target fill area of the property and will improve drainage in the subsurface. We estimate that the post-fill Land Capability for Agriculture ratings will improve from Class 05W with excess water limitations to a Class 2 or 3W with only short periods of excess water in the winter.

8 Potential Impacts to Agriculture

Importation of good-quality soil will elevate the land by approximately 30 cm (prior to settling and compaction) in the fill area, which should alleviate adverse wetness. And provide a stable soil surface for livestock boarding and horse riding. After settling and compaction the net increase should be 20 to 25 cm.

The proposed project, if conducted according to our recommendations, will convert nearly 0.5 ha of unused and unusable land into active agricultural land, and pose no impact to surrounding agricultural lands (see Figure 5).

9 Reporting and Monitoring

Soil placement activities should be monitored periodically. Monitoring visits should be scheduled to coincide with important project milestones and randomly when the site is active. The important milestones are:

- The completion of topsoil stripping to ensure that an appropriate amount of topsoil has being stripped.
- After significant rainfall event (25 mm/24 hours or greater) during filling to inspect the Erosion and Sediment Control (TOL ESC Bylaw requirement); OR if conditions are drier (summer fill placement), we recommend routine monitoring every 200 truckloads or 1000 m^3.
- Once the imported soil has been graded, prior to spreading topsoil.

- When the reclaimed soil profile has been constructed. If the topsoil depth is inadequate, imported soil may be acquired at this point. The amount of soil will be recommended by a Professional Agrologist.

The terms of your permit(s) may indicate that Madrone is expected to conduct inspections of the site and materials and to provide inspection reports to the Township of Langley and/or the ALC. In this case, you should contact Madrone before you begin soil placement or site preparation work to develop a monitoring schedule that meets the conditions of your permit and conforms to our recommendations.

A closure report should be prepared once the project is complete. The report should include an assessment of the final land capability for agriculture ratings and a comparison between the initial and final land capability for agriculture (LCA) ratings. It should contain an estimate of the volume of soil placed and details about the source site(s).

We recommend that accurate and complete records of all fill brought to the site (see Appendix C). Records must contain, at a minimum, the location of the source site(s), the volume and number of loads with date and time of delivery, and the name of the trucking company.

Yours Truly,





Jeremy Sincennes, P.Ag.
MADRONE ENVIRONMENTAL SERVICES

10 References

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11 Limitations

The evaluations contained in this report are based on professional judgment, calculations, and experience. They are inherently imprecise. Soil, agricultural, hydrological, and drainage conditions other than those indicated above may exist on the site. If such conditions are observed, Madrone should be contacted so that this report may be reviewed and amended accordingly.

The recommendations contained in this report pertain only to the site conditions observed by Madrone at the time of the inspection. This report was prepared considering circumstances applying specifically to the client. It is intended only for internal use by the client for the purposes for which it was commissioned and for use by government agencies regulating the specific activities to which it pertains. It is not reasonable for other parties to rely on the observations or conclusions contained herein.

Madrone completed the field survey and prepared the report in a manner consistent with current provincial standards and on par or better than the level of care normally exercised by Professional Agrologists currently practicing in the area under similar conditions and budgetary constraints. Madrone offers no other warranties, either express or implied.

APPENDIX A

SOIL PROFILE DESCRIPTIONS & SITE PHOTOGRAPHS

SP1 – Soil Profile Description

Horizon	Depth (m)			Description
Of	0.00	-	1.45	Organic; fibric (very little decomposition); brown; plentiful fine roots to 0.38m; granular; moist.
Om	1.45	-	2.10	Organic; mesic (moderate decomposition); dark brown; massive; very moist; friable; water seepage at 1.30m.
	2.10	-	2.4	Organic; mesic (well decomposed); light brown; massive; very moist; friable; <1% woody debris.
Cg	2.4	-	2.7	Gray; saturated silt; amorphous; wet; smooth
	2.7	-	3.2	Gray; clay loam; massive; very moist; firm.



Photograph 1: Soil Pit 1, Located on the southwest portion of the property.

Comments: Typic Mesisol. Perched water table (shallow), gleyed Cg. Imperfectly-drained. Class 05W limitations.

SP2 – Soil Profile Description

Horizon	Depth (m)			Description
Of	0.00	-	0.60	Organic; fibric (very little decomposition); very dark brown; dense roots; granular; moist; friable
Om	0.60	-	1.25	Organic, mesic (some decomposition); dark brown; fewer roots; some woody material (>1%); granular; very moist; friable.
	1.25	-	2.6	Organic; mesic (well decomposed); light brown; massive; very moist; friable.
Cg	2.6	-	3.0	Gray; silt; massive; saturated; smooth.
	3.0	-	3.5	Gray; sandy loam; massive; wet; firm.



Photograph 2: Soil Pit 2 – Pit located near the western property boundary, mid-point north-south.

Comments: Typic Mesisol. Poorly-drained. Peat to a depth of 2.6m. Class 05W limitations.

SP3 – Soil Profile Description

Horizon	Depth (m)			Description
Of	0	-	0..40	Organic; fibric (some decomposition); black; dense roots; granular; moist; friable
Om	0.40	-	0.90	Organic; mesic (moderate decomposition); very dark brown; many roots; granular; moist; friable
	0.90	-	1.60	Organic; mesic (significant decomposition); brown; granular; moist; friable
Cg	1.60	-	2.80	Gray; silty clay loam; medium sand; massive; very moist; firm
	2.80		3.75	Gray; silty clay; massive; very moist; firm; plastic



Photograph 3: Soil Pit 3, various layers of peat from pit excavation.

Comments: Typic Mesisol. Organic soil to 1.60m. Poorly drained, 05W limitations.

SP4 – Soil Profile Description

Horizon	Depth (cm)			Description
Of	0	-	0.60	Organic; fibric; black; dense roots; granular; moist; friable
Om	0.60	-	2.10	Organic; mesic; dark brown; granular; moist; friable
	2.10	-	3.45	Stratified; massive; very moist
	3.45	-	3.60	Gray
Cg	3.60	-	3.75	Gray; silty clay loam; massive; very moist; firm



Photograph 4: Soil Pit 4, located north of pit 3 towards highway.

Comments: Typic Mesisol. Poorly-drained. Class 05W limitations. Organic soil to 3.60m.



Photograph 5: Close-up of peat material.



Photograph 6: Site vegetation looking north.

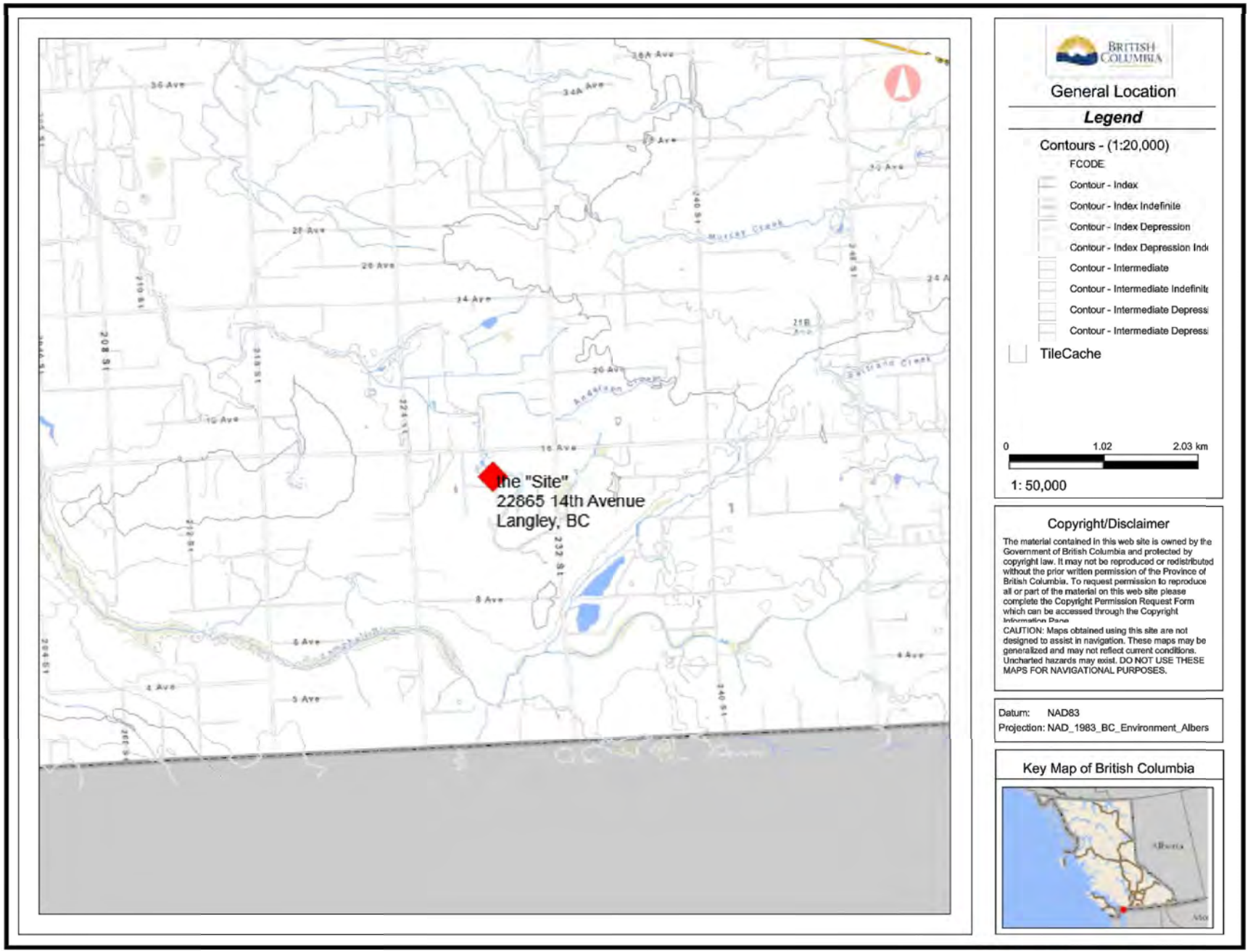


Photograph 7: Organic soil above saturated gray Cg horizon.

MADRONE
environmental services ltd.

APPENDIX B

MAPS & FIGURES



E.1

MADRONE environmental services ltd.	Dossier Number: 16.0117	This supercedes all prior versions Version: 1	Project: Soil Deposit Assessment & Erosion and Sediment Control Plan
	Reviewed: Gordon Butt		Location: 22865 14th Avenue, Langley, BC
	Drawn By: Jeremy Sincennes	Date: 2016/06/21z	Client: Vieira's Trucking

Title: General Location

FIGURE 1



LEGEND:

- Subject Site Boundary
- Contour - 1m Intervals
- Watercourse
- Test Pit
- Proposed Fill Area
- Truck Access Road

0 50 100 m

1:2,000

REVIEWED: Gordon Butt, P. Geo.

TITLE: FIGURE 2: SITE PLAN

PROJECT: Soil Deposit Assesment & Erosion and Sediment Control Plan

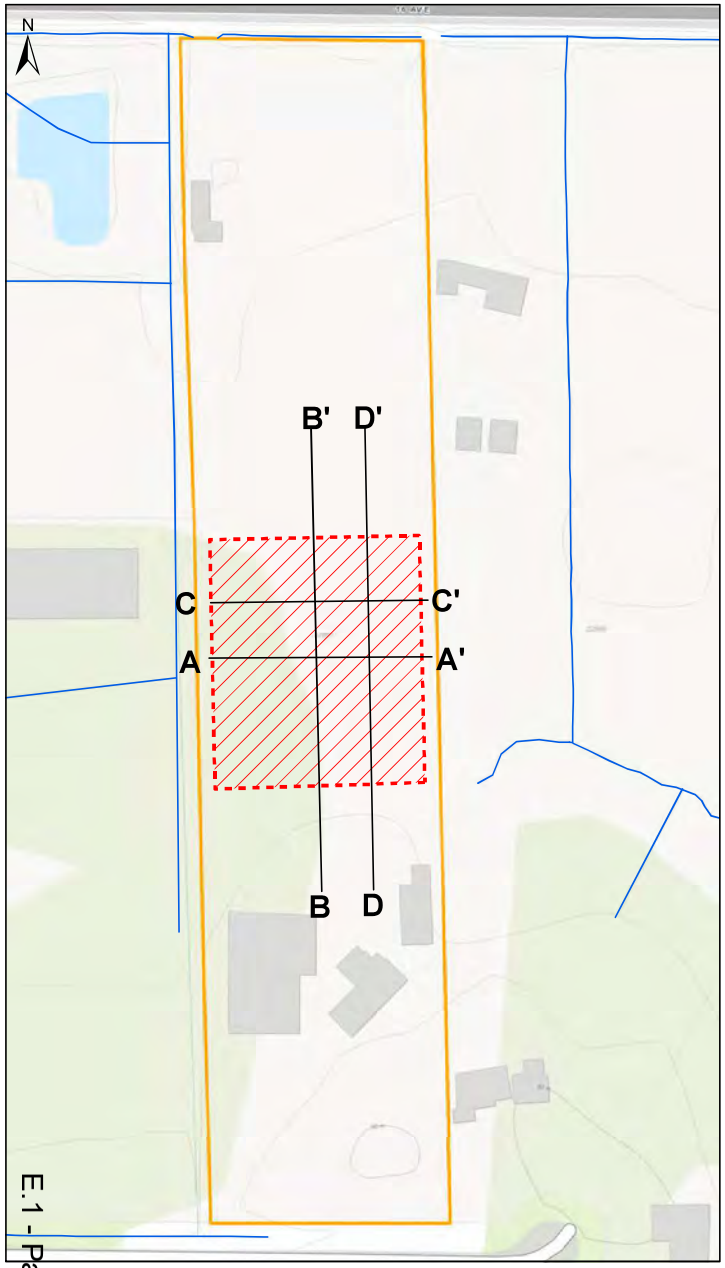
PROPERTY ADDRESS: 22865 14th Avenue, Langley, BC

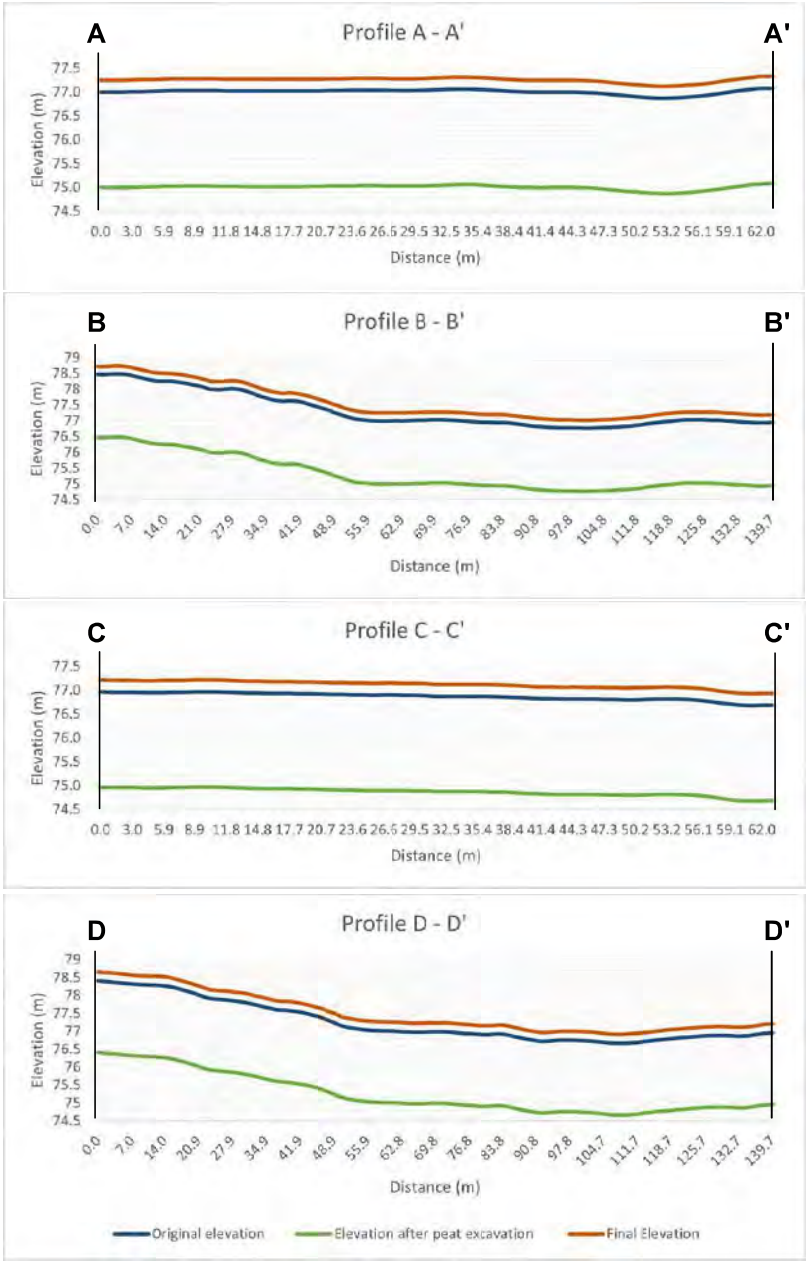
CLIENT: Vieira's Trucking

MADRONE

DRAWN BY: Alyssa Etherington	
PAGE NUMBER: PAGE 1 OF 1	MADRONE DOSSIER: 16_0117(23)0024
VERSION: 2	NOTES: THIS VERSION SUPERCEDES ALL PREVIOUS VERSIONS
DATE: February 10, 2023	

F1





LEGEND:

- Subject Site Boundary
- Cross-section
- Watercourse
- Proposed Fill Area

0 50 100 m

1:2,000

REVIEWED: Gordon Butt, P. Geo.

TITLE: **FIGURE 3: FILL CROSS SECTION**

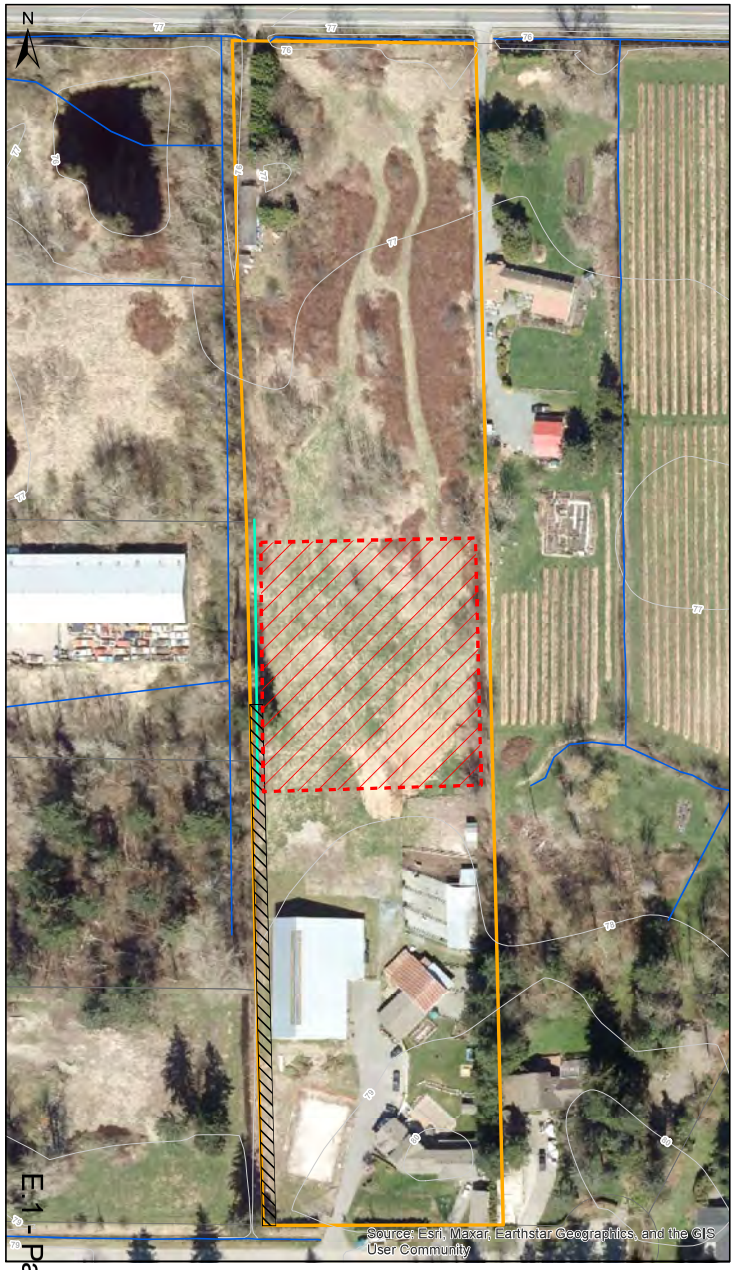
PROJECT: Soil Deposit Assesment & Erosion and Sediment Control Plan

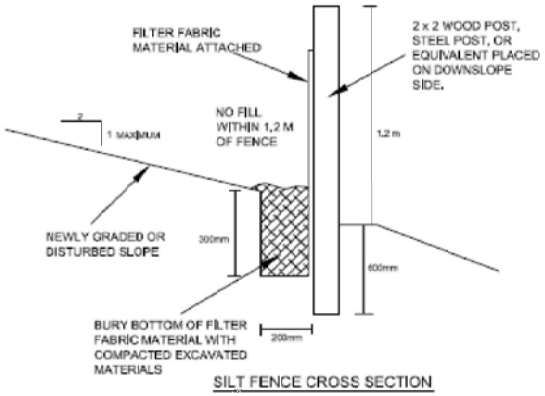
PROPERTY ADDRESS: 22865 14th Avenue, Langley, BC

CLIENT: Vieira's Trucking

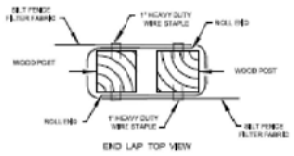
DRAWN BY: Alyssa Etherington	
PAGE NUMBER: PAGE 1 OF 1	MADRONE DOSSIER: 16.0117.23.0024
VERSION: 2	NOTES: THIS VERSION SUPERCEDES ALL PREVIOUS VERSIONS
DATE: March 7, 2023	E.1

MADRONE

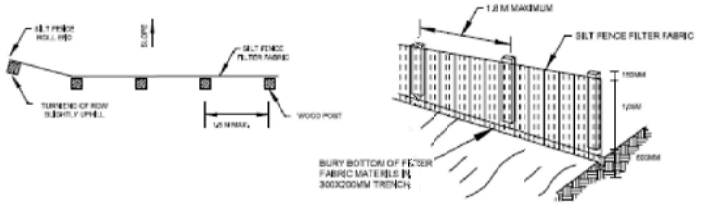




SILT FENCE CROSS SECTION



END LAP TOP VIEW



SILT FENCE NOTES

1. PURPOSE IS TO INTERCEPT AND RETAIN TRANSPORTED SEDIMENTS BY DISSIPATING ENERGY OF WATER FLOW AND CAUSING SEDIMENTS TO SETTLE OUT.
2. INSTALL THE FENCE ALONG SLOPE CONTOURS.
3. TERMINATION POINTS SHOULD EXTEND ONE FULL SECTION TO PREVENT WATER FROM RUNNING AROUND THE ENDS.
4. FENCE SHALL NOT BE INSTALLED ON SLOPES STEEPER THAN 2:1.
5. JOINTS IN FILTER FABRIC SHALL BE SEALED BY OVERLAPPING AND ROTATING THE TWO ENDS TOGETHER.
6. REMOVE SEDIMENT WHEN IT REACHES 1/3 FENCE HEIGHT.

LEGEND:

- Subject Site Boundary
- Contour - 1m Intervals
- Watercourse
- Silt Fence
- Proposed Fill Area
- Truck Access Road

0 50 100 m

1:1,500

REVIEWED: Gordon Butt, P. Geo.

TITLE: **FIGURE 4: EROSION AND SEDIMENT CONTROL PLAN**

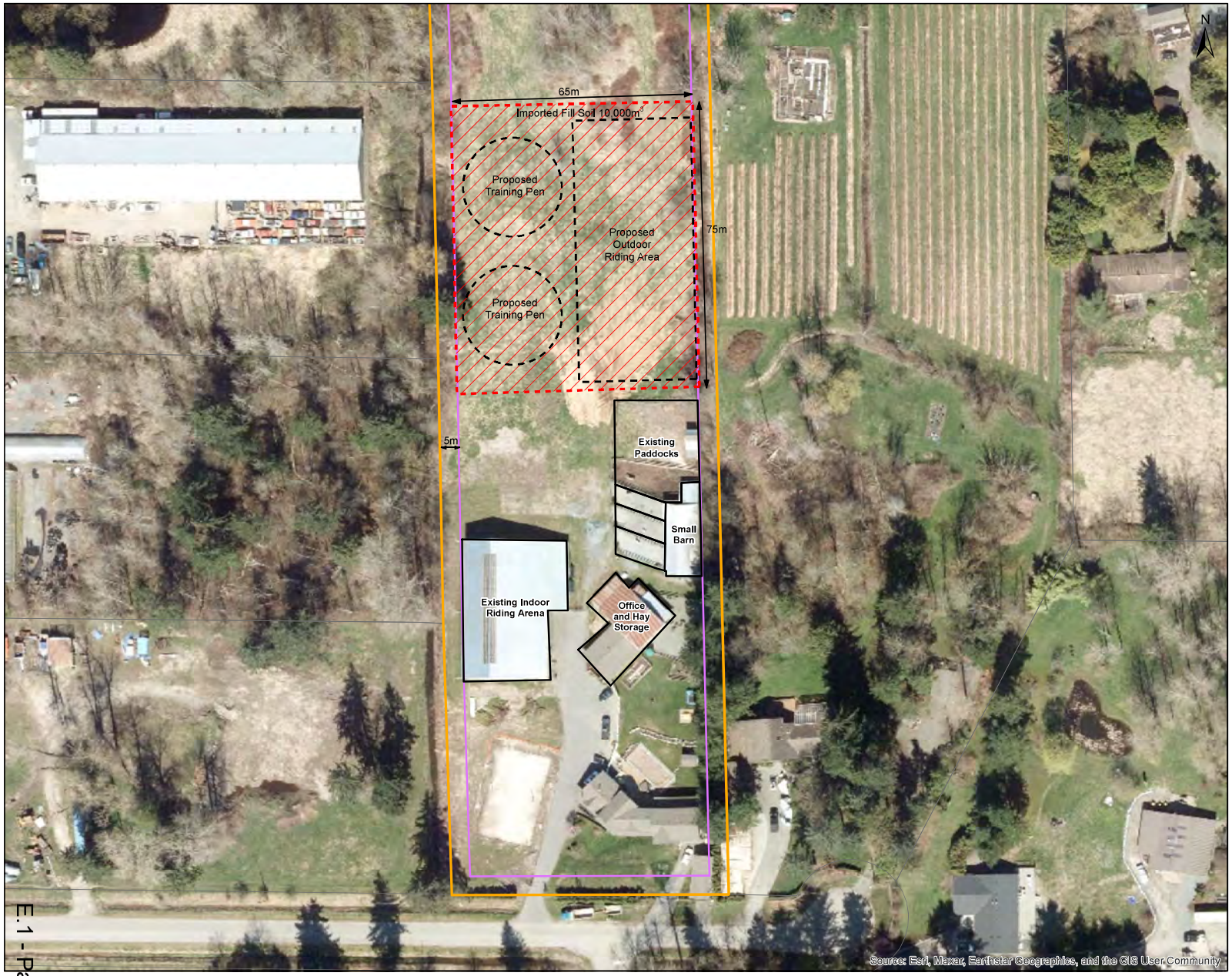
PROJECT: Soil Deposit Assesment & Erosion and Sediment Control Plan

PROPERTY ADDRESS: 22865 14th Avenue, Langley, BC

CLIENT: Vieira's Trucking

MADRONE

DRAWN BY: Alyssa Etherington	
PAGE NUMBER: PAGE 1 OF 1	MADRONE DOSSIER: 16,0117(23),0024
VERSION: 2	NOTES: THIS VERSION SUPERCEDES ALL PREVIOUS VERSIONS
DATE: February 15, 2023	F1



LEGEND:

- Subject Site Boundary
- Contour - 1m Intervals
- Watercourse
- Proposed Fill Area - 10,000m³
- Existing Structures
- Proposed Features
- Property Setback - 5m

0 30 60 m

1:1,000

PROFESSIONAL SEAL:

REVIEWED: Gordon Butt, P. Geo.

TITLE: **FIGURE 5: EXISTING AND FUTURE FACILITIES**

PROJECT: Soil Deposit Assesment & Erosion and Sediment Control Plan

PROPERTY ADDRESS: 22865 14th Avenue, Langley, BC

CLIENT: Vieira's Trucking

MADRONE

DRAWN BY: Alyssa Etherington	
PAGE NUMBER: PAGE 1 OF 1	MADRONE DOSSIER: 16,0117(23),0024
VERSION: 2	NOTES: THIS VERSION SUPERCEDES ALL PREVIOUS VERSIONS
DATE: March 7, 2023	

E.1

APPENDIX C

INCLUSIONS IN FILL ASSESSMENT REPORTS

Inclusion in Fill Importation Assessment reports

For each source site, the owner/operator of the receiving site should secure a written Soil Acceptance Agreement with the parties responsible for supplying and transporting soils.

The agreement should specify that:

The imported soil must not contain:

a. any contaminants in concentrations that exceed the standards in Schedule 7, Column III of the Contaminated Sites Regulation under BC's Environmental Management Act, or

b. any hazardous waste as defined in the Hazardous Waste Regulation of the Environmental Management Act,

The imported soil must not have been transported onto the donor site from another site,

The owner of the receiving site has the right to test and/or require the supplier to test for contaminants and soil texture, and to inspect the source site,

The supplier will provide *all* available site contamination reports pertaining to the imported soil and that at minimum a Preliminary Site investigation Phase 1 (or Stage 1) or Phase 2 (or Stage 2) report will be provided for any source site that is an industrial, government or large residential development,

The parties supplying/transporting soils are responsible for removing any soils and remediating any resulting contamination if the soils are found to be contaminated or if the supplier failed to supply all available site contamination reports pertaining to the imported soil, and

Any loads arriving at the site without proper documentation of the source of the soil and evidence of Soil Acceptance Agreement for the source site will be refused entry.

Entrance to the receiving site should be controlled and records should be maintained that identify the source of each load and the parties supplying/transporting the load. Consideration should be given to requiring security deposits from the suppliers/transporters.

ATTACHMENT B

BlueLines Environmental Ltd

1265 E29th Ave.
Vancouver, BC
V5V 2T1
604-790-6845

Township of Langley
20338 - 65 Avenue
Langley, BC
V2Y 3J1

March 1, 2023

RE: 22865 14 Avenue – Aquatic & Riparian Constraints Assessment.

1 Introduction

BlueLines Environmental Ltd. (BlueLines) has been engaged to provide environmental consulting services in support of a proposed soil deposit and removal application for 22865 14th Avenue (the Property) on behalf of the property owner, Mrs. Eileen Jonker (the Applicant) and their agent Cojo Earthworks Ltd.

The Property is located within the watershed catchment of the Anderson Creek headwaters and includes a channelized watercourse located on the immediate west property boundary, with channelized drainages located to the east within adjacent agricultural properties. The following assessment presents a review of the proposed soil removal and deposit program associated with the development of a horse riding/training facility with respect to aquatic and riparian habitat constraints, regulatory considerations, and recommendations for impact avoidance and mitigation.

1.1 Regulatory Context

The Property is located within the Agricultural Land Reserve (ALR) and is understood to support active farm operations as defined by the Agricultural Land Commission Act (ALCA). The lands have been historically cleared and include limited native tree or shrub cover. A channelized watercourse is located along the immediate west boundary and is characterized by negligible riparian buffer zone vegetation which reflects the anthropogenic origin of the linear drainage channel and more recent channel maintenance activities. The watercourse is classified as a Class A (fish bearing) drainage based on Township of Langley watercourse mapping. Offsite watercourses to the east (22899 14 Ave) are also Class A drainages. The watercourses require explicit consideration with respect to senior agency jurisdiction and riparian setback requirements.

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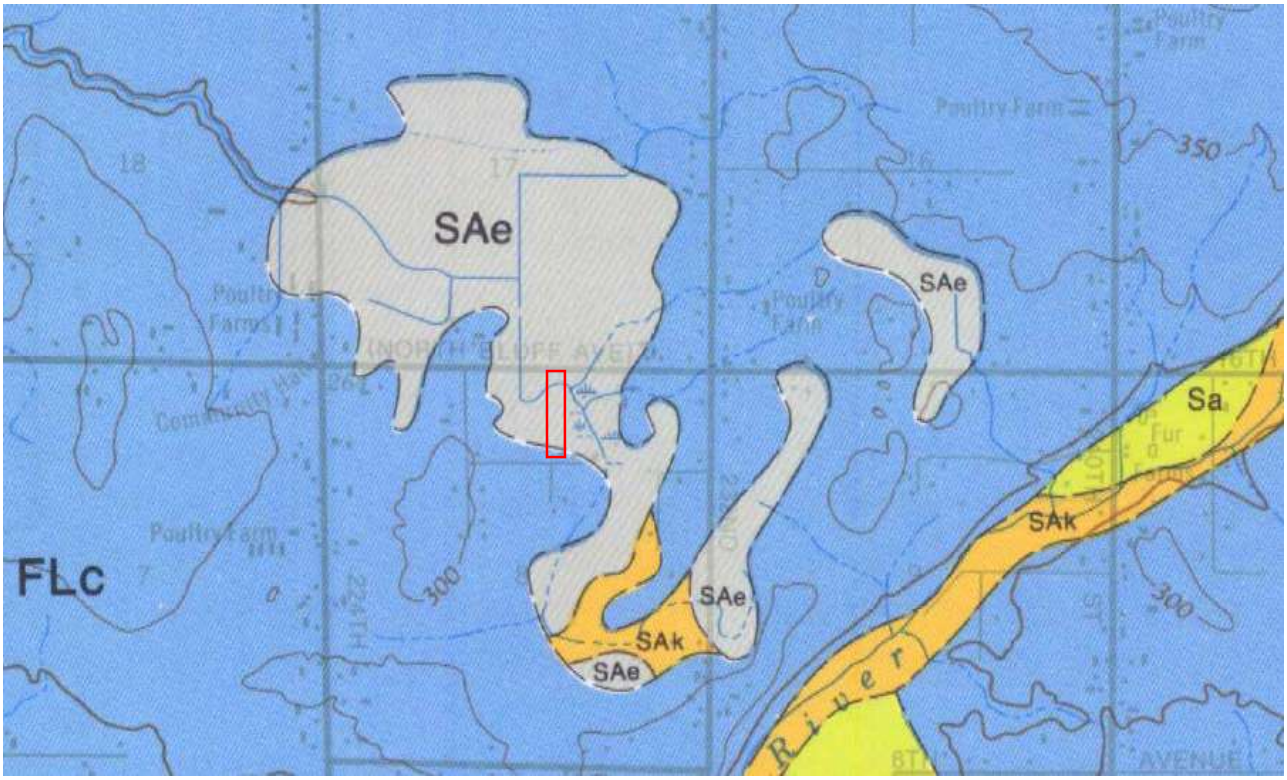
2 Study Area Description

The geological context and soils mapping relevant to the Property and the surrounding areas provide important context for the hydrology and the basis upon which the soil removal and deposit program is warranted.

The Property is associated with a surficial geological unit mapped by the Geological Survey of Canada (Map 1484a as a Salish Sediment deposit which are characterized as bog, swamp, or shallow lake deposits:

- SAe – Upland peat of 8m or more thick.

The mapping of the broader SAe deposit and consideration of local topography illustrates a historic depositional environment defining the headwaters of the Anderson Creek watershed, with a distinct linearity that suggests a broad drainage path yielding the organic soils deposits characterizing the area (Inset A).



Inset A - GSC surficial geology mapping of 22865 14 Ave.

The historic mapping illustrates a headwater tributary network and wetlands to the east of the Property within the headwaters of the Anderson Creek watershed; however, present day drainage networks reflect a history of agricultural land uses and diversions that have fundamentally modified the hydrology of the local area. Whereas the GSC mapping suggests a tributary flow-path across the north end of the Property review of Township of Langley mapping confirms that the primary drainage has been re-aligned and is contained

within a Statutory Right-of-Way (SRW) (Plan No. NWP29373) which conveys flows to the 16 Avenue ditch at 23018 16 Avenue.

Province of BC soils mapping describe the Property as including two (2) mapped soils polygons with the proposed soil removal and deposit program associated with a Lumbum Soil unit, a very poorly drained fen peat deposit.

It is the geologic history and soils present that dictate the requirements for the soil deposit and removal program with the underlying organic soils structurally unsuitable for the proposed horse riding ring/training facility. The fen peat soils; however, reflect post-glacial hydrological and geomorphic conditions that are not reflected in present-day aquatic ecosystems. Notably, a pro-glacial stream and resulting palustrine/lacustrine ecosystems are reflected only by topography, and the contemporary stream network has been significantly modified through diversions and channelization in relation to agricultural land use and road construction in the headwaters of the Anderson Creek watershed.

3 Aquatic Ecosystem Considerations

The Property and surrounding areas provide an important headwater function insofar as the fen peat materials/organic soils providing storage for incipient precipitation. Aquifer mapping suggests the Property and surficial materials overlay Aquifer #50 and #52, both confined sand and gravel deposits reflecting a Fort Langley Formation lithostratigraphic unit which suggest possible groundwater interaction and saturation of the overlying peat/organic soils; however, well lithology records for an onsite groundwater well suggests depths to static water table at the Property at approximately 18m below surface.

As noted above, the GSC mapping suggests a historic tributary traversing the northern portion of the Property. Provincial hydrography layers suggest a similar condition, albeit with the mapped drainage path traversing the central portion of the Property at the approximate location of the proposed soil removal and deposit program (Inset B).



Inset B - Province of BC Freshwater Atlas stream network mapping illustrating historic watercourse alignment.

It is the conclusion of BlueLines that the present-day drainage configurations and diversion of the natural headwaters to the SRW precludes any formal consideration of a 'jurisdictional stream' with respect to the proposed land use. Furthermore, the absence of hydrology and the historic and prevailing agricultural land uses yield no evidence of palustrine ecosystem values within the Property. The proposed soil deposit and associated agricultural land uses requires no further consideration of a jurisdictional wetland and the localized excavation of peat and replacement with structural soils to support the proposed horse riding/training facility poses negligible risk to the hydrologic dynamics of the nearby aquatic ecosystems.

4 Streamside Protection Setbacks

Notwithstanding that the historic drainage networks have been previously modified to convey the headwater flows to the east of the Property within a municipal drainage SRW, anthropogenic watercourses have been constructed to support agricultural and municipal drainage functions.

The west property boundary of the Property includes a Class A (e.g. potentially fish bearing) drainage feature that is interpreted to reflect an agricultural drainage ditch. The ditch receives flow from roadside drainages associated with 14 Avenue and 228a Street and conveys surface runoff and seasonal shallow groundwater expression/interflow to the north to the channelized reaches of Anderson Creek.

Class A drainage features to the east (at 22899 14 Ave) are interpreted to reflect the historic natural headwater alignment of the Anderson Creek system prior to upstream diversions and infill. While not directly associated with influent streamflow, the general alignment with Province of BC Freshwater Atlas mapping suggests that the present-day drainages would require management as a channelized stream.

The ALR status of the Property and surrounding lands; however, dictates that streamside protection setbacks would not be subject to Township of Langley OCP Schedule 3 setback criteria, and setbacks would be informed by the Environmental Management Act, Code of Practice for Agricultural Environmental Management. On the basis of the drainages relevant to the Property not providing a drinking water source, and the proposed agricultural land uses wherein confined livestock would include any number of animals, none of which are fed streamside protection setbacks would require a 5m setback from top of bank.

For the purposes of farm access routes inclusive of truck and equipment access to the soils removal and deposit areas, a minimum 3m setback from top of bank will be required.

Figure 1 presents a GIS based mapping analysis of the recommended setbacks to inform the soil removal and deposit program.

In relation to the proposed soil removal and deposit program, equipment access, excavation activities, and bulk fill/grading must consider the project impacts to any existing trees and associated critical root zones associated with the banks of the channelized watercourse. Any requirements for tree removals to support the proposed horse facility within the immediate streamside areas would require consideration of tree replacement plantings and referral to Fisheries and Oceans Canada prior to commencement of the works.



22865 14 Ave Soil Removal & Deposit Environmental Constraints

Client:
Cojo Earthworks Ltd.

- Parcels
- Watercourse
- Top of Bank (approximate)

Setback
- 3m AEM Code Setback
- 5m AEM Code Setback

Site Plan
- Existing
- Proposed
- Soil Removal
- Subject_Property

Scale: 1:2,000

Figure 1

N

E.1

BlueLines Environmental

Date Exported: 2022-12-16 5:14 PM

5 Erosion & Sediment Control Considerations

With the understanding that the soils removal and deposit program will begin with the bulk excavation of peat materials from the existing field areas to support the horse riding/training facility development, perimeter control measures as a typical erosion and sediment control (ESC) BMP will not be required around the excavation zone. Perimeter controls are strongly recommended for any temporary stockpiles required in association with materials handling and processing prior to hauling offsite.

Truck and equipment access must adhere to the minimum 5m streamside protection buffer zone offset as described above (e.g. 3m). Furthermore, any temporary haul routes are recommended to be formally designated to preclude disturbance and compaction of organic soils and mitigate the risk of track-out to 14 Avenue. Stabilization of the access routes may include formal road surface augmentation with a road base and rock mulch capping or a temporary driving surface such as a hog-fuel treatment placed atop a geotextile grade separation. Owing to the nature of the organic soils, inclusion of a 'geogrid' product may be required, or alternative proprietary products to support temporary access (e.g. GEOTERRA® GTO Construction Mats).

Monitoring of the bulk excavation and soils replacement operations is recommended in advance of significant forecast rain events to ensure appropriate implantation of ESC best practices to mitigate the risk of sediment transfer to the Anderson Creek drainage system.

6 Summary & Closure

BlueLines has completed a site assessment and desktop review of the local watershed context and drainage features relevant to the proposed soil removal and deposit program for 22865 14 Avenue. The soils removal and deposit have been reviewed and approved by the ALC under file no. 62992.

Minimum streamside protection setbacks have been prescribed based on the proposed land use and consistent with the Code of Practice for Agricultural Environmental Management. For both construction phase and long-term farm operations, setbacks of 3m from top of bank for the open field areas and 5m for confined livestock areas are concluded to be applicable for the study area's Class A watercourses.

If you have any further questions, please do not hesitate to contact us.

Sincerely,



Ryan Preston, B.Sc, P.Ag, CPESC
Principal | BlueLines Environmental Ltd.



Agricultural Land Commission
201 – 4940 Canada Way
Burnaby, British Columbia V5G 4K6
Tel: 604 660-7000
Fax: 604 660-7033
www.alc.gov.bc.ca

ATTACHMENT C

March 30, 2023 ALC File: 62992

SENT BY E-MAIL

Attention: Josh Isaak, Cojo EarthWorks Ltd

Amendment to Approval Subject to Limits and Conditions Under Section 20.3(2)(b)(ii) of the *Agricultural Land Commission Act*

Re: Notice of Intent to remove soil and place fill on Land in the Agricultural Land Reserve
PID: 006-220-011
Legal Description: Lot 19, Section 8, Township 10, New Westminster District Plan 41661
Civic Address: 22865 14 Ave, Langley, BC
(the "Property")

This letter serves as an amendment to the June 4, 2021 Notice of Intent Conditional Approval Letter for the proposed removal of aggregate and placement of fill on the Property (the Proposed Soil Removal and Fill Placement Activities). We received your January 13, 2023 submitted correspondence title "ALC File: 62992 Discussion Request" prepared by Josh Isaak of Cojo EarthWorks Ltd.

The submitted correspondence stated that the applicants wishes to amend the June 4, 2021 Notice of Intent Conditional Approval Letter in terms of:

- The depth of the peat excavation;
- The final destination of the excavated peat; and
- The expiry date of the Notice of Intent Conditional Approval.

In consideration of the information described above, as delegate CEO pursuant to subsection 20.3(6) of the ALCA, I hereby amend Schedule A: Limits and Conditions attached to the June 4, 2021 Notice of Intent Conditional Approval Letter:

- The excavated peat will be relocated to Alpha Mushroom Farm, located at 7630 Bradner Road, Abbotsford, BC (PID: 000-952-591);

- The proposed maximum depth of peat to be removed from the Property is 2.0 m (increased from 0.5 m) so that it is consistent with the volume recommended in the report prepared by Madrone Environmental;
- The expiry of the Proposed Soil Removal and Fill Placement Activities to **September 30, 2024**.
- The closure letter must be submitted to the ALC no more than six (6) months after the completion of the Proposed Soil Removal and Fill Placement Activities and no later than **March 30, 2024**.

All other terms and conditions of the June 4, 2021 Notice of Intent Conditional Approval Letter remain unchanged. If you have any questions, please contact Chinonso Obeta at ALC.Soil@gov.bc.ca.

Sincerely,



Katarina Glavas
Delegate of the Chief Executive Officer

Enclosure: June 4, 2021 Notice of Intent Conditional Approval Letter

cc: Jason Chifan – Township of Langley (jchifan@tol.ca)

62992d1a

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 8, 2023 - REGULAR MEETING	**REPORT:**	23-78
FROM:	ENGINEERING DIVISION	**FILE:**	5225-03-006
SUBJECT:	NATHAN CREEK SEDIMENT POND IMPROVEMENTS		

RECOMMENDATION:

That Council authorize the use of an additional $600,000 from the Capital Projects Reserve fund for construction of the Nathan Creek Sediment Pond Improvements Project.

BACKGROUND:

The existing sediment pond was constructed in 2006 to intercept sediment upstream of the 272 Street and Nathan Creek bridge (Attachment A). The pond was built to alleviate chronic lowland property flooding adjacent to Nathan Creek by intercepting upstream sediment from moving further downstream. The sediment collected in the pond has typically been removed every two years as required.

Following years of monitoring, downstream channel surveys, and dredging works, a project was initiated in 2016 to redesign the pond to be appropriately sized for the current sediment deposition yield and facilitate future ease of sediment removal. This project will increase the current pond volume from 700 m^3 to 1,500 m^3 with an improved ability to capture sediment during major storm events, thereby reducing localized flooding and erosion within the lower diked reaches of Nathan Creek, downstream of 272 Street.

DISCUSSION:

Detailed design of the sediment pond improvements is complete and senior government regulatory approvals have been obtained to proceed with the pond's construction and future long-term maintenance. The permitting process was long and arduous (in excess of eight years) with the permit set to expire at the end of 2023.

A carryforward amount of $401,061 from the 2022 budget has been allocated to this project. An estimated additional $600,000 is required for the project due to the number of years it has taken to receive environmental regulatory approvals, construction price escalations, inflation, and contingency. Grant funding applications have been made but have been unsuccessful in securing federal and provincial funding. Since 2016, the City of Abbotsford has committed $30,000 bi-annually to cost share with the Township on the removal of the sediment from the pond, recognizing the headwaters of Nathan Creek are within the City of Abbotsford. If funding is approved, staff will tender the construction works for the 2023 instream works window of August 1 to September 15.

Cost and Resource Allocations:

Township of Langley Capital Project Description						
Project Title:	Nathan Creek Sediment Pond Improvements					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$600,000				
Budget Remaining	$401,061					
Total Projected Cost	$401,061	$600,000				

Project Description *(Phased Project)	The Nathan Creek Sediment Pond Improvements Project involves both functional improvements as well as an excavation and expansion of the existing Nathan Creek sediment pond in order to improve its sediment capture efficiency, effectively reduce downstream flooding potential within the lower, diked reaches of the Nathan Creek watershed and improve the pond's environmental impacts on the areas biodiversity. Notably, the subject reach has high fisheries habitat values. The upgraded sediment pond project will take an existing, under-performing pond, designed in 2006, and once the construction is completed the new pond will be capable containing a volume which corresponds to a year of sediment accumulation with a 1 in 5 year peak flow event. The capacity will increase from 700 cubic metres to 1,500 cubic metres. This sediment capture will help reduce aggradation in the downstream Nathan Creek channel and mitigate risks of localized flooding during major storm events thereby protecting neighbouring farms and homes.
Project Justification and Consequences of Not Proceeding *(Phased Project)	The project will mitigate risks to residents and local businesses, such as the multiple agricultural businesses located within the Nathan Creek watershed.
Project Priority Ranking (please circle applicable ranking)	**High** • deterioration or obsolescence • leverage external funding • emergent conditions

Length of Project (years):	1	Initial Year of Approval:	2022

Township of Langley Capital Project Description						
Project Title:	Nathan Creek Sediment Pond Improvements					
Work Breakdown	STW1062					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus	$401,061	$600,000				
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Capital Projects Reserve Fund		$600,000				
Debt						
TransLink						
ICBC						
Other:_____						
Total Currently Funded	**$401,061**	**$600,000**				
Total Currently Unfunded						

Estimated Annual Operating Impact	$80,000 (regulator required monitoring and sediment removal)
Climate Action Category	
Climate Action ID	

Respectfully submitted,

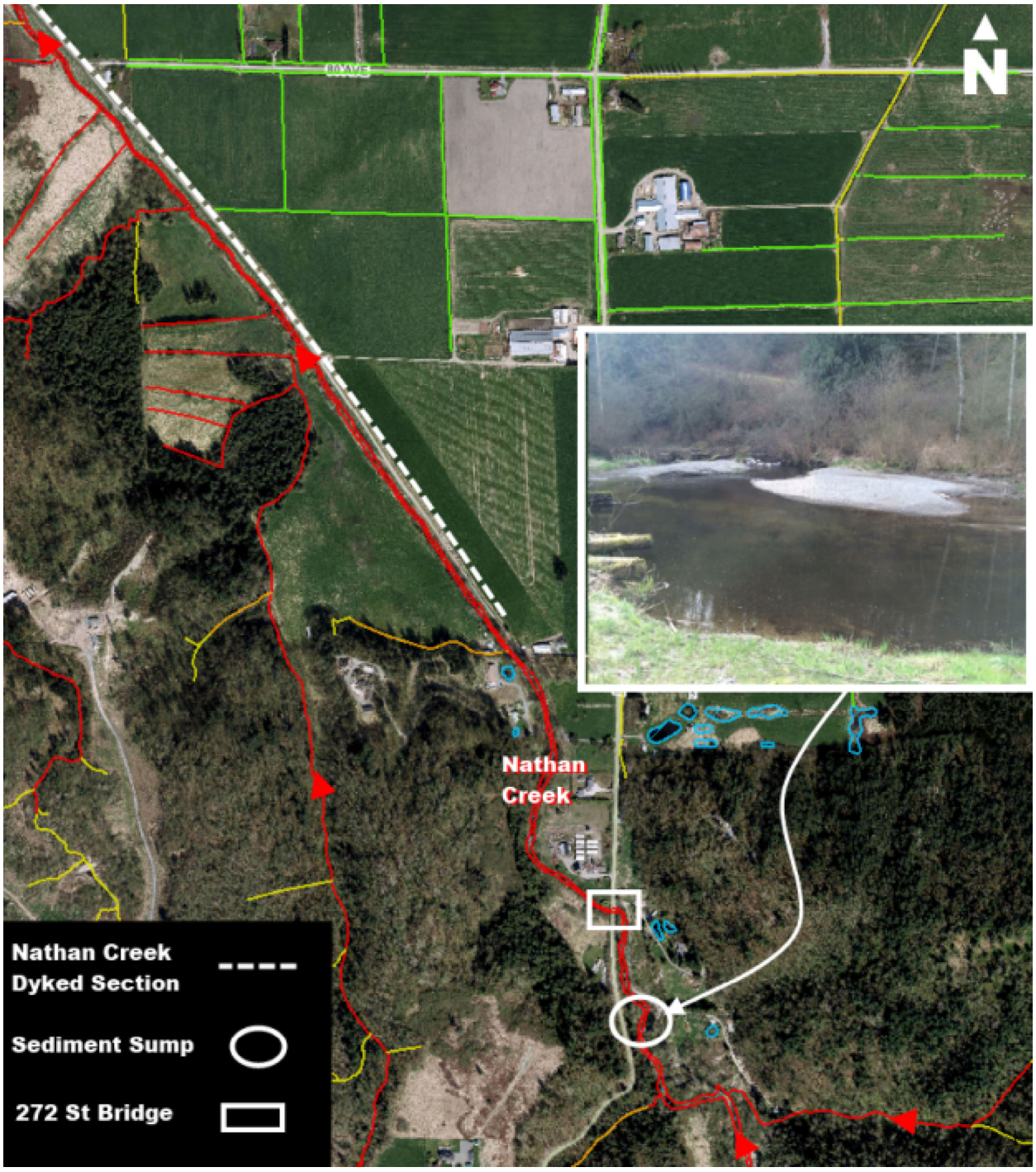
Paul Sekhon
WATER RESOURCES ENGINEER
for
ENGINEERING DIVISION

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

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

ATTACHMENT A Sediment Pond Area Map

ATTACHMENT A



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 8, 2023 - REGULAR MEETING	**REPORT**	23-77
FROM:	FINANCE DIVISION	**FILE:**	1705-01
SUBJECT:	HEALTH AND SAFETY Q2		

RECOMMENDATION:

That Council authorize the use of up to $8,081,558 from various funding sources to complete projects which are required to ensure public safety or preserve municipal assets.

ANALYSIS:

The following projects have been identified as critical to health and safety or for the continued operation of community assets. There are a variety of projects with differing requirements. Some assets have reached the end of their useful life and are in danger of failing, others will require significant increases in operating funding to continue to maintain, while still others may fail resulting in damage to community or private assets.

Legislation:

Some projects are required to meet regulatory obligations. These obligations include requirements of Fraser Health and WorksafeBC and other organizations as required to maintain both public and community safety.

Community Implications:

Many of these projects directly impact facilities which are open to the public or roadways which are critical to transportation within the community. These projects will ensure the safe operation of these facilities and public areas.

Environmental Implications:

Projects, particularly Stormwater projects, impact waterways including culvert replacements which stabilize banks and prevent erosion thereby protecting fish and wildlife habitats.

Financial Implications:

Failure to fund the projects may result in damage to assets, closure of facilities or additional liabilities arising from asset failure. The failure to complete these projects is likely to result in increased annual operating costs.

The table below summarizes the projects with funding requirements. Each project is detailed in the referenced pages including justifications and funding sources.

Township of Langley HEALTH AND SAFETY PROJECTS Q2 2023					
Project Title	**Page**	**Total**	**2022 CFWD**	**2023**	**2024**
Airport					
Airport: Generator	3	$ 250,000	$ -	$ 250,000	
Parks					
Fort Langley Community Park Sewer Upgrades	5	$ 1,000,000	$ -	$ 1,000,000	
Walnut Grove Community Park Sewer Lift Station Upgrades	7	$ 100,000	$ -	$ 100,000	
Synthetic Turf Field Replacement: Aldergrove Athletic Park (R)	9	$ 1,950,000		$ 1,950,000	
Stormwater					
Culvert Replacement: 4800 Block 232 Street	11	$ 968,774	$ 4,777	$ 963,997	
Salmon River: 56 Avenue Bridge Erosion Mitigation	13	$ 1,254,848	$ 64,848	$ 1,190,000	
Culvert Replacement: 9100 Blk 272 Street	15	$ 225,000		$ 225,000	
Water					
Asbestos Concrete Replacement: Various Locations	17	$ 1,000,000	$ -	$ 1,000,000	
Facilities					
RCMP Main Detachment Emergency Generator Replacement	19	$ 625,000		$ 75,000	$ 550,000
WC Blair Recreation Centre: Operations Area Air Conditioning	21	$ 125,000		$ 125,000	
Walnut Grove CC: Basement Mechanical Room AC	23	$ 75,000		$ 75,000	
Walnut Grove CC: Fitness Room Air Handling Unit Ventilation Upgrade	25	$ 450,000		$ 450,000	
Fire					
Firefighting Equipment	27	$ 57,936	$ 22,574	$ 35,362	
TOTAL		**$ 8,081,558**	**$ 92,199**	**$ 7,439,359**	**$ 550,000**

Funding sources are identified as follows:

Township of Langley HEALTH AND SAFETY PROJECTS Q2 2023						
Project Title	**Page**	**Total**	**Carry Forward**	**Reserves**	**Grants**	**Funding Detail**
Airport						
Airport: Generator	3	$ 250,000		$ 250,000		Airport Reserve
Parks						
Fort Langley Community Park Sewer Upgrades	5	$ 1,000,000		$ 1,000,000		Sewer Capital Works Reserve
Walnut Grove Community Park Sewer Lift Station Upgrades	7	$ 100,000		$ 100,000		Sewer Capital Works Reserve
Synthetic Turf Field Replacement: Aldergrove Athletic Park (R)	9	$ 1,950,000		$ 1,950,000		Capital Projects Reserve
Stormwater						
Culvert Replacement: 4800 Block 232 Street	11	$ 968,774	$ 4,777	$ 482,000	$ 481,997	Capital Projects Reserve/ Translink Grant
Salmon River: 56 Avenue Bridge Erosion Mitigation	13	$ 1,254,848	$ 64,848	$ 450,000	$ 740,000	Capital Projects Reserve/UBCM Grant
Culvert Replacement: 9100 Blk 272 Street	15	$ 225,000		$ 225,000		Capital Projects Reserve
Water						
Asbestos Concrete Replacement: Various Locations	17	$ 1,000,000		$ 1,000,000		Water Capital Works Reserve
Facilities						
RCMP Main Detachment Emergency Generator Replacement	19	$ 625,000		$ 625,000		RCMP Reserve
WC Blair Recreation Centre: Operations Area Air Conditioning	21	$ 125,000		$ 125,000		Facilities Renewal Reserve
Walnut Grove CC: Basement Mechanical Room AC	23	$ 75,000		$ 75,000		Facilities Renewal Reserve
Walnut Grove CC: Fitness Room Air Handling Unit Ventilation Upgrade	25	$ 450,000		$ 450,000		Facilities Renewal Reserve
Fire						
Firefighting Equipment	27	$ 57,936	$ 22,574	$ 35,362		Fire Equipment Reserve
TOTAL		**$8,081,558**	**$ 92,199**	**$6,767,362**	**$1,221,997**	

Township of Langley Capital Project Description						
Project Title:	**Airport: Gen Set (N)**					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$250,000				
Budget Remaining						
Total Projected Cost		$250,000				

Project Description *(Phased Project)	To purchase a generator to power the airfield lighting, gates, and onsite fuel delivery system.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Currently, there is no back-up power at the airport. If there is a power outage, then the airport operations are required to shut down which could lead to delay in aircraft movements until power is restored. In instances where the main power supply is not available a generator set will ensure continued access to airside operations and full aircraft movements including take-off and landings for businesses, flight schools, and recreational users.

Project Priority Ranking (please circle applicable ranking)	**Critical**	**High**	**Medium**	**Low**
	• risk to health and safety • legislative obligation • imminent loss of an asset	• deterioration or obsolescence • leverage external funding • emergent conditions	• extend the life of an asset • desirable new infrastructure • social, cultural and aesthetic value • cost effective to replace or repair now	• action recommended in studies / reports • promotes inter-municipal cooperation

Length of Project (years):	1	Initial Year of Approval:	

Township of Langley Capital Project Description						
Project Title:	**Airport: Gen Set (N)**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2026
Reserve Future Capital Expenditure						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Airport Reserve		$250,000				
Debt						
Translink						
ICBC						
Other:						
Total		**$250,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	**Fort Langley Community Park Sewer Upgrades (N)**					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$1,000,000				
Budget Remaining						
Total Projected Cost		$1,000,000				

Project Description *(Phased Project)	Design and construction of a sanitary lift station to facilitate sanitary requirements at the Fort Langley Community Park and Cemetery at St Andrews Avenue & Nash Street. This is not DCC eligible.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Removal of the existing septic field is required for the expansion of the Fort Langley Cemetery. A lift station is required as it is not feasible to service the sanitary sewer requirements of either the maintenance building in the Fort Langley cemetery or the Fort Langley spray park by gravity service. This lift station is required to service the spray park recently completed at Fort Langley Community Park and is necessary to meet Fraser Health requirements.

Project Priority Ranking (please circle applicable ranking)	**Critical**	**High**	**Medium**	**Low**
	• risk to health and safety • legislative obligation • imminent loss of an asset	• deterioration or obsolescence • leverage external funding • emergent conditions	• extend the life of an asset • desirable new infrastructure • social, cultural and aesthetic value • cost effective to replace or repair now	• action recommended in studies / reports • promotes inter-municipal cooperation

Length of Project (years):	1	Initial Year of Approval:	N/A

Township of Langley Capital Project Description						
Project Title:	**Fort Langley Community Park Sewer Upgrades (N)**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2026
Reserve Future Capital Expenditure						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Sewer Capital Works Reserve		$1,000,000				
Debt						
Translink						
ICBC						
Other:						
Total		**$1,000,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	**Walnut Grove Community Park Sewer Lift Station Upgrades (R)**					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$100,000				
Budget Remaining						
Total Projected Cost		$100,000				

Project Description *(Phased Project)	Walnut Grove Community Park sewer lift station upgrades: 89 Avenue & Walnut Grove Drive. The supply wiring feeding these pumps from the park field house needs to be replaced The junction box for these pumps is in the wet well which is a safety hazard for wiring pumps and a functional issue due to the wet humid environment and needs to be stalled in a new above ground kiosk. Install a conduit and new supply line from the new kiosk to the pump chamber junction box.
Project Justification and Consequences of Not Proceeding *(Phased Project)	The sewer lift station needs the following upgrades to ensure it does not fail which would impact the public use of the facility. This lift station services the park, field house, including caretaker, washrooms, change rooms and meeting room.

Project Priority Ranking (please circle applicable ranking)	**Critical**	**High**	**Medium**	**Low**
	• risk to health and safety • legislative obligation • imminent loss of an asset	• deterioration or obsolescence • leverage external funding • emergent conditions	• extend the life of an asset • desirable new infrastructure • social, cultural and aesthetic value • cost effective to replace or repair now	• action recommended in studies / reports • promotes inter-municipal cooperation

Length of Project (years):	1	Initial Year of Approval:	N/A

Township of Langley Capital Project Description						
Project Title:	**Walnut Grove Community Park Sewer Lift Station Upgrades (R)**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2026
Reserve Future Capital Expenditure						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Sewer Capital Works Reserve		$100,000				
Debt						
Translink						
ICBC						
Other:						
Total		**$100,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	**Synthetic Turf Field Replacement: Aldergrove Athletic Park (R)**					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$1,950,000				
Budget Remaining						
Total Projected Cost		$1,950,000				

Project Description *(Phased Project)	To replace the east and west synthetic turf fields at Aldergrove Athletic at 27 Avenue and 267B Street as they have reached the end of their useful life.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Synthetic turf fields are utilized by non-profit and for-profit sports user groups, and to host tournaments and special events. They typically have an expected life of 8 years before replacement is required. If they are not replaced increased maintenance costs will be incurred, and the safety of field users could be compromised.

Project Priority Ranking (please circle applicable ranking)	**Critical**	**High**	**Medium**	**Low**
	• risk to health and safety • legislative obligation • imminent loss of an asset	• deterioration or obsolescence • leverage external funding • emergent conditions	• extend the life of an asset • desirable new infrastructure • social, cultural and aesthetic value • cost effective to replace or repair now	• action recommended in studies / reports • promotes inter-municipal cooperation

Length of Project (years):	2	Initial Year of Approval:	

Township of Langley Capital Project Description						
Project Title:	**Synthetic Turf Field Replacement: Aldergrove Athletic Park (R)**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2026
Reserve Future Capital Expenditure						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Capital Projects Reserve		$1,950,000				
Debt						
Translink						
ICBC						
Other:						
Total		**$1,950,000**				
Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	**Culvert Replacement: 4800 Block 232 Street**					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$963,997				
Budget Remaining	$4,777					
Total Projected Cost	$4,777	$963,997				

Project Description *(Phased Project)	This project involves open-cut replacement of a 750mm - 900mm concrete culvert crossing 232 Street at the 4800 Block. The culvert is on a Hatchery Creek tributary, a red-coded watercourse.
Project Justification and Consequences of Not Proceeding *(Phased Project)	This concrete culvert on 232 Street has experienced major structural damage, has partially collapsed, and needs to be replaced as soon as possible. Further culvert deterioration could result in culvert collapse and roadway failure with significant impacts to travel on 232 Street. This project also has MRN Structures Translink funding.

Project Priority Ranking (please circle applicable ranking)	**Critical**	**High**	**Medium**	**Low**
	• risk to health and safety • legislative obligation • imminent loss of an asset	• deterioration or obsolescence • leverage external funding • emergent conditions	• extend the life of an asset • desirable new infrastructure • social, cultural and aesthetic value • cost effective to replace or repair now	• action recommended in studies / reports • promotes inter-municipal cooperation

Length of Project (years):	2	Initial Year of Approval:	

Township of Langley Capital Project Description						
Project Title:	**Culvert Replacement: 4800 Block 232 Street**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2026
Reserve Future Capital Expenditure	$4,777					
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Capital Projects Reserve		$482,000				
Debt						
Translink		$481,997				
ICBC						
Other:						
Total	**$4,777**	**$963,997**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	**Salmon River: 56 Avenue Bridge Erosion Mitigation (R)**					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$1,190,000				
Budget Remaining	$64,848					
Total Projected Cost	$64,848	$1,190,000				

Project Description *(Phased Project)	Stabilization of the eroded bank, re-instatement of storm outfall, and re-alignment/regrading of the creek channel on the Salmon River, just south of the 56 Avenue bridge at the 24300 block.
Project Justification and Consequences of Not Proceeding *(Phased Project)	The project is required to prevent erosion from progressing further downstream and protect the bridge crossing's abutments. Ongoing bank erosion related to river re-alignment is occurring along the Salmon River's west bank, just south of the 56 Avenue bridge crossing at the 24300 block. Works are required to prevent continued erosion and potential damage to the downstream bridge abutments.

Project Priority Ranking (please circle applicable ranking)	**Critical**	**High**	**Medium**	**Low**
	• risk to health and safety • legislative obligation • imminent loss of an asset	• deterioration or obsolescence • leverage external funding • emergent conditions	• extend the life of an asset • desirable new infrastructure • social, cultural and aesthetic value • cost effective to replace or repair now	• action recommended in studies / reports • promotes inter-municipal cooperation

Length of Project (years):	2	Initial Year of Approval:	2022

Township of Langley Capital Project Description						
Project Title:	**Salmon River: 56 Avenue Bridge Erosion Mitigation (R)**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2026
Reserve Future Capital Expenditure	$64,848					
Prior Year's Surplus						
Federal / Provincial / Other Grants		$740,000				
Development Cost Charges						
Reserve: Capital Projects Reserve		$450,000				
Debt						
Translink						
ICBC						
Other:						
Total	**$64,848**	**$1,190,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	**Culvert Replacement: 9100 Blk 272 Street**					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$225,000				
Budget Remaining						
Total Projected Cost		$225,000				

Project Description *(Phased Project)	Replace failing 65m x 375mm diameter corrugated steel pipe (CSP) and backwater valve fronting 9120 272 Street with 525mm reinforced concrete pipe and valve.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Flooding of private property occurs during the annual freshet on the Fraser River when water levels are high. Further culvert deterioration could result in culvert collapse and roadway failure with significant impacts to travel on 272 Street.

Project Priority Ranking (please circle applicable ranking)	**Critical**	**High**	**Medium**	**Low**
	• risk to health and safety • legislative obligation • imminent loss of an asset	• deterioration or obsolescence • leverage external funding • emergent conditions	• extend the life of an asset • desirable new infrastructure • social, cultural and aesthetic value • cost effective to replace or repair now	• action recommended in studies / reports • promotes inter-municipal cooperation

Length of Project (years):	1	Initial Year of Approval:	

Township of Langley Capital Project Description						
Project Title:	**Culvert Replacement: 9100 Blk 272 Street**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2026
Reserve Future Capital Expenditure						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Capital Projects Reserve		$225,000				
Debt						
Translink						
ICBC						
Other:						
Total		**$225,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	**Asbestos Concrete Replacement: Various Locations**					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$1,000,000				
Budget Remaining						
Total Projected Cost		$1,000,000				

Project Description *(Phased Project)	This project proposes to replace approximately 1km of asbestos concrete (AC) water mains that are near or beyond their expected service life. The Township has approximately 70 km of AC watermain requiring replacement in the near term. The priority location is on 28A Avenue between 269 Street and 272 Street, which has experienced multiple breaks already.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Based on the Townships Risk and Criticality model it is recommended that the replacement program for these asbestos concrete pipe water mains be prioritized to minimize and avoid service impacts, cost of emergency repairs and potential damage to private and public property.

Project Priority Ranking (please circle applicable ranking)	**Critical**	**High**	**Medium**	**Low**
	• risk to health and safety • legislative obligation • imminent loss of an asset	• deterioration or obsolescence • leverage external funding • emergent conditions	• extend the life of an asset • desirable new infrastructure • social, cultural and aesthetic value • cost effective to replace or repair now	• action recommended in studies / reports • promotes inter-municipal cooperation

Length of Project (years):	1	Initial Year of Approval:	

Township of Langley Capital Project Description						
Project Title:	**Asbestos Concrete Replacement: Various Locations**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2026
Reserve Future Capital Expenditure						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Water Capital Works Reserve		$1,000,000				
Debt						
Translink						
ICBC						
Other:						
Total		**$1,000,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	**RCMP Main Detachment: Emergency Generator Replacement (R)**					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$75,000	$550,000			
Budget Remaining						
Total Projected Cost		$75,000	$550,000			

Project Description *(Phased Project)	Replacement of the emergency generator and underground fuel tank, including associated electrical equipment. Assessment/Design 2023, Construction 2024.
Project Justification and Consequences of Not Proceeding *(Phased Project)	The existing underground fuel tank is original and is a single-walled tank. This is a hazard if there is a leak in the tank, as fuel will leak into the surrounding soil and could result in a costly environmental clean-up. Modern tanks are double walled to provide additional protection in the event of a fuel leak. The existing emergency generator is past its expected useful service life, and may also be undersized to suit future needs/electrification of the building. Future electrical loads may require a larger emergency generator, as well as associated electrical distribution equipment, to allow for the entire facility to remain on backup power. Climate Impacts: Once complete, this project is expected to have a neutral effect on greenhouse gas emissions.

Project Priority Ranking (please circle applicable ranking)	**Critical**	**High**	**Medium**	**Low**
	• risk to health and safety • legislative obligation • imminent loss of an asset	• deterioration or obsolescence • leverage external funding • emergent conditions	• extend the life of an asset • desirable new infrastructure • social, cultural and aesthetic value • cost effective to replace or repair now	• action recommended in studies / reports • promotes inter-municipal cooperation

Length of Project (years):	2	Initial Year of Approval:	N/A

Township of Langley Capital Project Description						
Project Title:	**RCMP Main Detachment: Emergency Generator Replacement (R)**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2026
Reserve Future Capital Expenditure						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: RCMP Reserve		$75,000	$550,000			
Debt						
Translink						
ICBC						
Other:						
Total		**$75,000**	**$550,000**			

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	**WC Blair Recreation Centre: Operations Area Air Conditioning (N)**					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$125,000				
Budget Remaining						
Total Projected Cost		$125,000				

Project Description *(Phased Project)	Add air conditioning in the mechanical room.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Indoor air temperature during summer exceeds the recommended indoor temperatures required by Occupational Health and Safety Regulations - WorkSafeBC. Climate Impacts: This project supports the Climate Action Strategy, Health and Emergency Preparedness, by creating cooling space that can be used by the public for relief from extreme heat.

Project Priority Ranking (please circle applicable ranking)	**Critical**	**High**	**Medium**	**Low**
	• risk to health and safety • legislative obligation • imminent loss of an asset	• deterioration or obsolescence • leverage external funding • emergent conditions	• extend the life of an asset • desirable new infrastructure • social, cultural and aesthetic value • cost effective to replace or repair now	• action recommended in studies / reports • promotes inter-municipal cooperation

Length of Project (years):	1	Initial Year of Approval:	N/A

Township of Langley Capital Project Description						
Project Title:	**WC Blair Recreation Centre: Operations Area Air Conditioning (N)**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2026
Reserve Future Capital Expenditure						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Facilities Renewal Reserve		$125,000				
Debt						
Translink						
ICBC						
Other:						
Total		**$125,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	**Walnut Grove Community Centre: Basement Mechanical Room AC (N)**					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$75,000				
Budget Remaining						
Total Projected Cost		$75,000				

Project Description *(Phased Project)	Install air conditioning in the basement mechanical room.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Indoor air temperature during summer exceeds the recommended indoor temperatures required by Occupational Health and Safety Regulations - WorkSafeBC. Climate Impacts: this project supports the Climate Action Strategy by ensuring the health and safety of staff, contractors, etc. working in this space during extreme heat events.

Project Priority Ranking (please circle applicable ranking)	**Critical**	**High**	**Medium**	**Low**
	• risk to health and safety • legislative obligation • imminent loss of an asset	• deterioration or obsolescence • leverage external funding • emergent conditions	• extend the life of an asset • desirable new infrastructure • social, cultural and aesthetic value • cost effective to replace or repair now	• action recommended in studies / reports • promotes inter-municipal cooperation

Length of Project (years):	1	Initial Year of Approval:	N/A

Township of Langley Capital Project Description						
Project Title:	**Walnut Grove Community Centre: Basement Mechanical Room AC (N)**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2026
Reserve Future Capital Expenditure						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Facilities Renewal Reserve		$75,000				
Debt						
Translink						
ICBC						
Other:						
Total		**$75,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	**Walnut Grove Community Centre: Fitness Room Air Handling Unit Ventilation Upgrade (R)**					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$450,000				
Budget Remaining						
Total Projected Cost		$450,000				

Project Description *(Phased Project)	This project is to replace the existing air handling unit, its condenser, and two split ACs that collectively provide air conditioning to the fitness area at Walnut Grove Community Centre. If funded, the execution of this project will require temporary closure of this space for at least two months.
Project Justification and Consequences of Not Proceeding *(Phased Project)	The current mechanical systems serving the fitness room are insufficient to provide an adequate level of cooling and airflow through the space. Additionally, the existing air handling units have reached the end of their service life, and there is an increased chance of an unexpected failure of these units. List of emergency repairs: 2019: Over $25K to replace the 10-tonne condenser 2022: estimated $5K to repair the central cooling 2022: estimated $30K to replace the two split systems. Both have reached the end of their useful life, but one failed in August of 2022 and must be replaced. Climate Impacts: the climate impact of this project would be positive if the design shows that the equipment could be replaced with low-carbon electric alternatives. If not, a like-for-like replacement of the equipment would continue to release carbon into the atmosphere.

Project Priority Ranking (please circle applicable ranking)	**Critical**	**High**	**Medium**	**Low**
	• risk to health and safety • legislative obligation • imminent loss of an asset	• deterioration or obsolescence • leverage external funding • emergent conditions	• extend the life of an asset • desirable new infrastructure • social, cultural and aesthetic value • cost effective to replace or repair now	• action recommended in studies / reports • promotes inter-municipal cooperation

Length of Project (years):	1	Initial Year of Approval:	N/A

Township of Langley Capital Project Description						
Project Title:	**Walnut Grove Community Centre: Fitness Room Air Handling Unit Ventilation Upgrade (R)**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2026
Reserve Future Capital Expenditure						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Facilities Renewal Reserve		$450,000				
Debt						
Translink						
ICBC						
Other:						
Total		**$450,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	**Firefighting Equipment**					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$35,362				
Budget Remaining	$22,574					
Total Projected Cost	$22,574	$35,362				
Project Description *(Phased Project)	This is the replacement of firefighting turn out gear and additional SCBA Masks, due to wear, expiration, and decommission of items. This also incorporates the ongoing changes to NFPA and Worksafe standards.					
Project Justification and Consequences of Not Proceeding *(Phased Project)	The Fire Department requires funding for the purchase of this necessary safety equipment and personal protective equipment to outfit suppression members. This meets the ongoing changes/needs for Worksafe and NPFA standards. This request is for 9 sets of Turnout Gear for a total of $28,242.00 and 16 SCBA Masks for a total of $7,120.00.					

Project Priority Ranking (please circle applicable ranking)	**Critical**	**High**	**Medium**	**Low**
	• risk to health and safety • legislative obligation • imminent loss of an asset	• deterioration or obsolescence • leverage external funding • emergent conditions	• extend the life of an asset • desirable new infrastructure • social, cultural and aesthetic value • cost effective to replace or repair now	• action recommended in studies / reports • promotes inter-municipal cooperation

Length of Project (years):	1	Initial Year of Approval:	

Township of Langley Capital Project Description						
Project Title:	**Firefighting Equipment**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2026
Reserve Future Capital Expenditure						
Operating Revenue						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Fire Equipment Replacement Reserve	$22,574	$35,362				
Debt						
Translink						
ICBC						
Other: _____						
Total Currently Funded	**$22,574**	**$35,362**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Respectfully submitted,

Sandra Ruff
DIRECTOR OF FINANCE
for
FINANCE DIVISION

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

CONCURRENCES	
Division / Department	**Name**
Finance Division Required Concurrence	S. Ruff
Engineering Division	R. Zwaag

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 8, 2023 - REGULAR MEETING	**REPORT:**	23-79
FROM:	MUNICIPAL ADMINISTRATION DIVISION	**FILE:**	LRP00014
SUBJECT:	PROPOSED BOOTH, FERNRIDGE, AND RINN NEIGHBOURHOOD PLANS		

RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Booth Neighbourhood Plan) Bylaw No. 5795;

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 5796;

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rinn Neighbourhood Plan) Bylaw No. 5797;

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment Bylaw No. 5798;

That Council receive for information the draft Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Brookswood-Fernridge Neighbourhood Plans) Bylaw No. 5799;

That Council receive for information the Draft Brookswood-Fernridge Greenway Amenity Policy;

That Council receive for information the Draft Brookswood-Fernridge Draft Amendments to the Community Amenity Contributions Policy;

That Council consider that the Booth Neighbourhood Plan Bylaw No. 5795, the Fernridge Neighbourhood Plan Bylaw No. 5796, and the Rinn Neighbourhood Plan Bylaw No. 5797 are consistent with the Township of Langley Financial Plan;

That Council consider that the Booth Neighbourhood Plan Bylaw No. 5795, the Fernridge Neighbourhood Plan Bylaw No. 5796, and the Rinn Neighbourhood Plan Bylaw No. 5797 are consistent with the Metro Vancouver Integrated Liquid Waste Water Resource Management Plan and Integrated Solid Waste and Resource Management Plan;

That Council authorize staff to schedule the required Public Hearing for Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Booth Neighbourhood Plan) Bylaw No. 5795, Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 5796; Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rinn Neighbourhood Plan) Bylaw No. 5797; and Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment Bylaw No. 5798;

That Council use the required Public Hearing for the Booth, Fernridge, and Rinn Neighbourhood Plans as public input opportunity for Zoning Bylaw 1987 No. 2500 Amendment (Brookswood-Fernridge Neighbourhood Plans) Bylaw No. 5799;

That Council consider that the consultation process during preparation of the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Booth Neighbourhood Plan) Bylaw No. 5795, the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 5796, and the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rinn Neighbourhood Plan) Bylaw No. 5797 is consistent with sections 475 and 476 of the Local Government Act and the Council Consultation – Official Community Plan Policy 07-160; and

That Council refer the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Booth Neighbourhood Plan) Bylaw No. 5795, the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 5796, and the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rinn Neighbourhood Plan) Bylaw No. 5797 to relevant organizations and agencies as outlined in this report for comment.

EXECUTIVE SUMMARY:

Subject to Council's approval, the proposed Booth, Fernridge, and Rinn Neighbourhood Plans (the Plans) will become the Township of Langley's 'blueprint' for the future of these areas and the Brookswood-Fernridge community as a whole. The Plans will guide the way the neighbourhoods grow and evolve over the coming decades. The Plans have been prepared based on the Project Terms of Reference, community input and feedback, established policies and strategies, economic consideration, and best practices and technical analyses.

The Plans incorporate 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, preferential arterial road and associated greenway infrastructure construction, and annual budget considerations for improvements in programming for existing parks and trails for new residents. When they are fully completed, the three neighbourhoods will be home to approximately 63,000 residents (as opposed to previous draft that had the population projection of 39,000 residents) in roughly 20,000 dwelling units.

The proposed Plans were developed through a multi-stage neighbourhood planning process that sought input from a broad cross section of the public and stakeholders. Feedback from the public was welcomed at any point in the planning process including scheduled public engagement events and activities. As anticipated, the perspectives and opinions shared by Brookswood-Fernridge community remain wide-ranging. However, the values of small-town character and trees/nature remain dominant and key aspects of the Booth, Fernridge, and Rinn Neighbourhood Plans.

PURPOSE:

This report provides the proposed Booth, Fernridge, and Rinn Neighbourhood Plans for Council's consideration of first and second reading. In addition, this report presents draft Residential Zoning Schedules, a draft Brookswood-Fernridge Greenway Amenity Policy, and draft Brookswood-Fernridge amendments to the Community Amenity Contributions (CAC) Policy to Council for information.

BACKGROUND/HISTORY:

Project Context

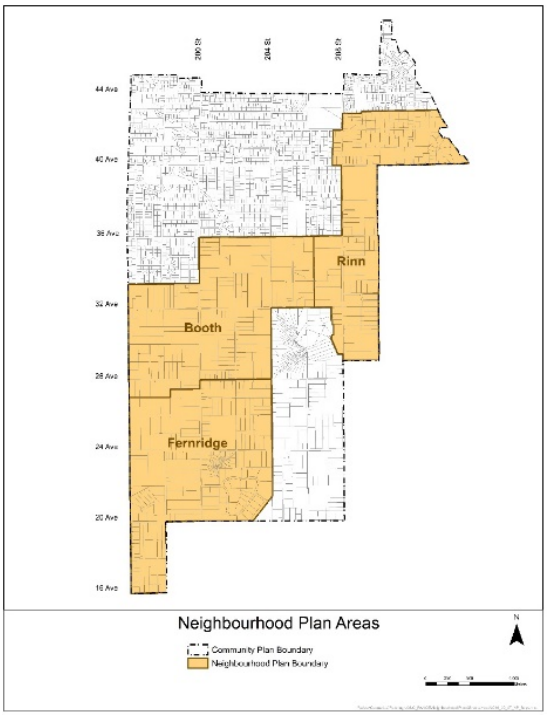
Since 1979, the Brookswood-Fernridge area has been designated as 'Urban' in the Township of Langley Official Community Plan. In 1987, Township Council adopted the Brookswood-Fernridge Community Plan (BFCP) which provided a long-term vision for an urban community and policies to guide future development. 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 BFCP based on the input received at the public hearing.

On April 11, 2016, Council approved Terms of Reference for a new BFCP 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 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 planning process to prepare the NPs. Consistent with the ToR, the planning process has included assembling, analyzing, and presenting background information; identifying, developing, and presenting emerging policy ideas and opportunities; and seeking public input and feedback through engagement activities and events. Council received updates on the draft NPs on November 22, 2021 and subsequently on July 11, 2022. The July 11 update included information in response to May 24, 2022 Tree Protection Advisory Committee feedback and delegations received on June 13, 2022. At its Regular Meeting on November 14, 2022, Council provided the following staff direction:

> *"Complete the Booth, Rinn and Fernridge neighbourhood plans currently in draft form with economic reconsideration of some prescribed urban forms combined with the proposed community amenity requirements, land use designations and restrictions for the additional preservation of mature trees along with development."*

In keeping with Council's November 14, 2022 motion, the draft NPs dated February 10, 2022 have been revised and completed with economic reconsiderations.



Proposed Booth, Fernridge and Rinn Neighbourhood Plans (Bylaws No. 5795, 5796 & 5797)

The proposed NPs represent a thorough process of goal setting, economic consideration, public consultation and engagement, and policy, technical, and infrastructure analysis. The proposed Plans provide a policy framework to guide development and investment including public facilities, transportation and utility infrastructure, parks and natural spaces, and residential and commercial building, in these three areas of Brookswood-Fernridge over the next several decades. The overall objective has been to create comprehensive, integrated, systems-based Plans that are predicated upon careful planning and thoughtful design to imagine and create neighbourhoods that are walkable, vibrant, social, and livable, supporting a great quality of life for all who will call these places home. Another objective is to provide a policy 'blueprint' that will guide future decisions and strengthen the Brookswood-Fernridge community.

Building on the Brookswood-Fernridge Community Plan

The 'cornerstone' of the policy framework for the proposed Plans is generally guided by the vision, guiding principles, and policies of the BFCP. The BFCP, adopted by Council in 2017, provides a high-level vision and land use for the development of new neighbourhoods in the Brookswood-Fernridge area. The BFCP also provides an over-arching framework and direction to guide the preparation of more detailed policy outcomes and guidance that supports the evolution of the neighbourhood areas towards livable places in our community.

The BFCP sets the stage for the preparation of the Booth, Fernridge, and Rinn Neighbourhood Plans. If the Booth, Fernridge, and Rinn Neighbourhood Plans are adopted by Council, the policies of the BFCP are not put aside. Rather, the policies of both the BFCP, as expressed as proposed revisions, and the new NPs will work together to realize the overall vision and guide development investment.

Planning Process

The work program for the NPs has included assembling, analyzing and presenting background information, identifying, developing and presenting emerging policy ideas and directions, opportunities and choices, and seeking public input and feedback through engagement activities and events. As outlined in the ToR, the plan preparation process has consisted of three key phases of work:

- Phase 1: Assets + Opportunities
- Phase 2: Policy Ideas + Directions
- Phase 3: Proposed Neighbourhood Plans

This phased approach to plan preparation involved guidance and feedback from a Neighbourhood Planning Team (NPT), economic consideration, broader community input and feedback, and extensive technical and policy analysis.

The project scope includes the preparation of three neighbourhood plans, the Brookswood-Fernridge Greenway Amenity Policy, a Public + Public-Accessible Space Pattern Book (forthcoming as part of a future Council Report), and new residential zoning schedules that align and fulfill the policy framework outlined in the BFCP and NPs.

Public Consultation and Engagement

A public engagement program has been an integral part of the planning process. As reported in the last report to Council (July 11, 2022), the preparation of the NPs incorporated an extensive and comprehensive public engagement program which included a variety of public consultation events and activities, referrals to external agencies, and Council Advisory Committees.

The planning process has reached the final step. The proposed NPs are the culmination of successive plan building steps along with an intensive process of technical and policy analyses, as well as public engagement and consultation. The results of this planning process are more than simply land use. Rather, these NPs are as much about land use planning as they are about neighbourhood character planning, transportation planning, as well as school, park, utility, nature planning, among other key planning features. The NPs are comprehensive documents that will effectively guide the building of great new neighbourhoods that contribute to the prosperity of Langley; attracting new people and new businesses that keep the municipality capable of incorporating innovation and effectively adapting to change in all its forms.

DISCUSSION/ANALYSIS:

Project Deliverables

For this plan preparation process, the project deliverables include the Booth, Fernridge and Rinn NPs, companion zoning schedules, the Brookswood-Fernridge Greenway Amenity Policy, the CAC Policy amendment, an Engineering Services Plan (ESP,) and Public + Public-Accessible Space Pattern Book. These deliverables, with the exception of the CAC Policy, were identified in the Council-endorsed ToR. The following discussion provides an overview of the highlights of the proposed NPs.

Proposed Booth, Fernridge, and Rinn Neighbourhood Plans (Bylaws No. 5795, 5796 & 5797)

The proposed NPs are intended to guide growth and development in the Booth, Fernridge, and Rinn neighbourhoods over the next 20 to 25 years. The NPs are comprised of four Neighbourhood Character Goals and related policies that aim to reflect the vision and guiding principles of the BFCP, existing regional, municipal, and community policy frameworks, policy analysis and research, public engagement input and feedback, and best practices in neighbourhood planning.

In keeping with Council's November 14, 2022 motion, an economic analysis has been completed of the draft NPs dated February 10, 2022. An urban land economist completed an analysis of the draft land uses and associated draft densities. The results of that analysis indicated that small scale single family projects are not viable from a developability standpoint. The relatively large minimum lot sizes, inflated land prices, high construction material costs, and high interest rates have resulted in conditions where lower density development is uneconomical. Smaller minimum lot sizes for single family housing forms would assist in creating more financially viable opportunities.

Furthermore, small multi-family projects are equally financially challenging. The same conditions of inflated land prices, high construction material costs and interest rates, along with cluster development and nature conservation area dedication, hinder townhouse and possibly mixed-use/apartment project viability. Also, increasing density does not necessarily eliminate challenges with the financial viability of multi-family projects, given the additional costs associated with below finished grade structures for parking (between $80,000 and $100,000 per stall) that requires expensive leak-proof measures due to the high groundwater table conditions. The analysis suggests that increasing density can move a project closer to meeting the 'proceed / don't proceed with the project threshold,' yet financial viability of these housing forms is still challenging.

Based on the results of this economic analysis, and Council direction from November 14, 2022, for "*reconsideration of some prescribed urban forms combined with the proposed community amenity requirements, land use designations and restrictions for the additional preservation of mature trees along with development,*" the following refinements have been incorporated into the proposed NPs and proposed consequential amendments to the BFCP:

1. Remove Cluster Conservation Development requirements from the BFCP and proposed NPs and related nature conservation areas requirements. Through the Greenway Amenity Policy land will be purchased for nature conservation areas (NCAs). A corridor approach for the NCA distribution is recommended – similar to Greenway development – to facilitate the establishment of these nature spaces;
2. Reduce the minimum lot size for Single Family 2 (SF2) and Single Family 3 (SF3) land use designations:

- the minimum lot size for a single family use for SF2 was 10,000 ft^2 and was considered too large; reducing it to a minimum of 5,000 ft^2 (small lot) is relatively more affordable;
- the minimum lot size for a single family use for SF3 was 7,000 ft^2 and was also considered too large; reducing it to a minimum of 4,000 ft^2 (small lot) is relatively more affordable;
- SF3 a small lot (not compact lot) rowhouse option is added to provide an appropriate form of fee-simple, attached housing form;

3. Increase densities for Rowhome/Townhome, Apartment and Commercial Village land use designations. Increased densities for all three development forms will:
   - permit increased height – 3- to 4-storey for townhomes; 5- to 6-storey apartment and mixed use;
   - require some structured parking to accommodate increased densities;
4. Prepare an amendment to the Community Amenity Contributions Policy for Brookswood-Fernridge, in addition to the Brookswood-Fernridge Greenway Amenity Policy;
5. Expand Mixed Use, Village Commercial Land Use Area in Fernridge – additional area provided in the northwest corner of 200 Street and 24 Avenue;
6. Intensify the use and maximize efficiency of space requirements of existing and future school facilities/sites. Return the responsibility of securing land for the development of new schools to the Langley School District; and
7. Update draft Engineering Services Plan.

Neighbourhood Plans Layout

The neighbourhood character goals, or foundational 'building blocks' of the plans, define the key outcomes the plans are trying to achieve (Section 2.0 of all three NPs). These goals have been developed to shape and respond to neighbourhood change and innovation. The 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:

- The Booth, Fernridge, and Rinn Neighbourhoods Plan For and With Nature
- The Booth, Fernridge, and Rinn Neighbourhoods Contribute to Completeness
- The Booth, Fernridge, and Rinn Neighbourhoods are Walkable Spaces
- The Booth, Fernridge, and Rinn Neighbourhoods are Places of Distinction

These goals provide the foundation for policies that are reflected in different themes within the NPs including policies for land use, environment, transportation, parks, and neighbourhood design. The NPs share a similar document structure with the purpose of providing consistency and ease of readability. The key sections of the NPs are:

- Neighbourhood Design Concept: provide a high-level description of the neighbourhood spatial structure which includes both natural and built environments from coarse to fine spatial scales and resolutions. This section provides policies for different land use precincts in each of the NPs.

- Neighbourhood Land Use: define future land use patterns 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. The majority of the lands in the NPs are designated residential, with commercial, institutional, park and open space, and conservation land uses supporting the development of complete communities. The projected population of

the Booth, Fernridge, and Rinn neighbourhoods at complete build-out are estimated to be 21,100, 20,050, and 13,500, respectively.

- Natural Environment + Climate Change Response: provide policies for a Neighbourhood Green Infrastructure Network including the formation of nature conservation areas. Provide policies for groundwater protection, neighbourhood forestry to manage the tree canopy cover, and low carbon (renewable energy) neighbourhoods.

- Neighbourhood Placemaking: policy guidance to establish parks and nature parks, greenways, heritage, and crime prevention through environmental design.

- Mobility + Transportation Infrastructure: provide 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. Other uses considered are sidewalk cafés, street furniture, street trees, plantings, greenways, utilities, rainwater and stormwater management, and other uses and features.

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

- Growth and Change Management: provide 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 detention facilities in advance of development.

'Bold Steps' in Policy Themes and Directions

The proposed NPs build on previous neighbourhood planning processes in terms of plan organization and similar policy themes and directions to include policy to fully implement a plan vision. However, these three Neighbourhood Plans will transcend past plans as they include a number of new policy directions and approaches that recognize the distinct character outcome, the complex realities for adaptation and mitigation opportunities related to a changing climate, and realizations and key learnings from previous plan processes and outcomes.

The proposed new policy directions of the NPs can be summarized into several 'bold steps' that will create distinct and innovative neighbourhoods. The bold steps for new policy themes and directions include:

- **Neighbourhood Green Infrastructure Network Policy Directions** – a new strategic, nuanced approach to 'completeness' that adeptly accommodates and integrates both the built environment and a recalibrated emphasis on the natural environment in new neighbourhoods through the provision of 'green infrastructure' and the development of a 'neighbourhood green infrastructure network'. The purpose of this Neighbourhood Green Infrastructure Network (NGIN), as an environmental planning approach, is to foreground and prioritize the preservation, restoration, enhancement, and ongoing management and stewardship of an interconnected system of natural ecosystem components (green infrastructure) such as forests, wetlands, watercourses and waterbodies, human-made components such as manicured parks, landscaping trees, rain gardens and greenways, as well as hydro-engineered and bio-engineered features that mimic and incorporate natural environmental features and processes.

The green infrastructure, ecosystem components that comprise the NGIN exist at a full range of spatial scales and resolutions that provide ecological services and support biodiversity in both natural and built environments. They contribute to neighbourhood character and placemaking, provide recreational and experiential opportunities, and accentuate linkages between benefits for people, flora, and fauna within the three neighbourhood planning areas. This new policy direction will:

- contribute to realizing a distinct, livable, small town and forested neighbourhood character;
- underwrite a focus on biodiversity that supports healthy plant, aquatic, and wildlife communities; and
- provide a more concerted effort in preserving trees, building climate change resilience, and protecting and recharging groundwater.

Lastly, the neighbourhood forest – the tree canopy – is an integral 'building block' or structural element of the NGIN, and therefore is a critically important part of the neighbourhood land use and spatial structure for the neighbourhoods. A tree conservation approach is being suggested for the preservation, restoration, enhancement, and stewardship of the neighbourhood forests.

Implementation of this approach will require a combination of municipal purchasing of lands (e.g., new nature parks), riparian areas adjacent to surface waterbodies, greenways, adaptation and flexibility in calibrating public rights-of-way, and a 'tree first' approach that will identify adequately sized spaces on private land areas to sufficiently accommodate preferred tree species including conifers.

These combined measures are paired with other measures including directions for increasing soil volumes as well as identifying and updating the tree list and working with local tree nurseries to improve the availability of appropriate nursery tree stock. At a time when the forest will continue to contribute to neighbourhood character, trees will have an increased role in sequestering carbon, sheltering from winds, and reducing energy demands for heating and cooling homes. As a result of climate change, they will face escalating changes to growing conditions, altering plant hardiness zones and compromising their longevity.

- **Character-Compatible, Space-Efficient Housing Ideas (SF3) Policy Directions** – new policy measures for character-compatible, space-efficient (missing middle), housing ideas for areas with a Single Family 3 Land Use designation to facilitate neighbourhood specific range of housing choices and to potentially provide for some measure of comparative, affordable home ownership, and market rental options.

- **Small-Town Character Spatial Patterns Policy Directions** – new policy measures to create a distinct mixed-use (commercial, residential, institutional) Community Activity Precinct in Booth as well as mixed-use Neighbourhood Activity Precincts in Fernridge and Rinn with a small-town, west-coast architectural character.

- **Advancing Arterial Road Completion and Social/Recreational Infrastructure Policy Directions** – new policy measures for advancing investment in transportation and social/ recreational infrastructure such as arterial road completion through development requirements as well as investments in improvements and expansion of programs in existing park and open spaces, as 'early' priorities.

- **Green Rainwater, Stormwater, and Groundwater Infrastructure Policy Directions** – new enhanced design standards for 'green' rainwater, stormwater, and groundwater infrastructure

that focuses on higher level of runoff treatment for water quality reasons, groundwater protection, and a combination of on-site and community facilities to manage runoff volume control for groundwater recharge and surface waterbody base flows and elevations.

- **Renewable Energy Neighbourhoods Policy Directions** – new policy measures to incentivize and facilitate the development of future renewable energy neighbourhoods including an emphasis on solar optimized design – neighbourhood, block and lot patterns, building and roof orientation, and democratized energy generation through building solar readiness (regulatory approach) and the installation of solar (photovoltaic) panels (incentivized approach).

Brookswood-Fernridge Community Plan – Consequential Amendments (Bylaw No. 5798)
Based on the economic analysis and proposed changes to the NPs as discussed above, the BFCP requires amendments. Bylaw No. 5798 includes amendments that update the policies to ensure consistency between the BFCP and the Booth, Fernridge, and Rinn NPs.

Draft New Residential Zoning Schedules
New residential zoning schedules have been drafted that will contribute to the implementation of the policy framework outlined in the NPs (see Attachment A). These zoning schedules include new single family, rowhome, multiplex, townhome, and apartment form development. These new residential zones are not being applied to any parcels of land at this time, as the Zoning Bylaw map is not being amended. The intent is for these new zoning schedules to streamline and facilitate future rezoning applications. They are introduced with the proposed NPs to allow stakeholders to gain an appreciation of the way the proposed plans would be implemented. Council will consider adoption of these zoning schedules at a later date.

Draft Brookswood-Fernridge Greenway Amenity Policy
The Township of Langley Council has approved many Greenway Amenity Policies (GAPs) in new neighbourhoods to equitably develop public amenities. The draft Brookswood-Fernridge GAP identifies a list of amenities that supports the development of complete and livable neighbourhoods. These amenities include a range of greenways and trails for pedestrians, cyclists, equestrians, as well as public art, a neighbourhood public square, a satellite recreation / cultural facility, and nature conservation areas (see Attachment B).

Draft Community Amenity Contributions (CAC) Policy Amendment
The Township of Langley Council has approved a CAC Policy that guides voluntary amenity contributions by the developer as part of a rezoning application process. An amendment to the CAC Policy is proposed to establish an area-specific CAC for the new neighbourhoods in Brookswood-Fernridge. This approach allows the setting of the CAC target amount that aligns with the Brookswood-Fernridge amenities listed in the Policy and accounts for the increased residential density. It accommodates a relatively higher GAP amount to cover the costs of purchasing nature conservation areas, which is a distinct priority in the new Brookswood-Fernridge neighbourhoods, and results in a combined amenity contribution amount (CAC + GAP) that is similar to those charged elsewhere in the Township of Langley (see Attachment C).

Brookswood-Fernridge Arterial Road Completion Amenity Policy
Pursuant to Council resolution on February 10, 2020, a Brookswood-Fernridge Arterial Road Completion Amenity Policy is being prepared for consideration of adoption at the same time as the adoption of the Brookswood-Fernridge Greenway Amenity Policy, currently anticipated at the Regular Meeting on June 12, 2023.

Township of Langley Financial Plan

Pursuant to Section 477 of the Local Government Act, Council must consider OCP amendments in conjunction with its financial plan (both operating and capital). This section contemplates the potential financial implications of the OCP amending bylaw for the Booth, Fernridge, and Rinn NPs.

Capital:

The Township's five-year capital plan, as reviewed and updated annually, provides for new infrastructure and capital projects. Any new infrastructure that is required as a result of growth including engineering services, parks infrastructure, and amenity features may be accommodated through one or a combination of the following funding mechanisms which will be reflected in the respective updated financial plan as they are quantified:

- Development Cost Charge (DCC) Program and related DCC revenue;
- Neighbourhood Parkland Acquisition Fees;
- Amenity Zoning Policy;
- CACs; and
- Contributions by the Township of Langley where deemed appropriate to support community development and address public needs.

DCCs are the key source of funding for engineering infrastructure included in neighbourhood plans. This is consistent with the Township's position that it will not finance nor assume a financial risk in the provision of engineering services (roads, utilities, parks infrastructure, etc.) required for development.

The NPs also include policies related to new developments at the time of rezoning to contribute to amenity reserves. Said contributions are then used to fund amenities. As part of Corporate Asset Management Policy 03-839, new infrastructure will require increases to operating and maintenance budgets to meet existing service levels and maximize the useful life of these assets. Requirements will be addressed in the preparation of the Township of Langley Financial Plan updated annually.

User Pay Utility Operating Plan:

It is expected that the proposed OCP amendments will impact the User Pay Utility Operating Plan. Specific impacts will be addressed in respective five-year financial plans. In terms of water, sewer, and solid waste, user fees applied to each participating property would be used to fund ongoing operating, distribution, collection, and disposal costs. The level of user fees is reviewed annually to ensure that such costs can be covered and to ensure that the fees contribute towards future capital infrastructure renewal and replacement.

Universal Services Operating Plan:

In terms of the Universal Services Operating Plan which provides for ongoing transportation, stormwater, fire, police, recreation, and general government services, all development incrementally adds to the need for increased services. Specific impacts will be addressed in respective five-year financial plans.

Property tax revenue is expected to pay for the majority of ongoing general costs/services and Council ultimately controls and sets property tax levels. The proposed OCP changes would result in new assessed property values and additional property tax revenue which could be used for increased operating costs to minimize overall property tax impact.

Cumulative Impact of OCP Changes and Related Development:

Successive OCP changes have a cumulative impact on the Township's financial plans. For example, when growth reaches a certain point, new facilities and staff resources are required. Needs brought on by the cumulative impact of growth are addressed through the annual financial planning processes including departmental spending requests that are reviewed and approved by Council.

Summary:

Once they are determined, the capital costs of the infrastructure needed to support growth in the NP areas will be mostly secured through DCCs and other contributions through development. It is expected the proposed OCP amendments will impact the Township's long term operating and maintenance plans and related financial budgets. Such impacts will be addressed as part of future engineering and financial studies to accompany the land use plan, prior to final adoption of related bylaws. In addition, specific financial impacts will be addressed in future five-year financial plans as development takes place.

Metro Vancouver Integrated Liquid Waste Water and Solid Waste Management Plans

In accordance with the Local Government Act, after first reading of an OCP bylaw Council must consider the Plan in conjunction with any waste management plan that is applicable in the municipality. Metro Vancouver approved the Integrated Liquid Waste and Resource Management Plan in 2010 to manage wastewater and rainwater runoff and snowmelt. The plan is designed to protect the region's livability and environmental quality and outlines steps needed to enhance the current system as population increases. The goals of the plan are to:

- Protect public health and the environment by managing sanitary sewage and stormwater at their sources and providing wastewater collection and treatment services protective of the environment;
- Use liquid waste as a resource for recovery of energy and materials which have nutrient value; and
- Encourage effective, affordable and collaborative management, including innovative alternative approaches to traditional treatment systems.

As Booth, Fernridge, and Rinn develop, it will be serviced with municipal sanitary and stormwater systems in conformity with the Integrated Liquid Waste and Resource Management Plan.

In 2010, Metro Vancouver approved the Integrated Solid Waste and Resource Management Plan. This plan was based on the avoidance of waste through waste reduction campaigns and recovery of materials and energy from the waste that remains. The Integrated Solid Waste and Resource Management Plan has four goals:

- Minimize waste generation;
- Maximize reuse, recycling and material recovery;
- Recover energy from the waste stream after material recycling; and
- Dispose of all remaining waste in landfill, after material recycling and energy recovery.

The Plan's goal is to achieve a regional diversion rate of 70% through waste reduction and recycling. Waste and recyclables from Booth, Fernridge, and Rinn will be collected and disposed of or recycled in accordance with the Township of Langley Solid Waste Management Bylaw 2016 No. 5200.

Housing Needs Report
Pursuant to Section 473 of the Local Government Act, Council must consider the most recent Housing Needs Report and the housing information on which the report is based when amending an OCP in relation to residential development. The Township's 2020 Housing Needs Report identified the need for a range of housing types and tenures including affordable housing for lower-income households. With a diversity of planned housing types and policies supportive of market rentals, the Booth, Fernridge, and Rinn NPs contribute to addressing housing needs identified in the 2020 Housing Needs Report.

Consultation with External Organizations and Agencies
Consistent with the requirements of the Local Government Act, Council Consultation – Official Community Plan Policy 07-160 and Council-endorsed ToRs, the NPs will be referred to the following external agencies prior to the conclusion of the public hearing:

- Katzie, Kwantlen, Matsqui and Semiahmoo First Nations
- City of Surrey and City of Langley
- Langley School District No. 35; TransLink; Metro Vancouver; and Fraser Health Authority
- Langley Environmental Partners Society; Little Campbell Watershed Society; Save the Little Campbell Committee; and Nicomekl Enhancement Society
- Brookswood-Fernridge Community Association
- Urban Development Institute and Greater Vancouver Home Builder's Association
- The Agricultural Land Commission

Any submissions to Council will need to be received by 4:30pm on the date of the advertised public hearing for the subject bylaws.

Conclusion:

The proposed Booth, Fernridge, and Rinn NPs are intended to guide the growth and development of complete communities in these neighbourhoods over the coming decades. The NPs aim to reflect the vision and guiding principles of the BFCP, existing regional, municipal, and community policy frameworks, policy analysis and research, public engagement input and feedback, best practices in neighbourhood planning, and Council direction. Subject to Council's consideration of first and second reading of the NP bylaws, and pending further direction from Council, a suggested timeline is as follows:

May 8, 2023 - Council Meeting

i. Council consideration of first and second reading of bylaws for the Booth, Fernridge, and Rinn Neighbourhood Plans
ii. Council receive for information draft residential zoning schedules
iii. Council receive for information draft Brookswood-Fernridge Greenway Amenity Policy (BFGAP) and CAC Policy amendments

May 25, 2023 - Public Open House

May 29, 2023 - Council Meeting

i. Public Hearing for the bylaws for the Booth, Fernridge, and Rinn Neighbourhood Plans
ii. Public Feedback Opportunity for draft residential zoning schedules, draft BFGAP and CAC Policy amendments

June 12, 2023 - Council Meeting

i. Council consideration of third reading of bylaws for the Booth, Fernridge, and Rinn Neighbourhood Plans
ii. Council consideration of first, second, and third reading of the Township of Langley Subdivision and Development Servicing Bylaw 2019 No. 5382 Amendment (Minimum Service Level Standards for Rinn Commercial Village Areas) Bylaw 2023 No. 5804
iii. Council consideration of adoption of the BFGAP and CAC Policy amendments
iv. Council consideration of first, second, and third readings to Fees and Charges Bylaw 2007 No. 4616 Amendment Bylaw No. 5802

June 26, 2023 - Council Meeting

i. Council consideration of final reading of bylaws for the Booth, Fernridge, and Rinn Neighbourhood Plans
ii. Council consideration of final reading of amendment bylaw to the Development Application and Fee Bylaw

Fall 2023 - Council Meeting

i. Completion of the Engineering Services Plan (ESP)
ii. Council to consider first and second reading of bylaws for the new residential zoning schedules
iii. Council to consider adoption of the Public + Public-Accessible Space Pattern Book as a companion to the ESP

Respectfully submitted,

Russell Nelson
SENIOR PLANNER
for
MUNICIPAL ADMINISTRATION DIVISION

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

CONCURRENCES	
Division / Department	**Name**
ENGINEERING DEPARTMENT	R. Zwaag
FINANCE DIVISION	S. Ruff

ATTACHMENT A Draft Zoning Schedules to Facilitate Plan Implementation

ATTACHMENT B Draft Brookswood-Fernridge Greenway Amenity Policy

ATTACHMENT C Draft Amendment to the Community Amenity Contributions Policy

ATTACHMENT A

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (BROOKSWOOD-FERNRIDGE NEIGHBOURHOOD PLANS) BYLAW NO. 5799

EXPLANATORY NOTE

Bylaw No. 5799 adds five Zones to Section 400 – Residential (R, MH, FH, CRE) Zones and four Zones to Section 500 – Residential Multiple Family (RM) Zones to facilitate development of apartments, townhouses, rowhouses, semi-detached dwellings, three-family dwellings, and single-family dwellings with attached and/or detached accessory dwelling units.

Bylaw No. 5799 also updates Section 100 – Administration, by adding new definitions, modifying existing definitions, and adding Section 113 to facilitate the development of Green Buildings.

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THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (BROOKSWOOD-FERNRIDGE NEIGHBOURHOOD PLANS) BYLAW NO. 5799

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 (Brookswood-Fernridge Neighbourhood Plans) Bylaw No. 5799".

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

   (a) Adding to the Table of Contents, and Section 104.1 – Zones, the words "Residential Small Lot Rowhouse Zone R-SL (RH1)", "Residential Small Lot Rowhouse Zone R-SL (RH2)", "Residential Small Lot Single Family and Laneway House Zone R-SL (SF1)", Residential Small Lot Single Family and Laneway House Zone R-SL (SF2)", "Residential Two, Three, and Four Dwelling Unit Zone R-SL(MP)" after the words "Residential Zones R-1B, R-1C, R-1D, and R-1E".

   (b) Adding to the Table of Contents and Section 104.1 – Zones, the words "Multiple Unit Residential 5 Zone RM-5", "Multiple Unit Residential 6 Zone RM-6", "Multiple Unit Residential 7 Zone RM-7", and "Multiple Unit Residential 8 Zone RM-8", after the words "Multiple Family Residential Zone RM-4".

   (c) Adding to Section 102 – Definitions after the definition of "Assembly use", the following:

   "BACK-TO-BACK TOWNHOUSE" means a *residential use building* containing four *dwelling units* that are divided vertically, where each of the dwelling units is divided by and shares one common side wall and one common rear wall with neighbouring *dwelling units*.

   (d) Adding to Section 102 – Definitions after the definition of "Cannabis Retail" the following:

   "CARPORT" means a permanent *structure* that is open on at least three sides, with a roof supported by posts, that is used to store a minimum of one motor *vehicle.*

   (e) Amending the Section 102 – Definition of "Coach House" to the following:

   "COACH HOUSE" means an accessory *dwelling unit* which is located only within the second *storey* of a detached *building* or *structure* for *accessory* parking *use*.

   (f) Amending the definition of "Dwelling unit" in Section 102, to read as follows:

   "DWELLING UNIT means one or more *habitable rooms* occupied as residential accommodation by one family and containing or providing for

only one set of *cooking* and/or laundry facilities located within a single-family or multi-family zone. Excludes hotel or motel units or recreation vehicles. A maximum of two sets of cooking and/or laundry facilities may be permitted within an owner-occupied fee simple detached single-family principal dwelling unit, except where a *coach house* or *laneway house* has already been legally constructed on a lot, unless both are expressly permitted within the applicable zone. The second set of cooking facilities must be contained within a secondary suite (as defined by the British Columbia Building Code) which may not exceed a maximum gross floor area of 120 m^2. On lands within the Agricultural Land Reserve one additional set of cooking and/or laundry facilities may be permitted on a lot in accordance with Provincial Agricultural Land Commission regulations.

(g) Adding to Section – 102 Definitions, after the definition of "Flanking Street", the following:

"FLEX UNIT" means a secondary suite as defined by the British Columbia Building Code as amended, within a *semi-detached dwelling, two-family dwelling, rowhouse,* or *townhouse dwelling unit.*, subject to the following:

a) limited to *dwelling units* within Zones that list *flex unit* as a permitted *use*;
b) be limited to one per *dwelling unit*;
c) be provided with one additional off-street parking space anywhere on the *lot*;
d) have a gross floor area of not less than 32 square metres and not more than 40% of the *gross floor area* of the primary *dwelling unit*;
e) not be stratified as a separate *dwelling unit* in accordance with the Strata Property Act;
f) not be permitted for rental for periods of less than 30 days;
g) have a range or compact range, built in cooktop with at least two burners, a fridge or compact fridge, a sink, counter, cabinets, venting, closet, bathroom with washbasin, water closet, and bath or shower; and,
h) have a separate lockable entrance door to the exterior of the *dwelling unit*, and a lockable door to the inside of the primary *dwelling unit*.

(h) Amending the definition of "Floor Space Ratio" in Section 102, to read as follows:

"FLOOR SPACE RATIO" means the figure obtained when the area of all the floors of the *buildings* constructed or proposed to be constructed on a *lot* is divided by the area of the *lot*, subject to the following:

a) when calculating the *floor space ratio*, undevelopable areas (as defined in Community Plans or Neighbourhood Plans) are excluded from the *lot area* in all zones;
b) those areas used as an *accessory use* for parking within the *building* envelope ore underground parking are excluded;
c) where parking is a principle use of the *lot*, those areas which are used for parking within the outermost walls of a *building* or underground shall be counted in the calculation; and
d) Any areas of a *storey* with a height of 1.2 metres or more proposed or as may be extended over open-to-below space, measured from the

top of the subfloor to the bottom of the finished ceiling, must be included as floor area.

(i) Adding to Section 102 – Definitions, after the definition of "General Industrial Use", the following:

"GREEN BUILDINGS" are *buildings* constructed to the specifications of a recognized energy efficiency standard as specified in Section 113, and that have been demonstrated to achieve said standard by the applicable authorizing body.

(j) Adding to Section 102 – Definitions, after the definition of "Gross Floor Area", the following:

"HABITABLE SPACE" means a room used for cooking, eating, sleeping, recreating or human occupancy; excludes bathroom, utility room, workroom, furnace room, crawl space, garage and storage room.

(k) Changing the font of "habitable space" in all sections from unitalicized to italicized.

(l) Adding to Section 102 – Definitions after the definition of "Hotel" the following:

"IMPERMEABLE SURFACES" means *buildings*, *structures*, asphalt, concrete, brick, stone, wood, grouted pavers and other surfaces that prevent water from penetrating into the ground beneath.

(m) Adding to Section 102 – Definitions, after the definition of "Lane", the following:

"LANEWAY HOUSE" means an *accessory* detached *dwelling unit* within the rear yard of a rear loaded single family lot, that has at least one *habitable room* at grade, may have habitable rooms on a second *storey*, may be attached to and above an *accessory* parking *building* or *structure*, but not another *dwelling unit*. The second *storey* is limited to 60% of the area of the first *storey* and attached *accessory* parking *building* or *structure* where the roof pitch is 7:12 or greater, or 50% where the roof pitch is less than 7:12. Rooftop decks and balconies are not permitted. For clarity, balconies are permitted for two-*storey laneway houses* where the balcony floor is at the same height above grade as the floor of the second *storey*, and the balcony does not extend horizontally beyond the outermost extent of any wall of the first *storey* or attached garage forming part of the laneway house.

(n) Adding to Section 102 – Definitions, after the definition of "Nearest Neighbour", the following:

"NET ZERO" means the most up to date standard for the certification of *residential use buildings* as CHBA Qualified Net Zero Homes by the Canadian Home Builders Association.

"NET ZERO ENERGY READY" means the most up to date standard for certification of *residential use buildings* as CHBA Qualified Net Zero Energy Ready Homes by the Canadian Home Builders Association.

(o) Adding to Section 102 – Definition, after the definition of "Open Range", the following:

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PASSIVE HOUSE PLUS means the most up to date standard for certification of *buildings* as Passive House Plus by the Passive House Institute.

PASSIVE HOUSE PREMIUM means the most up to date standard for certification of *buildings* as Passive House Premium by the Passive House Institute.

(p) Adding to Section 102 – Definitions, after the definition of "Subdivision", the following:

"SUNLIGHT CONTROL PROJECTION" means a permanent fixture to control the amount of sunlight entering a window, extending perpendicular to a building face, either above or beside a window depending on orientation.

(q) Adding to Section 102 – Definitions after the definition of "Tattoo Parlour" the following:

"THREE FAMILY DWELLING" means a *building* containing three *dwelling units* that may be separated vertically. horizontally, or a combination of both. No more than two *dwelling units* may have elevations facing the *front lot line*, except where the entire width of one storey of the building on the elevation facing the *front lot line* belongs to a single *dwelling unit*, three *dwelling units* may have an elevation facing the *front lot line*. No more than 2 swing door entrances are permitted on any one building elevation.

(r) Adding to Section 102 – Definitions, after the definition of "Specified non-agricultural uses", the following:

"STACKED TOWNHOUSE" means a two to four *storey building* with a maximum of six rows of vertically separated *dwelling units*, where each row of *dwelling units* may have either one *dwelling unit* or two horizontally separated "stacked" *dwelling units*. Rows of *dwelling units* may also be back to back. *Dwelling units* with floor space on the first *storey* may extend under more than one *dwelling unit* on *storeys* above the first storey, and where access to natural light is provided on no more than one elevation of the first *storey,* the finished ceiling of the first *storey* must be not less 2.4 metres above the finished grade and the floor must not exceed 0.9 metres below grade at any point within 6 metres perpendicular to said elevation.

(s) by adding to the Table of Contents, after Section 112 – Temporary Uses, Section 113 – Green Building Provisions.

(t) by adding after Section 112 – Temporary Uses, Section 113 – Green Building Provisions, by adding after Section 410 –Residential Zone R-2, 411 – Residential Small Lot Rowhouse Zone R-SL (RH1), 412 – Residential Small Lot Rowhouse Zone R-SL (RH2), 413 – Residential Small Lot Single Family and Laneway House Zone R-SL (SF1), 414 – Residential Small Lot Single Family and Laneway House Zone R-SL (SF2), 415 – Residential Two, Three, and Four Dwelling Unit Zone R-SL (MP), and by adding after Section 504 – Multiple Family Residential 4 Zone, Sections 505 – Multiple Unit Residential 5 Zone RM-5, 506 –

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Multiple Unit Residential 6 Zone RM-6, 507 – Multiple Unit Residential 7 Zone RM-7, and 508 – Multiple Unit Residential 8 Zone RM-8, as follows:

113 **Green Building Provisions**

113.1 In order to be considered a *green building,* a *building* must comply with the following:

1) *Buildings* falling under Part 9 of the British Columbia Building Code must demonstrate compliance with one of:
   a) *Passive House Plus* and Tier 3 of the BC Building Code, Zero Carbon Step Code;
   b) *Passive House Premium*;
   c) Step 5 of the BC Building Code and Tier 3 of the BC Building Code Zero Carbon Step Code, and a photovoltaic system that provides 50% of the Total Energy Usage Index;
   d) Step 5 of the British Columbia Building Code and a photovoltaic system that provides 100% of the Total Energy Usage Index; or
   e) *Net Zero*
   f) *Net Zero Energy Ready* and Tier 3 of the BC Building Code, Zero Carbon Step Code, and a photovoltaic system that provides 50% of the Total Energy Usage Index

2) *Buildings* falling under Part 9 of the British Columbia Building Code must provide devices or features that are designed to block 100% of solar exposure from entering the building at the following times:
   a) Summer solstice (June 21st) at 12:00pm for south facing elevations
   b) Summer solstice (June 21st) at 3:00pm for west facing elevations

3) *Buildings* falling under Part 3 of the BC Building Code must demonstrate compliance with all of the following:
   a) Step 4 of the BC Building Code;
   b) A photovoltaic system that provides 7% or more of the Total Energy Usage Index;
   c) A maximum of 300 overheating hours as per the ASHRAE 55 2010 methodology with a future-shifted weather file for the year 2050;
   d) *Dwelling units* without mechanical cooling must demonstrate rough ins for the future installation of permanent mechanical cooling through a ducted, or ductless split system, such that no alterations to interior or exterior walls are required for installation, beyond affixing components to a wall, and wires and pipes are not considered components.

411 **RESIDENTIAL SMALL LOT ROWHOUSE ZONE R-SL (RH1)**

Intent

411.1 This Zone provides for *rowhouse* development with a minimum lot size of 325 m^2 (3,500 ft^2), with limited and appropriate *accessory uses*.

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Uses Permitted

411.2 In the Residential Small Lot *Rowhouse* Zone R-SL (RH1), only the following *uses* are permitted, and all other uses are prohibited:

1) *Accessory* detached garage
2) Flex space on the second *storey* of an *accessory* detached garage
3) *Coach house*
4) *Rowhouse*
   (1) An *accessory home occupation* is permitted in the principle *building* and/or one (1) *accessory home occupation* above an *accessory* detached garage, so long as each *accessory home occupation* use does not exceed a *gross floor area* of 32 square metres.

Maximum Density

411.3 Notwithstanding sub-section 411.3 1), the maximum density of a development shall comply with the density provisions outlined in a Community or Neighbourhood Plan as applicable.

1) In addition to section 411.3 1), the maximum density on any one *lot* shall not exceed the following:

***Lot* Type**	**Total Floor Area**
Internal	0.73 FSR
End	0.66 FSR
Corner	0.67 FSR

2) Where the maximum permitted units per hectare (units per acre) as specified in a Community or Neighbourhood Plan cannot be achieved within the maximum permitted *floor space ratio*, *floor space ratio* shall prevail as the measure of density.

Definitions

411.4 For the purposes of Section 411 the following definitions shall apply:

1) Internal *dwelling unit* means a *dwelling unit* attached to two other *dwelling units* on opposite sides within the same *rowhouse building*.
2) Internal *lot* means a *lot* abutting two other *lots* on opposite sides.
3) End *dwelling unit* means a *dwelling unit* attached to only one other *dwelling unit* and not located on a *corner lot*.
4) End *lot* means a *lot* intended to contain an end *dwelling unit*.
5) Corner *dwelling unit* means a *dwelling unit* located on a *corner lot*.
6) An *accessory* detached garage means a *building* or *structure* (*accessory* to a *rowhouse*) used to store a minimum of one motor vehicle provided in accordance with sub-section 411.9.
7) Flex space is *habitable space* on the second *storey* above an *accessory* detached garage, that includes a bathroom with a toilet and wash basin, but no sleeping quarters, kitchen facilities, or laundry facilities, and is permitted to contain uses *accessory* to the principal *dwelling unit.*
8) Flex space is not permitted to be stratified or rented out as living quarters.

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9) Crawl space means the space between the underside of the floor system above and the ground surface or slab below, having a minimum and maximum vertical distance of 0.6 to 1.2 metres.

Lot Coverage

411.5 1) *Buildings* and *structures*, including all projections beyond *building* faces, shall not cover more than 50% of the *lot area*.

2) Covered verandahs, porches, patios and entranceways to a maximum of the width of the primary *dwelling unit* multiplied by 2, located in the front yard, shall not be included for the purpose of calculating *lot coverage*.

Siting of *Buildings* and *Structures*

411.6 Except as provided for in Section 104.4 and 105.1 2) *buildings* and *structures* shall be sited in accordance with the following minimum setbacks:

Buildings & Structures	**Minimum Front lot line Setback**	**Minimum Rear lot line Setback**	**Minimum Side lot line Setback**	**Minimum Side lot line Setback (Abutting a Street, or a Lane)**
Internal *Dwelling Unit*	4.5 m (1) (4)	15.5 m (3) (average)	0.0 m	N/A
End *Dwelling Unit*	4.5 m (1) (4)	15.5 m (3) (average)	0.0 m (7)	N/A
Corner *Dwelling Unit*	4.5 m (1) (2) (4)	15.5 m (2) (3) (average)	0.0 m	*Street* – 2.5 (2) (3) *Lane* – 1.5
Accessory Detached Garage	N/A (1)	1.0 m (2) (3)	0.0 m (5) (6)	4.9 m (2) (3)
Accessory detached garage with second *storey* flex space	N/A (1)	1.0 m (2) (3)	0.0 m (5) (6)	4.9 m (2) (3)
Accessory detached garage with second *storey* Coach House	N/A (1)	1.0 m (2) (3)	0.0 m (5) (6)	4.9 m (2) (3)

(1) *Accessory* detached garages are not permitted within the front yard.

(2) Notwithstanding Sections 104.4 4) and 111.6 2), on a *corner lot*, no part of any *building*, *structure* or fence greater than 1.0 metre in height shall project into the triangular area created by a line joining two points:
a) 6.0 metres from the projected *lot* lines abutting a local street and/or lane; and
b) 7.5 metres from the projected *lot* lines abutting an arterial and/or collector street.

(3) *Accessory* detached garages and *coach houses* are not permitted within 8.0 metres of the principal *building* (except for a 1 m^2 landing and associated stairs, uncovered porches, patios and decks as provided for in Section 104.4).

(4) Where access stairs, porches, verandahs and balconies project beyond the front façade of a *building*, the minimum required setback may be reduced to 3.0 metres, providing

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that such reduction shall apply only to the projecting feature, subject to sections 411.7 3) and 411.7 4).

(5) The side yard setback of an *accessory* detached garage, whether or not it contains flex space or *coach house* on a second *storey*, shall be increased to a minimum of 3.9 metres on the opposite side of an internal or end *lot*.

(6) The side yard setback of an *accessory* detached garage, whether or not it contains flex space or *coach house* on a second *storey*, shall be increased to a minimum of 4.9 metres on the opposite side of an end *lot*.

(7) The side yard setback of an end dwelling unit shall be increased to a minimum of 1.5 metres on the opposite side of the *lot*.

Building and _Structure_ Provisions

411.7 1) External entrance stairs to the basement, where basements are permitted, are permitted from the rear elevation only.

2) All units are required to have a covered porch on the front elevation, meeting the following specifications:

a) porches shall have a usable floor space with dimensions that are no less than 1.5 metres by 3.0 metres;

b) open sides of porches shall be protected by guard rails the height of which shall not exceed the minimum specified in the BC *Building* Code;

c) porches on *dwelling units* that are vertically separated from another *dwelling unit* on only one side shall be open on at least two sides;

d) porches of *dwelling units* that are vertically separated from other *dwelling units* on both sides shall be open on at least one side;

e) porches connected to *dwelling units* on both sides shall be separated with an opaque partition at least 1.5 metres high on at least one side;

f) porches are located at the first *storey*, which is 0.6 to 1.2 metres above the average grade of the *lot*; and,

g) the porch is limited to a single *storey* in height, and its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.

3) *Accessory buildings* and *structures* are not permitted, except for one *accessory* detached garage, or one *accessory* detached garage with flex space above, or one accessory detached garage with *coach house* per *lot.*

4) Each *rowhouse* shall be simultaneously designed, *building* permits issued and constructed by the same builder utilizing a party wall agreement.

5) The *accessory* detached garage and flex space or coach house where applicable shall be constructed in conjunction with the principal *building*.

6) Stairs providing access to second *storey* flex space or *coach house* above an *accessory* detached garage shall be fully enclosed within the garage and second *storey* flex space or *coach house*.

7) Hoop, arch or similar type *buildings* having a semicircular or similar roof design primarily curving downwards to form walls, or any frame type *building* covered or partially covered by tarpaulin or other fabric like material, are not permitted.

Height of _Building_s and _Structure_s

411.8 Except as provided in Section 104.5

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1) The height of principal *building*s and *structure*s shall not exceed 9.0 metres or 2 *storey*s, whichever is the lesser.
2) The surface of the first floor shall be 0.6 to 1.2 metres above the average *lot* grade at any *building* elevation facing a street, except where the average slope of the *lot* is 5% or more, a maximum of 80% of a permitted in-ground basement (where permitted) elevation facing a street or a lane may be exposed, or a walkout basement elevation at the rear of the dwelling may be fully exposed.
3) The height of an *accessory* detached garage shall not exceed 3.75 metres in height.
4) The height of an *accessory* detached garage with flex space or a *coach house* shall not exceed 2 *storey*s nor 7.5 metres.

Parking

411.9 Parking shall be provided in accordance with Section 107 except as follows:
1) A minimum of two parking spaces shall be provided.
2) No part of a parking space shall project in the triangular area created by a line joining two points measured at 2.5 metres from the projected *lot* lines abutting a street and/or a lane.
3) Required parking spaces within a garage shall have a minimum interior depth of 6.1 metres and minimum interior width of 2.9 metres. No landings and no more than two (2) stairs shall encroach into this required minimum parking area.
4) Where a coach house is provided, two parking spaces must be provided within a detached garage or *carport* and one additional parking space must be provided outside, adjacent to the side of the garage or *carport*, for a total of 3 off-street parking spaces.
5) Two parking spaces within an *accessory* detached garage must have a minimum interior width of 5.7 metres and minimum interior depth of 6.1 metres, with no landings and no more than two stairs encroaching in this space.
6) Off-street parking spaces are not permitted in the front yard, or the space between a *coach house*, *detached garage*, or *carport* and a *rowhouse building*.

Subdivision Requirements

411.10 1) Each internal *lot* must share at least one *side lot line* with an end *lot* or corner *lot*.
2) All *rowhouse lot*s created by subdivision shall comply with Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended and the following:

	Minimum *Lot* Area	Minimum *Lot* Frontage	Minimum *Lot* Depth
Internal *Lot* (1)	325 m^2	10.5 m	28 m
End *Lot* (1)	341 m^2	11.5 m	28 m
Corner *Lot* (1)	357 m^2	12.5 m	28 m

Landscaping, Screening and Fencing

411.11 1) Landscaping areas, landscaping screens and fencing shall comply with Section 111 and with the provisions of a Development Permit.
2) For an end *lot*, fencing shall not extend towards the front yard measured from the corner of the rear *building* elevation.

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3) All *lots* must have a soft landscape area between the primary *dwelling unit* and *accessory* detached garage, which can be at any space between the *side lot lines*, with minimum dimensions of 4.5 metres by 5.5 metres, and minimum soil depth of 300 millimetres, for the purposes of tree planting or retention.

4) *Lot*s with an *accessory* detached garage without second *storey* flex space and without a *coach house*must have:
   a) a minimum 2 metre wide landscape strip must abut one side *lot* line of each internal *lot*, extending 6.8 metres from the rear *lot* line, for the purposes of tree retention where feasible, and/or tree planting. Where an internal *lot* abuts an internal *lot*, the required landscape strip must be adjacent to the side *lot* line shared with the internal *lot.* Trees planted must be of a type and height (at least 2.5 metres) so that the clearance to the underside of the tree extends above the height of standard types of vehicles that do not require clearance lights. Deciduous shade trees should be a minimum of 6 cm caliper with a 1.8 metre clear stem at time of planting.
   b) a minimum 2.6 metre wide landscape strip must be provided adjacent to one side *lot* line of each end *lot*, extending 6.8 metres from the rear *lot* line, for the purposes of tree retention where feasible, and/or tree planting. The landscape strip must be adjacent to the side *lot* line that is shared with an adjacent end *lot* where both abutting properties are zoned Residential Small Lot Rowhouse Zone R-SL (RH1).
   c) a minimum 2 metre wide landscape strip must be provided adjacent to the side *lot* line that abuts a street or lane, of a corner *lot,* extending 6.8 metres measured from the rear *lot* line, for the purposes of tree retention and/or tree planting.

5) *Lot*s with an *accessory* detached garage with second *storey* flex space or a *coach house* must have:
   a) a minimum 1metre wide landscape strip must abut one side *lot* line of each internal *lot,* extending 6.8 metres from the rear *lot* line, for the purposes of tree retention where feasible, and/or tree planting. Where an internal *lot* abuts an internal *lot*, the required landscape strip must be adjacent to the side *lot* line shared with the internal *lot.* Trees planted must be of a type and height (at least 2.5 metres) so that the clearance to the underside of the tree extends above the height of standard types of vehicles that do not require clearance lights. Deciduous shade trees should be a minimum of 6 cm caliper with a 1.8 metre clear stem at time of planting.
   b) a minimum 1.0 metre wide landscape strip must be provided adjacent to one side *lot* line of each end *lot*, extending at least 6.8 metres from the rear *lot* line, for the purposes of tree retention where feasible, and/or tree planting. The landscape strip must be adjacent to the side *lot* line that is shared with an adjacent end *lot* where both abutting properties are zoned Residential Small Lot Rowhouse Zone R-SL (RH1).
   c) a minimum 2 metre wide landscape strip must be provided adjacent to the side *lot* line that abuts a street or lane, of a corner *lot,* extending 6.8 metres measured from the rear *lot* line, for the purposes of tree retention where feasible, and/or tree planting.

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412 MULTIPLE UNIT RESIDENTIAL ROWHOUSE ZONE R-SL (RH2)

Uses Permitted

412.1 In the Multiple Unit Residential Rowhouse Zone R-SL (RH2), only the following *uses* are permitted and all other uses are prohibited:

1) *Accessory buildings*
2) Flex space on the second *storey* of an *accessory* detached garage
3) *Accessory* home occupations subject to Section 104.3 (1)
4) *Rowhouse*

(1) An *accessory home occupation* is permitted in the principle *building* and/or one (1) *accessory home occupation* above a garage, so long as each *accessory* home occupation does not exceed a *gross floor area* of 32 square metres.

Maximum Density

412.1 Notwithstanding sub-section 412.2 1), the maximum density of a development shall comply with the density provisions outlined in a Community or Neighbourhood Plan as applicable.

1) In addition to Section 412.2 1), the maximum density on any one *lot* shall not exceed 0.6 floor space ratio.
2) Notwithstanding 412.2 2), the maximum density on any one *lot* shall not exceed the following where all *dwelling units,* not including flex space, are *green buildings*:

***Lot* Type**	**Without Flex Space**	**With Flex Space**
Internal	0.8 FSR	1.0 FSR
End	0.7 FSR	0.8 FSR
Corner	0.7 FSR	0.8 FSR

3) Flex space with a height of 1.2 metres or more proposed or as may be extended over open-to-below space, measured from the top of the subfloor to the bottom of the finished ceiling, must be included as floor area, and the total area of the flex space shall not exceed 60% of the area of the detached garage on which the flex space is located.

Definitions

412.2 For the purposes of Section 412 the following definitions shall apply:

1) Internal *dwelling unit* means a *dwelling unit* attached to two other *dwelling units* on opposite sides within the same rowhouse building.
2) Internal *lot* means a *lot* abutting two other *lots* on opposite sides.
3) End *dwelling unit* means a *dwelling unit* attached to only one other *dwelling unit* and not located on a *corner lot*.
4) End *lot* means a *lot* intended to contain an end *dwelling unit*.
5) Corner *dwelling unit* means a *dwelling unit* located on a *corner lot*.
6) An *accessory* detached garage means a *building* or *structure* (*accessory* to a *rowhouse*) used to store a minimum of one motor vehicle provided in accordance with sub-section 407.8.

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7) Flex space is one or more *habitable rooms* on the second *storey* above an *accessory* detached garage, that may include a bathroom with a toilet and wash basin, but no sleeping quarters, kitchen facilities, or laundry facilities, and is permitted to contain uses *accessory* to the principle *dwelling unit.*
8) Flex space is not permitted to be stratified or rented out as living quarters for any period of time.
9) Crawl space means the space between the underside of the floor system above and the ground surface or slab below, having a maximum vertical distance of 0.6 to 1.2 metres.

Lot Coverage

412.4 1) *Buildings* and *structures* shall not cover more than 35% of the *lot area*.
2) Notwithstanding Section 412.4 1), *buildings* and *structures* shall not cover more than 45% of the *lot area* where all *dwelling units*, not including flex space, are *green buildings.*
3) No more than 75% of lot area shall be covered by impermeable surfaces
4) Covered verandahs, porches, patios and entranceways to a maximum of the width of the primary *dwelling unit* multiplied by 1.5, located in the front yard, shall not be included for the purpose of calculating *lot coverage*.

Siting of Buildings and Structures

412.5 Except as provided for in Section 104.4 and 105.1 2) *buildings* and *structures* shall be sited in accordance with the following minimum setbacks:

Buildings & Structures	**Minimum *Front lot line* Setback**	**Minimum *Rear lot line* Setback**	**Minimum *Side lot line* Setback**	**Minimum *Side lot line* Setback (Abutting a Street, or a Lane)**
Internal Dwelling Unit	4.5 m (1) (4)	13.0m (3) (average)	0.0m	N/A
End Dwelling Unit	4.5m (1) (4)	13.0m (3) (average)	0.0m (9)	N/A
Corner Dwelling Unit	4.5m (1) (2)	13.0m (2) (3) (average)	0.0m	*Street* – 2.5 (2) (3) *Lane* – 1.5
Accessory Detached Garage	N/A (1)	1.0m (2) (3)	0.0m (5) (6)	5.9 m (2) (3)
Accessory detached garage with second storey flex space	N/A (1)	1.0 m (2) (3)	0.0 (7) (8)	5.9 (2) (3)

(1) *Accessory* detached garages are not permitted within the front yard.

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(2) Notwithstanding Sections 104.4 4) and 111.6 2), on a *corner lot*, no part of any building, structure or fence greater than 1.0 metre in height shall project into the triangular area created by a line joining two points:
a) 6.0 metres from the projected *lot* lines abutting a local street and/or lane; and
b) 7.5 metres from the projected *lot* lines abutting an arterial and/or collector street.

(3) An *accessory* detached garage is not permitted within 6.0 metres of the principal building (except for a 1 m^2 landing and associated stairs, uncovered porches, patios and decks having as provided for in Section 104.4).

(4) Where access stairs, porches, verandahs and balconies project beyond the front façade of a building, the minimum required setback may be reduced to 3.5 metres, providing that such reduction shall apply only to the projecting feature, subject to sections 412.6 3) and 412.6 4).

(5) The side yard setback of an *accessory* detached garage shall be increased to a minimum of 4.9 metres on the opposite side of an internal *lot*.

(6) The side yard setback of an *accessory* detached garage shall be increased to a minimum of 6.5 metres on the opposite side of an end *lot*.

(7) The side yard setback of an *accessory* detached garage with second *storey* flex space on an internal *lot* shall be increased to a minimum of 4.4 metres on the opposite side of the *lot*.

(8) The side yard setback of an *accessory* detached garage with second *storey* flex space shall be increased to a minimum of 5.5 metres on the opposite side of an end *lot*.

(9) The side yard setback of an end dwelling unit shall be increased to a minimum of 1.2 metres on the opposite side of the *lot*.

Building and Structure Provisions

412.6 1) External entrance stairs to the basement, where basements are permitted, are permitted from the rear elevation only.

2) Rowhouse *buildings* must be constructed over a crawlspace that results in the first *storey* being at the same elevation as the porch required by Section 412.6 4).

3) All units are required to have a covered porch on the front elevation, meeting the following specifications:

h) porches shall have a usable floor space with dimensions that are no less than 1.5 metres by 3.0 metres;

i) open sides of porches shall be protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code;

j) porches on *dwelling units* that are vertically separated from another *dwelling unit* on only one side shall be open on at least two sides;

k) porches of *dwelling units* that are vertically separated from other *dwelling units* on both sides shall be open on at least one side;

l) porches connected to *dwelling units* on both sides shall be separated with an opaque partition at least 1.5 metres high on at least one side;

m) porches are located at the first *storey*, which is 0.6 to 1.2 metres above the average grade of the *lot*, except that *dwelling units* required to be adaptable units per Langley Official Community Plan Bylaw 1979 No. 1842. may have a porch or terrace 0.0 metres above the average grade of the *lot*; and,

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n) the porch is limited to a single *storey* in height, and its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.

4) *Accessory* buildings and structures are not permitted, except for one *accessory* detached garage, or one *accessory* detached garage with flex space, per *lot.*
5) Each *rowhouse building* shall be simultaneously designed, building permits issued and constructed by the same builder utilizing a party wall agreement.
6) The *accessory* detached garage and flex space where applicable shall be constructed in conjunction with the principal *building*.
7) Stairs providing access to second *storey* flex space above an *accessory* detached garage shall be fully enclosed within the garage and second *storey* flex space.
8) Hoop, arch or similar type *buildings* having a semicircular or similar roof design primarily curving downwards to form walls, or any frame type building covered or partially covered by tarpaulin or other fabric like material, are not permitted.

Height of Buildings and Structures

412.7 Except as provided in Section 104.5

1) The height of principal buildings and structures shall not exceed 9.0 metres measured from the first *storey*, or 2.5 *storeys*, whichever is the lesser.
2) The surface of the floor of the first *storey* shall be 0.6 to 1.2 metres above the average *lot* grade at any building elevation facing a street, except where the average slope of the *lot* is 5% or more, a maximum of 80% of a permitted in-ground basement elevation facing a street or a lane may be exposed, or a walkout basement elevation at the rear of the dwelling may be fully exposed.
3) Notwithstanding section 412.7 2), the first *storey* of *dwelling unis* required to be adaptable units per Langley Official Community Plan Bylaw 1979 No. 1842 need not be built above grade.
4) The height of an *accessory* detached garage shall not exceed 3.75 metres in height.
3) The height of a detached garage with second *storey* flex space must not exceed 6.7 metres if the roof pitch is 7:12 or greater.
4) The height of a detached garage with second *storey* must not exceed 5.8 metres if the roof pitch is less than 7:12.

Parking

412.8 Parking shall be provided in accordance with Section 107 except as follows:

1) A minimum of two parking spaces shall be provided (one being located within a fully enclosed garage).
2) No part of a parking space shall project in the triangular area created by a line joining two points measured at 2.5 metres from the projected *lot* lines abutting a street and/or a lane.
3) Each required outdoor parking space shall be a minimum of 5.8 metres deep and 2.9 metres wide.
4) Required parking spaces within a garage shall have a minimum interior depth of 6.1 metres and minimum interior width of 2.9 metres. No landings and no more than two (2) stairs shall encroach into this required minimum parking area.

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Subdivision Requirements

412.9 1) Each internal *lot* must share at least one *side lot line* with an end *lot* or corner *lot*.

2) All rowhouse *lot*s created by subdivision shall comply with Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended and the following:

a) *Lots* with no *accessory* flex space above an *accessory* detached garage:

	Minimum *Lot* Area	Minimum *Lot* Frontage	Minimum *Lot* Depth
Internal *Lot* (1)	216m^2	8.0m	25 m
End *Lot* (1)	259m^2	9.6m	25 m
Corner *Lot* (1)	316m^2	11.1m	25m

(1) Notwithstanding the minimum *lot* area requirements, the maximum density provisions of Section 407.2 shall apply.

b) with *accessory* flex space above an *accessory* detached garage

	Minimum *Lot* Area	Minimum *Lot* Frontage	Minimum *Lot* Depth
Internal *Lot* (1)	229 m^2	8.5 m	25 m
End *Lot* (1)	273 m^2	10.1 m	25 m
Corner *Lot* (1)	313 m^2	11.1 m	25 m

(1) Notwithstanding the minimum *lot* area requirements, the maximum density provisions of Section 407.2 shall apply.

Landscaping, Screening and Fencing

412.1 1) Landscaping areas, landscaping screens and fencing shall comply with Section 111 and with the provisions of a Development Permit.

2) For an end *lot*, fencing shall not extend towards the front yard measured from the corner of the rear building elevation.

3) All *lots* must have a soft landscape area between the primary *dwelling unit* and *accessory* detached garage, which can be at any space between the *side lot lines*, with a minimum area of 25 square metres, and width not less than half the length, and length not less than half the width.

4) Requirements of Section 412.10 5) to 412.10 7), may be reduced to the extent necessary to provide one parking stall for persons with disabilities within a detached garage, on lots required to be adaptable units per Langley Official Community Plan Bylaw 1979 No. 1842.

5) *Lot*s with an *accessory* detached garage without second *storey* flex space must have:

d) a minimum 2 metre wide landscape strip abutting one *side lot line* of each internal *lot*, extending 6.8 metres from the *rear lot line*, for the purposes of tree retention where feasible, and/or tree planting. Where an internal *lot* abuts an internal *lot*, the required landscape strip must be adjacent to the *side lot line* shared with the internal *lot.* Trees planted must be of a type and height (at least 2.5 metres) so that the clearance to the underside of the tree extends above the height of standard types of vehicles that do not require clearance lights. Deciduous shade trees should be a minimum of 6 cm caliper with a 1.8 metre clear stem at time of planting.

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e) a minimum 2.6 metre wide landscape strip adjacent to one *side lot line* of each end *lot*, extending 6.8 metres from the *rear lot line*, for the purposes of tree retention where feasible, and/or tree planting. The landscape strip must be adjacent to the *side lot line* that is shared with an adjacent end *lot* where both abutting properties are zoned Multiple Unit Rowhouse Residential Zone RH-1.

f) a minimum 2 metre wide landscape strip must be provided adjacent to the *side lot line* that abuts a street or lane, of a corner *lot,* extending 6.8 metres measured from the *rear lot line*, for the purposes of tree retention and/or tree planting.

6) *Lot*s with an *accessory* detached garage with second *storey* flex space must have:

d) a minimum 1.5 metre wide landscape strip must abut one *side lot line* of each internal *lot,* extending 6.8 metres from the *rear lot line*, for the purposes of tree retention where feasible, and/or tree planting. Where an internal *lot* abuts an internal *lot*, the required landscape strip must be adjacent to the *side lot line* shared with the internal *lot.* Trees planted must be of a type and height (at least 2.5 metres) so that the clearance to the underside of the tree extends above the height of standard types of vehicles that do not require clearance lights. Deciduous shade trees should be a minimum of 6 cm caliper with a 1.8 metre clear stem at time of planting.

e) a minimum 2.1 metre wide landscape strip must be provided adjacent to one *side lot line* of each end *lot*, extending at least 6.8 metres from the *rear lot line*, for the purposes of tree retention where feasible, and/or tree planting. The landscape strip must be adjacent to the *side lot line* that is shared with an adjacent end *lot* where both abutting properties are zoned Multiple Unit Rowhouse Residential Zone RH-1.

f) a minimum 2 metre wide landscape strip must be provided adjacent to the *side lot line* that abuts a street or lane, of a corner *lot,* extending 6.8 metres measured from the *rear lot line*, for the purposes of tree retention where feasible, and/or tree planting.

413 RESIDENTIAL SMALL LOT SINGLE FAMILY AND LANEWAY HOUSE ZONE R-SL (SF1)

Intent

413.1 This zone provides for the development of *single family dwellings* with a minimum *lot* size of 465 m^2, with limited and appropriate *accessory uses*.

Uses Permitted

413.1 In the R-SL (SF1) zone only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings*
2) *accessory* home occupations subject to Section 104.3.
3) *residential uses* subject to Section 413.2

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Residential Uses

413.2 No more than one *single family dwelling* and one *laneway house* are permitted on any one *lot*.

Maximum Density

413.3 1) The maximum density on one *lot* is 0.6 *floor space ratio*, of which *laneway houses* may comprise a maximum of 0.15 *floor space ratio*.

2) Maximum density on one *lot* may be increased to 0.8 floor space ratio, of which *laneway houses* may comprise a maximum of 0.3 floor space ratio, where all *buildings* containing *dwelling units* are g*reen buildings.*

Definitions

413.4 For the purposes of Section 413, the following definitions shall apply:

1) An *accessory* detached garage means a *building* or *structure* (accessory to a *residential use*) used to store a minimum of one motor vehicle provided in accordance with sub-section 413.8.

2) Crawl space means the space between the underside of the floor system above and the ground surface or slab below, having a maximum vertical distance of 0.6 to 1.2 metres.

Lot Coverage

413.5 1) Except as provided for in subsections 413.5 2) and 413.5 3) *buildings* and *structures* shall not cover more than 30% of the lot area, except where a *laneway house* is constructed on a *lot* this may be increased to 40% of the *lot area*.

2) *Lot coverage* may be increased to 40% where all *buildings* containing *dwelling units* are *green buildings*, except where a *laneway house* is constructed on a lot this may be increased to 50% of the *lot area.*

3) A maximum of 70% of the *lot area* shall be covered by *impermeable surfaces*.

4) A minimum of 20% of *lot area* shall be covered with soft landscaping.

5) Front porches in compliance with section 413.10 2) may be excluded from *lot coverage* to a maximum of 2 metres multiplied by the width of the principal *single family dwelling.*

6) For the purposes of calculating *lot coverage*, eaves, cornices, leaders, gutters, canopies or sunlight control projections may be excluded to a maximum of 1 metre measured horizontally from the outermost limit of the exterior wall.

Siting of *Buildings* and *Structures*

413.6 1) Except as provided for in Section 104.4 and 105.1 2) *buildings* and *structures* shall be sited in accordance with the following minimum setbacks:

Buildings and *Structures*	Minimum *Front lot line* Setback[4]	Minimum *Rear lot line* Setback	Minimum *Side lot line* Setback (Interior)	Minimum *Side lot line* Setback (Abutting a *Street* or *Lane*)
Principal building	6 m[(1)(2)(5)]	N/A m[(1)]	2.5 m	4.0 m

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Accessory Detached Garage	N/A m[5]	1.0 m	0.6[6] m	2.6 m[1]
Laneway house	N/A[3]	1 m	0.6[6] m	2.6 m

(1) Nothwithstanding Sections 104.4 4) and 111.6 2), on a corner *lot*, no part of any *building*, *structure* or fence greater than 1.0 metre in height shall project into the triangular area created by a line joining two points:
a) 6.0 metres from the projected *lot* lines abutting a local street and/or lane; and
b) 7.5 metres from the projected *lot* lines abutting an arterial and/or collector street.

(2) The distance between the principal *building* and *laneway house* shall be a minimum of 8 metres (except for a 1.2m^2 landing and associated stairs; uncovered porches, patios and decks having a maximum height of 0.6 metres above grade; and as provided for in Section 104.4). This distance may be reduced to 6 metres between a *single-family dwelling* and accessory detached garage where the distance between *building* elevations facing *side lot lines* is no more than 7 metres.

(3) *Laneway houses* are not permitted between a *single-family dwelling* and *interior side lot line*

(4) *Accessory* detached garages, *coach houses,* and *laneway houses* are not permitted in the front half of the *lot*.

(5) Covered porches in compliance with Section 413.10 2) may project up to 2 metres into the *front lot line* setback (abutting a *street*).

(6) An unencumbered open space a minimum of 6.1 metres deep measured perpendicular to the rear lot line, and 3.2 metres wide measured perpendicular from an interior side lot line, must be provided, and may be used for *accessory* off-street parking, including parking required in 413.8.

2) Notwithstanding Section 104.4 and 105.1 2), eaves, cornices, leaders, gutters, canopies or *sunlight control projections* may project up to 1 metre into minimum setbacks required in Section 413.6 except that in no cases shall any projection be less than 0.5 metres from a *lot* line.

3) Except on *corner lots*, *habitable space* on the first *storey* of a *laneway house* shall be located between off-street parking located within an *accessory* parking *building* or *structure* and outdoor off-street parking, unless all required off-street parking is located outdoors.

Height of Buildings and Structures

413.7 Except as provided for in Section 104.5

1) The height of a *single-family dwelling* shall not exceed 10.2 metres nor two *storey*s.

2) The height of a single-*storey laneway house* must not exceed 4.3 metres if the roof is flat or 5.2 metres if the roof is sloped.

3) The height of a two-*storey laneway house* must not exceed 6.7 metres if the roof pitch is 7:12 or greater.

4) The height of two-*storey laneway houses* must not exceed 5.8 metres if the roof pitch is less than 7:12.

5) The height of an *accessory* detached garage must not exceed 4.3 metres if the roof is flat or 5.2 metres if the roof is sloped.

Parking and Loading

413.8 1) Each lot shall have a minimum of 2 off-street parking spaces accessed from a rear *lane*, and one or both may be located in a garage, carport, outdoors, or a combination thereof.

2) *Lots* with a *laneway house* must have 1 off-street outdoor parking space in addition to the off-street parking spaces required by 413.8 1).

3) At least 1 of the off-street parking spaces required by 413.8 1) and 413.8 2) (1 parking space total) must be reserved for the exclusive use of the *laneway house* occupant(s).

4) Where two required parking spaces are provided side-by-side within a garage, they shall have a minimum interior depth of 6.1 metres and a combined minimum interior width of 5.7 metres, and no landings and no more than 2 stairs shall encroach into this required minimum parking area.

5) Off-street parking spaces required in 413.8 shall not be tandem parking spaces, while any additional parking spaces may be tandem parking spaces.

6) No accessory parking uses are permitted between a *single family dwelling* and the *front lot line*, and that space between a *single family dwelling* and *laneway house*.

7) Hoop, arch or similar type *buildings* having a semicircular or similar roof design primarily curving downwards to form walls, or any frame type *building* covered or partially covered by tarpaulin or other fabric material, are not permitted.

Subdivision Requirements

413.9 1) All fee simple *lots* created by subdivision shall comply with Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended, and the following:

	Rear loaded *lots*
a) Minimum *lot area*	465 m^2
b) Minimum *lot frontage*	14 m
c) Minimum *corner lot frontage*	16 m
d) Minimum *lot depth*	28m
Panhandle *lots*	not permitted

2) All *lots* created by subdivision shall have access to off-street parking provided by way of a *lane* abutting the *rear lot line.*

3) No *lots* created by subdivision shall have access to off-street parking provided from a *street* abutting a *front lot line.*

Building and Structure Requirements

413.10 1) *Single family dwellings* must be constructed on a crawl space meeting the specifications of section 413.4 2), except where basements are permitted in a Neighbourhood Plan, but in both cases this must result in the first *storey* being at the same elevation as the porch required in section 413.10 2).

2) All *single family dwellings* are required to have a covered porch on the front elevation, meeting the following specifications:

a) Porches shall have a usable floor space with dimensions that are no less than 2 metres by 3 metres;
b) Open sides of porches shall be protected by guard rails the height of which shall not exceed the minimum specified in the BC *Building Code*;
c) Porches are located at the first *storey*, which is 0.6 to 1.2 metres above the average grade of the *lot*; and,
d) The porch is limited to a single *storey* in height, and its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.

3) *Laneway houses* are required to have a covered landing, stoop, or porch on the elevation facing a rear lane on rear loaded *lots*, or one of the exterior *side lot line* or *rear lot line* on *corner lots*, meeting the following specifications:
a) The porch, stoop, or landing shall be open on at least two sides and have minimum dimensions of 1 metre by 2 metres, not encroaching into the minimum setbacks;
b) Where the porch, stoop, or landing is raised above finished grade, open sides shall be protected by guard rails the height of which shall not exceed the minimum specified in the BC *Building Code*;
c) Located at the first *storey*, which is no more than 0.8 metres above the average grade of the adjacent lane.

Landscaping, Screening, and Fencing

413.11 1) Landscaping areas, landscaping screens and fencing shall comply with Section 111 and with the provisions of a Development Permit or approved Exterior Design Control Agreement.
2) Where two *lots* share a common interior *side lot* line, and where the combined side yard width between *laneway houses* and/or detached garages is less than 3.0 metres, fencing shall not extend toward the *rear lot line* measured from the corner of the *building* elevation that faces the single family dwelling, of either *laneway house* or detached garage.
3) A landscape screen and/or fence a maximum of 1.5 metres height must separate a *laneway house* from a principal dwelling, being a minimum of 2 metres from the *laneway house*, and being at least the width of the *laneway house* and patio required in Section 413.12 1).
4) A minimum 1.0 metre wide hard surface pathway from the front street to the *laneway house* entry must be provided on each *lot*, separated from the *single family dwelling* by no less than 0.7 metres.
5) There must be at least one soft landscaped, aggregated rectangular area of at least 25 square metres, with width not more than twice the length, for the purposes of tree planting, within the rear half of each *lot*.

Private Amenity Area

413.12 1) A minimum 15 square metre hard-surface patio for the exclusive use of laneway house residents, accessible directly from a *laneway house*, must be provided, at a height no more than 0.8 metres above finished grade, located in the space between a *laneway house* and *single family dwelling,* directly adjacent to the *laneway house*.

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414 RESIDENTIAL SMALL LOT SINGLE FAMILY AND LANEWAY HOUSE ZONE R-SL (SF2)

Intent

414.1 This zone provides for the development of *single family dwellings* with a minimum *lot* size of 372 m^2, with limited and appropriate *accessory uses*.

Uses Permitted

414.1 In the R-SL (SF2) zone only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings*
2) *accessory* home occupations subject to Section 104.3.
3) *residential uses* subject to Section 414.2

Residential Uses

414.2 1) No more than one *single family dwelling* and one *laneway house* are permitted on any one *lot*.

Maximum Density

414.3 1) The maximum density on one *lot* is 0.6 *floor space ratio*, of which *laneway houses* may comprise a maximum of 0.15 *floor space ratio*.

2) Maximum density on one *lot* may be increased to 0.8 floor space ratio, of which *laneway houses* may comprise a maximum of 0.3 floor space ratio, where all *buildings* containing *dwelling units* are g*reen buildings.*

Definitions

414.4 For the purposes of Section 414, the following definitions shall apply:

1) An *accessory* detached garage means a *building* or *structure* (accessory to a *residential use*) used to store a minimum of one motor vehicle provided in accordance with sub-section 414.8.
2) Crawl space means the space between the underside of the floor system above and the ground surface or slab below, having a maximum vertical distance of 0.6 to 1.2 metres.

Lot Coverage

414.5 1) Except as provided for in subsections 414.5 2) and 414.5 3) *buildings* and *structures* shall not cover more than 30% of the lot area, except where a *laneway house* is constructed on a *lot* this may be increased to 40% of the *lot area*.

2) *Lot coverage* may be increased to 40% where all *buildings* containing *dwelling units* are *green buildings*, except where a *laneway house* is constructed on a lot this may be increased to 50% of the *lot area.*
3) A maximum of 70% of the *lot area* shall be covered by *impermeable surfaces*.
4) A minimum of 20% of *lot area* shall be covered with soft landscaping.

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5) Front porches in compliance with section 414.10 2) may be excluded from *lot coverage* to a maximum of 2 metres multiplied by the width of the principal *single family dwelling.*

6) For the purposes of calculating *lot coverage*, eaves, cornices, leaders, gutters, canopies or sunlight control projections may be excluded to a maximum of 1 metre measured horizontally from the outermost limit of the exterior wall.

Siting of Buildings and Structures

414.6 1) Except as provided for in Section 104.4 and 105.1 2) *buildings* and *structures* shall be sited in accordance with the following minimum setbacks:

Buildings and *Structures*	Minimum *Front lot line* Setback[4]	Minimum *Rear lot line* Setback	Minimum *Side lot line* Setback (Interior)	Minimum *Side lot line* Setback (Abutting a *Street* or *Lane*)
Principal building	6 m[1][2][5]	N/A m[1]	2.0 m	4.0 m
Accessory Detached Garage	N/A m[5]	1.0 m	0.6[6] m	2.6 m[1]
Laneway house	N/A[3]	1 m	0.6[6] m	2.6 m

(1) Nothwithstanding Sections 104.4 4) and 111.6 2), on a corner *lot*, no part of any *building*, *structure* or fence greater than 1.0 metre in height shall project into the triangular area created by a line joining two points:
a) 6.0 metres from the projected *lot* lines abutting a local street and/or lane; and
b) 7.5 metres from the projected *lot* lines abutting an arterial and/or collector street.

(2) The distance between the principal *building* and *laneway house* shall be a minimum of 8 metres (except for a 1.2m^2 landing and associated stairs; uncovered porches, patios and decks having a maximum height of 0.6 metres above grade; and as provided for in Section 104.4). This distance may be reduced to 6 metres between a *single-family dwelling* and accessory detached garage where the distance between *building* elevations facing *side lot lines* is no more than 7 metres.

(3) *Laneway houses* are not permitted between a *single-family dwelling* and *interior side lot line*

(4) *Accessory* detached garages, *coach houses,* and *laneway houses* are not permitted in the front half of the *lot*.

(5) Covered porches in compliance with Section 414.10 2) may project up to 2 metres into the *front lot line* setback (abutting a *street*).

(6) An unencumbered open space a minimum of 6.1 metres deep measured perpendicular to the rear lot line, and 3.2 metres wide measured perpendicular from an interior side lot line, must be provided, and may be used for *accessory* off-street parking, including parking required in 414.8.

2) Notwithstanding Section 104.4 and 105.1 2), eaves, cornices, leaders, gutters, canopies or *sunlight control projections* may project up to 1 metre into minimum setbacks required in Section 414.6 except that in no cases shall any projection be less than 0.5 metres from a *lot* line.

3) Except on *corner lots*, *habitable space* on the first *storey* of a *laneway house* shall be located between off-street parking located within an *accessory* parking

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building or *structure* and outdoor off-street parking, unless all required off-street parking is located outdoors.

Height of Buildings and Structures

414.7 Except as provided for in Section 104.5

1) The height of a *single-family dwelling* shall not exceed 10.2 metres nor two *storey*s.
2) The height of a single-*storey laneway house* must not exceed 4.3 metres if the roof is flat or 5.2 metres if the roof is sloped.
3) The height of a two-*storey laneway house* must not exceed 6.7 metres if the roof pitch is 7:12 or greater.
4) The height of two-*storey laneway houses* must not exceed 5.8 metres if the roof pitch is less than 7:12.
5) The height of an *accessory* detached garage must not exceed 4.3 metres if the roof is flat or 5.2 metres if the roof is sloped.

Parking and Loading

414.8 1) Each lot shall have a minimum of 2 off-street parking spaces accessed from a rear *lane*, and one or both may be located in a garage, carport, outdoors, or a combination thereof.
2) *Lots* with a *laneway house* must have 1 off-street outdoor parking space in addition to the off-street parking spaces required by 414.8 1).
3) At least 1 of the off-street parking spaces required by 414.8 1) and 414.8 2) (1 parking space total) must be reserved for the exclusive use of the *laneway house* occupant(s).
4) Where two required parking spaces are provided side-by-side within a garage, they shall have a minimum interior depth of 6.1 metres and a combined minimum interior width of 5.7 metres, and no landings and no more than 2 stairs shall encroach into this required minimum parking area.
5) Off-street parking spaces required in 414.8 shall not be tandem parking spaces, while any additional parking spaces may be tandem parking spaces.
6) No accessory parking uses are permitted between a *single family dwelling* and the *front lot line*, and that space between a *single family dwelling* and *laneway house*.
7) Hoop, arch or similar type *buildings* having a semicircular or similar roof design primarily curving downwards to form walls, or any frame type *building* covered or partially covered by tarpaulin or other fabric material, are not permitted.

Subdivision Requirements

414.9 1) All fee simple *lots* created by subdivision shall comply with Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended, and the following:

	Rear loaded *lots*
e) Minimum *lot area*	372 m^2
f) Minimum *lot frontage*	12.0 m

g) Minimum *lot frontage (laneway house)*	14 m
h) Minimum *corner lot frontage*	16 m
i) Minimum *lot depth*	28m
j) Panhandle *lots*	not permitted

2) All *lots* created by subdivision shall have access to off-street parking provided by way of a *lane* abutting the *rear lot line.*

3) No *lots* created by subdivision shall have access to off-street parking provided from a *street* abutting a *front lot line.*

Building and Structure Requirements

414.10 1) *Single family dwellings* must be constructed on a crawl space meeting the specifications of section 414.4 2), except where basements are permitted in a Neighbourhood Plan, but in both cases this must result in the first *storey* being at the same elevation as the porch required in section 414.10 2).

2) All *single family dwellings* are required to have a covered porch on the front elevation, meeting the following specifications:
   a) Porches shall have a usable floor space with dimensions that are no less than 2 metres by 3 metres;
   b) Open sides of porches shall be protected by guard rails the height of which shall not exceed the minimum specified in the BC *Building* Code;
   c) Porches are located at the first *storey*, which is 0.6 to 1.2 metres above the average grade of the *lot*; and,
   d) The porch is limited to a single *storey* in height, and its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.

3) *Laneway houses* are required to have a covered landing, stoop, or porch on the elevation facing a rear lane on rear loaded *lots*, or one of the exterior *side lot line* or *rear lot line* on *corner lots*, meeting the following specifications:
   a) The porch, stoop, or landing shall be open on at least two sides and have minimum dimensions of 1 metre by 2 metres, not encroaching into the minimum setbacks;
   b) Where the porch, stoop, or landing is raised above finished grade, open sides shall be protected by guard rails the height of which shall not exceed the minimum specified in the BC *Building* Code;
   c) Located at the first *storey*, which is no more than 0.8 metres above the average grade of the adjacent lane.

Landscaping, Screening, and Fencing

414.11 1) Landscaping areas, landscaping screens and fencing shall comply with Section 111 and with the provisions of a Development Permit or approved Exterior Design Control Agreement.

2) Where two *lots* share a common interior *side lot* line, and where the combined side yard width between *laneway houses* and/or detached garages is less than 3.0 metres, fencing shall not extend toward the *rear lot line* measured from the

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corner of the *building* elevation that faces the single family dwelling, of either *laneway house* or detached garage.

3) A landscape screen and/or fence a maximum of 1.5 metres height must separate a *laneway house* from a principal dwelling, being a minimum of 2 metres from the *laneway house*, and being at least the width of the *laneway house* and patio required in Section 414.12 1).

4) A minimum 1.0 metre wide hard surface pathway from the front street to the *laneway house* entry must be provided on each *lot*, separated from the *single family dwelling* by no less than 0.7 metres.

5) There must be at least one soft landscaped, aggregated rectangular area of at least 25 square metres, with width not more than twice the length, for the purposes of tree planting, within the rear half of each *lot*.

Private Amenity Area

414.12 1) A minimum 15 square metre hard-surface patio for the exclusive use of laneway house residents, accessible directly from a *laneway house*, must be provided, at a height no more than 0.8 metres above finished grade, located in the space between a *laneway house* and *single family dwelling,* directly adjacent to the *laneway house*.

415 RESIDENTIAL TWO, THREE, AND FOUR DWELLING UNIT ZONE R-SL (MP)

Intent

415.1 The intent of this zone is to provide housing options by permitting multiple detached or attached dwelling units on a single fee simple *lot* (or two lots for *semi-detached dwellings*). Each *lot* may contain as few as two or as many as four *dwelling units* in a variety of configurations, so long as the number of *accessory dwelling units* does not exceed the number of primary *dwelling units*. Subdivision regulations, including minimum *lot area* and dimensions differ based on the number of dwelling units on a lot, but are designed to allow for street blocks that contain *lots* with two, three, and four dwelling units.

Uses Permitted

415.2 In the R-MP (1) zone only the following uses are permitted and all other uses are prohibited:

1) *accessory buildings*
2) *accessory* home occupations subject to Section 104.3
3) *residential uses* subject to Section 415.3

Residential Uses

415.3 In the MP-1 Zone, only the following residential uses are permitted and all other residential uses are prohibited:

Principal *Dwelling Units*

1) *Single family dwelling*
2) *Two family dwelling*
3) *Three family dwelling*
4) *Semi-detached dwelling*

Accessory Dwelling Units

1) *Laneway house*
2) *Coach house*
3) Secondary suite

Definitions

415.4 For the purposes of Section 415, the following definitions shall apply:

1) front loaded *lot* means a *lot* to which vehicular access for parking purposes is provided directly from a *street* abutting the front or flanking *lot line,* and with no *lane* adjacent to the *rear lot line*.
2) rear loaded *lot* means a *lot* to which vehicular access for parking purposes is provided directly from a *lane* abutting the rear or side *lot line*, regardless of whether there is also access to parking from a *street* abutting the *front lot line*.
3) an *accessory* detached garage means a building or structure (*accessory* to a *residential use*) used to store a minimum of one motor vehicle provided in accordance with sub-section 415.9.
4) Secondary suite means a second set of *cooking* and/or laundry facilities contained within a secondary suite (as defined by the British Columbia Building Code) which may not exceed a maximum gross floor area of 120 m^2, located within a principle *dwelling unit* of a *single family dwelling*, *two family dwelling,* or *semi-detached dwelling*.
5) crawl space means the space between the underside of the floor system above and the ground surface or slab below, having a maximum vertical distance of 0.6 to 1.2 metres.
6) The definition of *dwelling unit* in Section 102 does not apply to Section 415; rather the definition of dwelling unit for Section 415 is as follows:
   a) dwelling unit means one or more *habitable rooms* occupied as residential accommodation by one family and containing or providing for only one set of cooking and/or laundry facilities located within a single-family or multi-family zone. Secondary suites (as defined by the British Columbia Building Code) containing a second set of cooking and/or laundry facilities are permitted within *single family dwelling, two-family dwelling, and semi-detached dwelling units* in the R-SL (MP) zone, and count towards the total amount of dwelling units permitted as per 415.5.

Maximum Density

415.5 1) No more than four dwelling units are permitted on any one MP-1 *lot*, including principal and *accessory dwelling units*.
2) No more than two *dwelling units* are permitted on a *lot* without *lane* access adjacent to the *rear lot line*.
3) The maximum permitted density shall not exceed 0.40 *floor space ratio* on any one *lot*.
4) Notwithstanding Section 415.4 3) maximum density on one *lot* may be increased to 0.65 *floor space ratio* where all *buildings* containing *dwelling units* are *green buildings.*
5) The number of *accessory laneway houses* and *coach houses* must not exceed the number of primary *dwelling units* located within *single family*, *two family*, *semi-detached* and *three family dwelling units* on one *lot*.

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6) Each *lot* is required to have a minimum of two principle *dwelling units*, except where a lot is subdivided to create two *lots* each with a *semi-detached dwelling unit* the lot must have a minimum of one principal *dwelling unit* and a maximum of one principal *dwelling unit* and one *accessory dwelling unit.*

Lot Coverage

415.6 1) Except as provided for in subsections 415.6 2) and 415.6 3) *buildings* and *structures* shall not cover more than 25% of the *lot* area.
2) *Lot Coverage* may be increased to 35%, provided that all buildings containing dwelling units are *green buildings.*
3) A maximum of 45% of the *lot area* shall be covered by *impermeable surfaces*.
4) For the purposes of calculating *lot* coverage, eaves, cornices, leaders, gutters, canopies or sunlight control projections may be excluded to a maximum of 1 metre measured horizontally from the outermost limit of the exterior wall.

Siting of Buildings and Structures

415.7 1) Except as provided for in Section 104.4 and 105.1 2) *buildings* and *structures* shall be sited in accordance with the following minimum setbacks:

a) **Rear Loaded *Lot***

Buildings and *Structures*	Minimum *Front lot line* Setback(1)	Minimum *Rear lot line* Setback(1)	Minimum *Side lot line* Setback (Interior)	Minimum *Side lot line* Setback (Abutting a *Street* or *Lane*)(1)
Single family dwelling	5.0m(5)	19m	2.7m	4.5m
Two family dwelling	5.0 m(5)	N/A(1)	2.7 m	4.5
Three family dwelling	5.0 m(5)	14.5 m	2.7 m	4.5 m
Accessory attached garage	5.0 m	Na(4)	1.5 m	4.5 m
Carport	5.0			
Accessory Detached Garage or Carport	N/A(2)	1.0 m	3.2 m	2.5 m(1)
Coach House	N/A(2)	1.0 m	3.2 m	2.5 m(1)
Laneway house	N/A	1.6m (3)	3.2 m	4.5 m

(1) Notwithstanding Sections 104.4 4) and 111.6 2), on a corner *lot*, no part of any building, structure or fence greater than 1.0 metre in height shall project into the triangular area created by a line joining two points:
a) 6.0 metres from the projected *lot line*s abutting a local street and/or lane; and
b) 7.5 metres from the projected *lot line*s abutting an arterial and/or collector street.

(2) Detached garages, *coach houses,* and *laneway houses* are not permitted within the front yard.

(3) Porches, stoops, and/or landings may project up to 1.0 metres into the minimum *rear lot line* setback.

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(4) *Accessory* attached garages are not permitted within the rear yard, and shall not be accessed from a rear *lane*. For clarity, a garage attached to a *coach house* or *laneway house* but not a single family, two family, semi-detached, or three family dwelling, is considered an *accessory* detached garage.

(5) Porches may project into the minimum *front lot line* setback by up to 1.5 metres.

b) **Front Loaded *Lot***

Buildings and *Structures*	Minimum *Front lot line* Setback	Minimum *Rear lot line* Setback	Minimum *Side lot line* Setback (Interior)	Minimum *Side lot line* Setback (Abutting a *Street*)
Two family dwelling	5.0 m(1)(2)	4.5 m	2.75 m	4.5 m(1)
Semi-detached dwelling	5.0 m(1)(2)	4.5 m	0.0 m(3)	4.5 m(1)

(1) Nothwithstanding Sections 104.4 4) and 111.6 2), on a corner *lot*, no part of any building, structure or fence greater than 1.0 metre in height shall project into the triangular area created by a line joining two points:
a) 6.0 metres from the projected *lot line*s abutting a local street and/or lane; and
b) 7.5 metres from the projected *lot line*s abutting an arterial and/or collector street.

(2) Front porches may project up to 1.5 metres into the required front yard.

(3) The minimum *side lot line* setback (interior) on the other side of the lot is 2.75 metres.

c) **Separation between *buildings* and *structures***

	Single family dwelling	*Two family dwelling*	*Three family dwelling*	*Accessory* detached garage or carport	*Laneway house*
Single family dwelling	5.5 m	5.5 m	5.5 m	6.0 m	6.0 m
Two family dwelling		3.5 m	NA	3.5	6.0 m
Three family dwelling		NA	NA	6.0 m	6.0 m
Laneway house			6.0 m	0.0 m	5.5 m

Height of Buildings and Structures

415.8 Except as provided for in Section 104.5

1) The height of principal *buildings* and *structures* shall not exceed 10.2 metres nor two *storey*s.
2) The height of *laneway houses* and *coach houses* shall not exceed 9 metres or two *storey*s, whichever is lesser.
3) The height of *accessory* detached garages shall not exceed 1 *storey* nor 3.75 metres, whichever is the lesser

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Parking and Loading

415.9 Parking and loading shall be provided in accordance with Section 107, except as follows:

1) Each principal *dwelling unit* shall be provided with 2 parking spaces, one of which being an electric vehicle charging space installed as per Section 107.3 standards, except that only one parking space is required for secondary suites and/or *coach houses*, for the exclusive use of such occupants.
2) No more than 4 required off-street parking spaces may be accessed from a *street* that abuts the *front lot line* on rear-loaded *lot*s, except where there are less than four *dwelling units* on a rear loaded *lot*, no parking spaces are permitted to be accessed from a *street* that abuts the *front lot line*.
3) Vehicle access shall not be provided from a *flanking street* on rear-loaded *lots*.
4) Except on *lots* that are limited to one *two family dwelling* and up to two secondary suites, but no other dwelling units, no more than 50% of required off-street parking spaces may be within an attached or detached garage.
5) Up to 50% of required off-street parking spaces may be tandem parking spaces, except on front-loaded *lots* limited to one *two family dwelling* and no other *dwelling units*, all required off-street parking spaces may be either tandem or non-tandem.
6) At least 50% of required off-street parking spaces must be in an attached or detached garage on *lots* limited to one *two family dwelling* and up to two secondary suites but no other *dwelling units*.
7) Required off-street parking spaces are not permitted to be parallel to a *street* or *lane*, except a *flanking street,* or *lane* abutting a *side lot line*.

Subdivision Requirements

415.10 1) All fee simple *lot*s created by subdivision shall comply with Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended and the following:

	Front loaded two unit *lots*	Rear loaded two unit *lots*	Rear loaded, three unit *lots*	Rear loaded, four unit *lots*
Minimum *lot area*	650 m^2	650 m^2 (1)	790 m^2	860 m^2
Minimum *lot frontage*	24.0 m	20.3m	23.5 m	26.0 m
Minimum *corner lot frontage*	27.0 m	22.8 m	24.7 m	27.7 m
Minimum *lot depth*	24.0 m	30.0 m	32.0m	32.0m
Panhandle *lots*	not permitted	not permitted	not permitted	not permitted

(1) The minimum corner *lot* area is 684 square metres.

2) *Lot*s with one *two family dwelling* and up to two secondary suites, but no other accessory dwelling units, may be subdivided into two fee-simple *lot*s that are each no less than half the minimum width and area of the first two columns in the table provided in section 415.10 1).

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Building and Structure Requirements

415.11 1) *Single family, two family, semi-detached,* and *three family dwellings* with an elevation facing a front or flanking *street* must be constructed on a crawl space meeting the specifications of section 415.4 5), except where basements are permitted in a Community or Neighbourhood Plan, but in both cases this must result in the first *storey* being at the same elevation as the porch required in section 410.11 2).

2) All principle *dwelling units* that face a *street* are required to have a covered porch on the front elevation, meeting the following specifications:
   a) Porches shall have a usable floor space with dimensions that are no less than 1.5 metres by 3.0 metres;
   b) Porches shall be open on at least two sides;
   c) Open sides of porches shall be protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code;
   d) Porches are located at the first *storey*, which is no more than 0.8 metres above finished grade of the sidewalk of the fronting street; and,
   e) The porch is limited to a single *storey* in height, and its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.

3) *Laneway houses* are required to have a covered landing, stoop, or porch on the elevation facing a rear lane on rear loaded *lot*s, or the exterior *side lot line* on front loaded *lot*s, meeting the following specifications:
   a) The porch, stoop, or landing shall be open on at least two sides and have minimum dimensions of 1 metre by 2 metres;
   b) Where the porch, stoop, or landing is raised above finished grade, open sides shall be protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code;
   c) Located at the first *storey*.

Landscaping, Screening, and Fencing

415.12 1) Landscaping areas, landscaping screens and fencing shall comply with Section 111 and with the provisions of a Development Permit or approved Exterior Design Control Agreement.

2) Where two properties share a common interior *side lot line*, and where the combined side yard width between *laneway houses*, *coach houses,* and/or detached garages is less than 3.0 metres, fencing shall not extend toward the *rear lot line* measured from the corner of the building elevation that faces the *single family dwelling*, of either *laneway house*, coach house, or detached garage.

3) A landscape screen and/or fence a maximum of 1.5 metres height must separate a *laneway house* from a principle dwelling, being a minimum of 2 metres from the *laneway house*, and being at least the width of the *laneway house* and patio required in Section 415.13 1).

4) A minimum 1.0 metre wide pathway from the street to a *laneway house* or *coach house* entry must be provided on each *lot*, separated from the *single family dwelling* by no less than 1.5 metres.

5) A minimum 1.0 metre wide pathway from the street to the *accessory* detached garage must be provided directly adjacent to the single-family dwelling, within the

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side yard that does not contain the walkway required in Section 415.12 4), and setback from side *lot line* by no less than 1.5 metres.

6) A minimum of 20% of *lot* area shall be covered with soft landscaping.

7) There must be at least one soft landscaped, aggregated rectangular area of at least 25 square metres, with width not more than twice the length, for the purposes of tree planting, within the rear half of each *lot*.

Private Amenity Area

415.13 1) A minimum 20 square metre, uncovered, hard-surface patio accessible directly from a *laneway house* must be provided at finished grade, located in the space between a *laneway house* and *single-family dwelling*.

2) A shared, contiguous open space must be provided on *lots* with four *dwelling units*, meeting the following specifications:

a) Adjacent to the rear lot line;

b) A minimum of 7.5 metres deep at the shortest point measured from the *rear lot line*;

c) Set back a minimum of 6.3 metres from *side lot lines*;

d) Cover an area of at least 75 square metres; and,

e) Surfaced with soft landscaping, and a maximum of 50% may be surfaced with permeable, porous, or pervious pavers.

506 MULTIPLE UNIT RESIDENTIAL 5 ZONE RM-5

Intent

506.1 This zone is intended to accommodate and regulate the development of low-density *townhouses* and related amenity spaces which are to be developed in accordance with a comprehensive design. Additional density is permitted for *green buildings.*

Uses Permitted

506.2 In the Multiple Unit Residential 14 Zone, only the following *uses* are permitted and all other *uses* are prohibited:

1) *Accessory buildings* and *uses*

2) *Accessory home occupations* subjects to Section 104.3

3) *Group children's day care*, to a maximum floor area of 3.0 square metres per *dwelling unit*

4) *Townhouses*

5) *Back-to-back townhouses* subject to section 506.11.

6) *Flex units*

Density

506.3 1) The maximum permitted density shall be 0.60 *floor space ratio*.

2) Notwithstanding 1) above, density may be increased to 0.80 *floor space ratio* all *buildings* containing *dwelling units* are *green buildings*.

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Definitions

506.4 1) Crawl space means the space between the underside of the floor system above and the ground surface or slab below, having a maximum vertical distance of 0.6 to 1.2 metres.

Lot Coverage

506.5 1) *Buildings* and *structures* shall not cover more than 30% of the *lot area*.
2) Notwithstanding Section 506.5 1), *buildings* and *structures* may cover up to 40% of the *lot area* where all *buildings* containing *dwelling units* are *green buildings.*
3) *Impermeable surfaces* shall not cover more than 65% of the *lot area*.

Siting of *Buildings* and Structures

506.5 1) Except as provided for in Sections 104.4 and 105.1 2), *buildings* and structures shall be sited in accordance with the following minimum setbacks:

Buildings **and** ***Structures*** (1)	**Minimum** ***Front lot line*** **Setback**	**Minimum** ***Rear lot line*** **Setback**	**Minimum** ***Side lot line*** **Setback (Interior)**	**Minimum** ***Side lot line*** **Setback (Abutting a** ***Street*****)**
Principal building	4.5 m	4.5 m	4.5 m	4.5 m
Accessory Building or *Structure*	7.6 m	4.5 m	4.5 m	3.8 m

(1) Structures include underground structures, including basements, foundations, and structures that accommodate off-street parking.

2) The space between *buildings* fronting a *street* shall be separated by not less than 6 metres from *building* face to *building* face, on *building* faces perpendicular to the *street*.
   a) gutters, sills, steps, eaves, *sunlight control projections*, canopies, or ornamental features may project into this distance by not more than 1 metre measured horizontally.
   b) the space identified in section 506.5 2) shall be a landscaping area in compliance with Section 111, except that a 1.5 to 2.5 metre wide hard surface pedestrian pathway surfaced with materials that are not *impermeable surfaces* may be constructed.
3) The distance between the outermost projections of *townhouse buildings*, except the distance between the side elevation of one *building* and the side elevation of another *building* where a private drive aisle does not separate the *buildings*, must be at least 12 metres.
4) Covered porches are required on *townhouse dwelling units* fronting a *street* or other public right of way, and shall meet the following specifications:
   a) porches shall have a usable floor space with dimensions that are no less than 1.5 metres by 3.0 metres;
   b) open sides of porches shall be protected by guard rails the height of which shall not exceed the minimum specified in the BC *Building* Code;

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c) porches on *dwelling units* that are vertically separated from another *dwelling unit* on only one side shall be open on at least two sides;
d) porches of *dwelling units* that are vertically separated from other *dwelling units* on both sides shall be open on at least one side;
e) porches connected to *dwelling units* that are vertically separated from another *dwelling unit* on both sides shall be separated with an opaque partition at least 1.5 metres high on at least one side;
f) be located at the first storey, which is at least 0.6 metres above finished grade of the sidewalk of the fronting *street*¸ but not less than 1.2 metres above the grade of the sidewalk of the fronting *street*; and,
g) the porch is limited to a single storey in height, and its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.

Height of Buildings and Structures

506.6 Except as provided for in Section 104.5:
1) The *height* of *buildings* and *structures* fronting a *highway* including public greenways and walkways shall not exceed 9 metres nor 2 1/2 storeys.
2) The *height* of *buildings* and *structures* not fronting a *highway* including public greenways and walkways shall not exceed 12 metres nor 3 storeys.
3) The *height* of *accessory buildings* and *structures* used for common indoor amenity space shall not exceed 2 storeys nor 9 metres.

Parking and Loading

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

Subdivision Requirements

506.8 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

506.9 1) Landscaping areas, landscaping screens and fencing shall comply with Section 111.
2) A minimum of 25% of the *lot area* shall be restricted to soft landscaping.

Amenity Areas

506.10 1) A common age-friendly amenity area shall be provided in accordance with Section 111.5 and be completed prior to occupancy of any abutting strata lots.

Other Regulations

1) *Group children's daycare* shall be located on the lot such that these centres:
a) are accessed from a *street*, independent from the access to the *residential uses* permitted in this Zone; and
b) have direct access to an open space and play area within the lot.

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2) Each *townhouse* unit adjacent to a *frontage* must be constructed on a crawlspace.
3) Each *dwelling unit* adjacent to a *frontage* including public greenways and walkways must have independent person swing door entrances at finished grade from the outside accessed through the exterior front elevation and the exterior rear elevation to a *habitable room*.
4) Each *dwelling unit* not adjacent to a *frontage* must have an independent person swing door at finished grade from the outside accessed through a front or rear elevation adjacent to a private drive aisle into a *habitable room*, and an independent person swing door or person sliding door entrance at finished grade from the outside accessed through a front or rear elevation not adjacent to a *frontage* or private drive aisle.
5) *Townhouse buildings* that are not adjacent to a *frontage* can be *back-to-side townhouse buildings*.
6) Each *back-to-side townhouse dwelling unit* must have an independent person swing door at finished grade from the outside accessed through a front elevation into a *habitable room*, and an independent person swing door at finished grade from the outside accessed through an exterior side elevation.

507 MULTIPLE UNIT RESIDENTIAL 6 ZONE RM-6

Intent

507.1 This zone is intended to accommodate and regulate the development of medium density *townhouses* separated by courtyards, with optional rental *flex units*, developed with structured underground parking and related amenity spaces.

Uses Permitted

507.3 In the Multiple Unit Residential *Townhouse* 22 Zone, only the following *uses* are permitted and all other *uses* are prohibited:
1) *Accessory buildings* and *structures*
2) *Accessory home occupations* subjects to Section 104.3
3) *Group children's day care* to a maximum size of 3.0 square metres per *dwelling unit*
4) *Townhouse*
5) *Back-to-side townhouse*
6) *Flex unit*

Density

507.4 1) The maximum permitted net density shall be 0.7 *floor space ratio*.
2) Notwithstanding 507.4 1), the maximum permitted net density shall be 1.0 *floor space ratio* where all *buildings* containing *dwelling units* are *green buildings.*

Lot Coverage

507.5 1) *Buildings* and *structures* shall not cover more than 40% of the *lot area*.
2) A minimum of 25% of the *lot area* shall be restricted to landscaping with live plant material, which can include planting as per the latest version of the Canadian

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Landscape Standard (CLS) guidelines on top of a *structure* to accommodate off-street parking required by Section 107.

3) For the purposes of calculating *lot coverage*, eaves, cornices, leaders, gutters, canopies and *sunlight control projections* may be excluded to a maximum of 1 metre measured horizontally from the outermost limit of the exterior wall.

Siting of Buildings and Structures

507.6 1) Except as provided for in Sections 104.4 and 105.1 2), *buildings* and *structures* shall be sited in accordance with the following minimum setbacks:

Buildings **and** ***Structures*** (1)	**Minimum** ***Front lot line*** **Setback**	**Minimum** ***Rear lot line*** **Setback**	**Minimum** ***Side lot line*** **Setback (Interior)**	**Minimum** ***Side lot line*** **Setback (Abutting a** ***Street*****)**
Principal building	4.5 m	4.5 m	4.5 m	4.5 m
Accessory Building or *Structure*	7.6 m	4.5 m	4.5 m	3.8 m

(1) *Structures* include underground *structures*, including those used for off-*street* parking, in addition to portions of any *building* or crawlspace that are located below grade.

2) Eaves, cornices, leaders, gutters, canopies or *sunlight control projections* may project a maximum of 1 metre measured horizontally from the outermost limit of the exterior wall into any Section 507.6 setbacks or separation distances.

3) The space between buildings fronting a *street* shall be separated by not less than 6 metres from building face to building face, on building faces perpendicular to the *street*.
   a) Gutters, sills, steps, eaves, sunlight control projections, canopies, or ornamental features may project into this distance by not more than 1 metre measured horizontally.
   b) Notwithstanding subsection (a), all other siting exceptions shall be in accordance with Section 104.4.

4) The space identified in section 507.6 3) shall be a “Landscaping Area” in compliance with Section 111, except that a 1.5-2.5 metre wide pedestrian pathway constructed of hard surface materials may be constructed.

5) The space between the front or rear elevation of one *townhouse building* and the front or rear elevation of an adjacent *townhouse* building must be at least 8 metres for the lowest two *storeys* and 10 metres for the third *storey*, including if the third *storey* is a partial *storey*.

6) The space in 507.6 3) must be increased to 9 metres for the lowest two *storey*s and 11 metres for the third *storey* where there is a person entrance to a *dwelling unit* within a *townhouse* building that is lower than the grade of the outdoor common property that the entrance accesses.

7) Notwithstanding section 104.4, covered porches are permitted to project by up to 1.7 metres in the front yard and exterior side yard setback, provided that:
   a) porches shall have a usable floor space with dimensions that are no less than 1.5 metres by 3.0 metres;

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b) porches shall be protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code;
c) porches on *dwelling units* that are vertically separated from another *dwelling unit* on only one side shall be open on at least two sides;
d) porches of *dwelling units* that are vertically separated from other *dwelling units* on both sides shall be open on at least one side;
e) porches connected to multiple *dwelling units* shall be separated with an opaque partition at least 1.5 metres height, such that each unit has an individual porch with individual access from grade;
f) open sides of porches shall be protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code;
g) the porch is located at the first *storey*, which is 0.6 t0 1.2 metres above finished grade; and,
h) The porch is limited to a single *storey* in height, and its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.

Height of Buildings and Structures

507.7 Except as provided for in Section 104.5:
1) The *height* of *buildings* and *structures* fronting a *street*, public park, or other public right of way shall not exceed 9 metres nor 2 1/2 *storeys*.
2) The *height* of *buildings* and *structures* not fronting a *street,* public park, or other public right of way shall not exceed 12 metres nor 3 *storeys*.
3) The *height* of *accessory buildings* and *structures* used for common indoor amenity space shall not exceed 2 *storeys* nor 9 metres.

Parking and Loading

507.8 1) Parking and loading shall be provided in accordance with Section 107.
2) All required off-street parking spaces shall be provided within an *accessory structure* or *structures* either completely or partially below grade.

Subdivision Requirements

507.9 1) 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

507.10 Landscaping areas, landscaping screens and fencing shall comply with Section 111.

Amenity Areas

507.11 A common age-friendly amenity area shall be provided in accordance with Section 111.5.

Other Regulations

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507.12 1) Provincial licensing of *group children's daycare* is regulated by the Community Care and Assisted Living Act, S.B.C., 2002, c.75, as amended and the Child Care Licensing Regulation set out under B.C. Reg. 95/2009, as amended.

2) Each *conventional townhouse* unit adjacent to a *frontage* must have independent person swing doors entrances accessed from finished grade from the outside accessed through the exterior front elevation to a habitable room of the primary *dwelling unit* and the exterior rear elevation to a *habitable room* of the primary *dwelling unit* or *flex unit*, and exterior stairs to access the first or second *storey* must not have a rise of more than 1.2 metres, and exterior stairs to access the third *storey* are not permitted.

3) Each *conventional townhouse* unit not adjacent to a *frontage* must have an independent person swing door at finished grade from the outside accessed through the front elevation into a *habitable room*, and an independent person swing door or person sliding door entrance at finished grade from the outside accessed through the rear elevation.

4) Each *back-to-back townhouse dwelling unit* must have, at minimum, an independent person swing door at finished grade from the outside accessed through a front elevation into a *habitable room*, and an independent person swing door at finished grade from the outside accessed through an exterior side elevation, and where flex units are present, the latter shall be for access to the *flex unit*.

5) Where present, *group children's daycares* shall be located on the lot such that these centres:
   a) Are accessed from a *highway*, independent from the access to the residential uses permitted in this Zone; and
   b) Have direct access to an open space and play area on the *lot*.

508 MULTIPLE ATTACHED RESIDENTIAL ZONE RM-7

Intent

508.1 This zone is intended to accommodate and regulate the development of high density *townhouses* separated by courtyards, with flex unit rental suites, developed with *structure*d underground parking and related amenity spaces, which are to be developed in accordance with a comprehensive design. Flex unit rental suites are legal secondary suites built to BC Building Code standards within *townhouse dwelling units* that provide the option to improve affordability for owners, provide additional rental tenure *dwelling units*, and facilitate multi-generational housing opportunities.

Uses Permitted

508.2 In the Multiple Attached Residential Zone RM-7, only the following *uses* are permitted and all other *uses* are prohibited:

1) *Accessory buildings* and *structures*
2) *Accessory home occupations* subjects to Section 104.3
3) *Group children's day care*, provided that such centres do not exceed 3.0 square metres per *dwelling unit*
4) *Townhouses*
5) *Back-to-side townhouses* subject to 507.12 (4)
6) *Stacked townhouses*

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7) *Flex units* within *townhouse* and *back-to-side townhouse dwelling units*, but not within *stacked townhouse dwelling units.*

Density

508.3 1) The maximum permitted net density shall be 1.0 *floor space ratio*.

2) Where all off-street parking required by section 107 is within a common *structure* and all *buildings* containing *dwelling units* are *green buildings*, the maximum permitted net density is 1.4 *floor space ratio*.

3) Where the maximum permitted units per hectare (units per acre) within a Community or Neighbourhood Plan cannot be achieved within the maximum permitted *floor space ratio*, *floor space ratio* shall prevail as the measure of density.

Lot Coverage

508.5 1) *Buildings* and *structures* shall not cover more than 40% of the *lot area*, except where the conditions specified in 507.4 2) are achieved, *buildings* and *structures* shall not cover more than 50% of the *lot area*.

2) A minimum of 25% of the *lot area* shall be restricted to landscaping with live plant material, which can include planting as per the latest version of the Canadian Landscape Standard (CLS) guidelines on top of a *structure* to accommodate off-street parking provided as per Section 507.8 1) .

3) For the purposes of calculating lot coverage, eaves, cornices, leaders, gutters, canopies or *sunlight control projections* may be excluded to a maximum of 1 metre measured horizontally from the outermost limit of the exterior wall.

Siting of *Buildings* and *Structures*

508.6 1) Except as provided for in Sections 104.4 and 105.1 2), *buildings* and *structures* shall be sited in accordance with the following minimum setbacks:

Buildings* and *Structures (1)	**Minimum *Front lot line* Setback**	**Minimum *Rear lot line* Setback**	**Minimum *Rear lot line* Setback (abutting a *lane*)**	**Minimum *Side lot line* Setback (Interior)**	**Minimum *Side lot line* Setback (abutting a *Street*)**
Principal building	4.0 m	4.5 m	2.0 m	4.0 m	4.0 m
Accessory Building or *Structure*	7.6 m	4.5 m	2.0 m	4.0 m	3.8 m

(1) *Structures* include underground *structures*, including those used for off-*street* parking, in addition to portions of any *building* or crawlspace that is located below grade.

2) Eaves, cornices, leaders, gutters, canopies or *sunlight control projections* may project a maximum of 1 metre measured horizontally from the outermost limit of the exterior wall into any Section 507.6 setbacks or separation distances.

4) The space between *buildings* fronting a *street* shall be not less than 6 metres from building face to building face, on building faces perpendicular to the *street*.

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a) Gutters, sills, steps, eaves, sunlight control projections, canopies, or ornamental features may project into this distance by not more than 1 metre measured horizontally.
b) Notwithstanding subsection (a), all other siting exceptions shall be in accordance with Section 104.4.

4) The space identified in section 507.6 3) shall be a 'Landscaping Area' in compliance with Section 111, except that a 1.5-2.5 metre wide pedestrian pathway constructed of hard surface materials may be constructed.

5) The space between the front or rear elevation of one *townhouse building* and the front or rear elevation of an adjacent *townhouse* building must be at least 8 metres for the lowest two *storeys* and 10 metres *storeys* above the second *storey.*

6) The space in 507.6 3) must be increased to 9 metres for the lowest two *storey*s and 11 metres for *storeys* above, where there is a person entrance to a *dwelling unit* within a *stacked townhouse building* that is lower than the grade of the outdoor common property that the entrance accesses.

7) Notwithstanding section 104.4, covered porches are permitted to project by up to 1.7 metres in the front yard and exterior side yard setback, provided that:
a) porches shall have a usable floor space with dimensions that are no less than 1.5 metres by 3.0 metres;
b) porches shall be protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code;
c) porches on *dwelling units* that are vertically separated from another *dwelling unit* on only one side shall be open on at least two sides;
d) porches of *dwelling units* that are vertically separated from other *dwelling units* on both sides shall be open on at least one side;
e) porches connected to multiple *dwelling units* shall be separated with an opaque partition at least 1.5 metres height, such that each unit has an individual porch with individual access from grade;
f) open sides of porches shall be protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code;
g) the porch is located at the first *storey*, which is 0.6 t0 1.2 metres above finished grade; and,
h) The porch is limited to a single *storey* in height, and its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.

8) Where the top of a common parking area within a permanent *structure* is more than 1.2 metres above the grade of the *front lot line*, or any *lot line* abutting a *street, lane,* park, greenway, or trail, there shall be *dwelling units* or *habitable* space within *dwelling units* between the *lot line* and the common parking area within a permanent *structure*.

Height of Buildings and Structures

508.7 Except as provided for in Section 104.5:

1) The *height* of *buildings* and *structures* fronting a *street*, public park, or other public right of way shall not exceed 12 metres above the average grade of the *lot line* abutting the *street*, public park, or other public right of way, nor shall it exceed 4 *storeys*, and the fourth *storey* shall be no more than 60% of the floor area of the third *storey*, where any floor area with a ceiling height of less than 1.2 metres is excluded from the floor area.

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2) The *height* of *buildings* fronting a *lane* shall not exceed 3 *storey*s nor 10.7 metres, and the third *storey* shall be no more than 60% of the floor area of the second *storey*, where any floor area with a ceiling height of less than 1.2 metres is excluded from the floor area.

Parking and Loading

508.8 1) Notwithstanding parking rates for *townhouses* in Section 107, where all off-street parking is within a common *structure* and all *buildings* containing *dwelling units* are *green buildings*, parking shall be provided for at the rates required for *apartments* in Section 107.

Subdivision Requirements

508.9 1) 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

508.10 Landscaping areas, landscaping screens and fencing shall comply with Section 111.

Amenity Areas

508.11 1) A common age-friendly amenity area shall be provided in accordance with Section 111.5.

Other Regulations

508.12 1) Provincial licensing of *group children's daycares* is regulated by the Community Care and Assisted Living Act, S.B.C., 2002, c.75, as amended and the Child Care Licensing Regulation set out under B.C. Reg. 95/2009, as amended.

2) Each *townhouse dwelling unit* adjacent to a *frontage* must have independent person swing doors entrances accessed from finished grade from the outside accessed through the exterior front elevation to *habitable space* of the primary *dwelling unit* and the exterior rear elevation to a *habitable room* of the primary *dwelling unit* or *flex unit*, and exterior stairs to access the first or second *storey* must not have a rise of more than 1.2 metres, and exterior stairs to access the third *storey* are not permitted.

3) Each *townhouse dwelling unit* not adjacent to a *frontage* must have an independent person swing door at finished grade from the outside accessed through the front elevation into a *habitable room*, and an independent person swing door or person sliding door entrance at finished grade from the outside accessed through the rear elevation.

4) Each *back-to-side townhouse dwelling unit* must have, at minimum, an independent person swing door at finished grade from the outside accessed through a front elevation into a *habitable room*, and an independent person swing door at finished grade from the outside accessed through an exterior side elevation, and where *flex units* are present, the latter may be for access to the *flex unit*.

5) *Group children's daycare* shall be located on the lot such that these centres:

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a) Are accessed from a *street*, independent from the access to the residential uses permitted in this Zone; and
b) Have direct access to an open space and play area within the lot.

509 MULTIPLE FAMILY RESIDENTIAL ZONE RM-8

Uses Permitted

509.1 In the RM-8 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 l)
3) *apartments*
4) *group children's day care* on the first *storey* only

Density

509.2 1) The maximum net density shall not exceed 1.75 *floor space ratio*.
2) Where all *buildings* containing *dwelling units* on a *lot* are *green buildings*, the maximum net density shall not exceed 2.60 *floor space ratio.*
3) In the RM-5 Zone, *floor space ratio* shall be calculated by dividing the area of all the floors of the *buildings* constructed or proposed to be constructed on a *lot* by the area of the *lot*, subject to the following:
   a) Undevelopable areas (as defined in Community Plans or Neighbourhood Plans), and publicly dedicated rights-of-way are excluded from the *lot area*;
   b) Balconies that are open above the top of the guard rail are not included as floor area;
   c) Balconies that are enclosed above the guard rail are included as floor area; and,
   d) Those areas used as an *accessory use* for parking within the *building* envelope or underground parking are excluded.

Amenity Areas

509.3 1) Amenities shall be provided in accordance with section 111 and as specified in a development permit.

Lot Coverage

509.4 1) *Buildings* and *structures* shall not cover more than 50% of the *lot area*.
2) *Impermeable surfaces* shall not cover more than 75% of the *lot area*.

Siting of Buildings and Structures

509.5 1) Except as provided for in Sections 104.4, 104.15, 105.1 2) and 504.5 2), no *building* or *structure*, whether above or below grade, shall be sited less than:
   a) 4 metres from the *front lot line*.
   b) 4 metres from an exterior *side lot line*
   c) 7.5 metres from an *interior side lot line* abutting a *lot* designated in a Community Plan or Neighbourhood Plan for *townhouses, rowhouses, semi-detached dwellings* or *single-family dwellings.*

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d) 7.5 metres from a *rear lot line lot* abutting a *lot* designated in a Community Plan or Neighbourhood Plan for *townhouses, rowhouses, semi-detached dwellings* or *single-family dwellings.*
e) 4 metres from an *interior side lot line* that abuts a *lot* designated in a Community Plan or Neighbourhood Plan for uses other than those listed in 507.5 1) c).
f) 5 metres from a *rear lot line* that abuts a *lot* designated in a Community Plan or Neighbourhood Plan for uses other than those listed in 507.5 1) d).
g) 3 metres from a *rear lot line* that abuts a public *lane* at least 6 metres in width.

2) Except as provided for in Sections 104.4, 104.15 and 105.1 2), colonnades, porticos, canopies and other similar *structures* over walkways and entrances may project into the required front yard.

3) Where a *building* has more than four storeys, the fifth and sixth storeys shall fit within a 60 degree angular plane measured from outermost limit of the top of the wall of the fourth storey, on any elevation facing a *street*, and on the elevation facing the *rear lot line*.

Height of Buildings and Structures

509.6 1) Except as provided for in Section 104.5 the *height* of *buildings* shall not exceed 15 metres nor 4 *storey*s.

2) Except as provided for in Section 104.5 the *height* of *buildings* shall not exceed 22.5 metres nor 6 storeys where all *buildings* containing *dwelling units* are *green buildings.*

Parking and Loading

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

Buildings and Structures

Buildings may be up to, but not exceed, 60 metres in length.

Subdivision Requirements

509.9 All *lot*s created by *subdivision* shall have minimum lot frontage of 30 metres.

Landscaping, Screening and Fencing

509.10 Landscaping areas, landscaping screens and fencing shall comply with Section 111.

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ATTACHMENT B

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Brookswood-Fernridge Greenway Amenity Policy

Policy No: xx-xxx
Approved by Council: 2023-xx-xx
Revised by Council:

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1. Purpose

1.1 This policy provides a means of establishing amenities in the Brookswood-Fernridge Neighbourhood Plan Areas pursuant to an amenity zoning bylaw.

2. Background

2.1 The Brookswood-Fernridge Neighbourhood Plans require the provision and construction of various amenities including greenways of various types, a pocket park, a Neighbourhood Public Square, a "Satellite" Recreation / Cultural Facility, public art, and nature conservation areas. Amenity zoning provisions of the Local Government Act may be used to acquire and construct the amenities.

3. Related Policy

3.1 Brookswood-Fernridge Neighbourhood Plans, Schedule BF-1 (Booth), BF-2 (Fernridge) and BF-3 (Rinn) to the Brookswood-Fernridge Community Plan.

4. Policy

4.1 The Brookswood-Fernridge Neighbourhood Plans require the provision and construction of various amenities including greenways of various types, a Neighbourhood Public Square, a "Satellite" Recreation / Cultural Facility, nature conservation areas, and public art ("Amenities") as shown in Schedule A.

4.2 All developing properties in that portion of the Brookswood-Fernridge Neighbourhood Plans shown on the attached schedule, ("Development Area" as shown in Schedule A), will benefit from the Amenities.

4.3 The Township has determined that an equitable sharing of the cost of the Amenities in the Development Area will be $83.01 per m^2 of Developable Land plus applicable sales or similar taxes ("Amenity Cost"), calculated as shown in Schedule B, of properties designated as Single Family 2, Single Family 3, Single Family 4, Rowhouse / Townhouse, Apartment, and Commercial Village within the Development Area. For the purposes of this Policy "Developable Land" means the gross area of a parcel excluding streamside protection areas, the area below the top of bank and land to be used for greenways and parks. Detention Pond lands are included within the definition of "Developable Land".

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

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

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

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

a) where the property being developed contains greenways of various types, a pocket park, a Neighbourhood Public Square, a "Satellite" Recreation / Cultural Facility, and/or public art the developer shall, subject to 4.7(b), provide the Amenity Cost by way of Improved Land plus cash;

b) where the property being developed contains greenways of various types, a pocket park, a Neighbourhood Public Square, a "Satellite" Recreation / Cultural Facility, and/or public art and the Director, Development Services of the Township, or designate, determines that the construction of the improvements would be premature the developer shall provide the Amenity Cost by way of cash plus Unimproved Land; and

c) where the property being developed does not contain greenways of various types, a Neighbourhood Public Square, a "Satellite" Recreation / Cultural Facility, a nature conservation area, and/or public art the developer shall provide the Amenity Cost by way of cash only.

4.8 The Amenity Cost payable in respect of any development shall be reduced by the value of the Improved Land provided as part of that development.

4.9 Where the value of the Improved Land exceeds the Amenity Cost, the difference shall be returned to the developer as a rebate. Contributions to the public art component of the Amenity Cost will not be included in the rebate.

4.10 Rebates shall be paid only when there are sufficient funds available based on a first-in first-out basis and shall be paid out at the collected rate.

4.11 Where the Amenity Cost includes Unimproved Land the value of the Unimproved Land shall be deemed to be $2,500,000 per acre (2023 deemed cost).

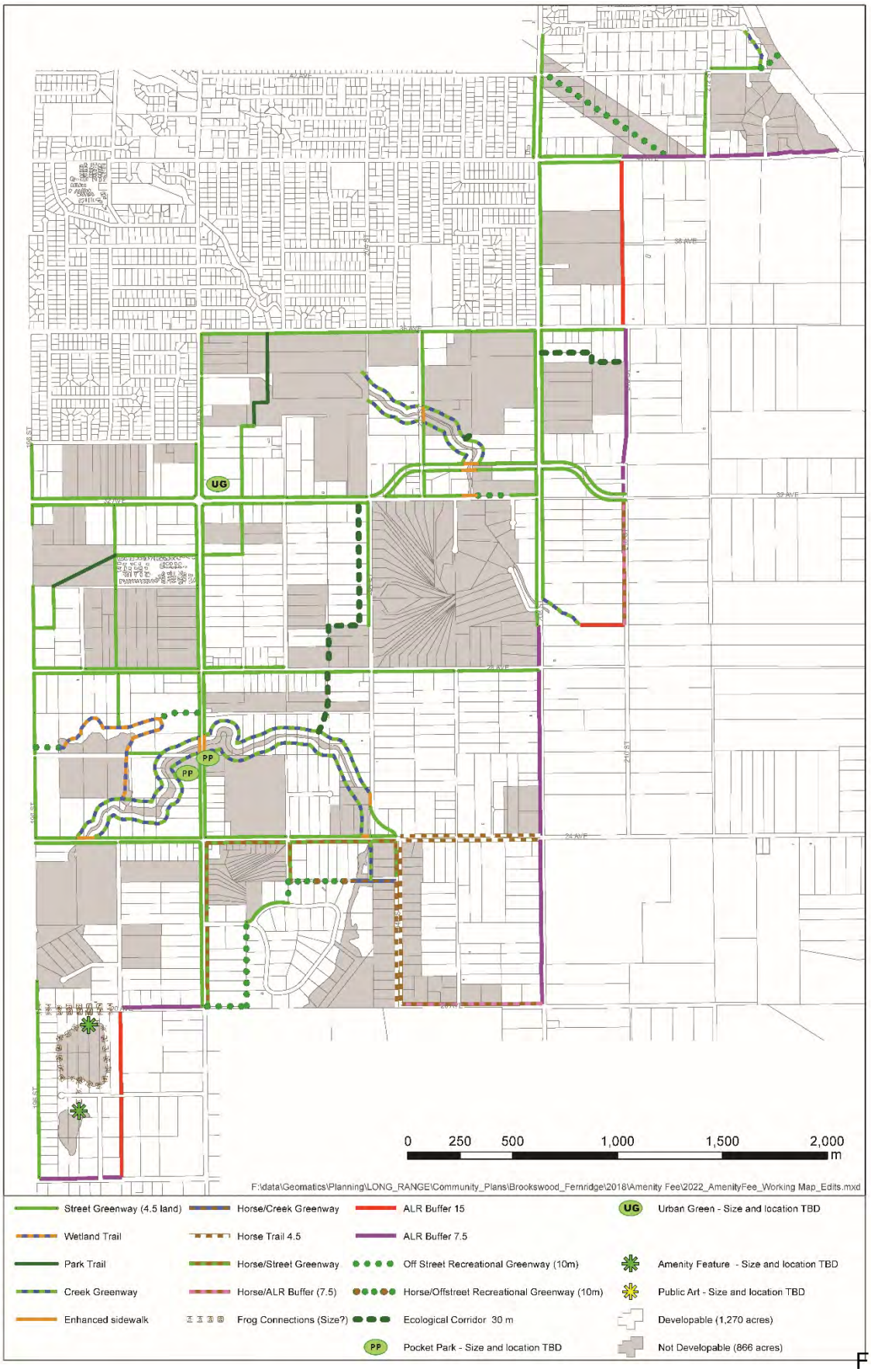
4.12 Amenity costs collected will be placed in an interest-bearing Reserve Fund.

4.13 Where the Amenity Cost includes Improved Land, the value of the Improved Land shall be deemed to be the value of the Unimproved Land plus the following costs:

a)	ALR Buffer 15	$1,524.83 per lineal metre
b)	ALR Buffer 7.5	$904.83 per lineal metre
c)	Creek Greenway	$654.83 per lineal metre
d)	Nature Corridor + Greenway	$704.83 per lineal metre
e)	Street Greenway	$695.67 per lineal metre
f)	Enhanced Sidewalk	$365.67 per linear metre
g)	Endangered Species Connections/Buffers	$796.50 per lineal metre
h)	Horse Trail Greenway	$695.67 per lineal metre
i)	Horse / ALR Buffer Greenway (7.5m)	$904.83 per lineal metre
j)	Horse / Creek Greenway (6m)	$654.83 per lineal metre
k)	Horse / Off-Street Recreational Greenway (10m)	$796.50 per lineal metre
l)	Horse / Street Greenway	$695.67 per lineal metre
m)	Off-Street Recreational Greenway (10m)	$796.50 per lineal metre
n)	Park Portion of the Semiahmoo Trail	$796.50 per lineal metre
o)	Little Campbell River Wetland Trail	$654.83 per lineal metre
p)	Little Campbell River Wetland Trail Bridge	$2,000,000.00 per unit
q)	Nature Pocket Park (passive)	$716.59 per square metre
r)	Nature Conservation Areas	$78.83 per square metre
s)	Neighbourhood Public Square	$625.75 per square metre
t)	Public Art	$200,000.00 per unit
u)	‘Satellite’ Recreation / Cultural Facility	$15,000,000.00 per unit

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

Schedule A
Brookswood-Fernridge Neighbourhood Plans Amenities



Schedule B
Brookswood-Fernridge Neighbourhood Plans Amenity Cost

BF Amenity Costs	Approximate area (acres)	Approximate land cost	Approximate development cost	Approximate total cost
ALR Buffer (15m)	6.54	$16,350,000.00	$2,213,657.63	$18,563,657.63
ALR Buffer (7.5m)	7.92	$19,800,000.00	$3,865,047.36	$23,665,047.63
Creek Greenway (6m)	-	-	$3,899,724.96	$3,899,724.96
Ecological Corridor	12.54	$31,359,929.10	$1,193,172.65	$32,553,101.75
Enhanced Sidewalk (2m)	-	-	$235,481.62	$235,481.62
Endangered Species Connections (10m + Tunnel)	4.73	$11,836,409.32	$1,526,753.04	$13.363.162.36
Horse Trail (8.5m construction, 4.5m land)	2.98	$7,439,252.72	$1,862,434.60	$9,301,687.32
Horse / ALR Buffer	2.29	$5,735,330.78	$1,120,539.67	$6,855,870.46
Horse / Creek Greenway (6m)	-	-	$142,143.22	$142,143.22
Horse / Off-street Recreational Greenway (10m)	0.73	$1,830,050.21	$236,054.25	$2,066,104.46
Horse / Street Greenway (8.5m construction, 4.5m land)	2.20	$5,504,490.21	$1,378,068.81	$6,882,559.02
Off-street Recreational Greenway (10m)	4.79	$11,978,652.51	$1,545,100.68	$13,523,753.19
Park Portion of the Semiahmoo Trail	-	-	$663,530.16	$663,530.16
Little Campbell River Wetland Trail	-	-	$704,095.87	$704,095.87
Little Campbell River Wetland Trail Bridge	-	-	$2,000,000.00	$2,000,000.00
Nature Pocket Park (1 acres) Passive	1.00	$2,500,000.00	-	$2,500,000.00
Nature Conservation Areas	20.00	$50,000,000.00	$6,380,500.20	$56,380,500.20
Neighbourhood Public Square	1.00	$2,500,000.00	$2,532,410.25	$5,032,410.25
Public Art	-	-	$1,200,000.00	$1,200,000.00
Satellite Recreation / Cultural Facility	-	-	$15,000,000.00	$15,000,000.00
Street Greenway (8.5m Construction, 4.5m land)	34.21	$85,521,891.42	$21,410,711.36	$106,932,602.78
Total	**110.48**	**$252,356,006.26**	**$69,109,426.33**	**$321,465,432.60**

Developing Properties		
	Approximate acres	Approximate hectares
Single Family 2	10.55	4.27
Single Family 3	558.33	225.95
Single Family 4	255.60	103.44
Rowhouse / Townhouse	109.77	44.42
Apartment	5.85	2.37
Commercial Village	37.04	14.99
Institutional	7.32	2.96
Parks & Open Space	7.43	3.01
Aquatic Conservation	47.56	19.25
Minus Amenity Areas	- 86.48	- 35.00
Total	**1,043.34**	**422.23**

Amenity Cost = **$321,465,432.60** / 3,872,402.70m^2 = $83.01 per m^2
Or $830,144.64 per hectare
Or $335,959.53 per acre

Township of Langley
Est. 1873

ATTACHMENT C

COUNCIL POLICY

Subject: Community Amenity Contributions

Policy No:	**07-166**
Approved by Council:	**2018-07-23**
Revised by Council:	**2019-04-15**
	2019-11-18
	2021-10-18
	2022-12-12
	2023-02-13
	2023-xx-xx

1. Purpose

1.1 To provide administrative guidelines for a Community Amenity Contribution (CAC) Program.

2. Background

2.1 Municipalities are required to balance their budgets, which means the demand for new capital infrastructure and improvements must be kept within current fiscal and economic limits. Development Cost Charges (DCC), which are a primary source of funding especially for roads, water, sewer, stormwater systems, and park land acquisition and improvement, do not sufficiently assist in providing all facilities required for new communities.

2.2 CACs are voluntary amenity contributions by the developer as part of a rezoning process.

2.3 CACs are intended to offset the cost of providing community amenities associated with new commercial, industrial and residential development, thereby having a benefit to the community. In the event that CACs are not made to help provide the amenities, it is not necessarily in the public interest for the local government to support a rezoning. It has become common practice for many municipalities in B.C. for developers to propose, or municipalities to seek, amenities from projects that are applying for changes in use or density in order to help address the needs or impacts of new development. In this policy, the amenities are intended to be collected through a fixed rate contribution, based on a set of predetermined amenities.

3. Related Policies

3.1 The Official Community Plan (OCP) provides objectives and policies for the establishment of a community amenity contribution program. Objectives related to CACs aim to:

(a) Ensure that new development pays for the capital costs of providing new infrastructure and facilities to serve that development.

(b) Diversify revenue sources to fund new community infrastructure.

(c) Provide tools and incentives to encourage affordable housing options.

3.2 Specific policies include:

(a) Investigate potential for community amenity charges to cover the costs of facilities and amenities required for development that are not funded by DCCs.

(b) Create incentives to encourage developers to include affordable market rental housing and/or non-market housing in new developments, using community amenity contributions that include affordable housing as a community benefit (new units or cash).

4. Principles

4.1 As the Township of Langley continues to grow, new development should make a fair contribution to new community amenities, affordable housing, and other community needs, in order to meet the needs of a growing community and to contribute to managing growth pressures.

4.2 The Township of Langley will set its targets for CACs such that the cost implications for new development will be reasonable. The level of CACs will be such that there is minimal impact on new development. More specifically, the expectations for CACs are not likely to affect the financial viability of new development projects. The costs will be such that developers and landowners will still see incentives to seek higher density for residential developments.

5. Policy

5.1 The provision of community amenities will be subject to community input, Council prioritization, and available revenue. Where one developer is not expected to provide an entire amenity, the developer may pay the Township cash-in-lieu, referred to as CACs. The amenities are as follows:

(a) 13% will be Affordable Housing, and therefore 13% of CACs will go into the Affordable Housing Reserve Fund;

(b) 75% of community amenities will be Township-wide enhancements, and therefore 75% of CACs will go into a Community Amenity Contribution Fund to assist in funding of the following amenities:

- Conference and Entertainment Centre
- Recreation Centre in Willowbrook
- Recreation Centre in Brookswood-Fernridge
- Indoor Pool and Community Centre in Yorkson Community Park
- Soccer Campus in the Smith Neighbourhood
- Recreation Facility at the Langley Events Centre for ice and dry floor recreation
- Additional urban parks for urban areas
- Fire Hall in North Willoughby
- Fire Hall in Brookswood-Fernridge;

(c) 5% of community amenities will be enhancements to areas within the Aldergrove Core Area Plan, and therefore 5% of CACs will go into an Aldergrove Community Amenity Fund to assist in funding amenities; and

(d) 7% of nature-based amenities will support the Climate Action Strategy, and therefore 7% will go into a Climate Action Reserve Fund to mitigate environmental impacts originating from development upon the Township of Langley for items related to corporate buildings, habitat preservation, agricultural areas, and transportation infrastructure improvements.

5.2 The Township intends to obtain contributions to civic infrastructure and amenities from new development that involves rezoning. In doing so, the Township will apply the following principles:

(a) New development should make a fair contribution to new community amenities, affordable housing, and other community needs to meet the needs of a growing community and to address some of the impacts of growth.

(b) The Township's community amenities are set out in section 5.1.

(c) The Township will set its targets for amenities (and for cash-in-lieu of amenities, referred to herein as CACs, where one developer is not expected to provide an entire amenity) such that the cost implications for new development will be reasonable. The extent of Community Amenity Contributions will be such that there is little risk that there will be any impact on the pace of new development in the Township.

(d) The Township will set targets for cash-in-lieu Community Amenity Contributions it hopes to obtain from new development. The targets as set out in Table 1 may be reviewed by Council from time to time, based on changing community needs, changing priorities, and changing market conditions.

(e) The Township will use phased development agreements or acknowledgement and release letters as the mechanisms to obtain cash-in-lieu CACs. In site by site negotiations, the Township will seek to obtain a target contribution that makes a meaningful contribution to community amenities while ensuring that land owners still have enough incentive to make land available in the redevelopment market.

(f) In addition to Community Amenity Contributions as set out in section 5.1, or set targets for cash-in-lieu as set out in Table 1, areas within the Urban Containment Boundary (UCB) as per Map 1, where an application includes an increase to the residential density beyond that established in the OCP or development regulations, the target CAC shall be as follows:

	Use	Target Contribution
Urban Areas (within the UCB)	Apartment (12 storeys or less)	$20 per ft^2
	Apartment (13 storeys or more)	$25 per ft^2
	Townhouse / Rowhouse / Duplex	$20,000 per unit
	Single Family	$25,000 per unit

Calculating the contribution per ft^2 is as follows:

1.1.f.1 In areas where apartment density is determined by a maximum floor space ratio (FSR), the contribution per ft^2 will be based on the gross floor area exceeding the base density;

1.1.f.2 In areas where apartment density is determined by a maximum units per acre (UPA), the contribution per ft^2 will be determined as per the standardized conversion rates of UPA to FSR;

1.1.f.3 In cases where proposals seeking an increase above OCP densities convert UPA to FSR as per the standardized UPA to FSR conversion, and the proposed FSR is below the FSR resulting from the standardized UPA to FSR conversion, a per ft^2 target contribution will apply to each additional unit based on the proponent's average unit size.

(g) For areas within the UCB as per Map 1, target rates will be based on a cash contribution proportional to the value being created by the increase in density for major OCP amendments, or development applications where:

1.1.g.1 The lot is currently designated Agriculture, Conservation & Recreation, Industrial, or Mixed Employment; and

1.1.g.2 The proposed density increase is greater than the maximum density allowed in the OCP, or development regulations.

(h) For Rural areas as per Map 1, CACs will be based on a per acre amenity contribution proportionate to the value being created by the increase in density for major OCP Amendments, or development applications where:

1.1.h.1 The lot is currently designated Agriculture, Conservation & Recreation, Industrial, Mixed Employment, or Rural; and

1.1.h.2 The proposed density increase is greater than the maximum density allowed in the OCP, or development regulations.

(i) Where lots designated Residential and significant increases in density are proposed, CACs will be based on an amenity contribution proportionate to the value being created by the increase in density for Major OCP Amendments, potentially in conjunction with or in lieu of the provisions of 5.2(f).

(j) For the Brookswood-Fernridge Neighbourhood Plan areas as per Map 1, CACs will be based on a per unit target contribution as follows:

Brookswood-Fernridge Neighbourhood Plan Areas	Community Amenity Contributions per Dwelling Unit			
	Single Family*	Townhouse/ Rowhouse/ Duplex[1]	Low Rise Apartment[2]	Required Amenity Contribution[3]
CAC Target Contribution Amounts	$22,800	$16,400	$13,500	See section 5.1

*New Single Family – per lot
[1]Townhouse / Rowhouse / Duplex or other ground-oriented dwelling unit
[2]Low Rise Apartment (6 storeys or less)
[3]Section 5.1 of Council Policy No. 07-166

5.3 EXEMPTIONS

Development that meets the following conditions is exempt from the CAC program:

(a) Any not-for-profit development as defined in the Development Cost Charge Waiver For Affordable And Supportive Housing Bylaw 2019 No. 5462;

(b) Where single family residential subdivisions propose fewer than three lots, the original lot is exempt, after which the CAC program applies to each new lot;

(c) Accessory dwelling units, such as a secondary suite or coach house;

(d) Duplex, triplex and fourplex dwelling units, where only one building is being constructed – only the first dwelling unit is exempt, after which the CAC program applies to each additional dwelling unit;

(e) The development of residential dwellings within the area identified in the Aldergrove Core Area Plan, including mixed-use development, that have received Third Reading from Council prior to July 31, 2024. Effective August 1, 2024 the Aldergrove Core Area will be subject to CACs applicable to Urban (see Map 1).

5.4 COLLECTION OF CACs

(a) Payment of the CAC shall be made to the Township, prior to Council consideration of adoption of the Zoning Bylaw amendment bylaw. At the discretion of the ~~General Manager of Engineering and Community Development~~Director of Development Services, the provision of CACs may be secured through either a Phased Development Agreement or Acknowledgement and Release Letter. If adoption is not given by Council to the Zoning Bylaw amendment bylaw, the CAC (without interest) shall be returned to the applicant by the Township.

(b) Alternatively, payment of the CAC may be made to the Township at the time of issuance of a development permit, or where one is not required, at the time of issuance of a building permit. Where this option is selected by the applicant, an irrevocable letter of credit must be provided to the Township for the full amount

of the CAC prior to Council consideration of adoption of the Zoning Bylaw amendment.

(c) Under specific circumstances, payment of CAC and Density Bonus target contribution amounts associated with residential floor space that exceeds OCP base densities may be made at the time of issuance of a Building Permit, as deemed appropriate by Council. Payment of CACs associated with base OCP densities will be required prior to Council consideration of adoption of the Zoning amendment bylaw.

5.5 Council may amend the CAC target contribution amounts and any other aspect of this Policy as it deems appropriate in response to changing needs.

5.6 Any proposed Community Amenity Contribution is subject to the Municipal Price Index (MPI) and may be recalculated to reflect the changes to the MPI from time to time

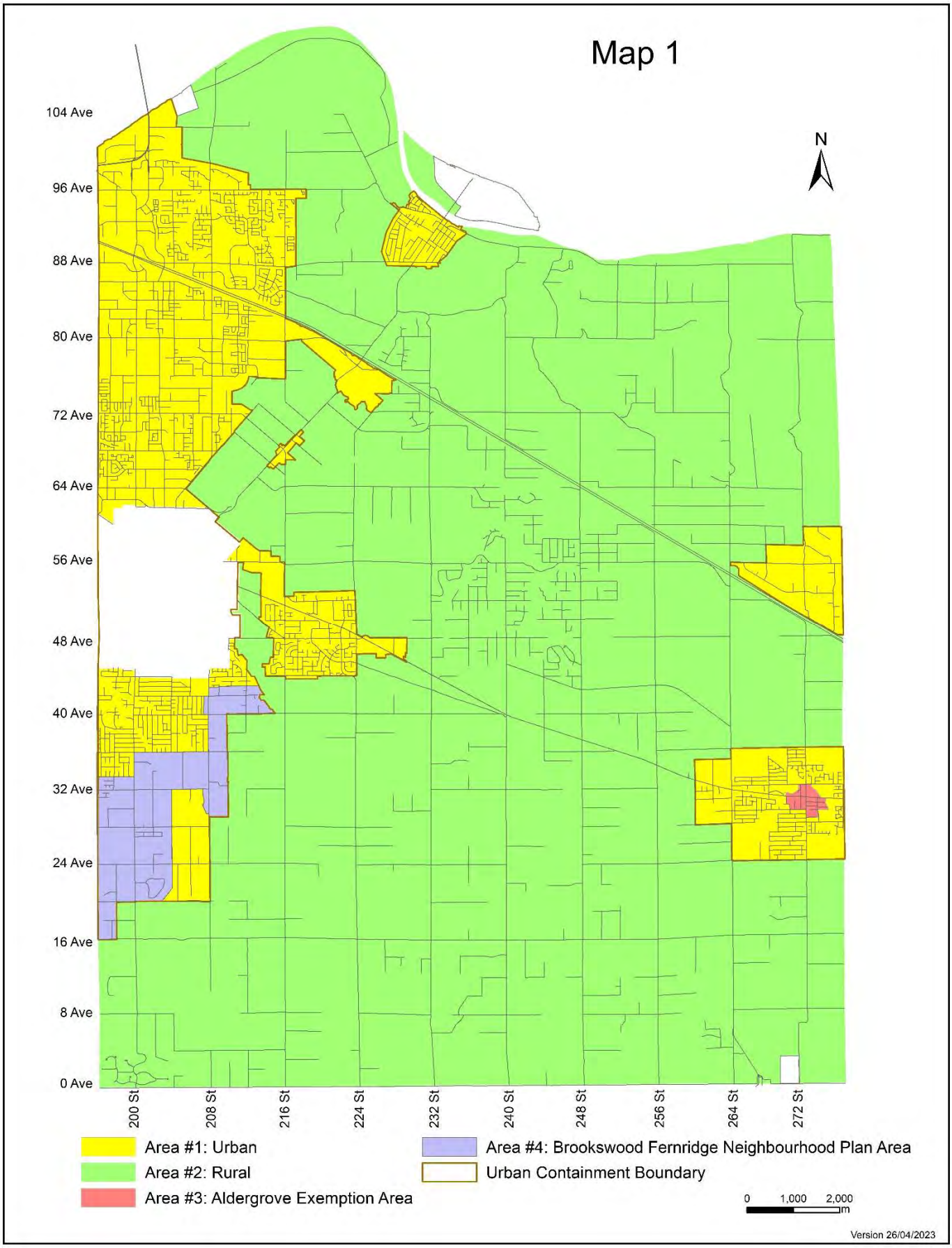
~~5.6~~5.7 This Policy is to be administered and monitored by the Community Development Division and the Finance Division.

~~5.7~~5.8 This Policy will be reviewed periodically to assess amenities and associated capital costs as required. Timing of the CAC Policy review will be offset so as not to overlap with the periodic review of the Development Cost Charges Bylaw to the extent possible.

Table 1

~~Timing and Phasing of CAC Target Contribution Amounts~~	Community Amenity Contributions per Dwelling Unit				
	Single Family*	Townhouse/ Rowhouse/ Duplex[1]	Low Rise Apartment[2]	Mid-High Rise Apartment[3]	Required Amenity Contribution[4]
~~January 1 to April 30, 2023~~	~~$11,854~~	~~$10,088~~	~~$7,770~~	~~$6,504~~	~~See section 5.1~~
CAC Target Contribution Amounts~~After May 1, 2023~~	$16,900	$14,400	$11,000	$9,500	See section 5.1

*New Single Family – per lot
[1]Townhouse / Rowhouse / Duplex or other ground-oriented dwelling unit
[2]Low Rise Apartment (6 storeys or less)
[3]Mid-High Rise Apartment (7 storeys or more)
[4]Section 5.1 of Council Policy No. 07-166


Map 1
N
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
Area #1: Urban
Area #2: Rural
Area #3: Aldergrove Exemption Area
Area #4: Brookswood Fernridge Neighbourhood Plan Area
Urban Containment Boundary
0 1,000 2,000
m
Version 26/04/2023
F:\data\Geomatics\Planning\LONG_RANGE\2022_One_offs\CAC\CAC_Map1.mxd

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN)
BYLAW 2017 NO. 5300
AMENDMENT (BOOTH NEIGHBOURHOOD PLAN) BYLAW NO. 5795

EXPLANATORY NOTE

Bylaw No. 5795 amends the Langley Official Community Plan and Brookswood-Fernridge Community Plan by incorporating the Booth Neighbourhood Plan.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN)
BYLAW 2017 NO. 5300
AMENDMENT (BOOTH NEIGHBOURHOOD PLAN) BYLAW NO. 5795

WHEREAS it is deemed necessary and desirable to amend the "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300", as amended;

NOW THEREFORE, 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 (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Booth Neighbourhood Plan) Bylaw No. 5795".

2. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300" as amended is further amended:

   a) adding a new "Section 11. Neighbourhood Plans", immediately following the contents of "Section 10. Development Permit Areas";

   b) adding the following contents to the newly created Section 11:

      "The following neighbourhood plans, as shown on Map 10 Neighbourhood Plan Areas, have been adopted by Council and are attached to this Brookswood-Fernridge Community Plan as schedules:

      "Booth Neighbourhood Plan Schedule "BF-1""

   c) adding Schedule "BF-1" Booth Neighbourhood Plan as shown as Schedule "A" attached to and forming part of this bylaw.

READ A FIRST TIME the	day of	, 2023
READ A SECOND TIME the	day of	, 2023
PUBLIC HEARING HELD the	day of	, 2023
READ A THIRD TIME the	day of	, 2023
ADOPTED the	day of	, 2023

_____ Mayor _____ Township Clerk

Township of Langley

Est 1972



Brookswood-Fernridge

Neighbourhood Plan

Booth



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Schedule BF-1 Brookswood-Fernridge Community Plan

Booth Neighbourhood Plan

Bylaw No. 5795

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THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300
AMENDMENT (BOOTH NEIGHBOURHOOD PLAN) BYLAW NO. 5795

Adopted by Council _____

CONSOLIDATED FOR CONVENIENCE ONLY

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.

AMENDMENTS

BYLAW NO. / NAME	MAP / TEXT CHANGE	DATE OF ADOPTION

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1.0 INTRODUCTION

1.1 Planning for Booth's Future

The Booth neighbourhood is a central part of the Brookswood-Fernridge area and surrounds, and contributes to the building of a complete, climate resilient, low carbon community, which will meet the needs of local residents through an entire lifetime. The Booth Neighbourhood Plan (BNP; the 'Plan') seeks to establish a high quality of life for residents, business owners and employees, as well as incorporate climate change resilience measures given a dynamic and uncertain future. It is based on the Neighbourhood Goals of nature conservation, completeness, walkability, a place of distinction and exemplary design, complementing other neighbourhood plans in the Brookswood-Fernridge community. The Plan incorporates a range of housing, local commerce, recreation, public and nature spaces that support the physical and social environments where residents live, learn, work, care and play.

1.2 Relationship to Other Plans

The BNP relies on and is grounded in the Vision and Guiding Principles that form a foundational part of the *Brookswood-Fernridge Community Plan* (BFCP), as amended from time to time. The Plan also aligns, complements, and further implements the policies of the *Official Community Plan* (OCP) for the Township of Langley (see **Figure 1**). Policies in both 'higher-order' Plans – BFCP and OCP – still apply to and guide growth and change (e.g., development applications) in the BNP. However, if there is a conflict between a policy in these other two Plans and this Neighbourhood Plan, the BNP policy takes precedence.



Figure 1. Township of Langley Land Use Planning Framework

The Plan is accompanied by an *Engineering Services Plan* – a companion document to the Township of Langley Subdivision and Development Servicing Bylaw – that identifies the location and capacity of existing and proposed future infrastructure, including transportation, water, sewer, and rainwater management facilities. The *Public + Publicly-Accessible Space Pattern Book* is also a companion to the BNP, which outlines the 'finishes' and design details that are to be incorporated into public and quasi public spaces in the Plan area. There are other key municipal plans, strategies, and guiding documents, as delineated in the BFCP, and as added too and amended from time to time, that contribute to the policies contained in this Plan and build on one another to guide development in the Booth area.

1.3 Plan Area

The BNP area encompasses 270 hectares (668 acres) and is located in the mid-western area of Brookswood-Fernridge in the Township of Langley. The BNP area is immediately east of the City of Surrey and south of the mature neighbourhood, known by many, as Brookswood. Two arterial roads, 200 Street and 32 Avenue, travel through this neighbourhood, providing access to other areas of the Brookswood-Fernridge community, Township and points beyond. The BNP area includes one community park and is near additional parks, trails and other amenities and services. It is generally bounded by 196 Street (west), 33A and 36 Avenues (north), 206 and 204 Streets (east), and 28 Avenue (south). The BNP area is delineated in **Figure 2**.

Existing and distinguishing features of Booth include several, well-appreciated existing parks, such as Noel Booth, Dale Ball and nature spaces of distinction, Anderson Creek, vast stands of both young and mature forest and trees, and amazing views and vistas, including Golden Ears and the rest of the Coast Mountains to the north and Mount Baker to the southeast.

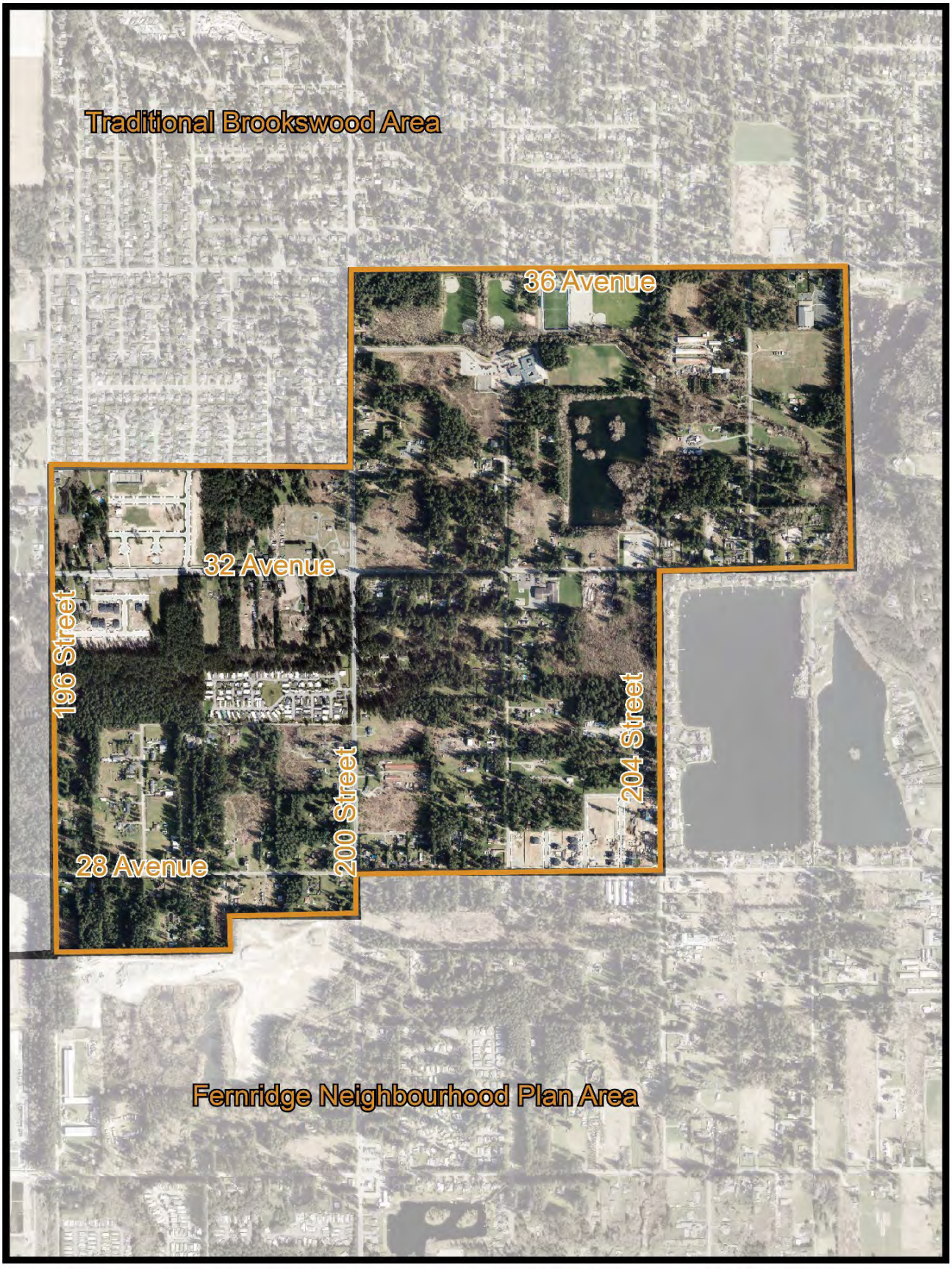


Figure 2. **Booth Neighbourhood Plan Area**

1.4 Plan Purpose + Process

The purpose of the Plan is to chart a course for the future of the Booth neighbourhood. The BNP, along with the companion documents, is Council's 'blueprint' or 'playbook' for guiding growth and change in the neighbourhood. As illustrated below (see **Figure 3**), the Plan was prepared through a comprehensive engagement program. The BNP document sets out the Neighbourhood Character Goals and Policies that will shape growth and change in the Booth area over the next 25 to 30 years and beyond. The BNP provides an overall development framework for the neighbourhood and establishes policies related to land use, parks and open space, greenways and pedestrian connections, place making and identity, mobility and transportation, utilities, financial strategy and implementation.

PHASE 1

ASSETS, OPPORTUNITIES & CHALLENGES

- ✓ Endorsement by Council and forming the Neighbourhood Planning Team (NPT) + Booth Neighbourhood Planning Sub-Team (Booth NPST)
- ✓ Prepared several background studies
- ✓ Raised awareness of the project and the engagement process through Neighbourhood Dialogue Sessions
- ✓ Gathered input on issues, opportunities & big ideas with stakeholders and organizations through combined NPT and NPST meetings
- ✓ Conducted Phase #1 Public Engagement

PHASE 2

POLICY IDEAS + EMERGING STRATEGIC DIRECTIONS

- ✓ Completed Neighbourhood Planning Primer
- ✓ Prepared several Policy Briefs
- ✓ Identified Draft Neighbourhood Character Goals
- ✓ Conducted multiple NPT and NPST meetings
- ✓ Gathered technical input and public feedback on a variety of policy themes
- ✓ Conducted Phase #2 Public Engagement

PHASE 3

PROPOSED BNP

- ✓ Finalized Draft Engineering Services Plan
- ✓ Completed Proposed Booth Neighbourhood Plan
- ✓ Completed Draft Public + Publicly-Accessible Space Pattern Book and new Residential Zoning Schedules
- ✓ Conducted Phase #3 Public Engagement
- ✓ Bylaw consideration by Council

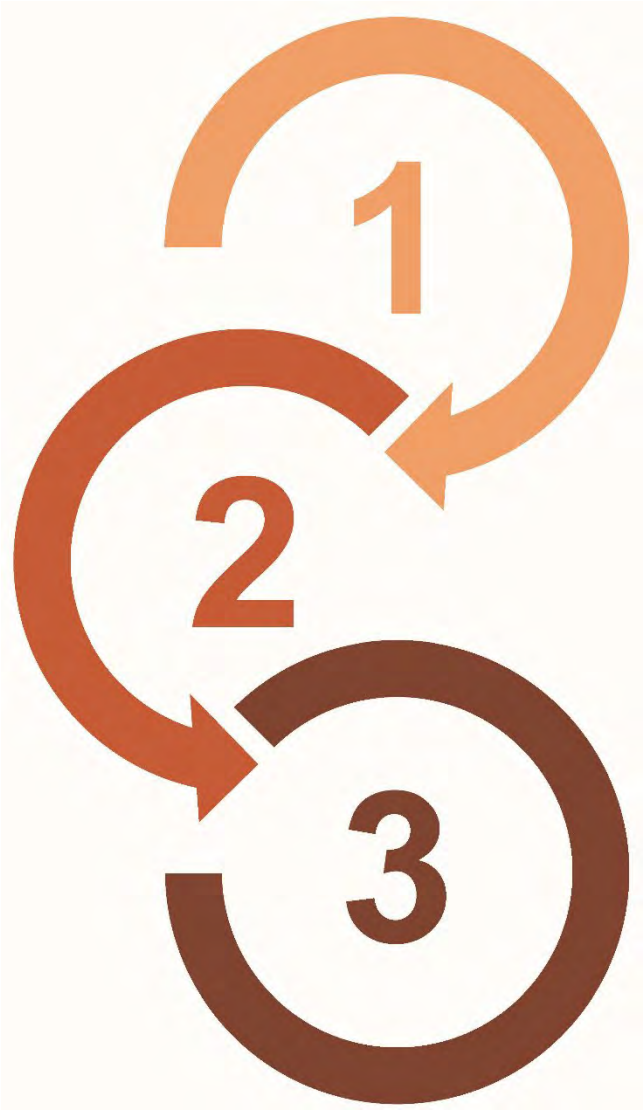


Figure 3. Booth Neighbourhood Plan Process

2.0 NEIGHBOURHOOD DIRECTIONS

Great new neighbourhoods come in all shapes and sizes, but they don't just happen by accident. Careful planning and thoughtful design are needed to imagine and create places that are responsive to climate change, walkable, vibrant, social, and livable, supporting a great quality of life for all residents. Great new neighbourhoods contribute to the prosperity of the Township of Langley, attracting new people and new businesses that keep the municipality thriving and capable of adapting to change. Great neighbourhoods such as Booth are the foundation of a great Township of Langley.

Imagining a great new neighbourhood for Booth begins with recognition of the **Vision** and the **Guiding Principles** set forth in the ***Brookswood-Fernridge Community Plan*** (BFCP). The BFCP's Vision is an overarching aspirational statement for the entire community, including the Booth neighbourhood. The Guiding Principles establish a framework to guide and inform the policies of the BFCP and subsequent neighbourhood planning.

To provide further detailed policy guidance, four Neighbourhood Character Goals have been identified to represent the neighbourhood's aspirations for its future and contribution to the broader community. These Neighbourhood Character Goals are fully aligned with yet provide additional policy focus and detail that further expound upon the Vision and Guiding Principles of the BFCP, as amended from time to time.

2.1 Imagine Booth ~ A Great Neighbourhood

The Booth neighbourhood has progressively adapted to reflect a way of living that has met the needs of its beginnings and its future. As lifestyles and public priorities change over time, as do markets and economies, the neighbourhood has focused on continuous improvement and the exploration and adoption of new development techniques and the application of new technologies to improve livability over these dynamic times.

The Booth neighbourhood is laid out within a highly connected, north-south/east-west street and block grid pattern, that lends itself to efficient use of space for both built and natural environments and all its constituent parts. It is characterized by a feeling of openness and trees. The roads are tree-lined avenues, with wide sidewalks and planted boulevard strips and plentiful trees.

All areas of the built environment of the neighbourhood are enhanced by a dense tree canopy and the sense of spaciousness is established and heightened through a myriad of private and public spaces that contribute to Booth's small town, forested character.

The Booth neighbourhood continues to meet the needs of new residents yet has responded to changing neighbourhood life cycle needs and provides the structure to accommodate neighbourhood transformation and adaptation over the long term. It provides for a variety of human necessities, activities, and services, supports human health and well-being. The neighbourhood has incorporated long-term biodiversity and ecological functions, has infused ongoing climate change mitigation and adaptation measures, and has evolved to have a limited carbon footprint. Booth is a great new neighbourhood that is distinct, welcoming, responsive, long-lived and change resilient.

2.2 Neighbourhood Character Goals

Imagine Booth is supplemented by four **Neighbourhood Character Goals**. These Goals are 'building blocks' of the Plan and thoroughly reflect the Vision and Guiding Principles of the BFCP (as amended from time to time). These Neighbourhood Character Goals are also deeply rooted in existing regional, municipal and community policy frameworks, policy analysis and research, public engagement input and feedback, and best practices in neighbourhood planning.

The BNP **Neighbourhood Character Goals** define the key outcomes the Plan is trying to achieve! They have been developed to both shape and respond to neighbourhood change and innovation. They also provide direction at all scales, directly informing the policies of the Plan, and guide individual implementation measures such as infrastructure investments, park design, and a variety of neighbourhood and development patterns.



Goal #1 Booth Neighbourhood Plans For and With Nature

Nature is an important part of the Booth neighbourhood. It contributes to the neighbourhood's livability and to the health of its residents, business owners and workers. Natural areas and features, in their many forms, contribute to the overall well-being, livability and character of the neighbourhood. Environmental change, whether human-caused or natural, has the potential to appreciably affect the livability of our municipality and region in the future. Nature in all its forms has an important role to play in this fluctuating and uncertain context. In response, the BNP directs the design and construction of built environments that incorporate a variety of green infrastructure features, including neighbourhood forestry, greenways and engineered elements. These green infrastructure features foreground nature conservation, including preservation, restoration, enhancement, management and stewardship of natural environments. Green infrastructure features also provide opportunities for innovations that will contribute to the conservation of natural systems.

Integrating and working together, both natural and built environments of the Booth neighbourhood contribute to sustaining clean water, recharging groundwater, maintaining, and improving clean air, contributing to biodiversity, building climate change resilience, supporting healthy plant, aquatic and wildlife communities, and contributing to livability, a distinct neighbourhood character and completeness.



Figure 4. **Natural Area**

Goal #2 Booth Neighbourhood Contributes to Completeness

Completeness is the cornerstone policy of Booth's built environment and guides the building of a livable, health-promoting, and dynamic neighbourhood that residents can call home for generations. Completeness recognizes the Booth neighbourhood as an integrated system, in which the built and natural spatial elements are intertwined, and whose realization is more than the sum of its parts.

Completeness lies at the core of the policy framework for the Township of Langley Official Community Plan and the Brookswood-Fernridge Community Plan. This policy framework guides positive change, development, and investments in housing, employment areas, public infrastructure, and community services and amenities. Completeness strives to balance the social, economic and environmental needs of residents. The completeness goal will establish Booth as a place that offers and supports a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn, and play locally.

Completeness of the Booth neighbourhood provides enough housing to generate a population base that will support commercial services, community amenities and utilities, and public transit; a variety and balance of land uses, including residential and commercial, within a convenient distance; investment in and support for alternative modes of transportation including space and facilities for pedestrians and cyclists, and transit routes that connect one place within the community to another; and the design of adaptable and resilient neighbourhoods that responds to the scientific certainty that because of global emissions of greenhouse gases (GHGs), our regional climate and weather patterns are changing and will continue to do so.



Figure 5. **Neighbourhood Completeness**

Goal #3 Booth Neighbourhood is a Walkable Space

The Booth neighbourhood is designed to be walkable. Walkability is more than just pedestrian infrastructure (e.g., sidewalks and pathways): it is about scale and design. The design of the Booth neighbourhood:

- ✓ is formed to encourage pedestrian activity and balances built and natural environments;
- ✓ is associated with social, economic and land use diversity as opposed to homogeneity;
- ✓ is a connector of uses and functions;
- ✓ contributes to a quality public realm and a quasi-private realm that provides opportunities for social interaction and connectedness, and ease of access to 'green' space;
- ✓ has a high or 'fine' granularity that is comprised of relatively small blocks, human-scaled buildings, and a relatively large number of street intersections;
- ✓ offers equitable access to goods, services, and facilities; and
- ✓ contributes to active and healthy communities.

Booth's walkable neighborhood is also associated with specific design parameters. The connectivity of block and street patterns and the length of blocks are defined to support pedestrian activity. These considerations include identification of plentiful street trees and wide sidewalks, active and inviting frontages along block faces, and dense street connectivity. Attention is given to the incorporation of age friendly design and universally accessible design features.

Booth's design as a walkable neighbourhood also extends beyond pedestrian mobility. Walkable neighbourhood facilitate sociability opportunities between neighbours, which together can affect the physical and mental health of people in the community. Residential front porches to community parks and other social spaces at a variety of scales, are provided throughout the Booth neighbourhood.



Figure 6. Neighbourhood Walkability

Goal #4 Booth Neighbourhood is a Place of Distinction

The BNP area will be a place of distinction, as defined by its character. The neighbourhood character will include a mix of elements in the natural and built environment that give Booth its distinct 'personality'. The visual and physical patterns of the neighbourhood are defined by recurring characteristics, such as the green street edges of front yards, street trees and landscape features, and by the block and lot organization, orientation of buildings and integration with nature. These patterns accommodate a diversity of building forms and scales in Booth, while providing an underlying sense of cohesion that contributes to the 'small town' neighbourhood identity. Furthermore, these neighbourhood patterns in Booth will create quality spaces that accommodate and encourage creative activities, social opportunities, and a place where people enjoy living, working, caring, playing and learning in.



Figure 7. Place of Distinction

3.0 NEIGHBOURHOOD DESIGN CONCEPT

This Section of the Plan defines the neighbourhood design concept for the BNP area. The built environment for the neighbourhood includes several "building blocks" that together establish the spatial arrangement and character of the Plan area. These include block and street patterns, lot configurations and street design, building forms and placement, and vegetation, landscaping and natural features (e.g., trees, topography, watercourses). The spatial arrangement of these building blocks contributes to the development of a sustainable spatial pattern, based on the urban design principles of centres, walkability, and viable transit, which are cornerstones of the Township of Langley Official Community Plan.

3.1 Neighbourhood Design Concept

The neighbourhood design concept is formulated through an understanding of the broader, physical context, policy framework and the Vision and Guiding Principles of the Brookswood-Fernridge Community Plan (BFCP) and Neighbourhood Character Goals as outlined in Section 2.0. The policy framework – existing regional, municipal and community strategies, plans and policies as described and delineated in the BFCP – public engagement contributions and technical analysis specific to the preparation of this Plan, have also guided the formation of the neighbourhood design concept for the BNP area.

The neighbourhood design concept – also referred to as the spatial structure – for Booth begins with and incorporates both natural and built environments, from coarse to fine spatial scales and including every design resolution in between. Aspects of the natural and built environments include preservation, restoration, proximity and access to nature, walkable scale, energy efficiency, and attractive parks, streets, paths and public spaces. **Neighbourhood character** involves a mix of these elements in the natural and built environments that give it a distinct 'personality'. Every property and building, public place, environmental feature, and piece of infrastructure contributes to its character, as do the arrangements of each of these neighbourhood building blocks.

The **Community Activity Precinct**, the **Rowhouse + Townhouse Precincts** and the **Single Family Precincts** are the defining elements of the spatial structure, or neighbourhood design concept, of the BNP (see Figure 8). The physical arrangement of these Precincts guides finer spatial scales and inform, among other neighbourhood structure aspects, block structures, street and lot patterns, building placement and orientation, environmental features and spaces, and arrangements and distances between neighbourhood and community destinations. This spatial arrangement directly influences the everyday lives of residents in terms of where they work, shop and participate in recreation activities as well as their everyday travel choices.

The **Community Activity Precinct** is located at the northeast quadrant at 200 Street and 32 Avenue (see **Figure 8**). This community-scale mixed-use hub serves as both a neighbourhood and a community 'anchor' and destination, that incorporates and 'Main Street' design concept, and includes a concentration of employment, commercial and community services, civic activities, residential uses, as well as public gathering spaces and a high-quality design and character for the private and public realms. The entire Precinct is intended to be the focal point of the Booth neighbourhood as well as the broader community of Brookswood-Fernridge and the rural surrounds. The intensity of the build environment, as well as the design and diversity of uses of the Precinct will create a sustainable walkable community village that provides for the day-to-day needs of the residents and workers of the community.

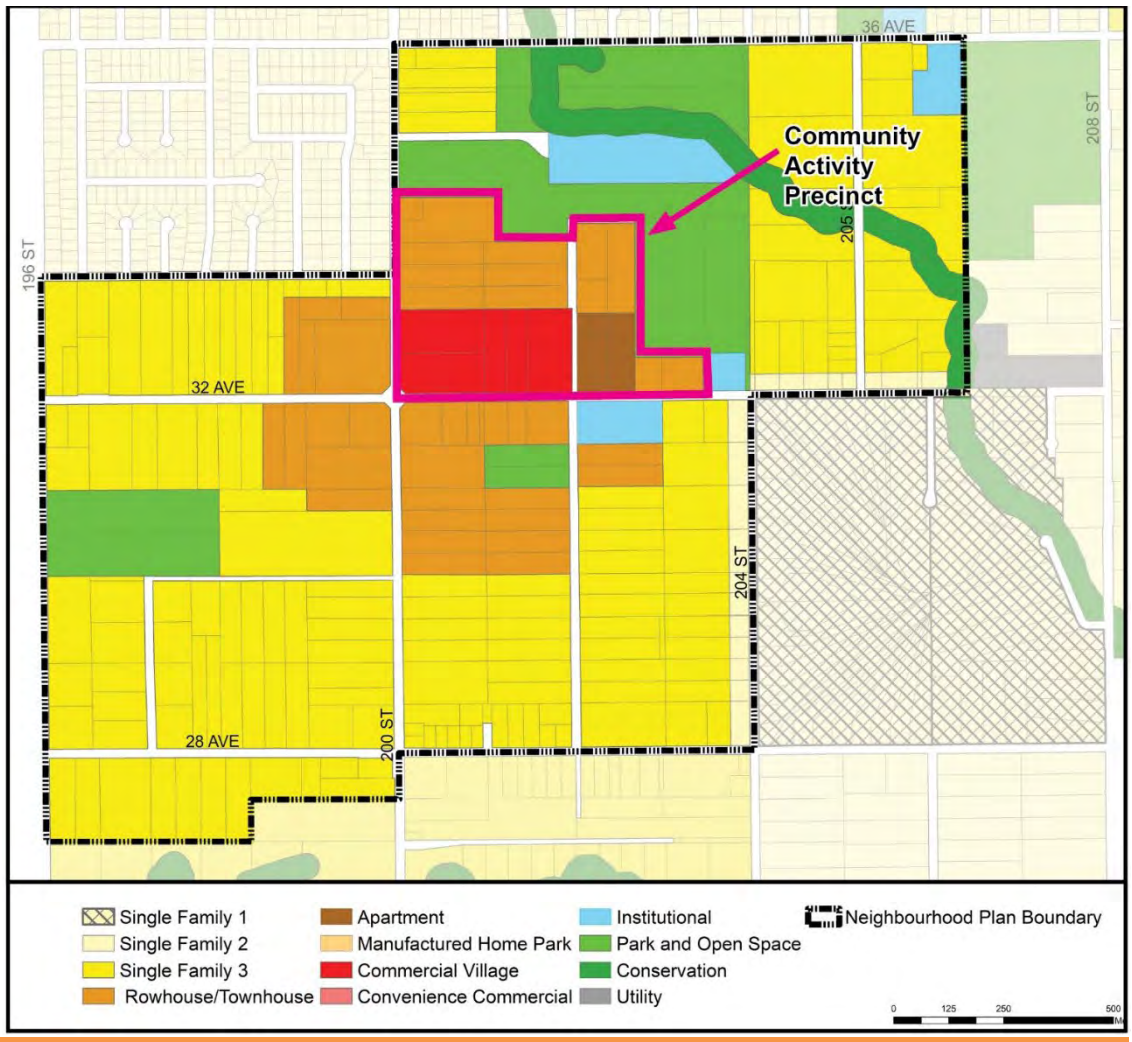


Figure 8. **Community Activity Precinct**

The **Rowhouse + Townhouse Precincts** (see **Figure 9)** consist of predominantly residential environs that provide for rowhouses and townhouses, that are situated around the Community Activity Precinct. To contribute to a small-town, forested, walkable character a fine-granular, multi-modal mobility network, that incorporates small block design, that locates and connects residents to key destinations in the Booth neighbourhood and its surrounds. These destinations include jobs, schools, services and amenities, as well as variety of parks and open spaces. This small town design character is fostered by this distinct spatial identity. The Booth Neighbourhood has three (3) Rowhouse + Townhouse Precincts: (a) Northwest; (b) Southwest; and (c) Southeast.

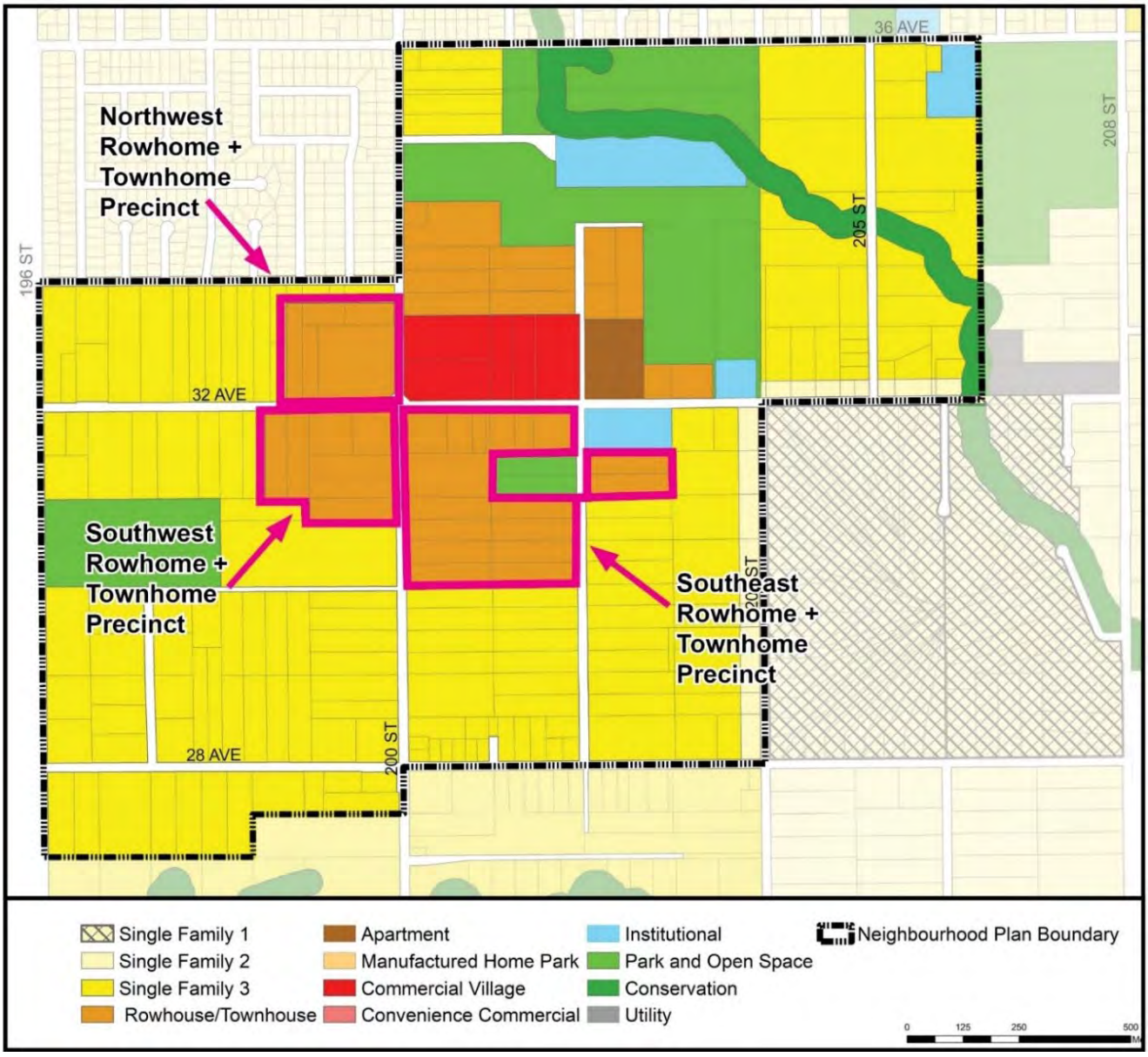


Figure 9. **Rowhouse + Townhouse Precincts**

Single Family Precincts (see **Figure 10**) are residential districts that provide a variety of housing types and mobility networks, which are somewhat less dense than the Community Activity and Rowhouse + Townhouse Precincts, that connects residents, jobs, schools, services and amenities through various modes of travel. Schools, numerous parks and open spaces that add to a distinct identity through the integration of additional natural and semi-natural features and small town characteristics in the built environment. The Booth neighbourhood has four (4) Single Family Precincts: (a) Northeast; (b) Northwest; (c) Southeast; and (d) Southwest.

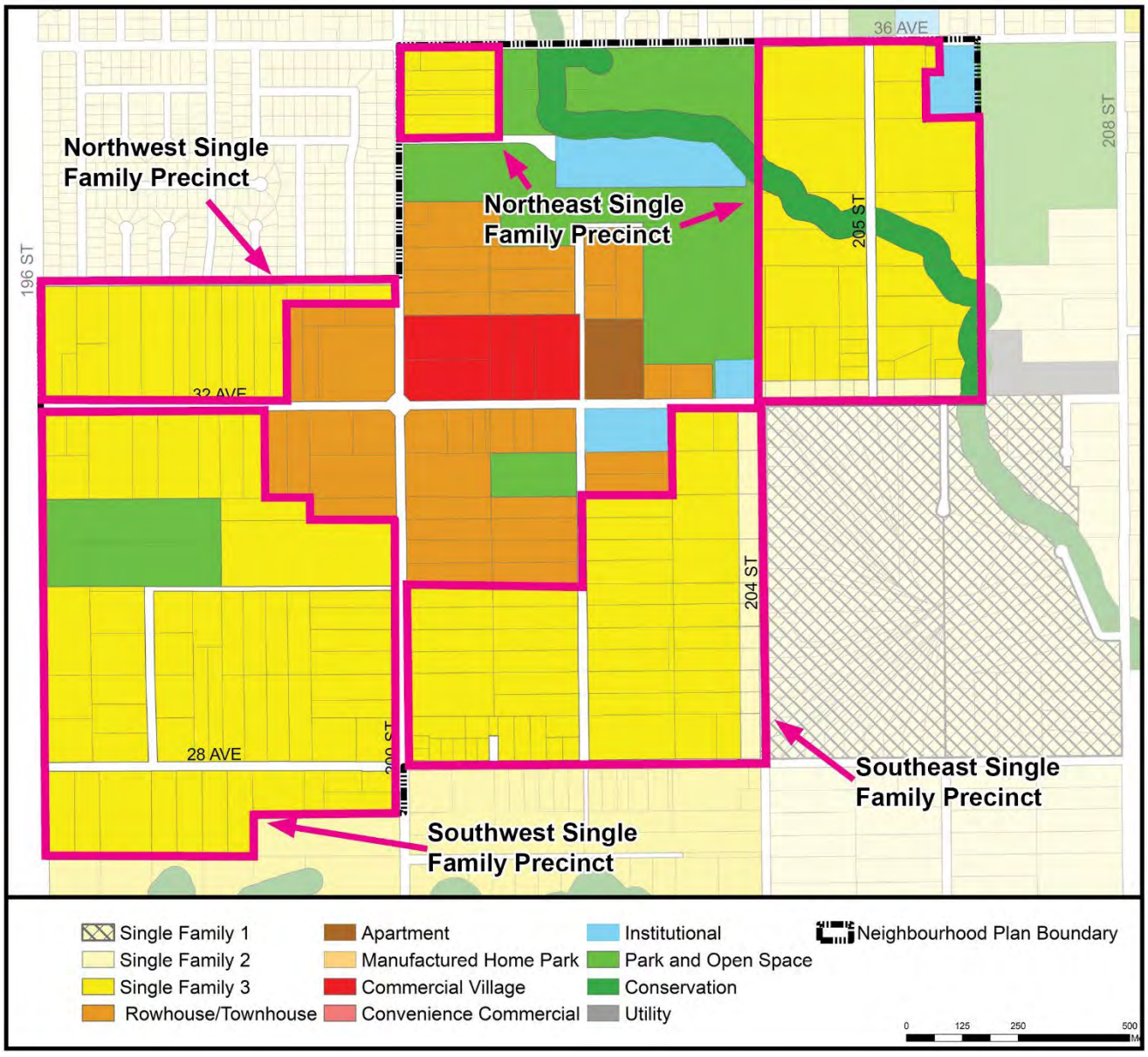


Figure 10. **Single Family Precincts**

Accommodation of both natural and built environments through the spatial patterns of the Precincts in the BNP area, will provide for human activities, support human health and well-being, sustain long-term biodiversity and ecological functions, establish overall neighbourhood livability and character, and contribute to the development of complete communities. Benefiting from these strategic opportunities and context, Booth will ultimately become a distinct neighbourhood in the Brookswood-Fernridge community and is projected to accommodate approximately 21,100 residents in 7,275 dwelling units at full build out.

3.2 Community Activity Precinct Urban Form

Policies specific for the Community Activity Precinct are as follows:

Policies:

1. Design neighbourhood blocks that result in a street structure with high connectivity, that balances pedestrian and cyclist comfort and mobility, transit accessibility (where appropriate), freight delivery, and automobile movement.

2. Layout the neighbourhood blocks with a maximum block size length of 180 metres between two intersections and on average between 150 and 170 metres, measured between the outside curb faces of two cross streets (see **Figure 11**). Blocks that front arterial streets can extend beyond this maximum length provided they incorporate Mid-Block Lane Links, as well as local roads that do not intersect, between the arterial street and local and collector roads at a spacing similar to the average block length of between 150 and 170 metres.

3. Provide public Mid-Block Lane Links for vehicle parking, cycling and pedestrian, resident and visitor access, and loading and servicing access. These Lanes Links will bisect blocks in a minimum of one (preferably east-west orientation), and possibly two directions and achieve a fine-grained grid pattern with lane corridors set at approximately 80 to 90 metre intervals. For clarity, this is intended to achieve a transportation and access grid that is ‘fine-grained’ with roads roughly spaced 180 metres apart and a mid-block support grid of roughly 80 to 90 metres on adjoining sides. These Mid-Block Lanes should include parallel on-lane parking, separate pedestrian pathways and other lanescape features including trees and stormwater/rainwater lane runoff management measures.

4. Provide, when deemed appropriate, Mid-Block Pedestrian Links (preferably north-south orientation) in place of the Lane Links, that are barrier-free and clearly identifiable from the street to increase block permeability for active transportation modes. These Pedestrian Links will be co-located within the Mid-Block Lanes or an independent, exclusive vehicle-free corridors and would bisect blocks in one or two directions to achieve a sub-block active transportation grid that is approximately 80 to 90 metres on each side of the block and street structure.

5. Orient Mid-Block Lanes Links and the Pedestrian Links to effectively connect to adjacent properties and between public rights-of-way.

6. Develop an interconnected collector and local road network that conforms to the street hierarchy of roads in the Community Activity Precinct as delineated in the Road Network Concept on **Map 5**. Required roads within the Community Activity Precinct include:
   a. 201 Street (connecting 27 and 35 Avenues)
   b. 202 Street (connecting 24 and 33A Avenues)
   c. 203 Street (connecting 27 and 32A Avenues)
   d. 32A Avenue (connecting 203, 202 and Main Street)
   e. 33A Avenue (connecting 200 Street, Main Street, 201 and 202 Streets)
   f. Main Street – incorporating two travel lanes, diagonal parking on both sides, a non-rectilinear, circuitous, curvilinear alignment that connects the future 33A Avenue (east of 200 Street) with 201 Street, midway between 32 and 33A Avenues, and 202 Street, and design finishes as outlined in the *Public and Public-Accessible Space Pattern Book*.

7. Prohibit access to off-street vehicle parking and freight deliveries, as well as additional streets other than those listed above in Policy #6, to and from 200 Street and 32 Avenue.

8. Provide continuous, ground-oriented, pedestrian focused commercial uses on the ground floor of all buildings along frontages and the entire length of the new 'Main Street' road and 201 Street, between 32 and 33 Avenues, as identified on Figure 12 as Mandatory Commercial Street Frontage. Primary entrances at finished grade that provide access to residential uses above may be located along Mandatory Commercial Street Frontage areas provided that they are modest in size and carefully designed to avoid dominating the commercial character of the street. Provide continuous weather protection (canopies, awnings) for pedestrians on building façades with no gaps wherever possible. Design commercial entrances that are slightly recessed at grade of the adjoining sidewalk to prevent door swing from impeding the through-movement zone of the adjacent sidewalk.

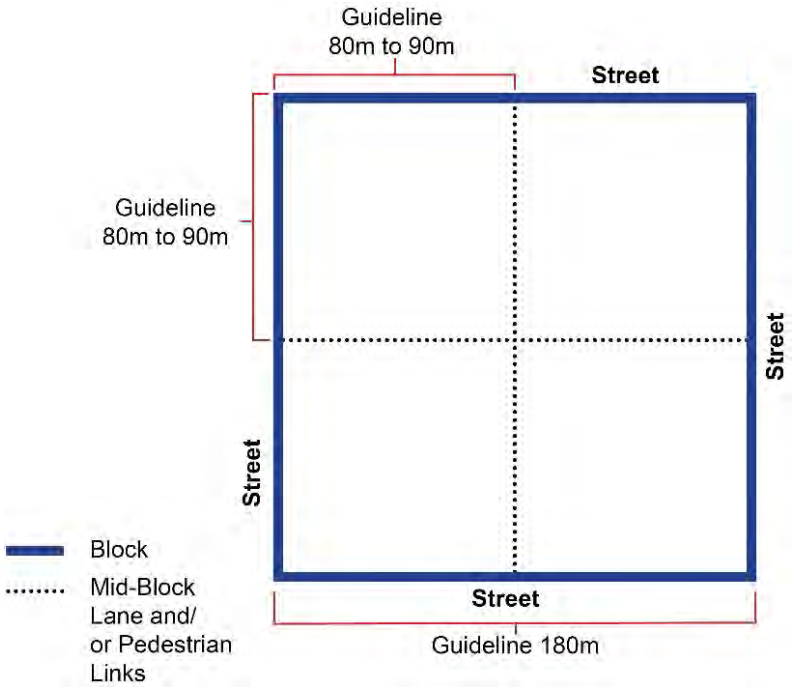


Figure 11. Block Pattern Guideline Diagram for Townhouse, Apartment and Commercial Village Land Use Designations in the Community Activity Precinct

9. Establish a Mobility Hub in the Community Activity Precinct pursuant to Section 7.5 of this Plan.

10. Provide continuous, ground-oriented, pedestrian focused, commercial, civic/assembly, and/or employment living – meaning space within a building or structure that can accommodate a permitted commercial use, a permitted residential use, or combination of the two – uses along frontages identified in Figure 12 as Secondary Active Street Frontage. Incorporate a minimum of 2 storeys of office or employment living uses above the first storey, and then residential apartments above that.

11. Provide continuous ground-oriented residential or highly transparent residential building amenity uses on the ground floor of all buildings along frontages identified in Figure 12 as Residential Street Frontage. Incorporate a useable (a minimum 2 metres for all terrace floor space dimensions), covered, elevated, single-storey height front terrace at the main entrance, that presents to the public street.

12. Provide consistent street wall heights for each street frontage type, to create a unique public realm, design human scale buildings and streetscapes, and increase the dissemination of natural light on the public realm.

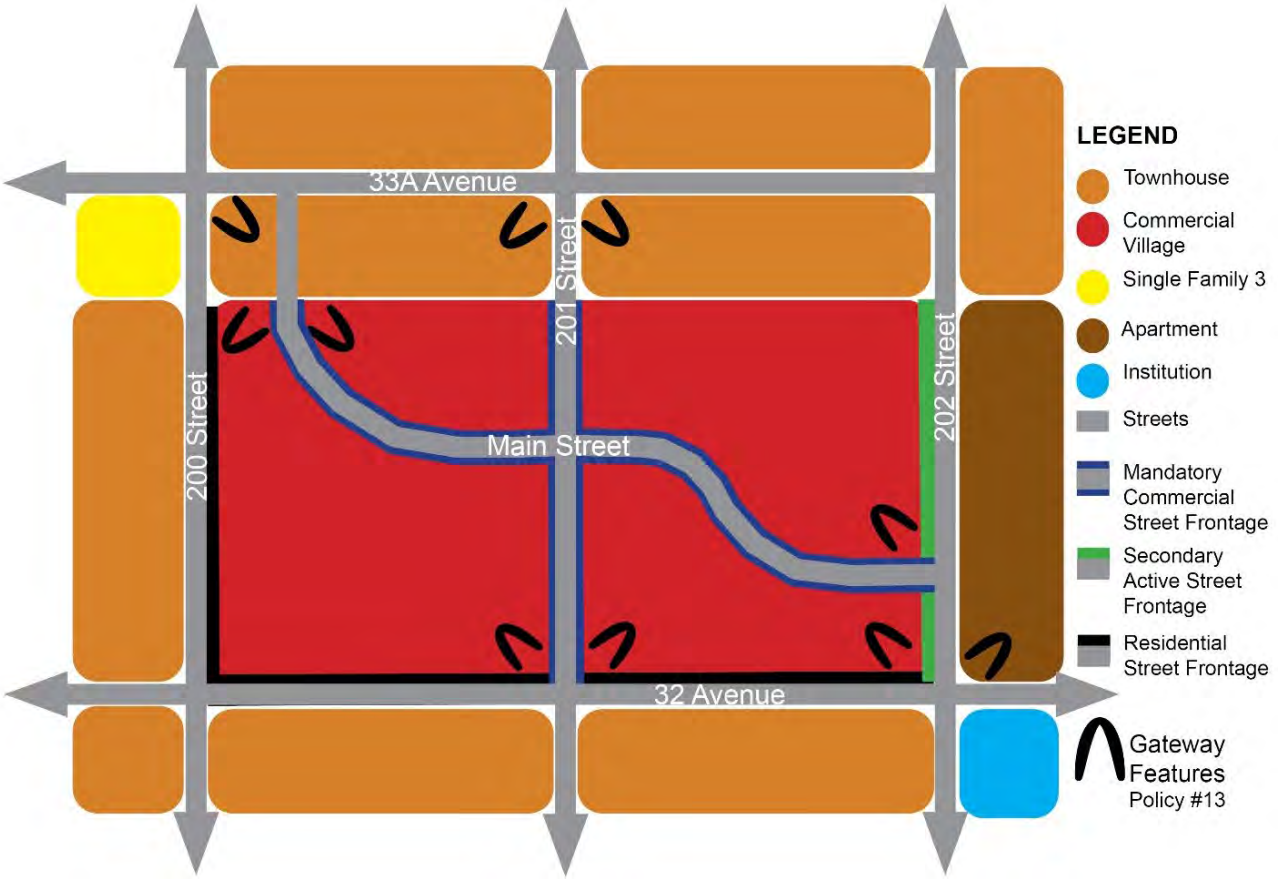


Figure 12. Community Activity Precinct Street Frontage Types

13. Apply Contemporary West Coast architectural design to all buildings. Post and beam construction or exposed timber structural elements are a staple. Wood should be a component of a building's exterior façades, including the use of large dimensioned, milled and unmilled timbers, trim for windows and doors, canopy structures, commercial signage, and exterior cladding. Natural stone and other masonry finishes, as well as concrete paired with wood, should be incorporated. Building massing should include generally rectangular and trapezoidal shapes, interacting with each other and tied together, large, vaulting (+90 degrees) eaves extending over the primary and secondary entrances, typically featuring wood on the underside. Metal materials are used sparingly, and large expanses of vinyl siding and stucco are strongly discouraged. Plentiful glazing is encouraged to provide connections to the surrounding natural environment and semi-public and public realms. Colour palettes should be primarily neutral and earth tones. Buildings should be integrated into a natural setting featuring extensive use of native trees and plants. Natural retained and restored ecosystems and asymmetry landscapes, integrating mosses, ferns, rocks and stone features, native grasses, and wood elements. The features, materiality and characteristics of Contemporary West Coast architectural design will likely evolve overtime and therefore acceptance of this change in the built environment will not require an amendment to the BNP.

14. Incorporate gateway features, that include, distinct building/commercial signage, architectural and landscape architectural features, and/or other measures to create a sense of arrival as identified in Figure 12 (33A Avenue at 200 and 201 Streets and the new Main Street; 32 Avenue at 201 and 202 Streets; and 202 Street at the new Main Street).

3.3 Rowhouse + Townhouse Precinct Urban Form

Policies specific for all Rowhouse + Townhouse Precents are as follows:

Policies:

1. Design Rowhouse and Townhouse Precincts – Northwest, Southwest and Southeast (see **Figure 9**) with a network of pedestrian oriented streets on a modified grid road and block pattern to increase route options and connections. Avoid subdivision layouts that incorporate single-access block and street patterns (cul-de-sacs and P-loops), and/or include crescent and T-intersection road configurations. Limited consideration will be given to these road and block patterns where the subdivision and/or development layout in question is adjacent to Nature Conservation Areas or other environmental features.

2. Establish a configuration of blocks and lots that include rear lanes in order to provide access to off-street parking, and to prevent streetscapes that are dominated by garage doors, driveways that interrupt and interfere with pedestrian and cycling mobility and limited on-street parking.

3. Design pedestrian scale block perimeters and block face lengths that result in a block and street structure with high connectivity, that balances pedestrian and bicycle comfort and mobility, transit accessibility (where appropriate), freight delivery, and automobile movement.

4. Layout the neighbourhood blocks with a maximum block size length of 180 metres between two intersections and on average between 150 and 170 metres, measured between the outside curb faces of two cross streets (see **Figure 13**). Blocks that front arterial streets can extend beyond this maximum length provided they incorporate Mid-Block Lane Links, as well as local roads that do not intersect, between the arterial street and local and collector roads at a spacing similar to the average block length of between 150 and 170 metres.

5. Provide Mid-Block Pedestrian Links and Mid-Block Lanes – public or private – that bisect blocks in one or two directions and achieve a fine-grained grid pattern with Lane and Link corridors set at approximately 80 to 90 metres intervals (i.e., this is intended to achieve a sub-block vehicular access grid that is up to 180 metres on any one side and 80 to 90 metres on adjoining sides). These Mid-Block Pedestrian Links should include a pathway with sufficient space to accommodate medium to large trees, on both sides of said pathway. These Mid-Block Lane should include vehicle lanes, parallel on-lane parking, separate pedestrian pathways and other lanescape features including trees and stormwater/rainwater lane runoff management measures.

6. Provide Mid-Block Pedestrian Links that are barrier-free and clearly identifiable from the street to increase block permeability for active transportation modes. These Pedestrian Links will be co-located within the Mid-Block Lanes or an independent, exclusive vehicle-free corridors and would bisect blocks in one or two directions to achieve a sub-block active transportation grid that is approximately 80 to 90 metres on each side of the block and street structure.

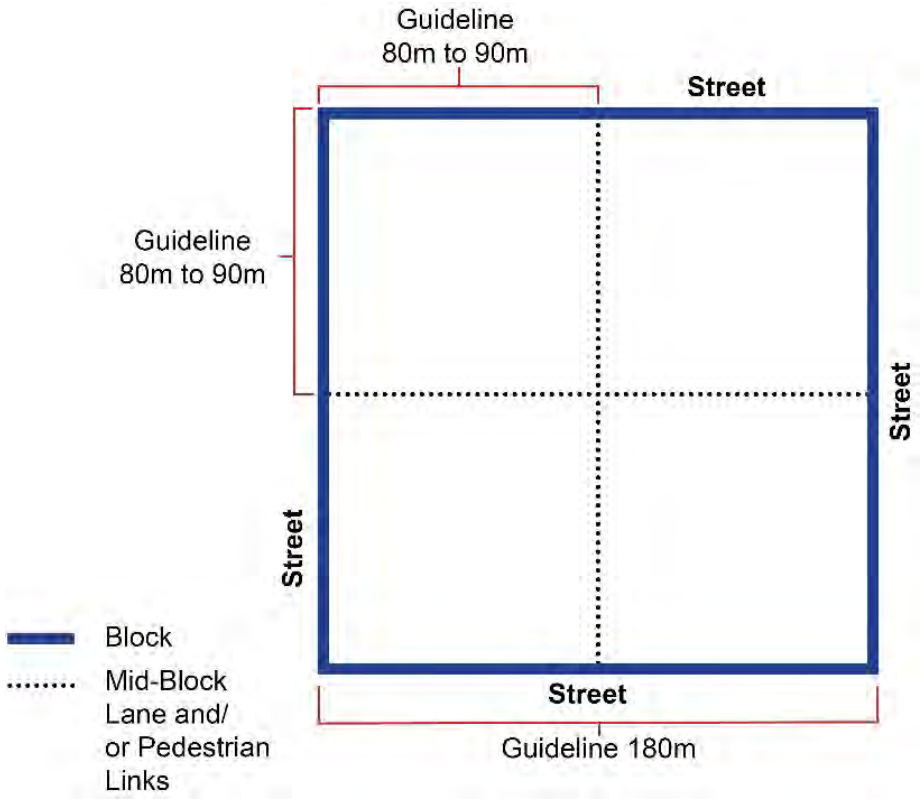


Figure 13. Block Pattern Guideline Diagram for Rowhouse + Townhouse Precincts

7. Develop an interconnected collector and local road network that conforms to the street hierarchy of roads in the Rowhouse + Townhouse Precinct as delineated in the Road Network Concept Plan on **Map 5**. Required roads within the Rowhouse + Townhouse Precinct include:

   Northwest Rowhouse + Townhouse Precinct:

   a. 199 Street Local (connecting 30 and 35 Avenues) – that provides right-in and right-out only turning movements at 32 Avenue

   Southwest Rowhouse + Townhouse Precinct:

   b. 31 Avenue Collector (connecting 196 and 204 Streets)

   c. 198 Street Collector (connecting 30 and 36 Avenues)

   Southeast Rowhouse + Townhouse Precinct:

   d. 31 Avenue Collector (connecting 196 and 204 Streets)

   e. 30 Avenue Collector (connecting 196 and 204 Streets)

   f. 201 Street Collector (connecting 36 and 27 Avenues)

   g. 202 Street Collector (connecting 24 and 33A Avenues)

   h. 203 Street Collector (connecting 27 and 32A Avenues)

8. Prohibit access to off-street vehicle parking as well as additional streets other than those listed above in Policy #7, to and from 200 Street and 32 Avenue.

9. Enable development that is solar optimized, highly walkable and supportive of other active modes of transportation, thereby assisting in the reduction of GHG emissions and improvements in energy efficiency.

3.4 Single Family Precinct Urban Form

Policies specific to all Single Family Precincts are as follows:

Policies:

1. Provide a variety of housing types ranging from single family and secondary suites or laneway homes, two-, three- and four-unit dwellings, and small home courtyard, as well as seniors and senior's supportive housing and other compatible uses, as described in Section 4.4, Policy #3 and Section 4.4, Policy #5 of the BFCP, in the Northwest, Southwest, Northeast and Southeast Single Family Precincts (see **Figure 10**).

2. Design residential areas with a network of pedestrian oriented streets on a modified grid road and block pattern to increase route options and connections. Avoid subdivision layouts that incorporate single-access block and street patterns (cul-de-sacs and P-loops), and/or include crescent and T-intersection road configurations. Limited consideration will be given to these street and block patterns where the subdivision layout in question is adjacent to areas designated as Nature Conservation Areas.

3. Design neighbourhood blocks that result in a street structure with high connectivity, that balances pedestrian and cyclist comfort and mobility, transit accessibility (where appropriate), freight delivery, and automobile movement.

4. Design and develop blocks and lots with a primarily east-west orientation in order to improve energy efficiency and to create the optimum conditions for the use of passive and active solar energy strategies for buildings, particularly for residential uses. Flexibility from this predominantly east-west orientation will be considered based on individual site constraints without the requirement for an amendment to this Plan.

5. Configure the pedestrian scale block and local road patterns with a maximum block size length of 180 metres between two street cross-sections or intersections and on average between 150 and 170 metres, measured between the inside curb faces of two cross streets (see **Figure 14**) Blocks that front arterial streets must maintain this maximum block size length provided they incorporate local roads between the arterial street, and local and collector roads at a spacing similar to the average block length of between 150 and 170 metres.

6. Provide Mid-Block Local Roads or Lanes for on-street/on-lane vehicle parking, vehicle travel both directions, as well as cycling and pedestrian facilities. These public or quasi-private lanes should bisect blocks in one or two directions and achieve a fine-grained grid pattern with lane corridors set at approximately 80 to 90 metres intervals (i.e., this is intended to achieve a sub-block vehicular access grid that is up to 180 metres on any one side and 80 to 90 metres on adjoining sides). These Mid-Block Lane Links should include parallel on-lane parking, separate pedestrian pathways and other lanescape features including trees and stormwater/rainwater lane runoff management measures. The rear property line of a lot that accommodates Single family, 2-plex, 3-plex and 4-plex dwellings should not border an Arterial, Collector or Local street.

7. Provide Mid-Block Pedestrian Links that are barrier-free and clearly identifiable from the street to increase block permeability for active transportation modes. These Pedestrian Links will be co-located within the Mid-Block Lanes or an independent, exclusive vehicle-free corridors and would bisect blocks in one or two directions to achieve a sub-block active transportation grid that is available every 60 metres along the block and street structure.

8. Design street, block and lot patterns to accommodate a street and lane structure with rear-loaded lots that access off-street vehicle parking from the lane. Incorporate a variety of design measures for street, block and lot patterns to preserve existing and/or provide new tree planting areas, to accommodate a mix of medium and large deciduous and coniferous trees throughout the lots, lanescape and streetscape to support a healthy neighbourhood forest, to integrate green rainwater and stormwater infrastructure (GRSI) to treat and manage runoff, and to provide a minimum of one on-street or on-lane parking space for each single family lot, depending in part on the road classification of the fronting street, a minimum of two (in total) on-street and/or on-lane parking spaces for duplex, triplex and fourplex developments, and a minimum of 6 on-street parking spaces, on each of the public streets, for Pocket Neighbourhood development.

9. Develop an interconnected collector and local road network that conforms to the street hierarchy of roads in the Single Family Precincts as delineated in the Road Network Concept Plan on **Map 5**. Required roads within the Single Family Precincts include:

Northwest Single Family Precinct:

a. 199 Street Local (connecting 30 and 35 Avenues) – that provides right-in and right-out only turning movements at 32 Avenue

Southwest Single Family Precinct:

b. 31 Avenue Collector (connecting 196 and 204 Streets)

c. 198 Street Collector (connecting 30 and 36 Avenues)

Northeast Single Family Precinct:

d. 205 Street Arterial (connecting 32 to 36 Avenues)

e. 201 Street Collector (connecting 36 and 27 Avenues)

f. 32 Avenue Arterial (connecting 196 and 208 Streets)

Southeast Single Family Precinct:

g. 31 Avenue Collector (connecting 196 and 204 Streets)

h. 30 Avenue Collector (connecting 196 and 204 Streets)

i. 201 Street Collector (connecting 36 and 27 Avenues)

j. 202 Street Collector (connecting 24 and 33A Avenues)

k. 203 Street Collector (connecting 27 and 32A Avenues)

Prohibit access to off-street vehicle parking as well as additional streets other than those listed here, to and from 200 Street and 32 Avenue.

10. Establish a Neighbourhood Edge Greenway at the western boundary along 196 Street, between 33A and 27 Avenues in the Northwest and Southwest Single Family Precincts.

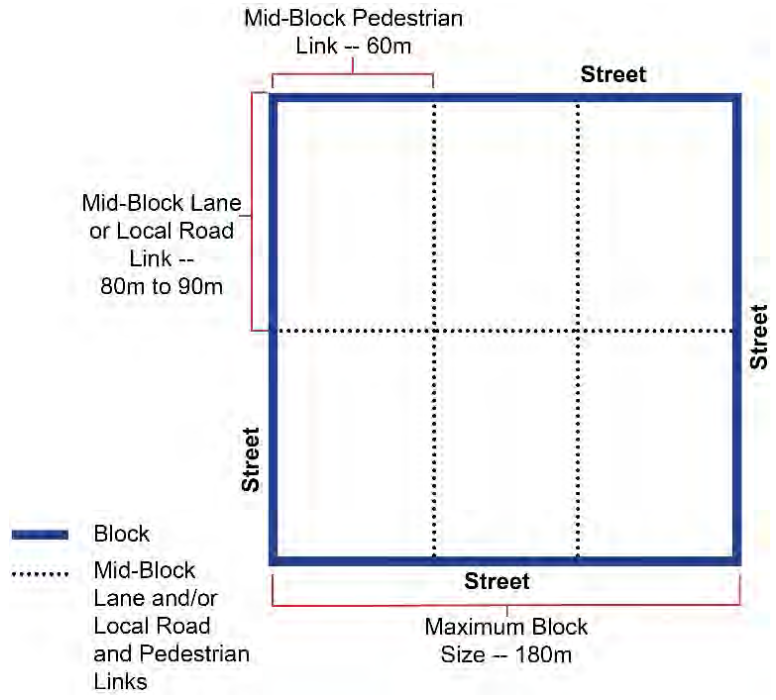


Figure 14. Block Pattern Guideline Diagram for Single Family Precincts

4.0 NEIGHBOURHOOD LAND USE

The Neighbourhood Character Goals and Neighbourhood Design Concept are embodied and spatially represented in the Booth Land Use Designation Plan (see Map 1) and associated policies. The Land Use Designation Plan identifies the residential and commercial land use designations in the Neighbourhood Plan area, as well as future transportation corridors, nature conservation areas, parks and schools, and other neighbourhood features and infrastructure.

4.1 Land Use Designations and Corresponding Zones

The Land Use Designations are spatially represented and identified on **Map 1** of this Plan. The spatial arrangement on **Map 1** defines a future land use pattern by providing direction on the location, use, and building types/forms of development for all properties in the BNP area.

The Township of Langley's *Zoning Bylaw*, as amended from time to time, among others, further shapes land use by delineating requirements of development for individual properties and development assemblies. To ensure that the policies of the BNP are achieved, **Table 1** specifies the Corresponding Zones of the *Zoning Bylaw* that may be applied to the Land Use Designations as part of rezoning consideration.

Policies:

1. Use the Land Use Designation Map (**Map 1**) to identify where different types of development are planned to achieve a development pattern that supports the Neighbourhood Character Goals.

2. Apply the policies of this Neighbourhood Plan, relevant policies of the Brookswood-Fernridge Community Plan and the corresponding Zones for each Land Use Designation, as delineated in **Table 1** below, to direct the land-use pattern, as well as form of development to achieve the desired outcomes that are aligned with the Neighbourhood Character Goals.

Table 1: Land Use Designations and Corresponding Zones

Map 1 Colour	Land Use	Corresponding Zone
	Single Family (SF2)	R-1D Single Family Residential – Minimum 930 m^2 Lot Size P-1 Civic Institutional P-2 Community Care Facility
	Single Family 3 (SF3)	R-SL (B) Small Lot (372 m^2) Single Family + Laneway Home R-SL (RH1) Small Lot Rowhouse R-SL (MP) 2-Plex, 3-Plex and 4-Plex R-SL (SHC) Small Home Courtyard MH-1 Residential Manufactured Home Park Zone P-1 Civic Institutional P-2 Community Care facility
	Rowhouse Townhouse	R-CL (RH2) Rowhouse RM-5 Conventional Townhouse RM-6 Back-to-Back Townhouse RM-7 Stacked Townhouse P-1 Civic Institutional
	Apartment	RM-8 Apartment P-1 Civic Institutional
	Commercial Village	CD Zone P-1 Civic Institutional
	Institutional	P-1 Civic Institutional
	Park and Open Space	P-1 Civic Institutional
	Aquatic Conservation	P-1 Civic Institutional

3. Comprehensive Development (CD) zoning is expressly identified for the Commercial Village Land Use Designation only. The use of Comprehensive Development (CD) zones may be considered, as determined by the Township of Langley, and Council's subsequent consideration for residential Land Use Designations of this Plan, based on the following conditions:

   a. The proposed development is of a scale, character, or complexity requiring comprehensive master planning and implementation that is not reasonably guided and regulated by Corresponding Zones; and

   b. The proposed application of CD zoning for a proposed development is considered appropriate for the site, having complete implementation of the policies and objectives of the Brookswood-Fernridge Community Plan, this BNP and any other applicable municipal strategy, plan, policy or regulation.

4.2 General Land Use Policies

The following policies apply across multiple land use designations in the Booth neighbourhood.

Policies:

All Residential, Commercial and Institutional Land Use Designations:

1. Obtain a Development Permit in accordance with Section 488 (1) (a), (b), (c) and (f) of the *Local Government Act* (*LGA*) for development on lands within the BNP area as outlined by the Development Permit Areas on Map 11 of the Brookswood-Fernridge Community Plan (BFCP) to achieve quality, resilient design.

2. Calculate development density for lands designated as Single Family 2 and Single Family 3, and rowhouse development on lands designated as Rowhouse Townhouse, based on minimum lot sizes. Calculate development density for lands designated as Apartment, Commercial Village, and Institutional, as well as townhouse development on lands designated as Rowhouse Townhouse, based on Floor Space Ratio (FSR), as defined by the Township of Langley's *Zoning Bylaw*, in relation to developable land area. Land area (undevelopable areas) dedicated for street, lane and trail rights-of-way, lands dedicated for park spaces (e.g., neighbourhood greenways), lands below the top-of-bank for protected waterbodies and riparian setback areas above (secured through Schedule 3 Development Permit Areas: Streamside Protection and Enhancement of the Township of Langley's Official Community Plan, Bylaw 1979 No. 1842, as amended from time to time) lands to accommodate rainwater detention ponds, and easements/rights-of-way for electrical transmission, gas pipelines and other utilities, are not considered developable land area nor are they included in FSR calculations for determining development density.

3. Incorporate row(s) and stands of trees, along with the retention and integration of existing significant trees, as part of Integrated Site Design Concept process, as outlined in the Township's Subdivision and Development Servicing Bylaw Schedule I – Tree Protection. For lands designated as Apartment and Commercial Village, as well as townhouse development on lands designated as Rowhouse Townhouse, first accommodate then incorporate, medium and large trees for a minimum of twenty percent (20%) of a development site's Landscaping Area requirements as delineated in Township of Langley's *Zoning Bylaw*. For lands designated as Single Family 2 and Single Family 3, as well as rowhouse development on lands designated as Rowhouse Townhouse, provide retention of medium and large trees or planting space for the next generation of trees in the front, back/interior and side yard setback areas for each lot established in developable land area for. Retention and planting of evergreen, coniferous trees shall be part of project design.

4. Design appropriate building transitions between different land uses and distinct building types that are respectful of solar access, views, and densities and massing. Building massing, placement of glazing, site design and landscaping should mitigate overlook and address privacy implications, and noise and light attenuation measures should be instituted between different land uses. At a minimum, where a transition interface of two distinct building types occurs at a property line, the height of the taller and/or more dense development should step down to within one (1) storey of the adjacent building form envisioned in the Plan. Alternatively, where a

transition interface occurs across a lane or street, the height of the higher density development should step down to within two (2) storeys of the adjacent building form envisioned in the Plan. The depth of the step down should be equal or greater than 1.5 times the height of the building storey that is being stepped down.

5. Apply lower densities than the maximum provided in this Plan for developments, as applicable, in cases where they cannot be achieved due to irregularly shaped and/or insufficient developable land area given the site development context. Reductions in setbacks and the resulting loss of tree planting and open space – important neighbourhood character features – or the altering of other dimensional and development requirements of this Plan or Corresponding Zones (see Table 1 above) are not sufficient justification to achieve maximum density as provided for in the Plan or associated Zoning schedules.

6. Design all principal buildings to incorporate and communicate leading energy conservation (e.g., photovoltaic panels on the roof, overhangs/screens for windows on south and west facing elevations), low carbon design principles (e.g., heat pump) and rainwater management best practices (e.g., rainwater harvesting barrels for outdoor irrigation [Single Family 2, Single Family 3], visible rainwater features at the terminus of roof leaders [townhouse, apartment, commercial village developments]) through a diverse range of architectural and building, and site design and development responses.

7. Ensure that a development site layout and design does not result in land remainders, including adjacent properties, that would be uneconomic, unserviceable (e.g., utilities and transportation), or impractical to develop for the relevant land use designation.

Residential Land Use Designations:

8. Provide for a variety of housing forms, sizes, floor layouts, number of bedrooms and tenures within the BNP area, as guided by the Township of Langley's Housing Action Plan and Housing Needs Report, to address a range of housing needs and stages of life, subject to the form and density provisions of the applicable land use designation, including the following:

   a. Incorporate a diversity of housing choices to assist in achieving housing affordability through the provision of single family homes, two unit, three unit and four unit residential housing forms on a fee-simple lot, small home courtyard housing form, rowhouses, townhouses, and apartments;

   b. Encourage development of a secondary suite (part of the principal residence) or detached coach home or laneway home (separate from the principal residence) (see **Figure 15**), that serve as a potential mortgage helper and a form of rental housing, as part of fee-simple single family, fee-simple and strata duplex, and strata Small Home Courtyard developments. A stand-alone building that provides for a laneway home use may be stratified in order to provide comparatively affordable home ownership opportunities that contribute to affordable living objectives;



Figure 15. Accessory Residential Use Options for Single Family Development

c. Encourage a variety of tenures, such as fee simple, strata and rental, as well as a diverse range of housing options, such as co-housing, Small Home Courtyard development, single-level housing, and rowhouses and townhouses with a 'primary' bedroom on the ground level; and

d. Support the development of non-market housing.

9. Include adaptable housing requirements in accordance with Section 3.1.9 of the Official Community Plan and the Housing Action Plan, as amended from time to time.

10. Require new single-family homes, along with accessory residential uses, on fee-simple lot developments for land designated Single Family 2 and Single Family 3 to enter into an exterior design control agreement. The agreement should address the following general guidelines for new developments:

a. Retain existing significant trees, especially evergreen, coniferous trees. Provide new trees in front, side and rear yard spaces, with appropriate soil volumes.

b. Incorporate high quality design and employ an architectural approach that is harmonious with the community context (e.g., modest scale, small-town, pedestrian-friendly buildings).

c. Require developments to complement adjacent developments in terms of siting, form, and character, but individual architectural expression is encouraged both within and between street blocks.

d. Design all public facing building elevations to provide architectural interest, especially those that are visible from public streets, lanes, walkways, parks and trails. Incorporate structural thermal breaks for architectural elements that extend or protrude from the dominant portion of the building face to limit thermal bridging and support building energy efficiency.

e. Integrate, as part of building design, screening measures (e.g., horizontal louvers, vertical baffles, awnings, brise-soleils, shutters, screens, overhangs) of exterior glazing on all south and west facing elevations of the building to contribute to the prevention of overheating of the interior of the residence during the summer seasons.

f. Provide a strong street presence through street facing buildings that include usable, modestly elevated above finished grade, covered front porches as well as other design elements that support social interaction.

g. Incorporate FireSmart BC recommended materials and construction practices, including the use of fire-retardant roofing, fire resistive materials for decks, porches, balconies, and siding, tempered or multi-glazed windows, as well as screening of eaves, attics, roof vents and other exterior openings, for all development and habitable buildings and structures within 40 metres of Aquatic Conservation and Nature Space designated areas (as delineated on **Map 3**), as well as the expansion or addition of said areas, from time to time.

4.3 Single Family 2 (SF2)

The Single Family 2 (SF2) Land Use Designation is to provide moderate-density single family housing adjacent to the Rees and Sunrise Lakes neighbourhood to serve as a transition of scale and density between future neighbourhood areas west of 204 Street and areas north of 32 Avenue and these lake-front residences (refer to Map 1 of the BFCP for context). The SF2 Land Use designation accommodates single family dwellings with a minimum lot size of 930 m^2 (10,000 ft^2). Policies specific for the SF2 Land Use Designation are as follows:

Policies:

1. Accommodate single family dwellings on a single row of lots, with a minimum size of 930 m^2 (10,000 ft^2) along 204 Street, between 28 and 32 Avenues, and along 32 Avenue, between 204 and Anderson Creek, in areas designated Single Family 2 (SF2) as delineated on **Map 1**. An accessory residential use is also provided in this designation in the form secondary suite in the principal residential use or a separate Laneway home in the rear yard.

2. Incorporate and apply rear-loaded, street and lane, block and lot patterns for single family uses.

3. Incorporate one accessory residential use in the form of either a secondary suite as part of a single family dwelling, or an independent, stand-alone laneway home as part of a separate off-street parking use (garage) as part of a single family dwelling on a fee simple lot. Provide an additional, non-tandem, off-street parking space for the accessory residential use.

4. Provide a covered, single-storey front porch, elevated above finished grade between 0.6 and 1.2 metres, for all single family dwelling units. The covered porch is permitted to project by up to 1.7 metres into the front yard setback provided that the porch has a usable floor space with dimensions that are no less than 2.0 metres by 3.0 metres; is open on at least two sides or protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code, is located at the first storey, and is limited to a single storey in height – its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.

5. Provide either a covered porch at the main entrance or a usable second floor covered balcony space for a laneway home. The covered porch should follow the same provisions outlined in Section 3.3, Policy #4 above. A covered balcony should be oriented toward the rear yard or lane (not the side to avoid overlook of neighbour's yard) and a porch or patio should be situated in the rear yard, lane or side yard. Provide a concrete pathway, sufficiently sized to accommodate access for emergency services and separate from a vehicle driveway space or drive aisles, from these accessory residential uses to the public sidewalk.

6. Provide sufficient front yard lot line (minimum 7.5m), side yard lot line (minimum 2.5m), rear yard lot line setbacks, and separation distances between buildings on a lot (minimum 8.0m) – e.g., single family home and detached accessory parking structure and laneway home – to establish adequate spaces for medium- and large-sized trees – retained or next generation – with access to sufficient soil volume (Section 5.3. Policy #3), including coniferous species, a pedestrian-oriented street presence, and a useable and functional space for accessory residential uses (e.g., detached off-street parking structure) and livable outdoor spaces. This can be accomplished through both tree retention and/or new tree plantings on the lot and are considered different than street trees in the public streetscape.

7. Avoid the use of slab-on-grade foundations for habitable spaces for the principal residential use and the accessory residential use, in the form of a laneway home.

4.4 Single Family 3 (SF3)

Single-Family 3 (SF3) Land Use Designation provides an important contribution to housing diversity in the BNP area, along with the other residential and mixed-use land uses provided for in this Plan. The SF3 Land Use Designation affords the broadest range of character compatible, size efficient low-density housing forms relative to other designations of the Plan including two dwelling units, three dwelling units and four dwelling units on a fee-simple lot, small lot semi-detached, Small Home Courtyard (formerly referenced as Pocket Neighbourhood, BFCP) housing, manufactured home parks, as well as accessory residential uses such as secondary suites, a part of the principal residence, or a separate Coach House or Laneway Home.

This variety of character compatible, space efficient housing types are intended to accommodate pedestrian-oriented housing with rear lane access to maximize on-street parking opportunities, increase opportunities to retain existing trees along streetscapes and front yards, accommodate green rainwater and stormwater infrastructure (GRSI) to treat and manage runoff, provide a high-quality pedestrian and cycling environment. The accessory forms of housing – a secondary suite (part of the principal residence) or a laneway home – that serve as a potential mortgage helper and a form of rental housing or small home purchase through strata tenure. Policies specific for the SF3 Land Use Designation are as follows:

Policies:

All Housing Types

1. Provide a diversity of housing type including a (SF3 Type A) single family housing, as well as (SF3 Type B) two dwelling units, (SF3 Type C) three dwelling units and (SF3 Type D) four dwelling units on a fee-simple lot, (SF3 Type E) Small Home Courtyard and (SF3 Type F) Manufactured Home Park housing types, as identified as character-compatible, size-efficient forms of housing in the Brookswood-Fernridge Community Plan (BFCP), Section 4.4, in areas designated Single Family 3 delineated on **Map 1**.

2. Accommodate for an accessory residential use, in the form of a secondary suite, Coach Home or a Laneway Home with the single family uses only, and a Coach Home use only with a two dwelling unit attached housing form (SF3 Type B) or a Small Home Courtyard (SF3 Type E) use, unless otherwise stipulated in this Section of the Plan.

3. Create new zoning schedule(s) for the Township of Langley *Zoning Bylaw* to provide clarity and certainty of the development requirements and facilitation of application review for the areas with a SF3 Land Use Designation.

4. Ensure that a diversity of housing is provided, as encouraged by the Township's Housing Action Plan, by limiting the quantity of any one type of the housing provided in the SF3 Land Use Designation to no more than 60 percent of the total number of dwelling units for any development, and that at least 3 housing typologies, with each one comprising 20 percent or more of the total number of dwelling units, are included for any development An accessory residential use, in the form of a secondary suite, or a laneway home or a coach home, are not part of these percentage calculations.

5. Provide a covered, single-storey front porch, elevated above finished grade between 0.6 and 1.2 metres, for all principal residential uses/dwelling units. The covered porch is permitted to project by up to 1.7 metres into the front yard setback provided that the porch has a usable floor space with dimensions that are no less than 2.0 metres by 3.0 metres; is open on at least two sides or protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code, is located at the first storey, and is limited to a single storey in height – its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling. For Small Home Courtyard development, a covered porch should be oriented to the shared courtyard or 'commons' for buildings that are not adjacent or directly front a public street. In the case of buildings that are adjacent/front a public street, a single family building form shall provide two porches – one fronting the public street and the other oriented to the shared commons -- and a front-to-back two dwelling unit attached building form shall provide one covered porch oriented to the public street for the front unit and one covered porch oriented to the commons for the back unit.

6. Provide a usable (a minimum 2 metre dimension) covered porch at the main entrance of a Laneway Home, or an independent, usable patio space for the attached secondary suite, or a usable covered balcony or patio – same elevation as the main entrance – for a Laneway Home. A covered balcony should be oriented toward the rear yard or lane (not the side to avoid overlook of neighbour' yard) and a porch or patio should be oriented toward the rear yard, lane or side yard. Provide a concrete pathway, sufficiently sized to accommodate access for emergency services and separate from a vehicle driveway space or drive aisles, from these accessory residential uses to the public sidewalk.

7. Incorporate and apply rear-loaded, street and lane, block and lot patterns for all housing types.

8. Provide sufficient front yard lot line, side yard lot line, rear yard lot line setbacks, and separation distances between buildings on a lot – e.g., single family home and backyard cottage – to accommodate/establish adequate spaces for medium- and large-sized trees – retained or next generation – with access to sufficient soil volume (Section 5.3. Policy #3), including coniferous species, a pedestrian-oriented street presence, and a useable and functional space for accessory residential uses (e.g., detached off-street parking structure) and livable outdoor spaces. This can be accomplished through both tree retention and/or new tree plantings on the lot and are considered different than street trees in the public boulevard, greenways, thoroughfare or other public space.

9. Avoid the use of slab-on-grade foundations for habitable spaces for the principal residential use and the accessory residential use, in the form of a laneway home.

Single Family Use (SF3 Type A)

10. Accommodate single family dwellings (Type A) on lots with a minimum size of 372 m^2 (4,000 ft^2).

11. Accommodate either an accessory residential use in the form of a secondary suite as part of a single family dwelling or a separate laneway home. Provide an additional, non-tandem, off-street parking space on the lot for the secondary suite or laneway home that is provided.

2-Plex, 3-Plex and 4-Plex Uses (SF3 Types B, C + D)

12. Consider character compatible, size efficient:
    - ✓ Two dwelling units housing type on a fee-simple lot (2–plex, Type B) on lots with a minimum size of 650 m^2 (7,000 ft^2);
    - ✓ Three dwelling units housing type on a fee-simple lot (3–plex, Type C) on lots with a minimum size of 790 m^2 (8,500 ft^2);
    - ✓ Four dwelling units housing type on a fee-simple lot (4–plex, Type D) on lots with a minimum size of 860 m^2 (9,260 ft^2).

13. Provide, for each of the two dwelling unit, three dwelling unit and four dwelling unit housing type, a maximum of two detached dwelling units fronting the street on each lot (in other words, the third or fourth unit must not be fronting the street.

14. Site and design character compatible, size efficient two dwelling unit, three dwelling unit and four dwelling unit developments on corner lots of a block to orient the main entrances and associated front covered porches to both adjacent public roads.

15. Provide adequate frontage width to lots for two dwelling unit, three dwelling unit and four dwelling unit developments, to accommodate a minimum of two parallel on-street parking spaces for a 2-Plex and three parallel on-street parking spaces for a 3-Plex and 4-Plex, along the adjacent / fronting Collector and/or Local classified road streetscape. Integrate equivalent on-lane parking adjacent to the rear property line for these development typologies that front an Arterial classified road streetscape (e.g., parallel parking in front of the required off-street parking).

16. Incorporate a combination of enclosed garages, and un-enclosed (on three sides) and covered carports to accommodate the required number of off-street parking spaces for these housing typologies. This will increase opportunities to have 'eyes on the lane' and also provide outdoor flexible space in the carports to provide covered gathering and play. Incorporate two overhead doors for enclosed garages – one oriented to the lane and the other oriented to the carport parking space.

17. Incorporate accessory residential uses in the form of a secondary suite, or a separate coach home as part of a separate off-street parking use, for only a 2-Plex development on a fee simple lot. Provide an additional, non-tandem, off-street parking space on the lot for the secondary suite or coach home that is provided.

Small Home Courtyard Use (SF3 Type E)

18. Consider character compatible, size efficient Small Home Courtyard housing Typology E on lots with a minimum size of 1,127 m^2 (12,125 ft^2) and a minimum of 186 m^2 of developable lot area for each principal dwelling unit.

19. Accommodate dwelling unit stratification only; no bare land strata.

20. All buildings and structures must not exceed a gross floor area of 0.5 times the lot area for all permitted uses, except that the floor area may be increased by 0.1 times the lot area provided this additional floor area is used for and separate from the principal residential uses, buildings and structures for the purposes of aggregated accessory off-street enclosed vehicle parking uses

(a.k.a. garages) and non-vehicle storage uses, home office space uses and other communal amenity space. Further, the floor area may be increased by an additional 0.1 times the lot area provided this additional floor area is used for the specific purpose of providing coach home uses above aggregated accessory off-street enclosed parking uses and secure storage space. The total lot coverage, as defined by the Township of Langley's *Zoning Bylaw*, for a Small Home Courtyard use shall be thirty (30%) percent.

21. Accommodate one unit dwelling buildings, similar to a single family form of housing, and two unit dwelling buildings, with units in a back-to-back configuration, similar to a duplex form of housing, in a building or structure. The two unit dwelling, back-to-back form of housing should be located adjacent to a collector or local classified road, with one of the two dwelling units oriented toward the public street and the other oriented toward the common courtyard. A minimum of sixty (60%) percent of the total dwellings in a Small Home Courtyard development should be one unit dwellings in a building or structure. Each independent Small Home Courtyard development project shall have a minimum total of five (5) and a maximum total of eighteen (18) principal dwelling units.

22. Include, as part of Small Home Courtyard development, an accessory residential use in the form of coach homes above aggregated accessory off-street enclosed parking uses to achieve housing and tenure diversity, and to contribute to affordability objectives in the neighbourhood. Coach house uses will be the communal or common ownership of the Small Home Courtyard strata and cannot be stratified as separate units in accordance with the Strata Property Act. Other forms of accessory residential uses, such as, but limited to, a laneway home or a secondary suite within a principal dwelling, are not a permitted use. Register a Housing Agreement on title to reflect this requirement.

23. Locate and configure Small Home Courtyard development in mid-block conditions/areas only, supported only by Collector and Local classified streets on two parallel and opposite ends of the development and further 'bookended' perpendicularly on the other two sides of the development by perimeter public lanes. The private drive aisles and public lanes shall be of sufficient width for vehicle travel both directions, for the provision of parallel off-street, drive aisle/public lane parking that contributes to the required accessory off-street parking use for the residences of the Small Home Courtyard development, for a separate pedestrian pathway and plentiful trees accommodated in adequate setbacks. The Small Home Courtyard site design does not include internal vehicle drive aisles, driveways or off-street parking that are often typical of contemporary townhouse developments (as a point of reference). Alternative siting and configuration conditions could be considered provided the principles of pedestrian-only shared courtyard design, with perimeter vehicle access and aggregated off-street parking, no visibility of the backside of dwelling units from public roads, and all other design principles and policies articulated in this Plan.

24. Design, orient and site buildings such that the largest area of a pitched roof is facing south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal) of the true east-west axis or parallels of latitude, to improve and provide for passive and active solar building design, including the application of solar sequestration energy generating technologies. The ridge of pitched roofs should also orient east-west to position a portion of the roof directly south to maximize all-season solar sequestration.

25. Provide a minimum of fifty (50%) percent of all required accessory off-street enclosed parking use, associated with the principal residential uses, in the form of aggregated parking structures that are accessed from the permitter public lane. Only a maximum of one accessory off-street enclosed parking space can be incorporated into and be part of the principal residential use to retain a modest size for the individual dwellings and thereby provide direct access to open space for private and communal spaces. Access to all accessory off-street parking uses shall be from the public lanes. Provide parallel, accessory off-street parking in the design of private drive aisles and/or public lanes. The floor area of the accessory off-street enclosed parking use is included in the allowable size and the net floor area calculations of the principal residential use.

26. Locate all the buildings and structures that house the principal residential use around the outer perimeter of the development, adjacent to the collector or local classified roads and the private drive aisles and/or public lanes. Orient each front building face of dwelling units directly toward the common landscape courtyard – resulting in the rear building face oriented toward the public lanes.

27. Incorporate a covered, single-storey front porch, elevated above finished grade between 0.6 and 1.2 metres, for all dwelling units. The covered porch is permitted to project by up to 1.7 metres into the front yard setback provided that the porch has a usable floor space with dimensions that are no less than 2.0 metres by 3.0 metres and whose width is greater than fifty (50%) percent of the front building face, is open on at least two sides or protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code, is located at the first storey, and is limited to a single storey in height – its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.

28. Provide each dwelling unit with a usable, at-grade private garden space, the width of the front building face, delineated by a mix of naturescapes, hardscapes and fencing that provides well-defined personal space, and a pathway to the common pathway system for the Small Home Courtyard as a whole, as intervening space between the private home and the common courtyard. For clarity ‘building face’ refers to that part of the exterior wall of a building along the building elevation that orients one direction. Buildings and structures accommodating two unit dwellings in a front-to-back layout have two front building faces\elevations; One front building face will orient towards the common landscape courtyard and incorporate the intervening space features as outlined; The other front building face will orient toward the collector and local classified roads and also incorporate the intervening space features as outlined in order to contribute to a strong, pedestrian-oriented streetscape.

29. Provide a contiguous common courtyard bounded by footpaths that connect to the front entrance/door of every dwelling unit and to pathways and sidewalks on adjacent streets and lanes. The courtyard is a pedestrian-only space and does not include vehicle parking, driveways, drive aisles or lanes. The courtyard should serve a multitude of purposes such as formal and informal child play spaces, gathering spaces for shared outdoor dining and celebrations, gardening space, electric fireplace space, and various types of seating and lighting throughout the area. Also, the common courtyard could also focus on a theme such as an ‘Agrihood’ where the common courtyard is dominated by raised garden-beds, a toolshed, a post-garden harvest food preparation area, and a communal outdoor-dining space; or a ‘Foresthood’ where the common courtyard is dominated by a forest/tree stands and native understorey plantings, rainwater channels, pathways, footbridges, a

covered picnic space, seating and a nature play space for young children. The common courtyard should comprise a minimum 40 m^2 per principal dwelling unit.

Manufactured Home Park Use (SF3 Typology F)

30. Provide for the development of manufactured home parks in the SF3 Land Use Designation. Siting of buildings and structures require a minimum setback of 6.0 metres from property lines and a minimum separation distance of 6.0 metres between buildings and structures to provide adequate space to accommodate tree-planting and other livability considerations. The other policies in this Section 4.4 do not apply to this form of housing.

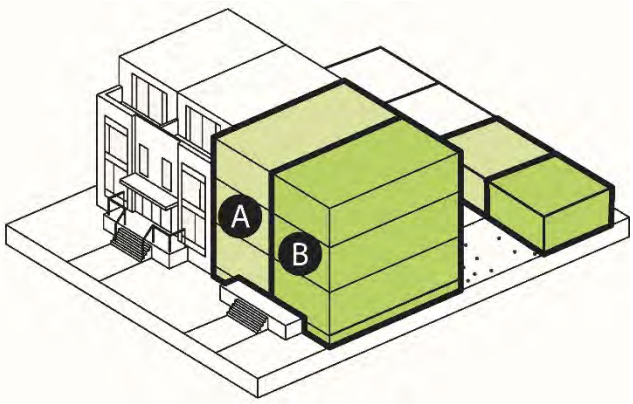
4.5 Rowhouse/Townhouse

The Rowhouse Townhouse Land Use Designation accommodates rowhouse and townhouse developments. This designation is located in Community Activity Precinct and the Rowhouse + Townhouse Precincts (see Sections 3.2 & 3.3). The Rowhouse Townhouse designation contributes to opportunities for ground-oriented housing for households with children, seniors and 'empty-nesters'. It is situated and adjacent to schools and parks, urban greenways, local-serving commercial services, future transit and other destinations, and provides a land use, form and massing transition between land use conditions. Higher densities for townhouse developments in this land use designation will require below finished grade concealed off-street parking. Policies specific to this Rowhouse Townhouse Land Use Designation are as follows:

Policies:

Rowhouse Development:

1. Locate rowhouse dwellings, in the form of a principal dwelling and a detached off-street parking structure (garage) that is separated by a rear yard, on lots with a minimum of 216 m^2 for internal lots, 259 m^2 for building end lots and 316 m^2 for corner lots, as defined in the Township of Langley *Zoning Bylaw*, in Plan areas designated Rowhouse Townhouse as delineated on **Map 1**. Incorporate optional Flex Space (e.g., home office, games room) as a permitted accessory residential use above the detached garage.



2. Design rowhouse developments that contribute to a desirable neighbourhood/streetscape character through a clear architectural identity for individual buildings as viewed from the street and other adjacent public spaces by elements such as individual front entrance porches and/or terraces, visually open pedestrian spaces with a neighbourly relationship to adjacent streets and sites, dense landscape character by accommodating varied trees and plants of substantial size throughout the site and, vehicular and bicycle off-street parking facilities accessed from the least publicly visible part of the development site.

3. Orient rowhouses to be street-facing, along Collector and Local roads only, with rear public lane access to vehicle and bicycle parking to provide generally continuous on-street parking along the public street that is not interrupted by driveway let-downs and thereby increasing opportunities for

trees in front yards and street boulevards, adequate space for rainwater and stormwater management facilities, among other streetscape features. Design rowhouses on corner lots to be street-facing to both public streets (e.g., wrap-around front porch with accompanying pathways to both adjoining streets, person swing doors orientated to each street).

4. Design, orient and site buildings such that the largest roof area is facing south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal) of the true east-west axis or parallels of latitude, to improve and provide for passive and active solar building design, including the application of solar sequestration energy generating technologies. The ridge of pitched roofs should also orient east-west to position a portion of the roof directly south to maximize all-season solar sequestration.

5. Accommodate four (4) or fewer dwelling units contained within a building. Up to two (2) additional dwelling units can be contained within each building if the outcome is shown to provide an improved distribution and design outcome in relation to the retention of existing trees and/or provisions for additional tree planting areas for medium to large coniferous trees.

6. Provide for a range of rowhouse unit sizes, including those that have more than three bedrooms, to appeal to a broad range of households at different stages of life.

7. Provide sufficient front yard lot line and rear yard lot line setbacks, as well as separation distances between buildings on a lot to establish generous spaces for medium- and large- sized trees with access to sufficient soil volume (Section 5.3. Policy #3), including coniferous species, a pedestrian-oriented street and lane presence, and a useable and functional space for accessory residential uses (e.g., detached off-street parking structure) and livable outdoor spaces – front and rear. This can be accomplished through both tree retention and/or new tree plantings and are considered different than street trees in the public boulevard, greenway, thoroughfare or other publicly accessible – physically and visually – space.

8. Design buildings with dwelling units and detached accessory structures for off-street parking to incorporate:

    a. A limitation on the maximum height of buildings to two and half (2.5) storeys – 9 metres. The half-storey is the uppermost level – the third – of a residential building, sometimes referenced as the attic, which has a floor area equal to or less than fifty percent (50%) of the floor area of the storey immediately below it and having a minimum ceiling height of 1.2 metres and at least seventy percent (70%) of the half-storey floor area has a minimum ceiling height of 2.4 metres. Contain the half-storey of habitable space within the primary roof form and maintain the clarity of a simple, steeply sloped primary roof in which dormers are clearly secondary elements. Limit dormers to the non-street facing portion of rowhouse buildings and typically less than sixty percent (60%) of the roof length. Include windows in dormers to improve access to natural light and ventilation and set a minimum 1.2 metres back from the building face – meaning the part of the exterior wall of a building along the building elevation that orients one direction – and avoid tiered or staggered dormers with multiple roof slopes.

a. A useable (a minimum 2 metre depth), covered, elevated, single-storey height front porch at the main entrance, that presents to the public street. The front porch should extend the entire width of the front elevation of the rowhouse. Include direct pedestrian access to/from the front porch and the fronting public street.

b. Off-street parking for the dwelling units shall be accessed from a rear lane, in a detached accessory off-street parking structures or buildings. One of the two required off-street parking spaces will be a typical enclosed garage and can be part of a shared accessory use and building with the adjacent rowhouse. The second required space is a 'flex' off-street parking space that is covered, but not enclosed (e.g., carport). The 'flex' off-street parking space will provide all season, covered space that can be used for vehicle parking and/or outdoor amenity/activity space.

c. Rear entrances for all principal dwelling units in the form of 'swing doors' that is separate from the front entrance.

d. Detached accessory off-street parking structures to accommodate two vehicles – one in an enclosed garage and the other as a carport – meaning a permanent roofed structure, attached to the enclosed garage, un-enclosed on three sides and intended to be used, in part, for automobile shelter and storage. Provide one overhead door oriented to the lane and a second – minimum 2.7 metre wide – overhead, roll-up, or bifold garage door oriented to the covered carport.

e. Allow for additional habitable floor area, for the purposes of a home office space, in the form of a second storey directly above the enclosed garage that does not exceed the floor area of the garage immediately below it. A small bathroom with toilet and sink could be provided, but no kitchen or laundry facilities. Include, at a minimum, solar-ready measures to facilitate the application of solar sequestration energy generating technologies on the roof of the garage/carport/home-office.

f. Avoid the use of slab-on-grade foundations for habitable spaces for the principal residential use.

9. Demonstrate subtle design variations for rowhouse units and buildings along public frontages to strengthen unit identity and support a pedestrian scale. Façades fronting lanescapes, greenways, Mid-Block Pedestrian Links or public trails should be of similarly high quality as those fronting public streets.

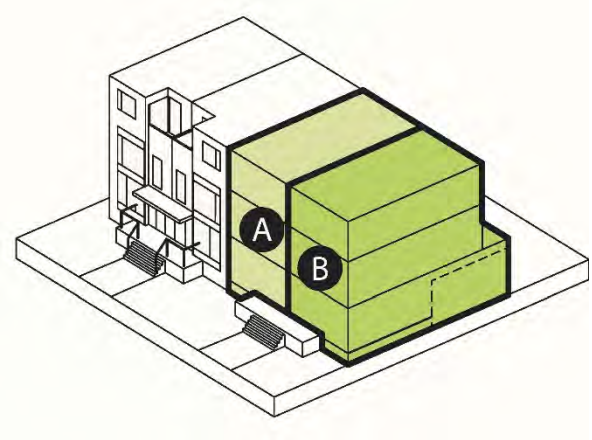
Townhouse Development:

10. Provide for Conventional Townhouse (see policy #11 below) land uses where all buildings and structures together, including townhouses with a primary bedroom on the first storey, have a maximum gross floor area of 0.9 times the net developable lot area for all plan areas designated Rowhouse / Townhouse as delineated on **Map 1**. This may be increased by 0.45 times the lot area times the ratio of concealed parking to typical surface off-street parking, excluding required residential visitor parking, required by the Township's *Zoning Bylaw*, up to a maximum of 1.35 times the net developable lot area. For the purposes of this Section of the Plan, concealed parking means an off-street parking use, providing for the vehicle and bicycle parking needs generated by a principal use, hidden from view and with more than 70% of the off-street parking

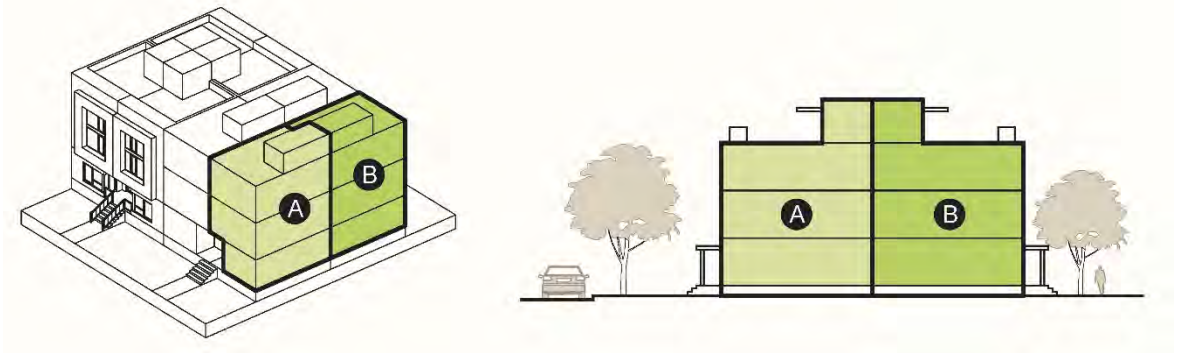
located entirely below the finished grade of the development site, and the remainder within the massing of the principal use buildings. Also, the footprint of any below finished grade structure, including parking, must adhere to the same front yard, rear yard, and side yard setbacks in order to maintain these areas as medium and large tree planting spaces that have access to sufficient soil volume (Section 5.3. Policy #3), root depth, soil drainage and rainwater infiltration considerations.

11. Provide townhouse dwellings, for the purposes of this Neighbourhood Plan and for this Land Use Designation only, and notwithstanding the definition of 'Townhouse' in the Township of Langley *Zoning Bylaw*, that take the form of either a conventional townhouse building, a back-to-back courtyard townhouse building, a stacked courtyard townhouse building, a stacked back-to-back courtyard townhouse building or a hybrid courtyard townhouse building. As further defined:

a. A **conventional townhouse** building means a two to three storey residential structure containing multiple dwelling units that are divided vertically, where each of the dwelling units is divided by and shares one common (end unit) or two common sidewalls (interior unit) with a neighbouring unit(s) with an accompanying front and rear setback or separation distance from other buildings and dwelling units, and whereby each unit has independent person swing door entrances at finished grade from the outside accessed through the exterior front elevation and the exterior rear elevation of each dwelling unit. The resulting building has a front, rear and two sides.

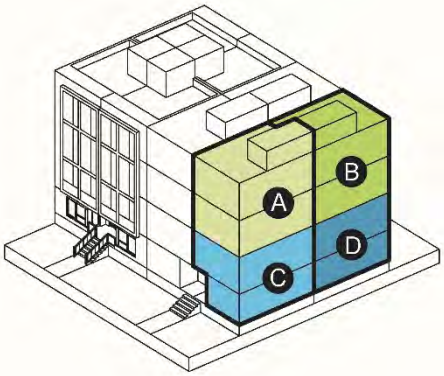


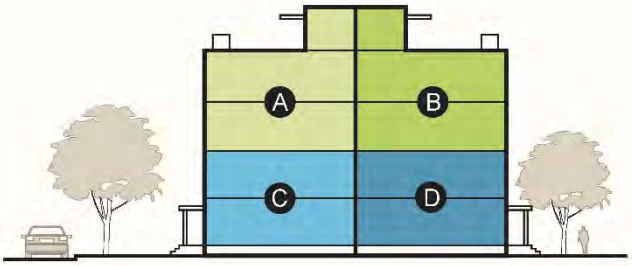
b. A **back-to-back courtyard townhouse** means a two to three storey residential building containing multiple dwelling units that is divided vertically, where each of the dwelling units is divided by and shares one common rear wall and one or two common side walls with neighbouring units. The back-to-back townhouse incorporates both side-to-side and front-to-rear configurations and are distinguished from conventional townhouses by having two primary frontages, both of which must front onto either a public street/lane or a courtyard. The resulting building has two fronts and two sides.



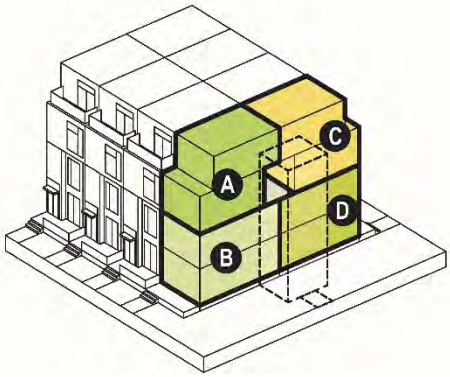
c. A **stacked courtyard townhouse** building means a three to four storey residential structure containing multiple dwelling units that are divided vertically and horizontally, and two, two-storey units are stacked vertically together – a two-level unit stacked on top of a two-level units. Each of the two-storey dwelling units is divided by and shares one common (end unit) or two common sidewalls (interior unit) with a neighbouring unit(s), with an accompanying front and rear setback or separation distance from other buildings and dwelling units, as well as a common floor (upper unit)/ceiling (lower unit). Each unit has independent person swing door entrances to finished grade from the outside accessed through the exterior front elevation and the exterior rear elevation of each dwelling unit. The resulting building has a front, rear and two sides.

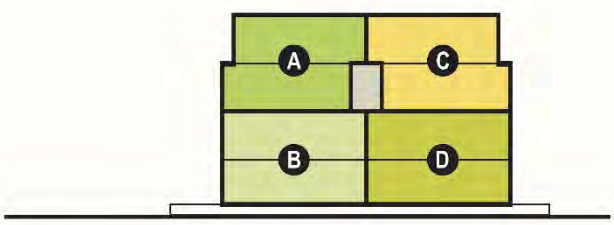
d. A **stacked back-to-back courtyard townhouse** means a three to four storey residential building containing multiple dwelling units that are divided vertically, and two units are stacked vertically together – two-level units stacked on top of one- or two-level units. Each of the dwelling units is divided by and shares one or two common side walls and one common rear wall with neighbouring units with an accompanying front and side setback or separation distance from other buildings and dwelling units for the non-shared wall portions of each dwelling unit. Each unit has independent person swing door entrances to finished grade from the outside accessed through the exterior front elevation and to below grade to access concealed off-street parking. The resulting building has a double front and two sides.





e. A **hybrid courtyard townhouse** means a three to four storey residential building containing multiple two-storey dwelling units that are divided vertically, and two units are stacked vertically together – two-level units stacked on top of one- or two- level units. The lower units have direct access to grade like a conventional townhouse and the upper units are accessed via a common main entrance, internal exit stairs and corridor, similar to an apartment unit.





12. Design townhouse developments that contribute to a desirable neighbourhood/streetscape character through a clear architectural identity for individual buildings as viewed from the street and other adjacent public spaces by elements such as individual main entrance terraces, visually open pedestrian spaces with a neighbourly relationship to adjacent streets and sites, dense landscape character by accommodating varied trees and plants of substantial (e.g., medium and large trees) size throughout the site and, vehicular and bicycle off-street parking facilities accessed from a public lane.

13. Provide for a range of townhouse unit sizes, including those that have more than three bedrooms, to appeal to a broad range of households at different stages of life. Specifically, incorporate, for all townhouse developments, a minimum ten (10%) percent of the townhouses that are three or more bedroom units with layouts that consider the needs of households with children, such as generous entryways, spacious living spaces for family activities, adequately-sized bedrooms to accommodate a bed, dresser, desk, floor space for playing and built-in closet/storage space, bathrooms large enough for parent and child, and balconies/terraces and private outdoor open space as an extension of living places and visible from the kitchen.

14. Design rectangular shaped, conventional townhouse buildings that front and are adjacent to public streets and property lines that serve as a dividing line between different land use designations to have a maximum length of 40 metres. A maximum of 15 metres can be added to these street or property line adjacent/fronting conventional townhouse buildings provided that the outcome is shown to provide an improved distribution and design outcome (e.g. a total increase of 50% in both width and area between the end of buildings) in relation to the retention of existing trees and provisions for Nature Spaces (see Policy #12 below) in between the ends of townhouse buildings. Design the remaining rectangular shaped, conventional townhouse buildings on the development site to have a maximum length of 55 metres.

15. Orient townhouses to be street-facing along Collector and Local classified roads, and east-west oriented arterial classified roads only, with rear public lane access to vehicle and bicycle parking to provide generally continuous on-street parking along the public street that is not interrupted by driveway let-downs and thereby increasing opportunities for trees in front yards and street boulevards, adequate space for rainwater and stormwater management facilities, among other streetscape features.

16. Design, orient and site buildings such that the largest roof area is facing south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal) of the true east-west axis or parallels of latitude, to improve and provide for passive and active solar building design, including the application of solar (photovoltaic) panels. The ridge of pitched roofs should also orient east-west to position a portion of the roof directly south to maximize all-season solar sequestration.

17. Provide sufficient front yard lot line, side yard lot line, rear yard lot line setbacks, and separation distances between townhouse buildings on a development lot in order to establish adequate spaces for medium- and large- sized trees with access to sufficient soil volume (Section 5.3. Policy #3), including coniferous species, a pedestrian-oriented street presence, and a useable and functional space for accessory residential uses (e.g., detached off-street parking structure)

and livable outdoor spaces. This can be accomplished through both tree retention and/or new tree plantings and are considered different than street trees in the public boulevard, greenway, thoroughfare or other publicly accessible – physically and visually – space.

18. Locate Conventional and Back-to-Back Courtyard Townhouse forms adjacent to or fronting a property line or public street, or a public lane where the Land Use Designation is of a lesser residential density on the opposite side of the lane. Limit the maximum height of these Conventional Townhouse and Back-to-Back Courtyard Townhouse buildings to three (3) storeys. For a minimum 7:12 pitch roof, the maximum height is 10.1 metres. For a flat roof or less than 7:12 pitch roof, the maximum height is 9.4 metres.

19. Accommodate any townhouse forms interior to the development and limit the maximum height of these buildings for the remainder of the development is three (3) to four (4) storeys. The maximum height for these interior townhouse buildings is 12.2 metres.

20. Provide Treed Spaces between and at the end of townhouse buildings, that contain the principle residential uses, that consistently (dimensions) and ubiquitously (space) extends between the public street, and private travel/drive aisles or public lane or interior courtyard. Treed Spaces should accommodate existing/new trees, understorey plantings, seating, pathways and low-level nighttime lighting only (e.g., No off-street parking, including visitor, nor utility kiosks, surface drainage facilities/infrastructure, to name a few). The Treed Spaces between the ends of two buildings will be a minimum of 8.0m in width. Where feasible, extend the Treed Spaces between buildings to the outside face of the curb in the public boulevard of the adjacent streetscape. A Treed Spaces covenant will be registered on title for all townhouse developments. Treed Spaces for this Section of the Plan are separate and distinct from every other development requirement such as, among others, landscaping area and screening requirements as defined by the Township's *Zoning Bylaw*, development permit area landscaping guidelines, relevant zoning schedules and typically landscaped areas defined by required building setbacks and building separation distances.

21. Design buildings and dwelling units fronting public streets, Mid-Block Pedestrian Links and Lanes, the Semiahmoo Trail, parks and open spaces, in order to provide a quality neighbourhood pedestrian environment and support a walkable neighbourhood, to include:
    b. A useable (a minimum 2 metre dimension), covered, elevated, single-storey height front porch at the main entrance, for all dwelling units that present to the public street, public lane, Semiahmoo Trail, Mid-Block Pedestrian Link, or park.
    c. All off street parking spaces within a building shall be non-tandem for the dwelling units that are accessed from a rear lane or strata drive aisles and front an arterial street.
    e. Direct and convenient connections for pedestrian through an on-site network of sidewalks, pathways, and other passageways from the main entrance of each and every dwelling unit to an adjoining public pedestrian facility (sidewalk, greenway, path and trail). These pedestrian connections will be independent of a public lane and strata/private drive aisle.

22. Incorporate crawl spaces – meaning the space between the underside of the floor system above and the ground surface or slab below, having a maximum vertical distance not exceeding 1.2

metres – below the first floor of habitable spaces to help facilitate, among other aspects of the architectural design, the elevated front porch, in areas where habitable space in basements is not permitted. No slab-on-grade foundations for habitable spaces are permitted for the principal residential use. Where concealed off-street structured parking is provided below finished grade, townhouse units that are situated above said structured parking, crawl spaces are not required.

23. Demonstrate subtle building/architectural design variations for townhouse units along public frontages to strengthen unit identity and support a pedestrian scale. Façades fronting greenways, Mid-Block Pedestrian Links and public trails should be of similarly high quality as those fronting public streets.

4.6 Apartment

The BNP includes the Apartment designation that is adjacent to the mixed-use Community Activity Node. The emphasis is on contributing to the neighbourhood character of the Activity Node, ensuring a good relationship of the ground units to the street and compatibility of form and scale to the adjacent mixed-use commercial/residential areas and surrounding Rowhouse / Townhouse precincts. Off-street parking will be concealed below finished grade and accessed via an integrated rear public lane. Ground floor apartment units that front a public street or other public space (e.g., Mid-Block Pedestrian Link) will have direct pedestrian access to/from said public street or other public space and include a front, elevated entry terrace. The entrances to all other apartment units will be accessed through a central entrance lobby, fronting a public street. Policies specific for this Apartment Land Use Designation are as follows:

Policies:

1. Provide for apartment land uses where all buildings and structures together have a maximum gross floor area of 1.85 times the net developable lot area for all permitted uses, for all plan areas designated Apartment as delineated on **Map 1**. This density can be increased by 0.35 times the lot area for buildings that are a minimum of five (5) storeys, up to a maximum of 2.2 times the lot area, and 0.45 times the lot area for buildings that are a maximum of six (6) storeys, up to a maximum of 2.3 times the lot area.

2. Conceal accessory off-street parking, both resident and visitor, and off-street bicycle parking/storage for residents. For an apartment use, concealed parking means an off-street parking use hidden from view and predominantly below the finished grade of the site and, when required due to high water table, hidden from view within the building by active uses (e.g., dwelling units, indoor amenity spaces, group children's day care). For the purposes of this Section of the Plan, accessory off-street parking means a use providing for all the vehicle and bicycle parking needs generated by a permitted use.

3. Design, orient and site buildings such that the longest wall length is facing south, and the south building face is oriented within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west, lines of latitude, in order to provide optimal passive and active solar design performance of the apartment building. Apartment buildings shall have a south facing wall length (lines of longitude)

that is approximately equal to or greater than the buildings average depth (on the true east-west lines of latitude). Provide sloped roof surfaces that orient to the south to provide optimal and potential use of photo-voltaic and other solar energy sequestration technologies. The average maximum length (longest building wall) of the building is 65 metres and on average between 50 and 60 metres where there is more than one building on a development site.

4. Provide a minimum and consistent building separation distance of 12 metres between all buildings, in order to achieve walkable neighbourhoods through a fine-grained block and lot pattern and to communicate a pedestrian scale. This space will serve as a Mid-Block Pedestrian Mews Link, a Mid-Block Lane Link, or hybrid version of the two Links that uses a portion of said Link to provide access to off-street parking and loading spaces. These building separation features are discrete and distinct from every other development requirement such as, among others, landscaping area and screening requirements as defined by the Township's *Zoning Bylaw*, development permit area landscaping guidelines, relevant portions of zoning schedules and typically landscaped areas defined by required building setbacks and building separation distances.

5. Limit the maximum height of apartment development to four (4) storeys (storey being defined by the Langley's *Zoning Bylaw*). Increases to height to incorporate additional one or two storeys (a fifth and sixth storey) will be permitted, provided that the apartment development includes family-sized suites (3+ bedrooms) and 'Step backs' of the upper two storeys (fifth and sixth storey) of the apartment building by a minimum of 2.5 metres from and along the length of the north and south building face in order to reduce visual and overshadowing impacts of building height and also diminish the perceived and actual size and scale of the building to better contribute to small town character.



6. Confine and align below grade structures – off-street parking, storage, solid waste management and other, however with exception for safety, access, ventilation, mechanical, and other building requirements – to the footprint of the building(s) in order to effectively provide open, unbuilt space to retain existing trees, accommodate required soil volumes and adequate growing space for medium and large trees and other plantings, and bioretention and other drainage/recharge facilities where buildings are not located. In site-specific circumstances where additional below grade structure beyond the building footprint is required, this expansion shall be confined to Mid-Block Pedestrian Mews areas only. Incorporate raised planters over the extent of the corresponding below grade structure beyond the building footprint that provides sufficient surface area and depth, to accommodate required soil volumes and root depth for medium and large trees and their long-term stability.

7. Contribute to a high-quality pedestrian realm along all building frontages, including those adjacent to the Mid-Block Pedestrian Mews and those that are adjacent to publicly-accessible spaces – (e.g., public roads and lanes, trails and pathways), with individual unit entries for ground floor apartment

uses and private terrace spaces. The entrance of a common lobby for an apartment use building shall be clearly visible from public space(s) and connected to and from public street(s).

8. Incorporate appropriate site design with sufficient front yard lot line, side yard lot line, and rear yard lot line setbacks on a lot in order to establish generous spaces for medium- and large-sized trees with access to sufficient soil volume (Section 5.3. Policy #3), including coniferous species, and other plantings, a pedestrian-oriented street presence, and a functional and livable outdoor space. This can be accomplished through both tree retention and/or new tree plantings and are considered different than street trees in the public boulevard, greenway, thoroughfare or other publicly accessible space.

9. Provide individual exterior entrances for ground floor apartment dwelling units on all sides of the building, that are visible from and with a pedestrian path to a public street, greenway, and Mid-Block Pedestrian Mews. To ensure a degree of privacy, while maintaining visual surveillance these ground floor apartment units should be defined through grade, elevated separation and/or is universally accessible, between 0.6 and 1.2 metres above finished grade. These exterior entrances will be accompanied with a minimum 9.0 m^2 covered and usable terrace that is partially recessed into the building massing. A hard surface pathway sufficiently sized to accommodate access for emergency services and separate from any vehicle space should be provided from the terrace steps or accessible ramp to the public sidewalk. The separation of the private terrace space from quasi-public and public space shall be clearly delineated.

10. Provide for a range of apartment unit sizes and tenures to appeal to a broad mix of households at different stages of life. This can include student-oriented housing, seniors housing, family housing, and purpose-built rental. Specifically, require apartment development to provide a minimum twenty (20%) percent, three or more bedroom units with layouts that consider the needs of households with children, such as generous entryways, spacious living spaces for family activities, adequately-sized bedrooms to accommodate a bed, dresser, desk, floor space for playing and closet/storage space, all bathrooms large enough for a parent and child, and balconies/terraces as an extension of living places and visible from the kitchen.

11. Require apartment developments to incorporate lifestyle support features and necessities, such as secure storage space for oversize sports equipment and seasonal supplies, and secure parking for bicycles, scooters and other micro mobility devices (e.g., electric kick scooter, electric unicycles).

12. Incorporate active design features to make daily physical fitness more inviting and to encourage social interaction in apartment buildings. These building design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exiting stairs, physical fitness spaces, and outdoor gardening places.

Research has identified that building design – not just neighbourhood design – has a significant influence on our physical health and well-being. This is not surprising as we spend the majority of our time indoors. Changes to building design can influence how we engage with our neighbours and the ease and availability of physical fitness. These opportunities can improve the health and well being of residents and create stronger community bonds.

13. Design outdoor Age-Friendly Amenity Areas to allow for a variety of recreational, social, and cultural activities. These spaces should be centrally located in the development, and appeal to a variety of age groups including children, youth, adults, and seniors.

14. Incorporate vertical oriented windows, appropriate window-to-wall ratios [WWR; a common industry best practice target is for an overall WWR of </= 40%] and associated overhangs and other solar management building techniques to control seasonal solar gain and shade. Use openable windows designed to facilitate air flow and ventilation to apartment dwelling units.

4.7 Commercial Village

The Commercial Village Land Use Designation provides opportunities for the integration of street-facing, ground-floor, pedestrian friendly retail shops, offices, restaurants, public houses, civic facilities and personal services, along with apartment residential uses – including seniors' housing. Mixed-use buildings in this designation are required to have residential apartment units on the upper floors above the commercial-oriented ground-floor to ensure 'eyes on the street' and provide residents with opportunities to live and meet their daily needs within the same area. The Commercial Village Land Use Designation also provides for predominantly residential-only buildings that are in immediate proximity and surround the mixed-use buildings that front the new Main Street. Policies specific for the Commercial Village Land Use Designation are as follows:

Policies:

1. Create an off-arterial, contiguous, 'Main Street' oriented, mixed-use commercial, residential, and recreational space on lands with a Commercial Village Land Use Designation as delineated on **Map 1**. All buildings and structures together must not exceed a gross floor area of 2.3 times the net developable lot area for all permitted uses.

2. Incorporate mixed-use buildings in this designation to have residential apartment units on the upper floors above the commercial-oriented ground-floor to ensure 'eyes on the street' and provide residents with opportunities to live and meet their daily needs within the same area.

3. Require locally-serving commercial uses, such as financial institutions, retail stores, convenience stores, an 'anchor' grocery store, delicatessens, bakeries, hardware, barber shops, beauty salons, business, medical and professional offices, restaurants and cafés, restaurants and cafés with outdoor/patio dining, pharmacies, employment living uses – means unit/space within a building or structure that can accommodate a permitted commercial use within an at-grade ground-oriented unit, or a combination of both a permitted commercial use and a permitted residential use within an at-grade ground-oriented unit – child-care, liquor store, and fitness centre – excluding service stations, gas bars, vehicle servicing, drive-throughs and other prohibited uses as identified in Section 4.8, Policies #9 and #10, of the Brookswood-Fernridge Community Plan. Encourage the provision child care facilities within the Commercial Village Land Use Designation.

4. Locate retail and service commercial uses at ground floor spaces (first storey) in mixed-use buildings. Each retail and service commercial use occupy a maximum floor-space size of

1,000 m^2 (~10,764 ft^2) or less. This maximum floor-space size does not apply to the one [1] anchor grocery store use, as well as pharmacies, fitness centres, and childcare. Locate business, medical and professional offices on the second storey above retail and service commercial uses located on the first storey and/or in separate, stand alone buildings specifically for office uses only.

5. Accommodate and incorporate one (1) grocery establishment in the Commercial Village Land Use Designation with a maximum size of 4,500 m^2 (~48,440 ft^2) that serves local residents of the neighbourhood and community, provided that the grocery store use is integrated and forms part of a mixed-use commercial/residential building and that at least half of the minimum total floor area for office uses, as identified in Policy #6 below, must be built in advance of or in conjunction with the grocery store use.

6. Provide a minimum total floor area for commercial uses of approximately 21,100 m^2 (~227,000 ft^2) (not including the municipal 'satellite' recreation/cultural facility, Policy #10), which includes a minimum total floor area for retail and service commercial uses of approximately 16,900 m^2 (~182,000 ft^2) and a minimum total floor area for office uses of approximately 4,230 m^2 (~45,500 ft^2).

7. Incorporate a neighbourhood public square space that is central to the Commercial Village Land Use Designation at the northeast corner of the new intersection at 201 Street and the new Main Street road with a minimum size of 4,050 m^2 (~43,590 ft^2) that provides an open space for a variety of activities such as public gatherings, socializing, resting, live performance and presentations, and eating, and serves as a focal point for the neighbourhood. Identify and secure, as provided for by development proponents, the public square space along with the rezoning of any lands designated as Commercial Village, as outlined in Policy #2, Section 8.3, Development Prerequisites in the Community Activity Precinct, of this Plan. The public square space should be integrated with adjacent buildings, mobility infrastructure, and the Semiahmoo Trail, as well as being conveniently connected with the broader Community Activity Precinct (see Section 6.2) and key destinations in the neighbourhood (e.g., parks, schools, municipal 'satellite' recreation/cultural facility). Design features of the public square should include a combination of hard and soft design and landscaping features, accessibility, direct solar access, distant view considerations, vehicle noise and light attenuation measures, a variety of seating and other furnishings, lighting, weather protection, and spatial variety. Explore opportunities to include festival infrastructure such as event electrical power and potable water supply needs.

8. Provide a municipal 'satellite' recreation/cultural facility within the Commercial Village Land Use Designation of approximately 1,600 m^2 that accommodates a variety of programing, including licensed childcare/preschool space, fitness centre, outdoor child play area, youth 'hangout' space, gymnasium, games room and flexible multi-purpose rooms that accommodate a variety of recreational programming. Identify and secure, as provided for by development proponents, the municipal 'satellite' recreation/cultural facility along with the rezoning of any lands designated as Commercial Village, as outlined in Policy #3, Section 8.3, Development Prerequisites in the Community Activity Precinct, of this Plan. This recreational / cultural use should be

accommodated and integrated within a mixed-use building and should be located on the west side of 201 Street, in the vicinity of 32 Avenue and the new Main Street public road.

9. Design a combination of mixed-use commercial/residential buildings, and commercial/ institutional/residential buildings in the Commercial Village Land Use Designation, that provide:

   a. a minimum of four storeys in height and a maximum of six storeys in height. 'Step back' along the length of the upper fifth and sixth storeys of buildings by a minimum of 2.5 metres in order to reduce visual and overshadowing impacts related to building height and also to contribute to small town character.

   b. rectangular, generally, and trapezoidal shaped buildings, or one side of an 'L' shaped building, that have maximum length of 65 metres and on average between 50 and 60 metres where there is more than one building on a lot.

   c. the longest wall length oriented and facing south, and the south building face is oriented within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west latitudinal axis, in order to provide optimal passive and active solar design performance of all buildings. Incorporate sloped roof surfaces that orient to the south to provide optimal and potential use of photovoltaic and other solar energy sequestration technologies.

   d. a maximum lot coverage of sixty percent (60%) where a minimum seventy-five percent (75%) of the off-street vehicle parking use associated with retail and service commercial and recreational uses is concealed parking. Maximum lot coverage can be increased to eighty percent (80%) where one hundred precent (100%) of the off-street vehicle parking use, including visitor, is concealed parking. For this specific policy provision, concealed parking means an off-street parking use hidden from view and below the finished grade of the development site, and/or off-street parking use that is also obscured and located within a principal building (at or above finished grade). Locate most of the surface parking, when provided, adjacent to retail anchors (e.g., grocery, pharmacy) and recreation spaces. Off-street parking means a use providing for the vehicle and bicycle parking needs generated by a permitted use. For an apartment or office use, one hundred (100%) percent of the off-street vehicle parking use, including visitor, is concealed parking that is hidden from view and below the finished grade of the development site.

   e. concealed parking access, as well as off-street loading spaces, at the rear or side of buildings in a location not easily visible from 200, 201 and 202 Streets, 32 Avenue, the 'Main Street', nor other roads and lanes. No off-street vehicle parking, loading spaces or manoeuvring drive aisles shall be permitted in the areas between the on-street diagonal parking on Main Street and 201 Street and the front building face of buildings or the public square space, nor similarly between the greenways and sidewalks along 200, 201 and 202 Streets and 32 Avenue, and adjacent buildings that frame these streets. For clarity 'front building face' refers to that part of the exterior wall of a building along the front building elevation that orients one direction.

   f. a range of apartment unit sizes and tenures to appeal to a broad mix of households at different stages of life. This can include student-oriented housing, seniors housing, family

housing and purpose-built rental. Specifically, require apartment (mixed-use or stand alone buildings) development to provide a minimum twenty (20%) percent, three or more bedroom units with layouts that consider the needs of households with children, such as generous entryways, spacious living spaces for family activities, adequately-sized bedrooms to accommodate a bed, dresser, desk, floor space for playing and closet/storage space, all bathrooms large enough for a parent and child, and balconies/terraces as an extension of living places and visible from the kitchen.

g. individual exterior entrances for buildings with ground floor apartment dwelling units that are visible from and with pedestrian paths to public streets, greenways, trails, or Mid-Block Pedestrian or Lane Links. To ensure a degree of privacy while maintaining visual surveillance, most ground floor apartment units should be defined through grade separation, while some should be universally accessible. Exterior entrances will be accompanied with minimum 9 m^2 covered terraces, at least 2 metres deep, that are partially recessed into the building massing. Covered terraces are permitted to project up to 1.7 metres into setback or separation distances, provided they are: open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; limited to a single storey, not exceeding 4.0 metres measured from the terrace floor to the underside of the terrace ceiling; and provided with a hose bib faucet. A hard surface pathway, sufficiently sized to accommodate access for emergency services and separate from a driveway space, should be provided from the terrace steps or accessible ramp to the public sidewalk. Separation of private terrace space from quasi-public and public space shall be clearly delineated by multi-level planter boxes constructed with cast-in-place concrete and masonry materials/finishes.

h. below grade structures, that are confined to the footprint of the building(s) to provide open, unbuilt space for new and existing trees, excluding safety, vehicle and non-vehicle access, ventilation, mechanical, and other building requirements. These underground setbacks and separations will provide required soil volumes and growing space for medium to large trees and other plantings. Underground setbacks and separations also provide bioretention and other drainage/recharge facilities. In site-specific circumstances, where additional below grade structures beyond the building footprint are required, they shall not intrude into the front yard, rear yard and side yard setbacks. Incorporate raised planters over the extent of the corresponding below grade structures beyond the building footprint, in areas not otherwise occupied by drive aisles, lanes, loading, parking, and pedestrian/bicycling facilities; such spaces shall have sufficient surface area and depth to accommodate required soil volumes and root depth for medium and large trees to support long-term tree stability.

i. a common lobby for each building with office uses and apartment units above the first storey, whose entrance shall be clearly visible and directly connected to and from a fronting or public street and not secluded in the interior of the development.

j. building amenities, such as secure storage space for oversize sports equipment and seasonal supplies, and secure parking for bicycles and scooters with buildings with apartment units.

k. active design features to make daily physical fitness more inviting and encourage social interaction in buildings with apartments. Active design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exiting stairs, outdoor gardening places, and indoor amenity areas for the exclusive use of building residents and guests. Indoor amenity areas can provide recreational, social and shared home-office space spaces, and should comprise approximately three (3.0 m^2) square metres per dwelling unit.

l. vertical oriented windows, appropriate window-to-wall ratios (WWR) and associated exterior shading devices and other solar management building techniques to control seasonal overheating and shade. Use operable windows designed to facilitate air flow and ventilation to apartment dwelling units. Apply common industry best practice targets – an overall WWR of 40% – for the building overall to reduce heat gain and loss through the building envelope by increasing the area of insulated wall. As determined appropriate (e.g., commercial at-grade) distribute the overall WWR of the building such that the at-grade WWR target is higher (e.g., 75%) and deemed a priority for transparency purposes, and remainder of the building would be lower to meet the overall best practice target.

m. continuous weather protection for pedestrians on all building frontages that include ground floor commercial and recreational uses.

n. a high-quality pedestrian realm along all building faces, including those buildings not adjacent to public streets, and those that are adjacent to publicly-accessible spaces – (e.g., public roads and lanes, trails and pathways). Commercial and residential storeys should be clearly delineated by glazing patterns (e.g., lower window-wall ratios for residential), materials (e.g., commercial facades predominantly masonry and heavy timber), and horizontal architectural breaks (e.g., cornice, belt course).

10. Incorporate appropriate site design with sufficient front yard lot line, side yard lot line, and rear yard lot line setbacks and building separation distances on a lot. Setbacks and separations will establish generous spaces for medium and large trees (including coniferous) and other plantings, a pedestrian-oriented street presence, and functional outdoor space. Treed setbacks and separations can include tree retention and/or new tree plantings, but are distinct from street trees in public boulevards, greenways, thoroughfares and other public spaces.

11. Provide minimum and consistent building separation distances of 12 metres between all buildings to achieve walkable neighbourhoods with a fine-grained block and lot pattern and communicate a pedestrian scale. Separation distances will serve as Mid-Block Pedestrian Links, Mid-Block Lane Links, or hybrid Pedestrian Links where a portion provides below-grade access (e.g., off-street parking) and loading (commercial and residential) spaces. These building separation features are discrete and distinct from every other development requirement such as, among others, landscaping areas and screening requirements as defined by the Township's *Zoning Bylaw*, development permit area landscaping guidelines, relevant portions of zoning schedules, and typically landscaped areas defined by required building setbacks and building separation distances.

4.8 Institutional

The Institutional Land Use Designation accommodates educational facilities, recreation centres, civic buildings, neighbourhood care facilities, and places of worship that are essential for a complete neighbourhood. At the time of Plan adoption, there was one public and two private schools, and a firehall in the Booth area. To accommodate for growth and change in the neighbourhood and community, Booth will require additional institutional uses.

At full buildout it is estimated that the Booth neighbourhood will contribute approximately 2,087 elementary school students (kindergarten to grade 5). At full buildout of the Booth Neighbourhood, plus the other three new neighbourhoods as delineated in the BFCP, it is estimated that the community will contribute approximately 2,617 middle school students (grades 6 to 8), and 3,503 senior high school students (grades 9 to 12).

A total of four (4) new public elementary schools will be needed in Booth to accommodate the number of students in this neighbourhood. It is anticipated that a minimum of 2.0 hectares (5 acres) of land is needed for each new elementary school site A combined middle and secondary school campus is also required in this centralized neighbourhood to accommodate growth in the number of students in Booth, adjacent new neighbourhoods and the community of Brookswood-Fernridge as a whole. It is anticipated that a minimum of 9 hectares (22 acres) of land is needed for the combined middle and secondary school campus. The number, location and grade configurations of schools referred to in this plan are projected based on information available at the time of plan preparation.

The future actual number, location and grade configurations may differ from those of this plan. The Langley School District has developed a Long-Term Facilities Plan – as updated from time to time – which has a requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the Langley School District has limited ability to raise funding for capital projects, it relies heavily on funding from the Ministry of Education for the acquisition of land and the construction of schools. Funding requests are made annually though the submission of a five-year capital plan. Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.

The intent of the following policies is to maintain existing institutional facilities and to enhance accessibility to new facilities. Policies specific for the Institutional Land Use Designation are as follows:

Policies:

1. Implement Policies #1, #2, #4 and #5, Section 4.10 of the Brookswood-Fernridge Community Plan.

2. Accommodate and geographically distribute four (4) new Elementary Schools, which will form part of a joint neighbourhood park/elementary school site with each having a minimum total size of 4.8 hectares (12 acres; 7 acres neighbourhood park and 5 acres elementary school), within the Booth Neighbourhood Plan area. 0.8 hectares (2 acres) from each of the neighbourhood park uses will contribute to the establishment of a Nature Conservation Area and will be financially compensated from the Brookswood-Fernridge Greenway Amenity Policy.

3. Identify and secure the Elementary School sites as development advances in the neighbourhood. Each rezoning application should receive confirmation from the Langley School District that there is sufficient school capacity, preferably in the neighbourhood or at least in the Brookswood-Fernridge Community before they can be granted final reading on the zoning amendment bylaw. If increased elementary school capacity is required, the rezoning proponent shall provide land for a new Elementary School site prior to consideration of final reading on the zoning amendment bylaw.

4. Ensure that the Elementary Schools and the adjoining Neighbourhood Park that comprise the joint park-school site are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.

5. Accommodate the combined Middle and Secondary Schools campus, which will form part of a joint community park/school site with a minimum total size of 20.8 hectares (51.3 acres total; 29.3 acres for community park, 22 acres for the Middle and Secondary Schools).

6. Ensure that the Middle and Secondary Schools campus and the adjoining Community Park that comprise the joint park-school site are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.

7. Consider new neighbourhood institutional facilities (e.g. schools, daycares, seniors' centres, and places of worship) in any Land Use Designation subject to:
   a. the site being located on and oriented to a collector road (as opposed to a local or arterial road only);
   b. the site having access to an adequate transportation network for the proposed size of the facility;
   c. the site having adequate off-street parking and/or drop-off and pick-up space; and
   d. the proposed development being consistent with the form, scale, and character of adjacent land uses.

8. Ensure attractive and activated street frontages with natural surveillance for all institutional facilities. Building design along public pedestrian corridors shall include elements such as windows, entrances, special building articulation, appropriate landscaping and pedestrian-friendly lighting.

9. Design and locate main building entrances that address surrounding streets to improve the relationship between the building and the public realm.

10. Incorporate, in keeping with the Township of Langley Child Care Action Plan, child care facilities, including before- and after-school programming, as part of new elementary schools.

11. Encourage the development of affordable housing and/or childcare facilities in conjunction with educational facilities, recreation centres, civic buildings, neighbourhood care facilities, and places of worship.

12. Support the development of new seniors housing and care facilities, as defined in the *Zoning bylaw*.

4.9 Parks and Open Space

This Plan both identifies and retains an existing network of parks and open spaces. The Plan also identifies approximate locations for new and additional parks and open space resources. This expanded network of parks and open spaces will contribute to and accentuate the completeness and livability of the BNP area as well as surrounding neighbourhoods in the area. These new and existing parks and open spaces will provide the neighbourhood with active and passive outdoor recreational opportunities to meet the needs of residents and visitors alike. Policies specific to this Parks and Open Space designation, which aim to maintain existing park and open space resources, are as follows:

Policies:

1. Apply Policies #1, #2, #3 and #4, Section 4.11 Park and Open Space of the BFCP.

2. Incorporate park and trail improvements in existing municipal lands in advance of new dedications and purchases to provide recreational infrastructure early in the neighbourhood's growth and as development occurs to serve both existing and future residents.

3. Preserve the location and size of existing park spaces, as delineated on **Map 1**, in the Booth area in perpetuity. The only exception to the potential diminishment in the size to Rees-Callard Natural Park would be to accommodate road dedication for the completion of 201 Street and adjacent Semiahmoo Trail, and possible road widening for 202 Street. The exception to the reduction in the size of Noel Booth Community Park would be to accommodate road dedication for the extension and completion of 201 and 204 Streets and road widening on 200 Street.

4. Provide public roads adjacent to parks space on at least two (2) sides rather than the rear or side lot lines of private property, in order to provide visual and physical access for the public.

5. Implement best management practices and measures to effectively treat runoff that flows into existing rainwater management facilities in parks and open space areas, given their proximity to municipal well capture zones (see Golder & Associates 2005 Comprehensive Groundwater Modelling Assessment), including private development. Require development that incorporates, as part of their drainage utility requirements, these communal rainwater management facilities, in parks and open space areas to provide equal or greater value in the form of park improvements, cash-in-lieu, or combination of the two in exchange for drainage utility services provided.

4.10 Aquatic Conservation

The Nature Conservation land use designation is intended to be a space of environmental preservation, restoration, enhancement and stewardship of aquatic environments and their associated riparian areas that combined provide important fish and wildlife habitats and other ecological contributions and services. Streamside Protection and Enhancement Requirements in the municipal-wide Official Community Plan (OCP) seek to protect these natural environmental spaces by, in part,

establishing vegetated buffers adjacent to watercourses, wetlands, lakes and ponds. These buffers are referred to as 'Streamside Protection and Enhancement Areas' (SPEAs). In addition to providing important fish and wildlife habitats, SPEAs protect and promote groundwater recharge, absorb greenhouse gases, benefit air quality, reduce flood risk, mitigate heat events, and provide passive recreation opportunities. To preserve these benefits, these waterbodies, both known (**Map 3**) and yet to be known, in the BNP area must be protected through the establishment SPEAs. Policies specific to this Aquatic Conservation designation are as follows:

Policies:

1. Preserve, restore, enhance and steward Anderson Creek by establishing SPEAs at the time of a rezoning amendment or subdivision application, in accordance with the requirements of Section 3.13.19 and Schedule 3 of the municipal-wide Official Community Plan.

2. Retain other important waterbodies – referred to as Aquatic Conservation areas (see Map 3) in the Booth Plan area, including private aquatic features adjacent to neighbourhood, Sunrise and Rees Lakes, as they provide important habitat value and contribute to the Neighbourhood Green Infrastructure Network (NGIN), despite landing outside the regulatory purview of SPEA.

3. Locate Aquatic Greenways in the outer six metres of a SPEA based on connectivity to street greenways and public park spaces. Trail design must conform to the requirements of the OCP's Streamside Protection and Enhancement Provisions. Access from new development to greenways or environmental areas may be restricted if the access is deemed detrimental to the overall biological integrity and viability of the greenway. Tree removal shall be avoided and additional native plants may be needed to enhance greenways.

5.0 NATURAL ENVIRONMENT + CLIMATE CHANGE REPONSE

Nature is an important part of any neighbourhood. It contributes to a neighbourhood's livability and to the health of its residents and workers. Nature areas and features enhance the overall well-being of a neighbourhood. Nature areas and features include, but are not limited to, wetlands, watercourses, street and backyard trees, community gardens and pollinator gardens. Although most recognize that forest stands, wetland areas and watercourses are nature, new scientific research indicates that nature is more and includes both these natural and near-natural ecological system components as well as human-made components that incorporate and mimic natural biological systems. These different types of nature areas and features are all referred to as 'green infrastructure'.

Environmental change, whether human-caused or natural, has the potential to affect the livability of our municipality and region in the future. Nature has an important role to play in this fluctuating and uncertain context. The municipality and region are expecting warmer, drier summers and milder, wetter winters as a result of climate change. Expected impacts include summer drought, air quality degradation, changes to groundwater regimes and more frequent and severe weather events during the different seasons. Ecosystem changes may also happen quicker than native plants and animals can adapt, while invasive species may flourish.

Ecosystems changes and expected impacts could have serious repercussions for human health, communities, infrastructure, ecosystems, biodiversity, and lifestyles. Nature conservation spaces and other 'green infrastructure' are key contributors to neighbourhood mitigation and adaptation strategies. Natural assets support the delivery of core local government services, such as recreation, climate regulation, rainwater management, clean air, habitat, and biodiversity, proving invaluable to the overall health and well-being of a community.

5.1 Nature Conservation

The purpose of this Nature Conservation policy framework is to establish an organizing and spatial structure for the natural environment that effectively synthesizes with the built environment of the neighbourhood. The objective is to foreground and prioritize the preservation, restoration, enhancement and ongoing management and stewardship of an interconnected system of natural and human-made ecosystem components. Natural components include forests, wetlands, watercourses and other waterbodies. Human-made components include manicured parks, landscaping trees, rain gardens, greenways, as well as hydro- and bio-engineered features that mimic and incorporate natural environmental features and processes.

All ecosystem components exist at a full range of spatial scales and resolutions that provide ecological services and support biodiversity in both natural and built environments. They contribute to neighbourhood character and placemaking, provide recreational and experiential opportunities, and accentuate the linkages between people, flora and fauna within the Booth area. Integrated, connected ecosystems components form the Neighbourhood Green Infrastructure Network (NGIN).

The establishment of a NGIN in Booth will provide a long-term playbook for ecological conservation. For the NGIN to serve as a relevant and evolving environmental planning tool, the NGIN must be future-minded and set the course for implementation at various scales and resolutions. NGIN formation should also be dynamic, incorporating diverse, flexible solutions as new science and knowledge emerge. The identification and prioritization of areas of ecological and biodiverse significance – both terrestrial and aquatic – will establish the foundation and Framework Elements for all other contributions to the NGIN.

The term 'green infrastructure' is linguistically intentional. It repositions 'green' or nature-based features as neighbourhood and community necessities, not simply amenities or 'nice to haves'. A NGIN is as essential as the network of roads, sidewalks, pathways, and trails that provide for the movement of people, and linear recreation and park spaces that allow residents to play and recharge.

NGIN planning looks at nature conservation values and actions in concert with climate change mitigation and adaptation, landscape design, growth management, land development and built infrastructure planning. In other words, NGINs include systems-based, strategic planning for nature conservation and land use planning, integrating natural and built environments. Policies specific for NGIN are as follows:

Policies:

1. Establish a NGIN in the BNP area that is comprised of a variety of 'green' natural areas and features, referred to as Green Infrastructure. There are two main categories of Green Infrastructure: (1) Nature Conservation Hubs + Corridors and (2) Matrix Features, as elaborated upon in **Figure 16**.

Nature Conservation Hubs + Corridors

2. Preserve the Nature Conservation Hubs + Corridors as defined/illustrated on **Map 3** Environment.

3. Identify and preserve additional Nature Conservation Hubs + Corridors. Secure funds, through a variety of sources including other levels of government and non-governmental grant programs, community amenity contributions, among others, to fund additional Nature Conservation Hubs + Corridors. Recognize that park and open spaces (both local and regional), as well as neighbouring agricultural lands, both cultivated and fallow, and including conservation, forested and park lands in an adjacent municipality (City of Surrey), provide significant contributions to the NGIN when connected with green infrastructure within the BNP boundaries, along with adjacent neighbourhoods and communities.

4. Prepare long-term restoration, enhancement and management/stewardship plans for each of the Nature Conservation Areas, both existing, as defined on Map 3, and those identified and preserved through the implementation of the BNP.

Matrix Features

5. Integrate other complementary nature conservation and engineered Green Infrastructure features in the Neighbourhood Matrix, such as various interventions and guidance to accommodate mature trees and the next generation of trees to expand the neighbourhood tree canopy, greenways of various types, green rainwater, stormwater and groundwater management features, wildlife conduits and corridors, active and passive park spaces, and naturescaping practices (see *Naturescape British Columbia Provincial Guide*) throughout the neighbourhood.

6. Create a Green Infrastructure Neighbourhood Matrix Playbook that provides design details for use on public and private land as part of development activities, as well as homeowner(s) and commercial site owner(s) activities/enhancements. This Playbook would be intended for implementation primarily at the site level. The design details would focus on aspects of green infrastructure that are not typically and appropriately addressed in existing bylaw and regulatory tools yet are equally important and require implementation guidance.
7. Continue to develop programs, communications, and promote dialogue to raise public and development community awareness and understanding of environmental planning and management and the protection, restoration and enhancement of a green infrastructure based on a network of hubs, linking corridors and other green infrastructure throughout the neighbourhood matrix in the BNP area.

8. Develop hedgerows and buffer strip trails in order to enhance habitat and wildlife corridors adjacent to agricultural areas and along municipal boundaries.

Nature Conservation Hubs + Corridors	Matrix Features	
• Wetlands • Ponds/lakes • Streams • Forests/Tree stands • Groundwater • Passive Parks • Hedgerows – Municipal + urban/rural boundaries	• Neighbourhood parks • Yards and setbacks • Naturescaping • Treed Spaces • Nature corridors + spaces • Community gardens • Pollinator-friendly landscaping	• Green/blue roofs • Green walls • Rainwater harvesting • Streetscapes + lanescapes • Greenways • Rainwater, stormwater + groundwater mgmt. (quality + quantity)

Figure 16. Green Infrastructure: Framework Elements + Neighbourhood Matrix Features

5.2 Groundwater Protection and Management

The Booth neighbourhood is underlain by a number of unconfined and confined aquifers. The Brookswood Aquifer is commonly used by private and municipal wells. It is a groundwater reservoir comprised of porous, unconsolidated sands and gravels. In terms of the Brookswood Aquifer specifically, these sands and gravels originate from glacial outwash deposits. This aquifer – sometimes referred to as a water table aquifer – is considered unconfined because it is not covered or 'capped' by relatively impermeable ground/soil material above it, allowing for relatively easy recharge or replenishment through the surface, as well as extraction and discharge, of the groundwater resource.

The Brookswood Aquifer is an important water supply source for many Township of Langley residents. The groundwater system also sustains important habitat as a baseflow for surface water sources.

The glacial deposits, primarily consisting of sands and gravels, that make up the Brookswood Aquifer have high permeability, high groundwater flow and have high hydraulic conductivity – meaning that the saturation zone of the aquifer is hydraulically connected to surface water (e.g., wetlands, ponds, lakes and watercourses). This means that water can move easily and relatively quickly into the groundwater storage, within the groundwater itself, and discharge or exit through surface water, plant uptake and evaporation.

Given these characteristics, the unconfined Brookswood Aquifer is very susceptible to contamination and interruptions to groundwater recharge, especially from the surface and other interconnected aquifers. Depending on the season, the highly permeable sand and gravel allows rainfall to seep quickly through the pores of the coarse soil carrying both the recharge and contaminants from the surface to the aquifer below.

Care must be taken in Brookswood-Fernridge to avoid contamination of the underlying aquifer and promote sustainable recharge management practices. Groundwater resource protection requires:

- the preservation of water quality for the health and benefit of all users, including the natural environment;
- the management of water quantity to meet the needs of all users, including the natural environment; and
- the maintenance of the hydraulic integrity of the surface water – lotic and lentic – systems.

Policies specific for Groundwater Protection and Management are as follows:

Policies:

1. Apply Policies #1, #2, #3 and #4, Section 6.1 Aquifer (Groundwater) of the Brookswood Fernridge Community Plan.

2. Preserve, restore, enhance and manage the neighbourhood forest and associated tree canopy as a means to protect the underlying aquifer.

3. Minimize impervious surfaces to enhance recharge and rainfall infiltration potential. Develop specific zoning regulations and development standards to facilitate this outcome.

4. Maximize dispersed groundwater recharge at all spatial scales, from the neighbourhood to the individual building site, to minimize groundwater mounding conditions during rain events.

5. Require 'enhanced' treatment for rainwater and stormwater runoff, particularly for pollution-generating impervious surfaces such as roads, lanes, surface parking, driveways, loading/unloading areas and any other surfaces that vehicles and trucks use, including maintenance vehicle and fire apparatus staging areas. Locate all 'enhanced' treatment facilities for rainwater and stormwater runoff from pollution-generating impervious surfaces in public or adjacent to public spaces to provide for ease of municipal maintenance.

6. Design and implement NGIN features that mimic natural hydrology through low impact development practices and implementation of source control best management practices (e.g. roof leaders disconnection, enhanced topsoil installation, infiltration galleries, bioretention swales and planters, pervious pavers, etc.), that promote mitigation of development impacts to runoff catchment areas, peak flows, runoff volumes and water quality.

7. Obtain development approval information from development proponents at the time of a zoning amendment application to the Township of Langley, pursuant to sections 484, 485, 486 and 487 of the *Local Government Act*. The purpose of the development approval information is to ensure development takes place in a manner that protects, restores, sustains and enhances the quality and quantity of groundwater sources for drinking, irrigation, other approved uses and the overall health of the natural environment and aquatic ecosystem. See Appendix A development approval information requirements.

8. Appropriately close test holes or similar that are used for geotechnical or hydrogeological investigations and purposes. Monitoring will be completed by an appropriately Qualified Professional Hydrogeologist or Engineer with relevant experience, registered in the Province of British Columbia.

9. Design communal rainwater and stormwater detention facilities and ponds to also provide bioretention capabilities, as feasible and contribute to groundwater recharge while protecting the quality of the baseflows and infiltrated water, and the water that will be collected or retained on site.

10. Allow habitable basements with residential uses in areas delineated on **Map 4** as a Habitable Basement Area, subject to requirements of the Subdivision and Development Servicing Bylaw along with confirmation, based on site investigations, that there is no risk of flooding, seepage or water intrusion into the basement. Areas delineated on **Map 4** as a Possible Habitable Basement Area may be permitted to have habitable basements with residential uses, provided that a technical assessment supported by site hydrogeological investigations, monitoring data and observations, including seasonal variations and long-term water level trends of groundwater and surrounding water features, site geology, cumulative impacts analysis, etc., demonstrates that such basements are feasible. The technical evaluation submitted by the applicant must be prepared by a certified Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia.

11. Prohibit habitable basements with residential uses, due to high water table conditions during peak rainy season, in areas delineated on **Map 4** as a No Habitable Basement Area.

5.3 Neighbourhood Forestry

Trees within neighbourhoods improve livability, increase civic pride, and contribute significantly to the quality of life for residents. Neighbourhood forests slow the production of ground-level ozone, filter particulates from the air, and absorb air-borne pollutants such as sulphur dioxide. Trees can reduce capital and maintenance costs of rainwater management, by intercepting rainfall and reducing the quantity of rainwater to be handled and mitigating the overheating of homes in neighbourhoods during summer months.

Environmentally, trees increase biodiversity in a neighbourhood by providing food and habitat for a range of wildlife species. Tree roots protect stream banks, reducing the potential for erosion and sedimentation, while shading the water. Trees also conserve and enhance soil productivity by enriching biological activity through support for insects, bacteria and fungi, which in turn improve the ability of soils to uptake water and nutrients.

Neighbourhood trees can also be stressed by restrictions to water and nutrients and impacted by wind and road salt / brine. At a time when the forest in most neighbourhoods will have an increased role in sequestering carbon, sheltering from winds and reducing demands for energy for heating and cooling homes as a result of climate change, its trees will face escalating changes to growing conditions, altering plant hardiness zones and compromising their longevity.

Neighbourhood tree canopy cover is a performance measure of the physical coverage of the tree leaf or foliage canopy over the land. It represents a way of expressing, as a percentage, the spatial extent or vertical projection of the tree crown coverage in an area. Canopy cover provides an important way of measuring the character of any neighbourhood forest. It is a repeatable benchmark that can be measured regularly and can guide future tree planting programs. The measure of tree canopy cover for a neighbourhood forest serves as a good indicator of its general health and value.

Development of a neighbourhood forest is an integral ‘building block’ or structural element in BNP area. In order to guide the development of great new neighbourhoods, a neighbourhood forest policy framework for this Plan is predicated on the following: (1) tree retention; (2) tree enhancement and integration through the appropriate ‘right tree and right location’ methodology; and (3) reforestation that incorporates the next generation of neighbourhood trees that would adapt to new growing and seasonal conditions due to climate change, as an approach to establishing a robust, multi-generational neighbourhood forest. Policies specific for Neighbourhood Forestry are as follows:

Policies:

1. Nurture, restore and enhance the ecological services and biological diversity of the neighbourhood forest in the BNP area. Implement the Community Forest Management Strategy.

2. Maximize tree canopy as part of development by updating and establishing *Zoning Bylaw* provisions regarding lot coverage, maximum impervious cover (site coverage), siting of building and structures (setbacks, interior separation distances), the introduction of required tree retention/plantable spaces, locational and tree selection criteria for increasing building energy efficiency, and pollution-generating surface run-off treatment, requirements for permeable surfaces, extent of underground structures, and screening/landscaping requirements, among possible others.

3. Improve tree growth potential in the neighbourhood by increasing minimum soil volume for public and private tree planting requirements. Update the Township of Langley Subdivision and Development Servicing Bylaw to increase the minimum soil volume requirement to 30 m^3 for medium to large trees (expected outcomes in the neighbourhood), to provide soil distribution guidance by recommending approximately 0.3 m^3 to 1.0 m^3 of soil per square metre of expended tree canopy projection be provided and require 20 m^3 of soil volume per tree where soil is being shared between trees. Apply these requirements until such time as the aforementioned Bylaw is formally updated and considered for adoption by Council.

4. Improve adaptability of tree growth potential in the neighbourhood by reviewing and updating the Township's preferred tree list in order to effectively respond to our regions changing climate. This will require consulting and working with regional and local tree nurseries to begin reviewing and updating their available nursery tree stock that aligns with the Township's updated preferred tree list.

5. Establish canopy/planting targets for each municipal park type and targets, in consultation and collaboration with the Langley School District, for elementary, middle and secondary schools.

6. Update and/or develop information systems within a corporate asset management framework to measure urban forest tree canopy every five years, including inventory of location, quantity or extent, useful life expectancy and, when possible, costs and value of trees.

7. Develop a storm response plan to define the process for emergency tree risk assessment and tree removal associated with severe storm events.

8. Ensure that new plantings in streetscapes, greenways, and parks – as well as part of management of Nature Conservation Areas – meet optimal diversity measures and target no more than ten percent (10%) of any species, twenty percent (20%) of any genus and thirty percent (30%) of any family at the neighbourhood scale.

9. Plan and fund naturescaping on public lands to support and enhance biodiversity, and to demonstrate best practices for naturescaping to private landowners.

10. Develop, fund, and 'pilot' a Brookswood-Fernridge Neighbourhood Forest Stewardship Program, coordinated by the Township of Langley, yet based on community partnerships and citizen involvement. The Program should consider the following:
    a. Coordinate a 'Neighbourhoods' program to supply appropriate trees to private and institutional landowners through local nurseries and supports an 'Adopt a Tree' program where individuals or businesses can provide funds for the planting and maintenance of a neighbourhood tree.
    b. Identify and establish strategic partnerships with community groups, private enterprise, and local government to co-fund and resource neighbourhood forestry projects.
    c. Explore partnership opportunities with the Langley School District and other institutional landowners to increase canopy coverage through tree planting programs.
    d. Coordinate and execute a 'post-occupancy' tree planting and stewardship program for the purpose of providing and planting of trees in front, rear and side yard spaces, on new

residential properties, in areas designated Single Family Residential 1B, Single Family Residential 2 and Single Family Residential 3, as well as rowhouse development. The municipal staff would work with new homeowners to permit the planting of the next generation of medium and large trees and provide on-going stewardship support through education of said trees, in the neighbourhood.

e. Develop an online profile for the neighbourhood forest to provide links to benefit calculators, share data, provide regular updates about activities and opportunities for participation.

f. Post public signage and send out educational materials related to neighbourhood forest benefits in areas where tree vandalism is occurring.

g. Develop and post information on a new trees to inform local residents about the importance of trees and the associated benefits to residents and the neighbourhood.

h. Develop a 'Citizen Neighbourhood Forester' program for the community and neighbourhood to participate in neighbourhood forest management, with support from partners. For example, Citizen Neighbourhood Foresters could be trained in proper tree planting and formative pruning to lead volunteers in annual projects for Nature Conservation Area vegetation planting, and potentially to support young tree maintenance.

i. Develop a 'Neighbourhood Forest Watch' pilot program for the community and neighbourhood to identify and participate in cleanup of yard and other solid waste dumping in Nature Conservation Areas.

5.4 Renewable Energy + Low Carbon Neighbourhoods

The construction, operation and maintenance of buildings and our fossil fuel dependent transportation system represent a significant contributor to the creation of GHG emissions, and our changing climate. Green Buildings, site and landscape design, active transportation, particularly walkable neighbourhood design, can assist in reducing energy use and water consumption, as well as reducing GHGs. The Township of Langley strives to achieve low carbon neighbourhoods. The intent of the BNP is to:

- Lead a shift in practice and behaviour with land use, block and street patterns that accelerate reductions in fossil fuel (a key contributor of GHG emissions) dependence and overall energy demand;
- Create neighbourhoods and their associated block patterns that have a positive impact on the natural environment, including a healthy neighbourhood forest, and supports residents physical and mental health;
- Encourage and support innovation for all neighbourhood design features, including block patterns, that facilitate the use of passive and local renewable energy infrastructure, in the development of an energy efficient, resilient, low carbon neighbourhoods; and
- Build neighbourhoods and the community through block patterns that provide and facilitate the use transit, cycling, walking and other active forms of transportation and upholds long-term livability.

Policies specific for Renewable Energy and Low Carbon Neighbourhoods are as follows:

Policies:

Neighbourhood Spatial Pattern

Solar optimized block patterns, can create opportunities to reduce building and transportation energy demand in neighbourhoods, improve overall building and transportation energy demand performance, maximize passive design strategies, including natural ventilation, and measures that expand opportunities beyond only mechanical systems.

1. Design and orient the lotting pattern in blocks for housing developments with Single Family 2, Single Family 3, as well as rowhouse developments on lands with a Townhouse designation, so that the largest roof is oriented directly south and within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west axis. Provide evidence of compliance as part of a subdivision application submission.

2. Provide lot or development site dimensions for the relevant building types to accommodate a building footprint, that conforms to the Plan policies, relevant zoning provisions and other development requirements, and a building roof area of a sufficient scale and optimal orientation for root-top photovoltaics and adequate energy supply generation.

Building Orientation

Positioning and orientation of buildings to take advantage of sun and natural topography can facilitate the application of passive and active solar design measures for buildings, which in turn can result in reductions in GHG emissions and energy demand.

3. Design, orient and site all buildings such that the largest wall length is facing south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west axis, in order to improve the passive performance of the structure. Provide evidence of compliance as part of subdivision application or part of a zoning amendment application, in advance of any other development permit area application or building permit.

4. Design buildings to incorporate a pitched roof, to orient and site the largest surface area of said pitched roof to be south facing, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west axis, in order to maximize solar gains in the winter and minimize in the summer. Provide evidence of compliance as part of subdivision application or part of a zoning amendment application, in advance of any other development permit area application or building permit.

5. Encourage the use of light-coloured hard surfaces (e.g., driveway or patio paving), reflective roof surfaces, blue and green roofs and green walls to reduce the urban heat island effect.

6. Encourage the siting, form and scale of buildings to not block solar access from existing or anticipated development and that shadowing impacts on adjacent buildings are minimized. Sun and Shade analysis should be provided with all residential, commercial, institutional and mixed use developments to demonstrate that overshadowing of adjacent buildings is minimized.

Landscaping

Landscaping can modify temperature conditions on a site and, in turn, influence the energy performance of buildings and structures. It can also contribute to water conservation by minimizing need for irrigation and maximizing water absorption, retention and groundwater recharge.

8. Design, develop implement landscape strategies that incorporate a mixture of drought-tolerant native deciduous and coniferous, evergreen tree species of varying ages and heights (retention, restoration and enhancement), along with a variety of native shrubs, perennials, and groundcovers with xeriscaping techniques, to replicate natural 'layered' plant communities, to contribute to the microclimates of the site and interiors of buildings, as well as encourage biodiversity and ecological health and to limit the need for irrigation.

9. Incorporate landscape design strategies to reduce energy demands for heating, cooling and lighting in buildings by:
    a. using deciduous trees on the southern and western facing sides of a building to maximize the warming effect of solar radiation in winter months and the cooling effect of shade in the summer; and
    b. by situating coniferous, evergreen trees in all other areas throughout, as part of development and broader neighbourhood design.

10. Provide rainwater harvesting infrastructure as part of development with Single Family 2, Single Family 3, Townhouse Land Use Designations, sized to a sufficient quantity to afford adequate water for landscaped areas of the development during the length of a typical dry season, based on best available climate change forecasts at the time of application.

11. Encourage the employment of green roofs, blue-green roofs, green walls and other green engineered systems that can contribute to rainwater management and cooling needs by reducing the heat island effect of a building's roof/wall and heat transfer to the interior of the structure.

12. Obtain development approval information from development proponents at the time of a zoning amendment application to the Township of Langley, pursuant to Sections 484, 485, 486 and 487 of the *Local Government Act*. The purpose of the development approval information is to ensure development takes place in manner that creates neighbourhoods and their associated block patterns that have a positive impact on the natural environment and natural earth systems and supports residents physical and mental health; encourages and supports innovation for all neighbourhood design features, including block, lot and building orientation patterns, that facilitate the use of passive and local renewable energy infrastructure, in the development of an energy efficient, resilient, low carbon neighbourhoods; and helps build neighbourhoods and the community through block patterns that provide and facilitate the use transit, cycling, walking and other active forms of transportation and upholds long-term livability. The analysis and assessment, as well as the conclusions and recommendations of this development approval information will be used to identify and confirm compliance with the policy outlined in this Section of the BNP.

6.0 NEIGHBOURHOOD PLACEMAKING

A neighbourhood is a place. Designing and building great new neighbourhoods involve transitions from one type of place to another. The character of this changed place – a neighbourhood – can be described through visual aesthetics and physical relationships. **Neighbourhood character** involves a mix of elements in the natural and built environments that give it a distinct 'personality'. Every property and building, public place, environmental feature, or piece of infrastructure contributes to its character, as do the arrangements of each of these building blocks.

The visual and physical patterns of the built environment are defined by recurring characteristics, such as the green street edges of front yards, street trees, and by the frontage patterns, forms, and orientation of buildings – which can vary by neighbourhood, street, and block or can be consistent across the community as a whole. These patterns can accommodate a diversity of building forms and scales while providing an underlying sense of cohesion that helps define the character of the neighbourhood.

But neighbourhood character alone does not define the identity of a space or the **sense of place**. For a neighbourhood to become a valued place, it must also establish and nurture a distinct identity that is determined in part by how residents, business operators, and visitors experience the place and socially interact within it. The sense of place of a neighbourhood consists of both tangible human-built and natural structures and subjective experiences within and between them.

6.1 Active and Nature (Passive) Park Spaces

This Plan builds upon existing parks and nature spaces and establishes an enhanced network of parks and nature spaces that combined will contribute to a complete and livable neighbourhood in the Booth area. These new parks and nature spaces further provide the neighbourhood with active and passive outdoor recreational opportunities to meet the needs of residents, employees and visitors alike. Policies specific to Parks and Nature Park Spaces are as follows:

Policies:

1. Apply Policies #2, #3, #5, #6, #7 and #8, Section 5.1 of the Brookswood-Fernridge Community Plan (BFCP).

2. Accommodate an additional 18.4 Hectares (45.4 acres) of parks space in the form of Community and Neighbourhood Parks in the approximate locations within the neighbourhood as indicated on **Map 2**.

3. Incorporate an Urban Pocket Park to provide complementary programing spaces and ease of walking access for residents, in the approximate locations within the neighbourhood as indicated on **Map 2**.

6.1.1 Community Parks

One new community park – as part of a combined middle and secondary school campus – and a modest addition to an existing one – Noel Booth – in the Plan area will provide a variety of park amenities and activities that serve the residents of Booth, adjacent neighbourhoods and the Brookswood-Fernridge Community and surrounds overall. The community parks will provide space for large events and recreational facilities such as sports fields, tennis courts, water parks, display gardens, playgrounds, trails, bike parks, passive or natural areas and vehicle parking lots. The intent of these policies is to provide direction to ensure that the community park sites, along with the middle and secondary schools in the case of the new one, are appropriately located, sized and configured, and that necessary access and connectivity to and from the park site is sufficient and appropriate for the needs of the users. Policies specific to community parks are as follows:

Policies:

1. Provide one new community park with a minimum size of 11.9 hectares (29.5 acres), which will also form part of a combined middle and secondary school campus. Locate the new community park within the vicinity of 200 Street and 28 Avenue, as indicated on **Map 2**.

2. Incorporate an additional 1.6 hectares (4 acres) of space to the Noel Booth Community Park as indicated on **Map 2**.

3. Identify and secure lands for the new community park through a variety of municipal funding sources.

4. Ensure that the combined community park, middle and secondary school campus are appropriately located to serve the intended purpose and to the acceptance of both the Township of Langley and the Langley School District.

5. Incorporate, as part of community park design, contributions to neighbourhood forestry through the preservation and/or restoration of Aquatic and Terrestrial Nature Conservation Areas, as outlined in Section 4.1 of the Plan.

6.1.2 Neighbourhood Parks

Four new Neighbourhood Parks (NPs) are to be accommodated in the Booth neighbourhood. These NPs will provide a variety of recreational opportunities, including sports fields, playgrounds and nature areas on the park site. The intent of these policies is to provide direction to ensure that the combined Neighbourhood Park sites are appropriately located, sized and configured, and that necessary access and connectivity are sufficient for the needs of the users. Policies specific to a neighbourhood park are as follows:

Policies:

1. Provide four NPs, each with a minimum of 2.8 hectares (7 acres) in size. Locate new NP sites, as indicated on **Map 2**.

2. Identify and secure, as provided for by development proponents, the NP site along with the rezoning of any lands designated for residential development, as outlined in Policy #1, Section 9.2, General Prerequisites, of this Plan.

3. Ensure that the NP sites are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley. Obtain development approval information from development proponents, pursuant to Section 485 (1)(b) *Local Government Act* (*LGA*). The purpose of the development approval information is to ensure lands appointed for the NP site are indeed usable and appropriate for its intended use. The development approval information shall consist of a biological site inventory and assessment, and a hydrogeological assessment report.

4. Use 0.8 hectares (2 acres) of the minimum of 2.8 hectares (7 acres) land dedicated required for the NP site as contributions to neighbourhood forestry in the form of a Nature Space, which will be included as an update to **Map 3**.

6.1.3 Urban Pocket Park

The Booth neighbourhood will include one Urban Pocket Park, ranging from approximately 0.4 to 0.6 hectares (1.0 to 1.5 acres) in size. The Urban Pocket Park and will provide a gathering spot, a relaxing and hang-out space, an all-season, outdoor oasis within the neighbourhood. Features of Urban Pocket Park will include active waterplay and picturesque water features, a variety of seating and lounging areas, and a combination of programmed and informal, and soft and hard surface spaces. Within the neighbourhood context, the Urban Pocket Park is intended to be small but inviting area of public space situated within or in close proximity to the where people live and work. The Urban Pocket Park will also be designed so that it is adaptable and able to accommodate different programming opportunities. Policies specific to Urban Pocket Park are as follows:

Policies:

1. Develop one (1) Urban Pocket Park in a centrally located area of the Booth Neighbourhood Plan area that is approximately 0.4 hectares (1.0 acres) to 0.6 hectares (1.5 acres) in size.

2. Locate and bound the Urban Pocket Park by a Collector road and by at least one additional Collector or Local road. For remaining edges of the Urban Pocket Park that are not bound by public roads, provide generous walkways along this space and independently connect through adjacent residential areas with six-metre wide (6.0m) pathways that link to public sidewalks on nearby local roads.

3. Design the Urban Pocket Park to be all-season public space, incorporating a combination of natural and built canopies to take shelter from the elements, a combination of hard (e.g., masonry) and soft (e.g., grass, ornamental plantings), waterplay and water-viewing (e.g., fountains, falls, ponds) features to enjoy and escape the summer heat and the rain soaked spring, a variety of seating options, formal hard surfaces and generous planted areas, and a variety of lighting.

4. Provide on-street parking along the Urban Pocket Park road frontage(s) and strategically extend the sidewalk surface over portions of the adjacent boulevard to the outside face of curb to provide accessibility and accommodate other uses of the space (e.g. food trucks, ice cream vendors)

5. Fund the Urban Pocket Park through the Community Amenity Contributions Policy.

6.1.4 Nature Parks & Nature Park Spaces

Nature Parks are a hallmark of the small town character of the Booth area. They provide visual and physical public access to the unique natural features of the area. Nature Parks in the Booth neighbourhood include natural landscapes and features – preserved, restored and enhanced – that provide many important ecological services, spaces of biodiversity and groundwater recharge, and serve as climate change adaptation and mitigation areas, and will be adapted to provide trails, protected zones, picnic spaces, education and historical commemoration, weather-protected seating, outdoor exercise spaces and generally an outdoor place of respite and refuge. Policies specific to Nature Parks and Nature Park Spaces are as follows:

Policies:

1. Preserve the location and size of nature parks and nature park spaces, as delineated on **Map 3**, in the Booth area in perpetuity. The only exception to the potential diminishment in the size and configuration of these Nature Parks and Nature Park Spaces would be to accommodate road and trail dedications along the outer edges and perimeter of said parks and park spaces. Compensation for loss would be sought through restoration of new and existing parks areas.

2. Provide physical and visual public access with possible features such as trails, small picnic spaces, education and historical commemoration, weather-protected seating, and outdoor exercise spaces. Nature and nature programming should remain the dominant feature of the Nature Parks and Nature Park Spaces.

3. Prepare a Booth Nature Park Conservancy and Management Plan to guide the active management of the natural resources and systems for Nature Parks and Nature Park Spaces to preserve, restore, enhance and maintain their functions, to deliver a wide array of ecological benefits and robust biodiversity, to enhance the well-being of neighbourhood residents, and to prioritize the needs and guidance for long-term maintenance and stewardship.

4. Identify and fund new Nature Parks and new Nature Park Spaces through the Booth Fernridge and Rinn Greenway Amenity Policy as well as other funding sources such as grants.

6.2 Greenways and Pedestrian/Cycling Connections

The network of greenway and pedestrian/cycling connections in Booth is an important component of the mobility network for pedestrians, cyclists, scooterists and enthusiasts of other emerging nonmotorized mobility modes and a key recreational amenity. Along with the bicycle network described in Section 7.3, street greenways, creek greenways (trails), enhanced sidewalks, and pedestrian links provide continuous mobility connections between destinations within and beyond the plan area, and a range of easily accessible, recreational and commuter experiences. Some greenways also provide opportunities to integrate unique landscape and stormwater management features such as bioretention basins and gardens into the public realm. The specific locations of planned greenways and pedestrian connections are illustrated on **Map 2**.

6.2.1 Street Greenways

Street Greenways are wide landscaped boulevards along major roads which provide attractive and safe pedestrian and recreation cyclist connections throughout the community. Street Greenways connect pedestrians and cyclists with parks, natural areas, commercial nodes, neighbourhood amenities and services, as well as the integration with greenways in adjacent neighbourhoods, and connections to destinations beyond. Policies specific to Street Greenways are as follows:

Policies:

1. Provide continuous Street Greenways in the locations identified on **Map 2**.

2. Construct Street Greenways within the required streetscape that is comprised of a portion of the road dedication as well as an additional 4.5 metre wide dedication. At a minimum the streetscape associated with Street Greenways includes on-street parking (except not on most Arterial Roads), curb, gutter, a three (3) metre multi-use concrete pathway, street trees, retained and new coniferous trees, understory plantings, surface drainage facilities (e.g., vegetated bioretention planters, swales and basins), at-, above- and below-grade utilities, and transit stops, among other possible space/use requirements.

3. Preserve existing, healthy trees, where technically feasible and preferentially for coniferous varieties (e.g., coast Douglas Fir), that are situated within the area of the new Street Greenways and associated streetscape, provided that those applicable features, outlined in Policy #2 of this Section above, are retained. Increase the possibility of retaining more existing trees, specifically the preferential coniferous varieties, through variations in the streetscape design. Variations to streetscape design could include, but is not limited to, the use of municipally-approved, proprietary below-grade rainwater/stormwater treatment vaults in place of surface drainage facilities, providing curb bulges to accommodate trees – no more than a 10 percent of the block face (measured between the inside curb faces of two cross streets) – in order to provide appropriately-sized, sufficient on-street parking spaces, narrowing the width of the vehicle travel lanes (not including those of an Arterial road) and therefore expanding the dimensions of the streetscape to provide additional tree space, and modest changes in locations and design of transit stops.

4. Incorporate a variety of coniferous – retained or new – tree species and varieties, that complement the usual deciduous street trees, along with understorey plantings. Use appropriate retained and new trees and understorey plantings that will not interfere with the functionality of surface drainage facilities and other required features of the streetscape.

5. Provide safe street crossings for pedestrians and cyclists at key intersections.

6. Build appropriate and effective 'connections' and 'tie-ins' where the Street Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

7. Fund Street Greenways – land dedication costs plus additional construction costs – through the Booth Fernridge and Rinn Greenway Amenity Policy.

6.2.2 Neighbourhood Edge Greenways

Neighbourhood Edge Greenways are wide landscaped boulevards along the 196 Street corridor which provide attractive and safe pedestrian and cyclist connections throughout the community and a transition buffer along the municipal boundary. Policies specific to Neighbourhood Edge Greenways are as follows:

Policies:

1. Provide continuous Neighbourhood Edge Greenways in the locations identified on **Map 2**.

2. Construct Neighbourhood Edge Greenways within the required streetscape that is comprised of a portion of the road dedication as well as an additional 5.5 metre wide dedication. At a minimum the streetscape associated with Neighbourhood Edge Greenways includes on-street parking (except not on most Arterial Roads), curb, gutter, a three (3) metre multi-use concrete pathway, street trees, retained and new coniferous trees, understory plantings, surface drainage facilities (e.g., vegetated bioretention planters, swales and basins), at-, above- and below-grade utilities, among other possible space/use requirements.

3. Preserve existing, healthy trees, where technically feasible and preferentially for coniferous varieties (e.g., Coastal Douglas Fir), that are situated within the area of the new Neighbourhood Edge Greenways and associated streetscape, provided that those applicable features, outlined in Policy #2 of this Section above, are retained. Increase the possibility of retaining more existing trees, specifically the preferential coniferous varieties, through variations in the streetscape design such as combining driveway entrance/exits and associated curb let-downs along a public road or more preferably the elimination of these along the streetscape altogether, the use of municipally-approved, proprietary below-grade rainwater/stormwater treatment vaults in place of surface drainage facilities, providing curb bulges to accommodate trees – no more than a 10 percent of the block face (measured between the inside curb faces of two cross streets) – in order to provide appropriately-sized, sufficient on-street parking spaces, consideration of narrowing the width of the vehicle travel lanes (not including those of an Arterial road) and therefore expanding the dimensions of the streetscape to provide additional tree space.

4. Incorporate a variety of coniferous – retained or new – tree species and varieties, that complement the usual deciduous street trees, along with understorey plantings. Use appropriate retained and new trees and understorey plantings that will not interfere with the functionality of surface drainage facilities and other required features of the streetscape.

5. Provide safe street crossings for pedestrians and cyclists at key intersections.

6. Build appropriate and effective ‘connections’ and ‘tie-ins’ where the Neighbourhood Edge Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

7. Fund Neighbourhood Edge Greenways – land dedication costs plus additional construction costs – through the Booth Fernridge and Rinn Greenway Amenity Policy.

6.2.3 Nature Corridor Greenway

A Nature Corridor Greenway is a linear space that provides protected wildlife habitat, facilitates movement of wildlife between habitat areas and contributes to the neighbourhood’s green infrastructure network. The purpose of the Nature Corridor Greenway is to maintain, restore, enhance habitat connectivity; reduce genetic isolation among wildlife populations; and aid in the reduction of human wildlife conflict. Policies for the Nature Corridor Greenway are as follows:

Policies:

1. Provide a continuous Nature Corridor Greenway in the approximate location identified on **Map 3**.

2. Avoid locating the Nature Corridor Greenway parallel to private driveways, parking lot drive aisles and public roads.

3. Construct the Nature Corridor Greenway thirty (30) metres wide on average. The Nature Corridor Greenway includes a restored and enhanced strip of land which is richly planted with retained and new native trees – specifically, coniferous tree species – and native understorey plantings that provide sources of food and cover, and support high wildlife value and biodiversity, plus a three (3) metre wide multi-use asphalt pathway and seating, situated in the outer perimeter on one side, and the use, at Collector and Arterial road crossing, of wildlife tunnels that provide natural light infiltration for the entire length.

4. Determine the exact location of the Nature Corridor Greenway on a development site by using a tree inventory information and the hydrogeological assessment report and aquafer protection plan information requirements, identified in Section 5.2, Policy #7 to guide decision making. Prioritize as a means of determining the exact location of the Nature Corridor Greenway the preservation of existing, healthy trees and tree stands, where technically feasible and preferentially for coniferous varieties (e.g., coast Douglas Fir) and quality groundwater recharge areas on the development site in question. Locational decision for other development sites will also be a consideration in determining the exact location of the Nature Corridor Greenway.

5. Allow reductions in width along select sections of the Nature Corridor Greenway for no more than 20 metres, provided that: (1) the width reductions are no more than 10 metres in length, (2) the said reductions are spaces a minimum of 50 metres apart (3) an average total greenway width of 30 metres is maintained, and (4) the connectivity for nature and recreation purposes is continuous. The development of the Nature Corridor Greenway may be divided evenly between two properties or development sites,

6. Preserve existing, healthy trees and tree stands, where technically feasible and preferentially for coniferous varieties (e.g., Coastal Douglas Fir). Changes to the alignment of the Nature Corridor Greenway can be considered, provided that there is no net loss of habitat, and alignment locations at the neighbourhood plan edges are retained.

7. Build appropriate and effective ‘connections’ and ‘tie-ins’ where the Nature Corridor Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

8. Fund the portion of the Nature Corridor Greenway located within the Plan boundary through the Booth Fernridge and Rinn Amenity Zoning Policy.

6.2.4 Aquatic Greenways and Trails

Aquatic Greenways are off-street trails within a continuous landscaped strip of land that runs adjacent to existing waterbodies and associated natural vegetated buffer areas. These multi-use pathways accommodate both pedestrians and cyclists and can be used for recreation and commuting purposes. Policies specific to aquatic greenways are as follows:

Policies:

1. Provide Aquatic Greenways in the locations identified on **Map 2**.

2. Construct Aquatic Greenways that are minimum six (6) metres wide on average. The Aquatic Greenway is part of a preserved, restored and enhanced riparian corridor adjacent to waterbodies of various types – watercourses, wetlands, ponds, lakes – which is richly planted with retained and new native trees – specifically, coniferous tree species – and native understorey plantings that provide sources of food and cover, and support high wildlife value and biodiversity, plus a three (3) metre wide multi-use asphalt pathway and seating, situated in the outer perimeter of the required riparian areas, and a 1.5 metre vegetated buffer on either side of the pathway. In situations where the Terrestrial Nature Conservation Area, a requirement of the Plan, is added to the riparian area of a protected waterbody, the Aquatic Greenway will be relocated to remain in the outer perimeter of the combined riparian area plus the Nature Conservation Area that is added.

3. Build appropriate and effective ‘connections’ and ‘tie-ins’ where the Aquatic Greenways intersect with other pedestrian and cycling facilities and other types of Greenways.

4. Fund Aquatic Greenways – construction costs – through the Booth Fernridge and Rinn Greenway Amenity Policy.

6.2.5 Semiahmoo Trail

First Nations have always understood the importance of connecting humans to and navigating through the natural realm, for a multitude of purposes. The Township of Langley’s Archaeological Overview Assessment (2021), prepared in consultation with local First Nations, identified two historic travel routes through the BNP area, from Noel Booth Community Park in the north to the municipal border at 196 Street and 28 Avenue in the south. To commemorate these indigenous travel routes, the BNP identifies an alignment for the restoration of the Semiahmoo Trail. Policies for the Semiahmoo Trail are as Follows:

Policies:

1. Provide the contiguous Semiahmoo Trail along the alignment identified on **Map 2**. The Semiahmoo Trail will be comprised of three Sections – Park Space Sections, Centre Sections and Residential Sections – and three Points – Main Entry Points, Crossroad Points and Transition Points.

2. Construct the Semiahmoo Trail to be seven (7) metres wide, at a minimum. Some trail Sections and Points will be required to be wider to provide space for interpretation, placemaking and specific programming. The Semiahmoo Trail will include a 3 metre wide, at a minimum, pathway. The pathway surface material will vary in the different Sections and Points. The Semiahmoo Trail will also include a minimum 2.0 metre average buffer area on both sides of the pathway surface and will accommodate trees and native, indigenous understorey plants, seating, lighting, public art, interpretive signage, among other features. Apply the design details and requirements for the Semiahmoo Trail as outlined in the *Public + Semi-Public Space Pattern Book*.

3. Preserve existing, healthy trees, where technically feasible and preferentially for coniferous varieties (e.g., coast Douglas Fir), that are situated within the area of the Semiahmoo Trail Increase the possibility of retaining more existing, healthy trees, specifically the coniferous varieties by allowing small adjustments to the overall trail alignment, and by applying corridor width and buffer area averaging techniques.

4. Allow reduced trail width along select Sections (not Points) of the Semiahmoo Trail to no less than five (5) metres, provided that: (1) reductions are no more than 10 metres in length, (2) the said reductions are spaced a minimum of 50 metres apart, (3) an average total trail width of seven (7) metres is maintained, and (4) the connectivity for nature and recreation purposes is continuous. The development of the full seven (7) metre width of the Semiahmoo Trail may be divided evenly between two properties or development sites.

5. Build appropriate and effective ‘connections’ and ‘tie-ins’ where the Semiahmoo Trail intersect with other pedestrian and cycling facilities and other types of Greenways.

6. Fund Semiahmoo Trail – land and construction costs – through the Booth Fernridge and Rinn Greenway Amenity Policy.

6.2.6 Enhanced Sidewalks

Enhanced Sidewalks are suitable in areas where short distances of hard-surface pedestrian and cyclist connections are required. Examples of Enhanced Sidewalks can be found on clear-span bridge structures and over-sized culverts at watercourse crossings. Enhanced Sidewalks are designed to accommodate a 3-metre wide multi-use pathway. Enhanced Sidewalks are not funded through the Brookswood-Fernridge Greenway Amenity Policy and are therefore the financial responsibility of development. Policies specific for Enhanced Sidewalks are as follows:

Policies:

1. Provide Enhanced Sidewalks in the locations identified on **Map 2**.

2. Construct Enhanced Sidewalks to be a continuous three (3) metre wide multi-use pathway.

6.2.7 Mid-Block Pedestrian Links

Mid-Block Pedestrian Links provide connection through developments and subdivisions, to and from greenways, trails, schools and areas where public access along corridors is widely spaced. The location for the Mid-Block Pedestrian Links, as described in Sections 3.2, 3.3 and 3.4 of this Plan, is not intended to be interpreted literally but approximately, both in distance and frequency. The intent of these policies is to secure additional connection points through development to increase the walkability and permeability of the neighbourhood and to improve connectivity with adjacent neighbourhoods and destinations. Mid-Block Pedestrian Links are not funded through the Booth Fernridge and Rinn Amenity Zoning Policy and are therefore the financial responsibility of development. Policies specific for the Mid-Block Lane and Pedestrian Links are as follows:

Policies:

1. Provide Mid-Block Pedestrian Links, which are a minimum six metres wide and include a three (3m) metre wide, shared use, hard-surface (e.g., concrete, asphalt) pathway, as conceptually represented in Sections 3.2, 3.3 and 3.4, or required elsewhere and pursuant to this Plan.

2. Design entrances to Mid-Block Pedestrian Links so that they are visible and will be interpreted as a 'public' pathway. Build appropriate and effective 'connections' and 'tie-ins' to facilitate this 'interpretation' where the Mid-Block Pedestrian Links intersect with other pedestrian and cycling facilities and other types of Greenways.

6.3 Heritage

In 2012, Township of Langley Council endorsed a Heritage Strategy that recognizes the importance of Langley's historic and archaeological resources, its rural lands, and its natural and cultural landscapes, in developing complete sustainable communities, and identifies nine goals and a number of actions to be implemented over ten years. The following actions would apply to resources identified in the Booth Neighbourhood:

- ✓ Identify built, natural and cultural landscape heritage sites, and policies for conserving them during the neighbourhood plan process; and
- ✓ Preserve, protect and celebrate significant historical resources that illustrate Langley's range of heritage values.

In 2021, Council received the Township of Langley Archaeological Overview Assessment (AOA), that included the identification of two First Nations trails that diagonally traversed through what is now referenced as the Brookwood-Fernridge area. To commemorate this travel route, established and used by First Nations, and later used by early settlers, a Semiahmoo Trail has been envisioned and delineated in the BNP. The intent of these policies is to guide the commemoration of archaeological resources and natural and cultural landscapes that have heritage values as they relate to the Booth area.

Policies:

1. Apply Policies #1 thru #7, Section 5.5 of the Brookswood-Fernridge Community Plan.

2. Establish a Semiahmoo Trail that extends from Noel Booth Community Park at 36 Avenue to the intersection at 28 Avenue and 196 Street, linking key existing and future neighbourhood destinations.

3. Ensure archaeological sites – physical remains of past human activity – are documented and protected as mandated by the *Heritage Conservation Act* and assisted by the Township of Langley's Archaeological Site Protection policy and associated Guidelines for Archaeological Chance Find Management.

6.4 Crime Prevention Through Environmental Design

The safety and security of residents are an important component of any liveable community. Safety and security are considered not only in terms of personal physical safety (i.e. crime and threats to personal property), but also in terms of safety for pedestrians, cyclists and motorist.

The way in which we design our communities and public spaces can impact personal safety and the ability of law enforcement to reduce crime within a community. This approach to development planning, which seeks to reduce opportunities for crime, is called 'Crime Prevention through Environmental Design' (CPTED), the principles of which include the following:

- Territoriality - fostering residents' interaction, vigilance, and control over their neighbourhood
- Surveillance - maximizing the ability to spot suspicious people and activities
- Activity support - encouraging the intended use of public space by residents
- Hierarchy of space - identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening - using physical barriers, security devices and tamper- resistant materials to restrict entrance
- Environment - making a design or location decision that takes into account the surrounding environment and minimizing the use of space by conflicting groups
- Image/Maintenance - ensuring that a building or area is clean, well-maintained, and graffiti- free

The intent of the policies aligns with the spirit of the CPTED principles. As development within Booth occurs over time, planning staff should verify that land development proposals comply with CPTED principles prior to approval. Policies specific for the application of CPTED principles to land development proposals and relevant infrastructure projects are as follows:

Policies:

1. Require all development proponents, except for single family only proposals and infrastructure projects, to prepare and provide a CPTED Assessment, including project design recommendations, as part of applications and project designs, or as part of a Development Permit if no rezone is part of the development proposal.

2. New developments should be designed to provide ‘eyes on the street’ through the placement of windows, porches, balconies, and street-level uses. Blank walls should be avoided. Design should allow for casual surveillance of all streets, parks, children’s play areas and other public spaces.

3. Adequate lighting should be provided for all streets, lanes, parking areas, parks, trails, as appropriate, and building entrances to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.

4. Landscaping and fencing should be designed to avoid the creation of blind spots or hiding places.

5. Site design should allow for clear sightlines between parking areas, public sidewalks, and building entrances.

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7.0 MOBILITY + TRANSPORTATION INFRASTRUCTURE

Mobility networks are vital places in neighbourhoods and communities and include sidewalks and trails, bike-routes, greenways, transit routes and streets of many varieties. These mobility networks are the common space where the neighbourhood is woven together. Mobility spaces are where children learn to ride bicycles, neighbours meet, couples stroll, and have an evening ride. They allow us to get to work and school, run errands, participate in cultural and recreational activities, and live our daily lives. Mobility networks are the connective tissue of the built environment, contributing to the health, well-being, and livability of the neighbourhood.

Mobility networks are also the point of access to our businesses, homes, parks, and institutions. They provide for the delivery of goods to our stores and businesses, enable fire, police, and paramedic services to respond to emergences, accommodate the public transit systems and provide important corridors for electricity, telecommunications, and water, sanitary and rainwater drainage utilities. Mobility networks that provide a range of transportation options for people are also a key building block and mainstay of walkable neighbourhoods that contribute to community livability, lower greenhouse gas emissions and provide healthier lifestyles.

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, stormwater management, and many other uses and features.

While not every type of use or user may be accommodated on every street, the goal is to build great new neighbourhoods with a well-functioning street network that supports and sustains our quality of life. Complete livable streets ensure that social, economic and environmental priorities are integrated in street planning and design. Complete livable streets come in many shapes and forms, and there is no one-size-fits all outcomes. However, all adhere to a series of underlying principles. Policies specific to Complete Livable Streets are as follows:

7.1 Network

Policies:

1. Design each aspect, as relevant and applicable, of the mobility network to incorporate the following:
    a. Design to accommodate all users – Complete livable streets provide appropriate space for all street users to coexist. Depending on the road and land use type, complete livable street design should accommodate a range of users including pedestrians, bicyclists, transit users, automobiles, and commercial vehicles.
    b. Design for safety – The safety of all street users, especially the most vulnerable users (children, the elderly, and differently-abled) and modes (pedestrians, bicyclists, mobility-device users) should be paramount in any complete livable street design. The safety of streets can be dramatically improved through appropriate geometric design and operations.
    c. Prioritize pedestrian movement – Complete livable streets are built to pedestrian scale and privilege pedestrian movements, recognizing the critical role pedestrians play in neighbourhood vitality and because all trips include a pedestrian component.
    d. Complement surrounding land uses, environment, and community – Complete livable streets respect the surrounding built and natural environment. Well-designed streets promote travel speeds, modes, and sidewalk activities that are desired and appropriate for the surrounding context.
    e. Incorporate green design – Complete livable streets should incorporate neighbourhood green infrastructure such as neighbourhood forestry, which includes street trees, greenway plantings and trees including retention of existing trees, and private front yard landscaping and trees, as well as rainwater, stormwater and groundwater management practices to simultaneously improve mobility environments for all users, mitigate the environmental impact of runoff and other transportation impacts, and contribute to climate change mitigation and adaptation.
    f. Create public spaces – Complete livable streets promote streets as public spaces and incorporate designs to maximize social and economic activity.

2. Provide new streets and street extensions, as identified on **Map 5**, to support neighbourhood development to accommodate multi-modal permeability, circulation and connections. The design of new streets and lanes will be guided by the Township of Langley's Master Transportation Plan, as amended from time to time, the Subdivision and Development Servicing Bylaw, the Engineering Services Plan for the neighbourhood, policies of this Plan, the Public + Publicly-Accessible Space Pattern Book and other relevant municipal policies, guidelines and bylaws.

3. Design streetscapes with features and finishes based on the Brookswood-Fernridge *Public + Publicly-Accessible Space Pattern Book*.

4. Require the creation of rear public lanes for development that fronts arterial streets.

5. Establish a connected multi-modal transportation grid that supports connectivity and walkability with smaller blocks, greenways and trails, new streets and street extensions, lanes (for parking, loading and servicing access) and Mid-Block and Pedestrian Links to achieve the targeted maximum block length outlined in the Plan.

6. Seek the provision of additional public rights-of way on all existing streets, in accordance with the *Zoning Bylaw*, Subdivision and Development Servicing Bylaw, the Engineering Services Plan for this neighbourhood and policies of this Plan as part of development for sidewalk widening, greenways, cycling facilities, transit passenger facilities, street widening, on-street parking provision and elements for and specific to particular street frontage types.

7. Require trucks to use designated routes as set out in the Street and Traffic Bylaw, except where necessary to access their destinations.

7.2 Walking

Policies:

1. Provide publicly-accessible, Mid-Block and Pedestrian Links and statutory rights-of-way through or adjacent to new development to improve pedestrian connectivity and accessibility. These Mid-Block Links must be safe, barrier-free and clearly identifiable from the street, and located in a manner to achieve the block pattern guidelines outlined in the Plan.

2. Establish a pedestrian-friendly public realm through streetscape and pedestrian route finishes throughout the Plan area. These streetscape and pedestrian route finish improvements will include features such as rainwater/stormwater management facilities, wide sidewalks, corner bulges, Mid-Block and Pedestrian Links and crossings, street furniture, pedestrian-oriented lighting and continuous weather protection in the Community Activity Precinct.

3. Provide a universally accessible, safe and barrier-free pedestrian routes and environment on public streets, greenways, trails, including during periods of construction.

4. Provide pedestrian routes that connect school sites with parks, open spaces, recreation facilities and residential areas to create greater opportunities for children and youth to safely walk in the neighbourhood.

5. Locate all above-ground infrastructure, (e.g., utility kiosks, traffic-signal boxes, fire hydrants, street and pedestrian lighting), in the furnishing and service zone between the curb and the sidewalk, etc. In no case shall this infrastructure intrude into the through movement zone or create barriers for accessibility.

6. Provide additional pedestrian crossings of arterial streets and include, where feasible, measures that reduce crossing distance, and improve safety and visibility for pedestrians.

7.3 Cycling

Policies:

1. Improve intersection crossings for cyclists along identified bicycle routes and various types of greenways.

2. Provide additional cycling routes, as identified on **Map 6**.

3. Provide public bicycle parking and bike share facilities at strategic destinations, as well as throughout the Community Activity Precinct, and at schools, civic facilities and parks.

4. Encourage end-of-trip cycling facilities such as showers, lockers and change areas as part of commercial developments.

5. Collaborate with the City of Surrey to provide a seamless and complete cycling network between the Booth neighbourhood area and the Campbell Heights employment area.

6. Collaborate with TransLink to implement secure bike parkades at the transit stop(s) that are located in the immediate vicinity of the Commercial Activity Node.

7. Prepare a cycling Wayfinding Plan through additional signs and kiosks as new development occurs.

8. Provide cyclist linkages that connect school sites with parks, open spaces, recreation facilities and residential areas to create greater opportunities for children and youth to safely cycle in the Booth neighbourhood.

9. Provide physically separated cycling facilities along arterial classified streets for all ages and abilities.

7.4 Transit

Policies:

1. Continue to work with TransLink to review opportunities to achieve optimal transit service coverage and frequency in order to meet user demand as population increase over time. This includes new routes, appropriate frequencies on existing routes and more direct services to connect the neighbourhood to rapid transit stations.

2. Collaborate with TransLink to improve transit system reliability through its Bus Speed and Reliability Program.

3. Enhance transit stops with pedestrian amenities and weather protection through improved lighting, benches, shelters, and in some situations, awnings as part of the frontage improvements required by new development.

4. Provide and protect space on streetscapes along existing and possible future transit routes for stops and other transit infrastructure and facilities to support mobility choice.

7.5 Mobility Hub

Policies:

1. Establish the Community Activity Precinct to be a mobility hub that seeks to seamlessly facilitate integrated design between multiple transportation modes to improve first-to-last kilometre connectivity. The mobility hub should be designed to accommodate an extensive range of supportive shared mobility elements including:
   - Pick-up and drop-off areas for public transit, taxi and ride-hailing services;
   - Secure parking for bikes and other emerging new mobility modes; and
   - Electric vehicle charging stations

2. The mobility hub will include attractive and supportive pedestrian-friendly placemaking features such as continuous weather protection, shops, services and amenities. Statutory rights-of-way should be secured where the mobility hub crosses onto the private realm.

7.6 Parking and Loading

Policies:

1. Encourage shared, common off-street non-residential (including civic and institutional) parking to serve multiple users and destinations in the Commercial Activity Node, where deemed appropriate.

2. Encourage parking turnover and efficient use of on-street and off-street parking in the Commercial Activity Node, through the implementation of a variety of parking management strategies (e.g., time limits and pricing).

3. Locate all off-street parking for residential development in the Community Activity Precinct to be underground or concealed within a building.

4. Implement flexible curbside management practices in the Community Activity Precinct area to facilitate a variety of street uses (e.g., short-term home delivery services, short-term residential loading, food trucks).

5. Facilitate sufficient vehicular drop-off/pick-up facilities as part of the site design for schools and childcare/minding facility uses.

6. Locations of loading access points and loading spaces should minimize impacts on the pedestrian and cycling environment (e.g., through use of lanes and off-street loading spaces). Loading spaces should be located in the rear and not along nor adjacent to Mandatory Commercial Street Frontage or Secondary Active Street Frontage areas (see **Section 3.2**).

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8.0 FINANCIAL STRATEGY

The BNP financial strategy is intended to assist in the orderly, cost effective, and equitable development of the neighbourhood. It is based on principles that the Township will not finance, nor assume a financial risk, in the provision of engineering services required for development. As such, water, sanitary sewer, drainage, highway services, and parks are to be solely funded through the collection of Development Cost Charges (DCCs) or other appropriate cost recovery mechanisms. Finally, it is the responsibility of property owners and/or the proponents of development to frontend the construction of engineering services and parks. To assist in this regard, the Township may consent to enter into cost recovery agreements.

DCCs are levied against new development to assist in the financing of new servicing infrastructure and amenities required by, and benefiting, new development. The Township's Development Cost Charge Bylaw sets DCC rates for engineering services and for parks and describes when and how they are to be paid. Rates are uniform across the Township so that similar developments are levied the same rate regardless of their location. In principle, DCCs collected must balance with required expenditures. However, in the Township's context, they may exceed or be in deficit within an individual neighbourhood.

Infrastructure which is eligible to be funded with DCC revenue is identified in the Township of Langley's 20-year DCC program.

The Township has infrastructure financing policies in place and has previously negotiated specific agreements to permit property owners to receive DCC credits to assist in the cost recovery of DCC works they have constructed. Given the high cost of sanitary sewer, drainage, highway, and municipal water facilities required to permit development, the Township may provide opportunities to property owners to achieve cost recovery.

Several cost recovery mechanisms are available for consideration, including Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA).

Each of these offers the ability for frontending property owners to potentially recover their infrastructure investments. However, it is critical that all agreements are structured to provide sufficient time for property owners to potentially fully recover the costs of providing infrastructure. Therefore, it is recommended that the Township approve agreements with 10 – 15 year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.

As indicated earlier, the BNP also includes several amenities to be funded through the Booth Fernridge and Rinn Greenway Amenity Policy. These amenities include:

- Urban Pocket Park,
- Public Square,
- Satellite Recreation Centre,
- Semiahmoo Trail,
- Greenways of various types, and
- Neighbourhood Gateways

To provide funding for the construction of these amenities, the Township will require that new developments contribute an amenity cost at time of rezoning. The Township strives to have relative equality in amenity costs between neighbourhoods. The funding approach to Amenity Costs is identified in the Booth Fernridge and Rinn Greenway Amenity Policy and the Community Amenity Contributions for the Booth, Fernridge and Rinn neighbourhoods.

9.0 GROWTH AND CHANGE MANAGEMENT

9.1 Introduction

Development of the Booth neighbourhood shall proceed based on contributions to the development of arterial road infrastructure, communal drainage facilities, a combined elementary school and neighbourhood park, and in proximity to existing neighbourhoods.

9.2 General Prerequisites

Prior to the adoption of a *Zoning Bylaw* amendment in the BNP area as identified on **Map 1**, the following general prerequisites shall be completed to the satisfaction of the Township:

Policies:

1. Identify and provide a neighbourhood park (NP) site in each of the four Phasing Areas, as shown on **Figure 21** to the acceptance of the Township of Langley, subject to other provisions of this Plan, before any development may occur in that Phase, apart from seniors housing, as defined by the Township of Langley *Zoning Bylaw* and non-residential development.

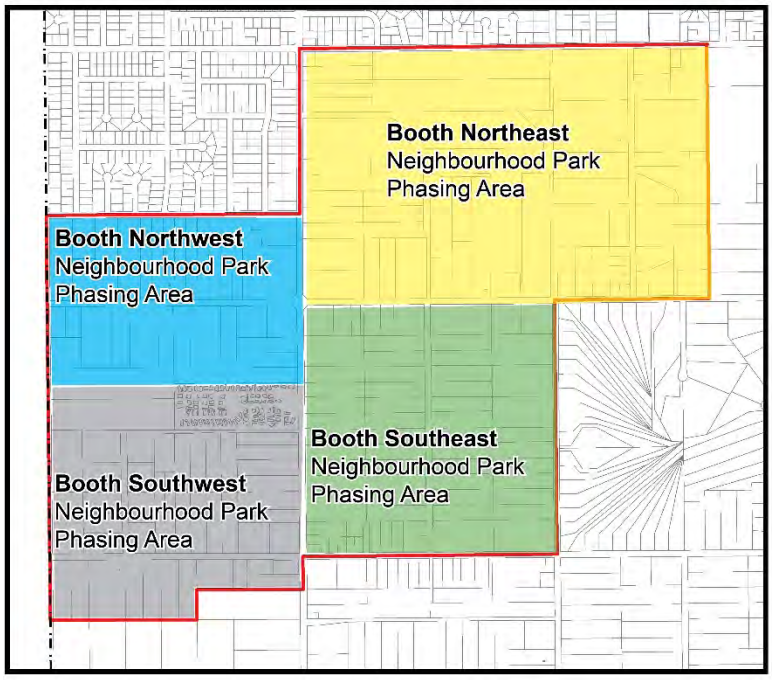


Figure 21. **Neighbourhood Park Phasing Areas**

2. Construct community stormwater/rainwater detention sites and facilities for an entire drainage catchment area, to the acceptance of the Township of Langley, in advance of any development. Drainage catchment areas are defined in the Engineering Services Plan, associated with the BNP. Interim on-site detention will not be permitted.

3. Require all development applications to include land that has a minimum of one continuous property line measuring a minimum of 100 metres in length, directly adjacent to a designated Arterial Road as delineated in **Map 5**, including the 32 Avenue Extension from 204 to 208 Street. The required works and services, as defined by this Plan, the associated Engineering Services Plan, the Township of Langley's Subdivision and Development Servicing Bylaw and other relevant bylaws, for the construction of the Arterial Road must be completed as part of the development or as part of the first phase of any multi-phased development, except for the 32 Avenue Arterial Road Extension (east of 204 Street), which could be dedication only or construction included yet is dependent upon the location and timing. Implementation of this policy will continue until such time as all designated Arterial Roads in the Neighbourhood Plan area are completed or have been granted approval for completion. Non-Arterial fronting development applications could proceed at that time.

4. Prioritize development applications, as guided by Policy #7, Section 9.1, BFCP, that include land within approximately 800 metres of the boundary (Development Prioritization Area 1, as shown on **Figure 22** between the mature suburban neighbourhoods of Brookswood – defined west to east by 33A Avenue to 200 Street to 36 Avenue – and the new neighbourhood of Booth. Execution of this policy will continue until such time as roughly two-thirds of the developable land has completed construction or is in the process of construction or has been approved for construction; at which point the prioritization area could be expanded by an additional 800 metres – a total of 1,600 metres from said boundary (Development Prioritization Area 2, as shown on **Figure 22**).

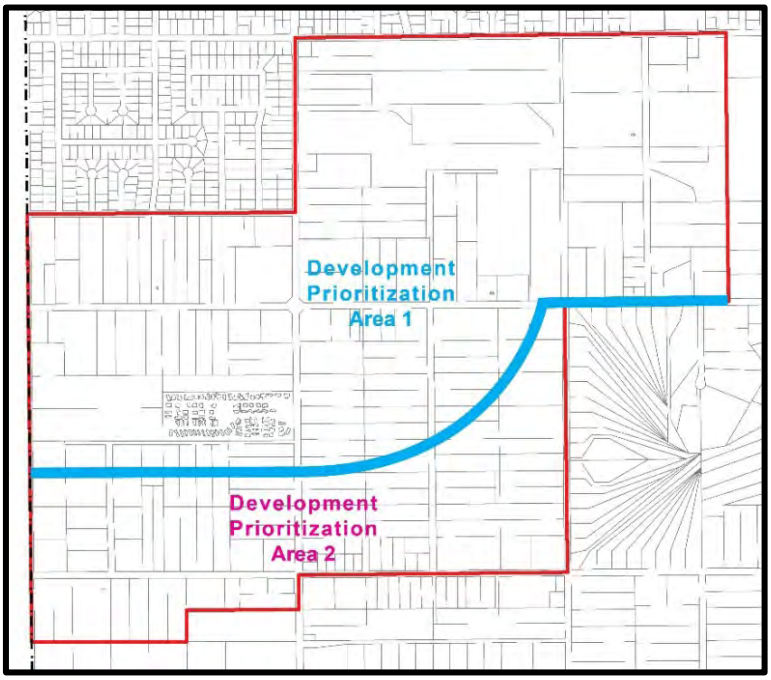


Figure 22. **Development Prioritization Areas**

5. Provide temporary transportation infrastructure 'connections' and 'tie-ins' for all modes of travel – pedestrian, cycling, transit, vehicles – between new and existing transportation infrastructure. This shall result in a more gradual and effective transitions between new and existing infrastructure that does not end abruptly at the property line or public right of way. These transportation infrastructure 'connections' and 'tie-ins' will vary from development project to development project but will be provided within existing dedication and will be guided by the principle of 'just enough' for a gradual, safe and effective transition for each mode, and limit as practically possible the amount of 'throw-away' when the temporary is replaced by final improvements. More specifically, the pedestrian 'connections' and 'tie-ins' will need to be extended to the nearest road intersection(s) or nearest road improvement.

6. Major roads and engineering services, including drainage, water, and sanitary sewer, storm detention ponds, and road dedications, widenings and rights-of-way must be provided and extended (at no cost to the Township) to accommodate the proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA) may be considered, where applicable, to the acceptance of the Township.

9.3 Development Prerequisites in the Community Activity Precinct

Prior to Council's consideration of first and second reading of a *Zoning Bylaw* amendment in the Community Activity Precinct (see Section 3.2) – areas designated for Commercial Village, Apartment and Townhouse in this Plan – the following shall be completed to the satisfaction of the Township:

1. Prepare a Comprehensive Development Plan (CDP), to the acceptance of the Township of Langley and at the expense of the proponent, that aligns with the Vision Statement and Guiding Principles of the Brookswood-Fernridge Community Plan and the Neighbourhood Goals and policies of this BNP for the entire Community Activity Precinct (see Section 3.2). The CDP will include, but is not limited to, an illustrative plan and associated statements and discussions that detail the spatial structure and design features of the Community Activity Precinct (plan view and three dimensional oblique) including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and commercial loading, stormwater detention, integration of greenways and other amenities, energy conservation measures, and development and servicing phasing.

2. Identify and provide an 1,800 m^2 satellite Recreation Centre, in the West Commercial Village Phasing Area at the approximate location on the west side of 201 Street and the vicinity of 32 Avenue and the new Main Street road to the acceptance of the Township of Langley, subject to other provision of this Plan, before any development may occur in this Phasing Area (See **Figure 23**). This satellite Recreation Centre will accommodate a variety of programing, including licensed childcare/preschool space, fitness centre, outdoor child play area, youth 'hangout' space, gymnasium, games room and flexible multi-purpose rooms that accommodate a variety of recreational programming. This recreational/cultural use should be accommodated and integrated within a mixed-use building. The developer will provide the building 'shell' for the satellite Recreation Centre space.

3. Identify and provide a site of 2,700 m^2 for a public square in the East Commercial Village Phasing Area. The location of this site should be in the proximity of the proposed new intersection at 201 Street and the new Main Street. The site should be provided to the acceptance of the Township of Langley before any development in this Phasing Area (see **Figure 23**). This public square will provide an open space for a variety of activities such as public gatherings, socializing, resting, live performance and presentations, eating, and serves as a focal point / destination for the neighbourhood and community. The public square should be integrated with adjacent buildings, mobility infrastructure, and the Semiahmoo Trail, as well as being conveniently connected with the broader Community Activity Precinct (see Section 3.2) and key destinations in the neighbourhood (e.g., parks, schools, municipal 'satellite' recreation/cultural facility).

9.4 Specific Development Prerequisites

The following development prerequisites must be resolved to the satisfaction of the Township prior to adoption of a zoning bylaw amendment. This list is not deemed to be exhaustive, as other requirements will be added based on specific conditions and changes to Township bylaws, policies and procedures.

1. Enter into a servicing agreement with the Township to secure required road and utility upgrades/extensions, and a stormwater management plan in accordance with the servicing provision of this neighbourhood plan together with existing servicing standards as set out in the Township's Subdivision and Development Servicing Bylaw as amended from time to time.

2. Comply with the Erosion and Sediment Control Bylaw as amended from time to time, including provision of an erosion and sediment control plan, to the acceptance of the Township.

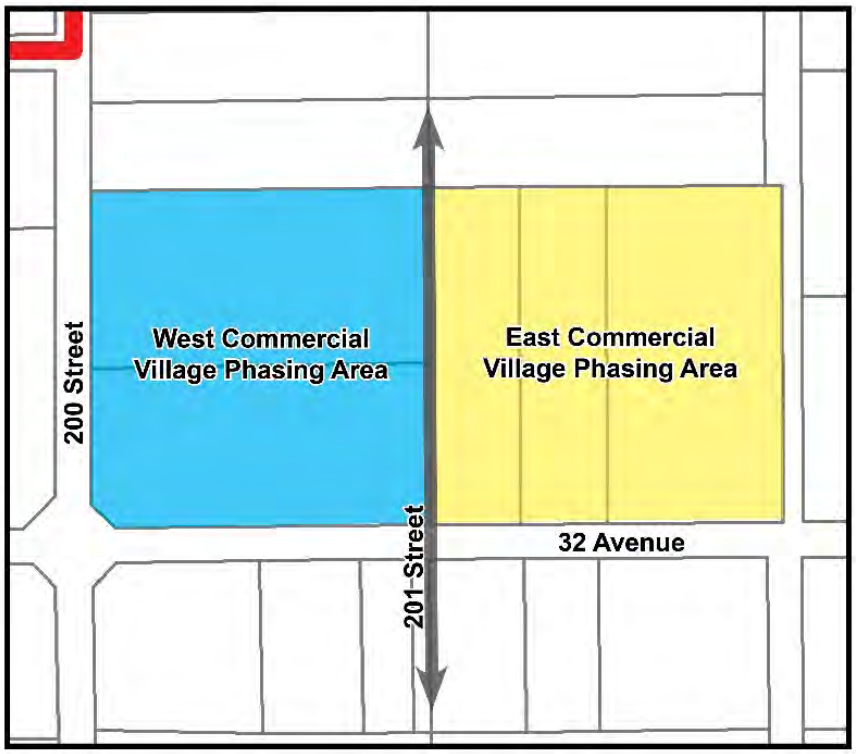


Figure 23. **Commercial Village Phasing Areas**

3. Secure road dedications and widening in accordance with the Subdivision and Development Servicing Bylaw, the relevant Engineering Services Plan and the Township of Langley's Master Transportation Plan as amended from time to time, to the acceptance of the Township.

4. Comply with Schedule I (Tree Protection) of the Subdivision and Development Servicing Bylaw as amended from time to time, including provision of a final tree management plan incorporating tree retention, replacement and protection details, to the acceptance of the Township.

5. Transfer any designated greenway, trail, or any other greenspace as shown on the Land Use plan to the Township, or as determined by the Township.

6. Implement environmental protection as outlined within the plan, including the establishment of Nature Conservation Areas and other Neighbourhood Green Infrastructure, and/or by Department of Fisheries and Oceans (DFO) including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.

7. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway and/or trail use. If any indicators of site contamination are found during this initial assessment, further investigation will be required to confirm the existence, type and extent of contamination, and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.

8. Secure (through the Servicing Agreement) fencing for all developments that abut the greenways, parks, nature corridors, and environmental area to municipal standard and to the acceptance of the Township.

9. Secure an age friendly amenity area in accordance with the Township's Zoning Bylaw as amended from time to time and to the acceptance of the Township.

10. Restore/relocate or use other means of treatment of heritage resources listed within the plan to the satisfaction of the Township. Implement, as part of development, the Township's Archaeological Chance Find Guidelines and other requirements as outlined by the BC Archaeology Branch for the protection of archaeological sites and artifacts.

11. Secure public access rights-of-way through developments, as deemed appropriate, for Mid-Block Pedestrian and/or Lane Links, roads, greenways and sidewalks only. Public access shall not extend to on-street parking.

12. Register a restrictive covenant on title preventing developments from constructing or placing any barriers to public access where provided – physical or psychological (i.e. fences, gates, signage. etc.).

13. Register restrictive covenants that may include, but are not limited to:
    a. Non-disturbance setbacks;
    b. Driveway access/ location;
    c. Building setback restrictions;
    d. Restriction of on-street parking; and
    e. Exterior Design Control Agreement for single family developments.

14. Payment of rezoning, development permit and neighbourhood planning fees, community amenity contribution fees, arterial road completion amenity fees, the five (5%) percent neighbourhood parkland amenity fees, and the Booth Fernridge and Rinn Greenway Amenity Policy as amended from time to time.

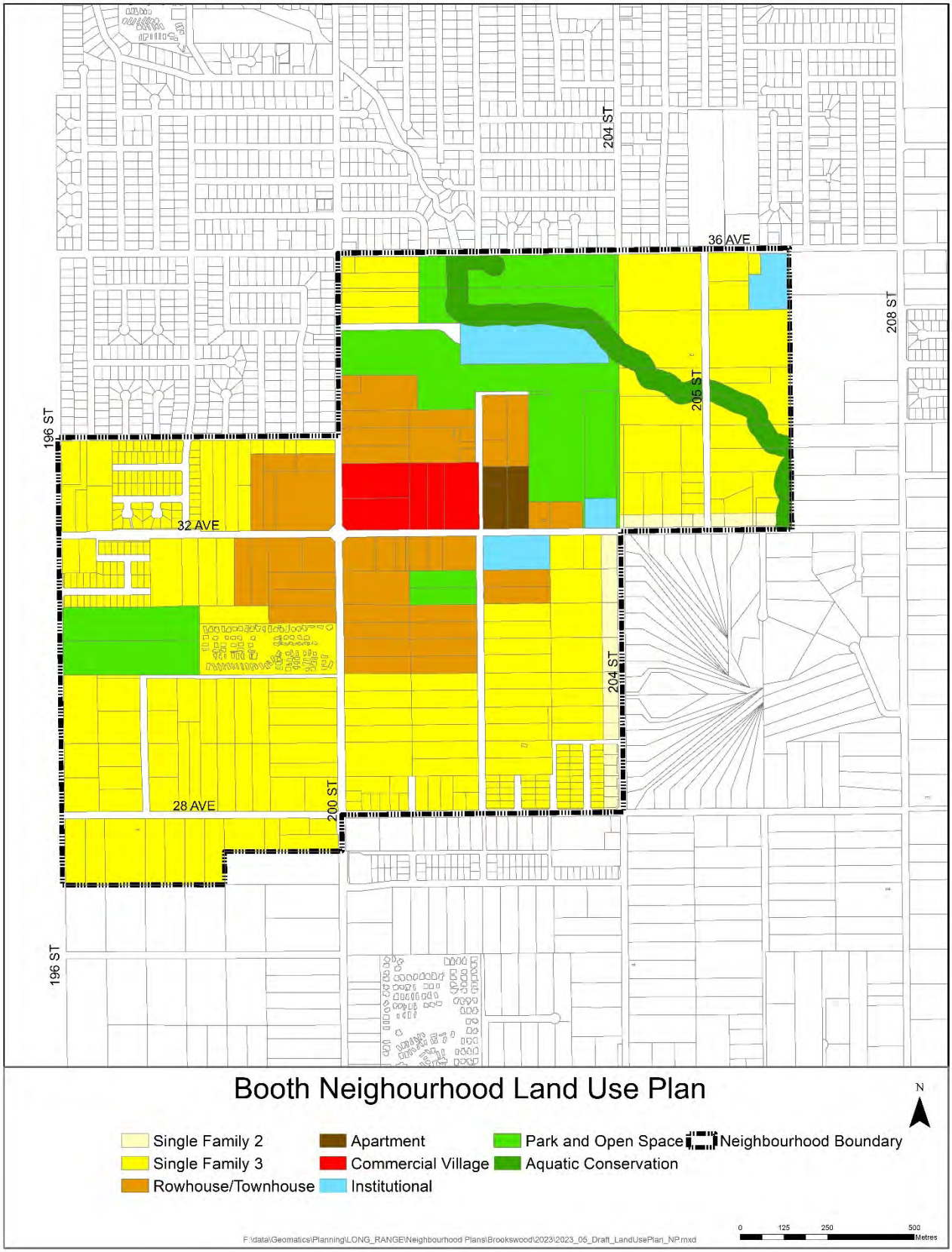
9.5 Further Plan Implementation

1. Develop location criteria to help guide decision-making and ensure child care space is developed in suitable and priority locations (e.g. adjacent to schools, near transit, dense multi-family precincts) in the BNP area.

2. Complete research on municipal best practices for providing more direct support for development of child care space (e.g. explore policy and regulatory incentives for the creation of child care space with multi-family development; investigate the potential for the development of a partnership funding support policy through community amenity contributions).

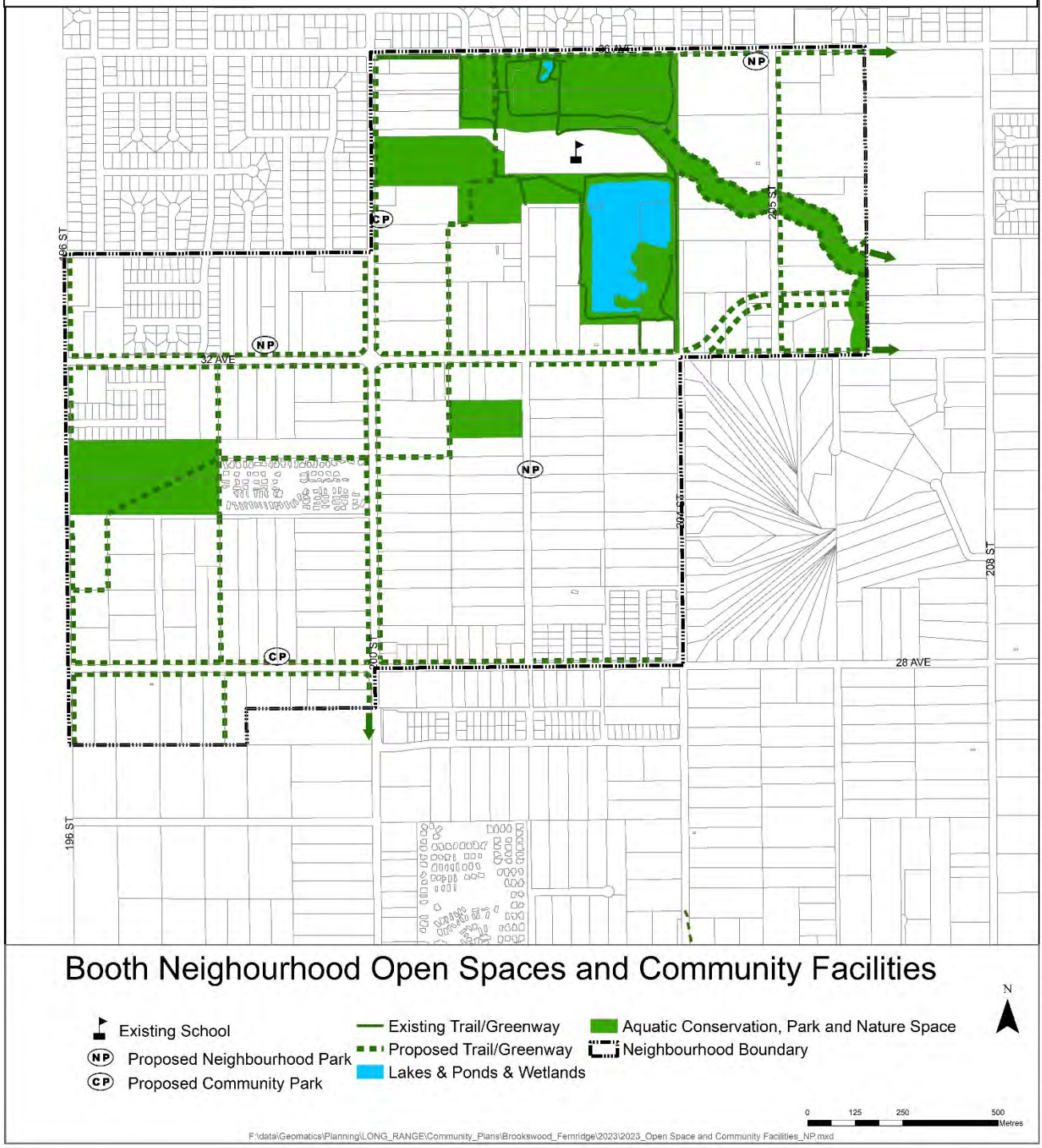
MAPS

MAP 1 | Land Use Plan

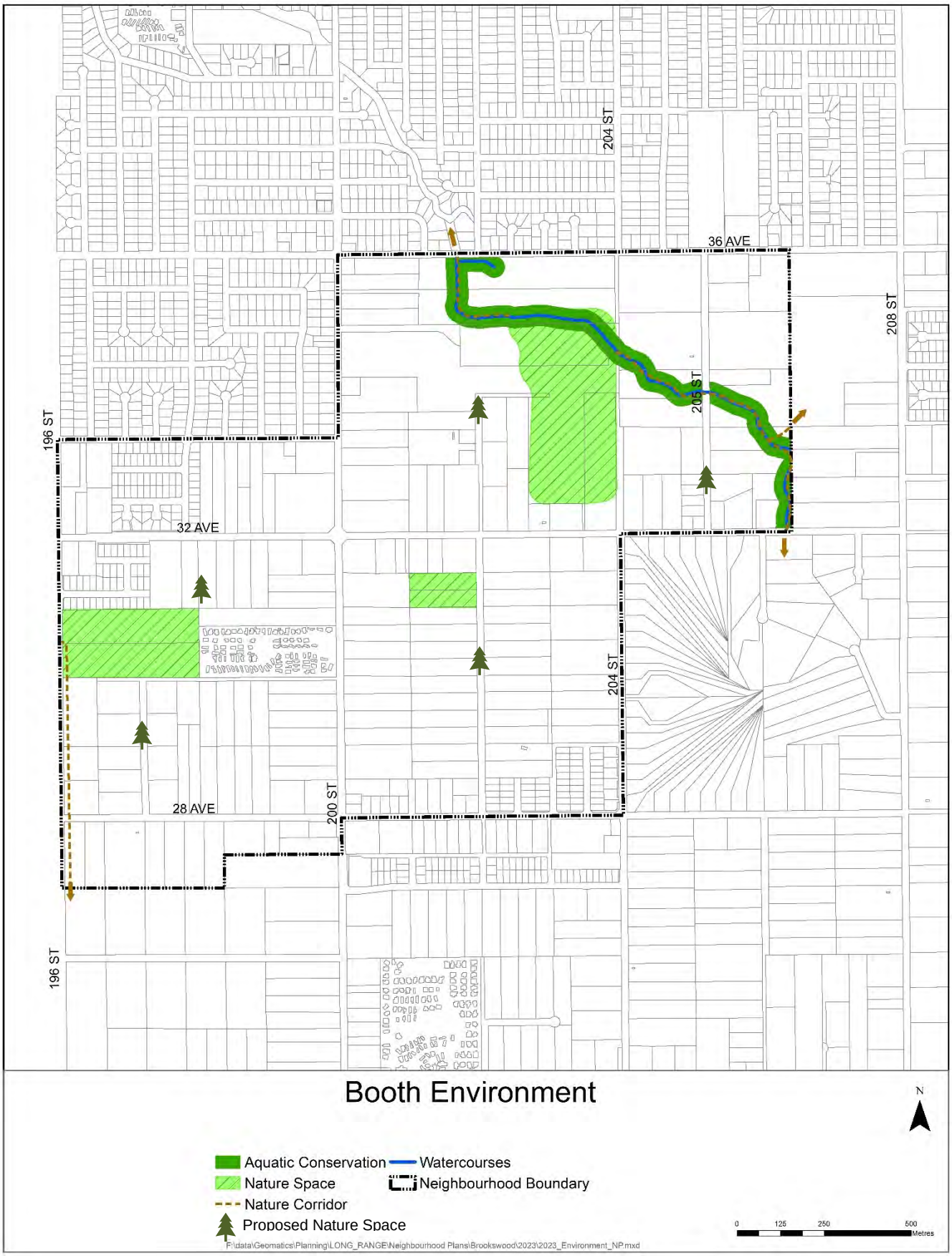


MAP 2 | Parks, Open Space and Neighbourhood Facilities

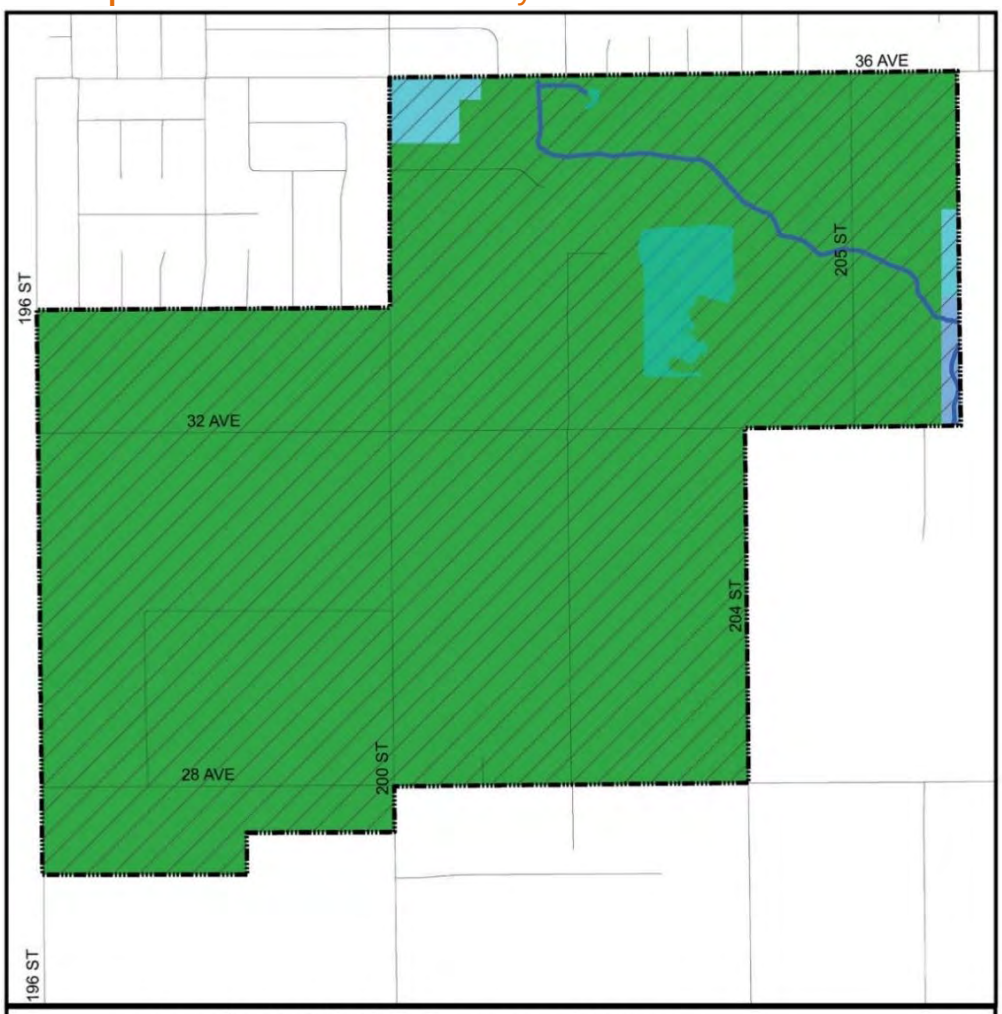
Note: To serve the needs of the Booth neighbourhood and the broader community of Brookswood-Fernridge, development must contribute up to four (4) new, joint elementary schools and neighbourhood parks, as well as improvements to existing public school sites, in each of the four neighbourhood quadrants. The exact location and design of each new elementary school and neighbourhood park site is yet to be determined. Also, a combined Middle School and Secondary School, and community park site will also need to be accommodated in this Booth Neighbourhood Plan Area, in addition to existing community park resources. Its exact location and design is yet to be determined.

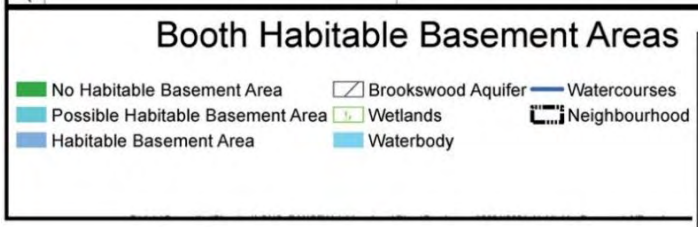


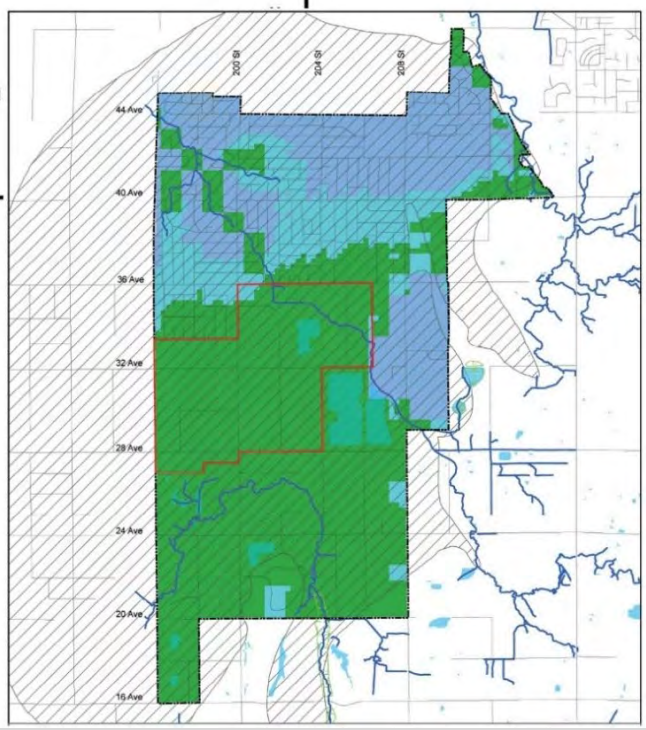
MAP 3 | Environment



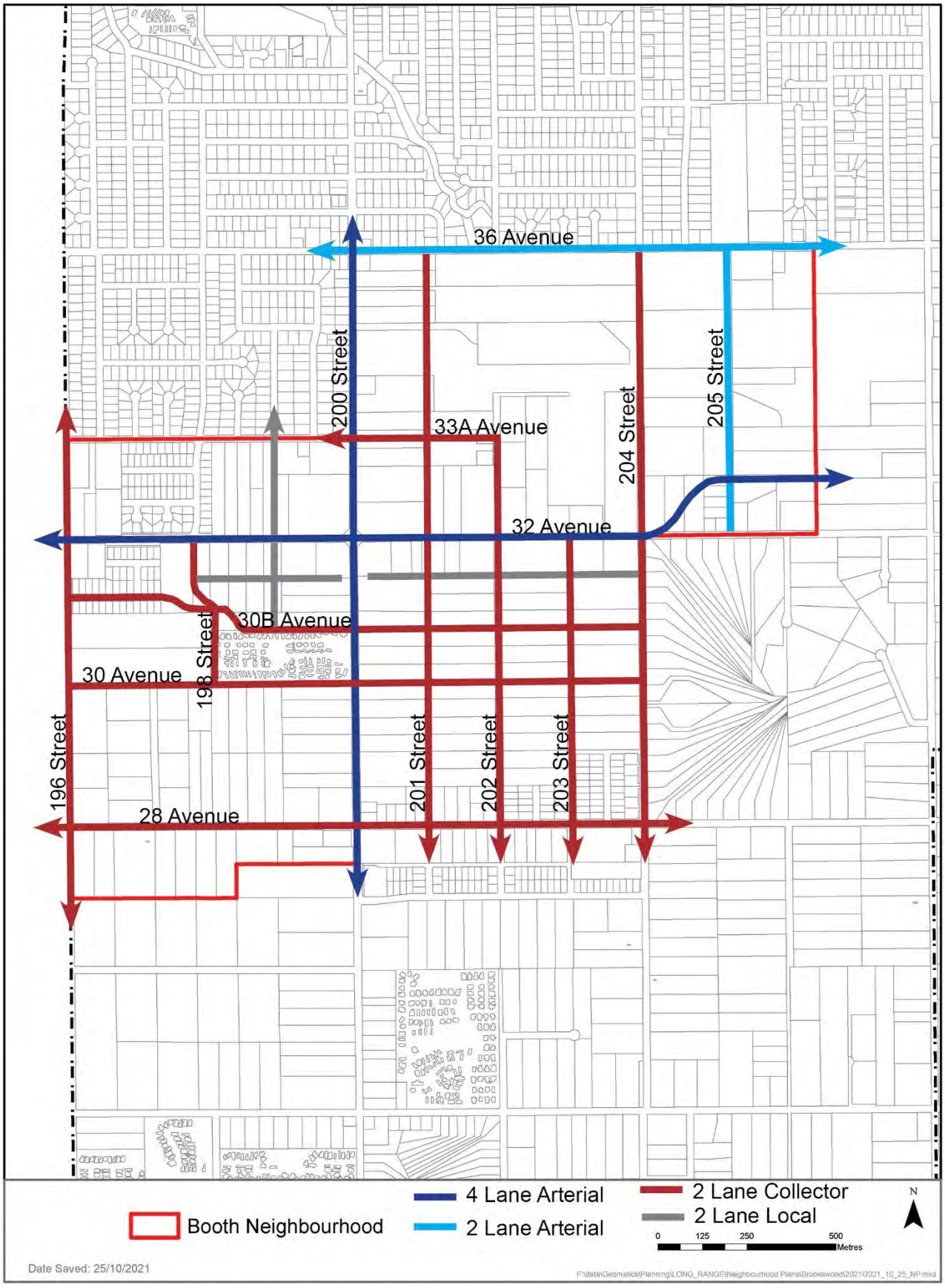
MAP 4 | Habitable Basement Overlay



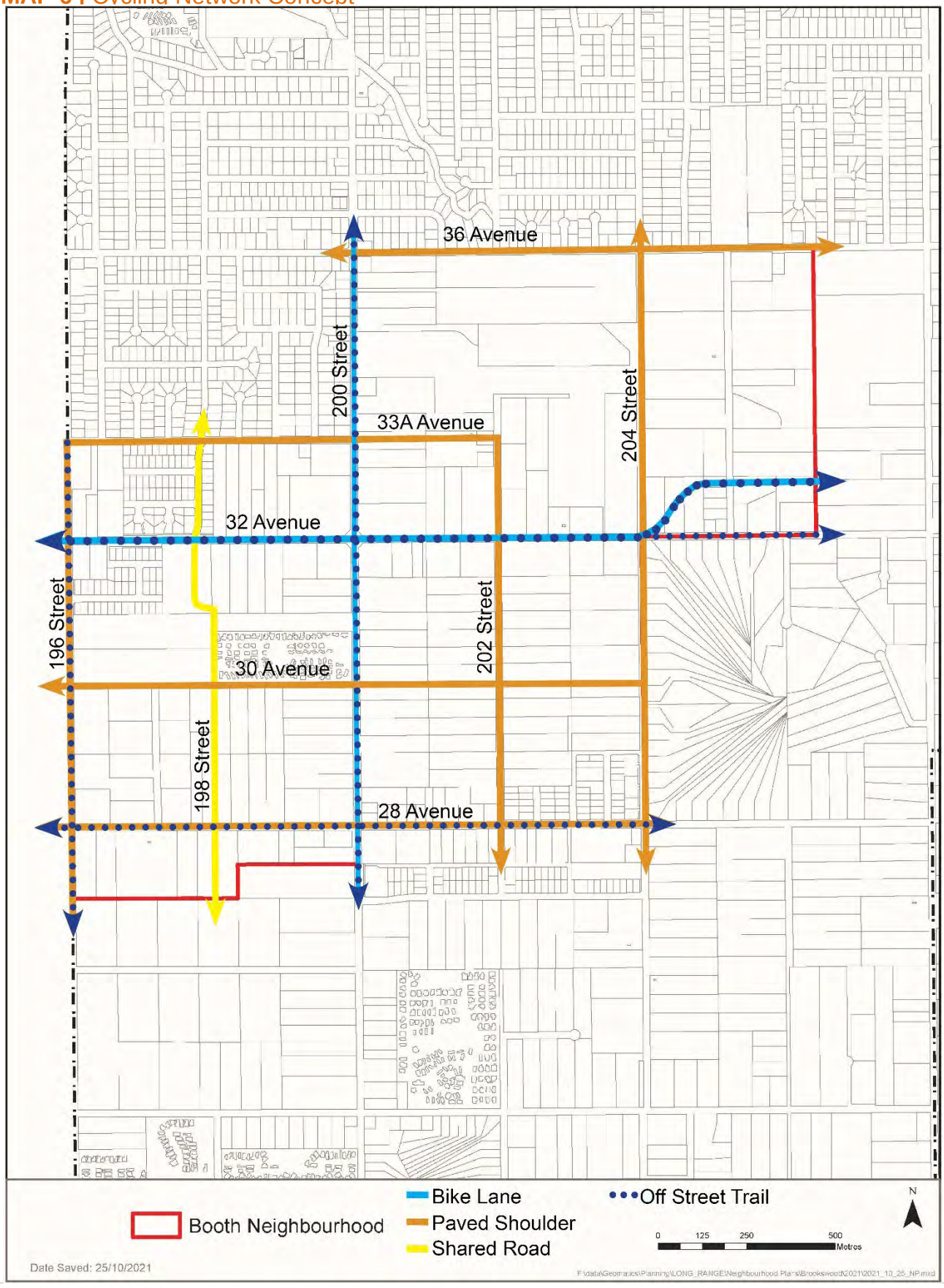




MAP 5 | Road Network Concept



MAP 6 | Cycling Network Concept



Appendix A

Development Approval Information for Groundwater Protection and Management

1) Provide development approval information, which is requested pursuant to Section 485 (1)(b) *Local Government Act* (*LGA*), shall be submitted with application and payment of a zoning amendment application to the Township of Langley, pursuant to Section 487 (1)(a), *LGA*. The purpose of the development approval information is to ensure development takes place in a manner that protects, restores, sustains, and enhances the quality and quantity of groundwater sources for drinking, irrigation, other approved uses and the overall health of the natural environment and aquatic ecosystem. The entire Booth area lies above an unconfined, water table aquifer that has been identified by various municipal documents and inventories as being highly vulnerable to contamination. This aquifer is the source of municipal and domestic water supply for many residents, including those in surrounding rural areas. The analysis and impact assessment, as well as the conclusions and recommendations of this development approval information will be to identify aquifer protection and recharge measures, and recharge area contamination prevention measures for the aquifer through land use development on the overlying land.

2) The development approval information shall consist of a Hydrogeological Impact Assessment report and an aquafer protection plan containing the following information (this requested information only specifies minimum requirements and the professional preparing the report must utilize their local knowledge, expertise and professional judgment to determine the scope of the undertaking while conducting the technical evaluation in support of the proposed development):
    a. A site plan prepared to scale, based on a legal survey, delineating the proposed development and associated land boundaries, unique features, existing buildings and structures, roads and driveways, topographic features, and significant features identified in the site inventory.
    b. A map showing the ownership and locations of all currently used water wells and surface water within a minimum radius of 1.0 km from the development site.
    c. A site inventory, providing information on existing pre-development conditions, including historical and current land uses.
    d. A description of the hydrogeological system and setting, including the type and characteristics of aquifer(s) present on site, aquifer boundaries, surficial geology, stratigraphy, site cross-sections and soil logs, existing land uses within at least 500m of the site (show on the map), including hydrological and hydrogeological uses and features, as well as identify recharge/discharge areas if any, and changes in the recharge to the underlying aquifers due to the proposed development, changes in hydraulic inter-connectivity between surface water and groundwater features and baseflows to creeks and other waterbodies.
    e. A conceptual model of the groundwater, specific to the site and immediate surrounds.
    f. A description of existing groundwater and surface water users within 1.0 km of the development site.
    g. Methodology and, if applicable, uncertainties and limitations of the report.

h. A description of the proposed work, during or after the development phase, especially the activities that have the potential to adversely impact the local hydrology and groundwater regime. The report should also identify alternative options that will not negatively impact the local environmental and water systems.

i. An impact assessment of:
    i. Identification of all natural features that are potentially at risk from the proposed development and the facilities that will be built as part of this project and show them on a map;
    ii. Cumulative effects analysis;
    iii. Impact to existing groundwater users, water quality and water supply, identification of the potential groundwater issues in the area that may arise from the proposed land use, changes in the local water table depth and peak water table, risk of mounding or ponding and others;
    iv. Impact to surface waterbodies;
    v. Other potential impact implications, such as changes in base flows and recharge quantity, down-gradient water quality changes, and others.

j. Conclusions and recommendations consisting of:
    i. A summary of results and impact assessment;
    ii. An unqualified statement that the proposed development will not adversely impact aquifer(s), existing public and private wells, or surface water bodies in terms of water quality and quantity; or
    iii. Where such a statement cannot categorically be made, specific recommendations on aquifer protection measures and mitigating the likelihood of potential impacts including measures that need to be implemented at pre- and post-development stages, which would result in the requirement being met.

k. Any recommended monitoring requirements, identifying actions that will be taken to ensure all proposed recommendations, activities and actions are completed as described, including the design and implementation of a groundwater monitoring program, groundwater quality protection plan, spill response, fire and contingency plans, and process for resolving any non-compliance.

It is to be noted that after the review of the Hydrogeological Impact Assessment, the Township may request for additional clarifications, site investigations, analysis, etc., in support of the report assumptions and conclusions.

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Township of Langley

Est. 1873

Township of Langley
20338 - 65 Avenue
Langley, British Columbia V2Y 3J1

Community Development Division
604.533.6034

tol.ca

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN)
BYLAW 2017 NO. 5300
AMENDMENT (FERNRIDGE NEIGHBOURHOOD PLAN) BYLAW NO. 5796

EXPLANATORY NOTE

Bylaw No. 5796 amends the Langley Official Community Plan and Brookswood-Fernridge Community Plan by incorporating the Fernridge Neighbourhood Plan.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300

AMENDMENT (FERNRIDGE NEIGHBOURHOOD PLAN) BYLAW NO. 5796

WHEREAS it is deemed necessary and desirable to amend the "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300", as amended;

NOW THEREFORE, 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 (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 5796".

2. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300" as amended is further amended:

   a) adding the words "Fernridge Neighbourhood Plan Schedule "BF-2"" to Section 11;

   b) adding Schedule "BF-2" Fernridge Neighbourhood Plan as shown as Schedule "A" attached to and forming part of this bylaw.

READ A FIRST TIME the	day of	, 2023
READ A SECOND TIME the	day of	, 2023
PUBLIC HEARING HELD the	day of	, 2023
READ A THIRD TIME the	day of	, 2023
ADOPTED the	day of	, 2023

_____ Mayor _____ Township Clerk

Township of Langley

Est 1972





Brookswood-Fernridge

Neighbourhood Plan

Fernridge





THE CORPORATION OF THE
TOWNSHIP OF LANGLEY

Schedule BF-2
Brookswood-Fernridge Community Plan

Fernridge Neighbourhood Plan

Bylaw No. 5796

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THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300
AMENDMENT (FERNRIDGE NEIGHBOURHOOD PLAN) BYLAW NO. 5796

Adopted by Council _____

CONSOLIDATED FOR CONVENIENCE ONLY

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AMENDMENTS

BYLAW NO. / NAME	MAP / TEXT CHANGE	DATE OF ADOPTION

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1.0 INTRODUCTION

1.1 Planning for Fernridge's Future

The Fernridge neighbourhood is the southern-most part of Brookswood-Fernridge and surrounds, and contributes to the building of a complete, climate resilient, low carbon community, which will meet the needs of local residents through an entire lifetime. The Fernridge Neighbourhood Plan (FNP; the Plan) seeks to establish a high quality of life for residents, business owners and employees, as well as incorporate climate change resilience measures given a dynamic and uncertain future. It is based on the Neighbourhood Goals of nature conservation, completeness, walkability, a place of distinction and exemplary design, complementing other neighbourhood plans in the Brookswood-Fernridge community. The Plan incorporates a range of housing, local commerce, recreation, public and nature spaces that support the physical and social environments where residents live, learn, work, care and play.

1.2 Relationship to Other Plans

The FNP relies on and is grounded in the Vision and Guiding Principles that form a foundational part of the *Brookswood-Fernridge Community Plan* (BFCP), as amended from time to time. The Plan also aligns, complements, and further implements the policies of the *Official Community Plan* (OCP) for the Township of Langley (see **Figure 1**). Policies in both 'higher-order' Plans – BFCP and OCP – still apply to and guide growth and change (e.g., development applications) in the FNP. However, if there is a conflict between a policy in these other two Plans and this Neighbourhood Plan, the FNP policy takes precedence.



Figure 1. Township of Langley Land Use Planning Framework

The Plan is accompanied by an *Engineering Services Plan* – a companion document to the Township of Langley Subdivision and Development Servicing Bylaw – that identifies the location and capacity of existing and proposed future infrastructure, including transportation, water, sewer, and rainwater management facilities. The *Public + Publicly-Accessible Space Pattern Book* is also a companion to the FNP, which outlines the 'finishes' and design details that are to be incorporated into public and quasi public spaces in the Plan area. There are other key municipal plans, strategies, and guiding documents, as delineated in the BFCP, and as added too and amended from time to time, that contribute to the policies contained in this Plan and build on one another to guide development in the Fernridge area.

1.3 Plan Area

The FNP area encompasses 276 hectares (681 acres) and is located in the southwestern area of Brookswood-Fernridge in the Township of Langley. The FNP area is immediately east of the City of Surrey and south of the new neighbourhood of Fernridge. The southern boundary of this neighbourhood is adjacent to the Agricultural Land Reserve of south Langley, a portion of which is home to the Campbell Valley Regional Park. The close proximity of 16 Avenue, in addition to 200 Street and 24 Avenue, ensures convenient access to other areas in the Township and points beyond. The FNP area is generally bounded by 196 Street (west), 28 Avenue (north), 204 Street (east), 20 Avenue and a small portion of 16 Avenue (south). The FNP area is delineated in **Figure 2** (following page).

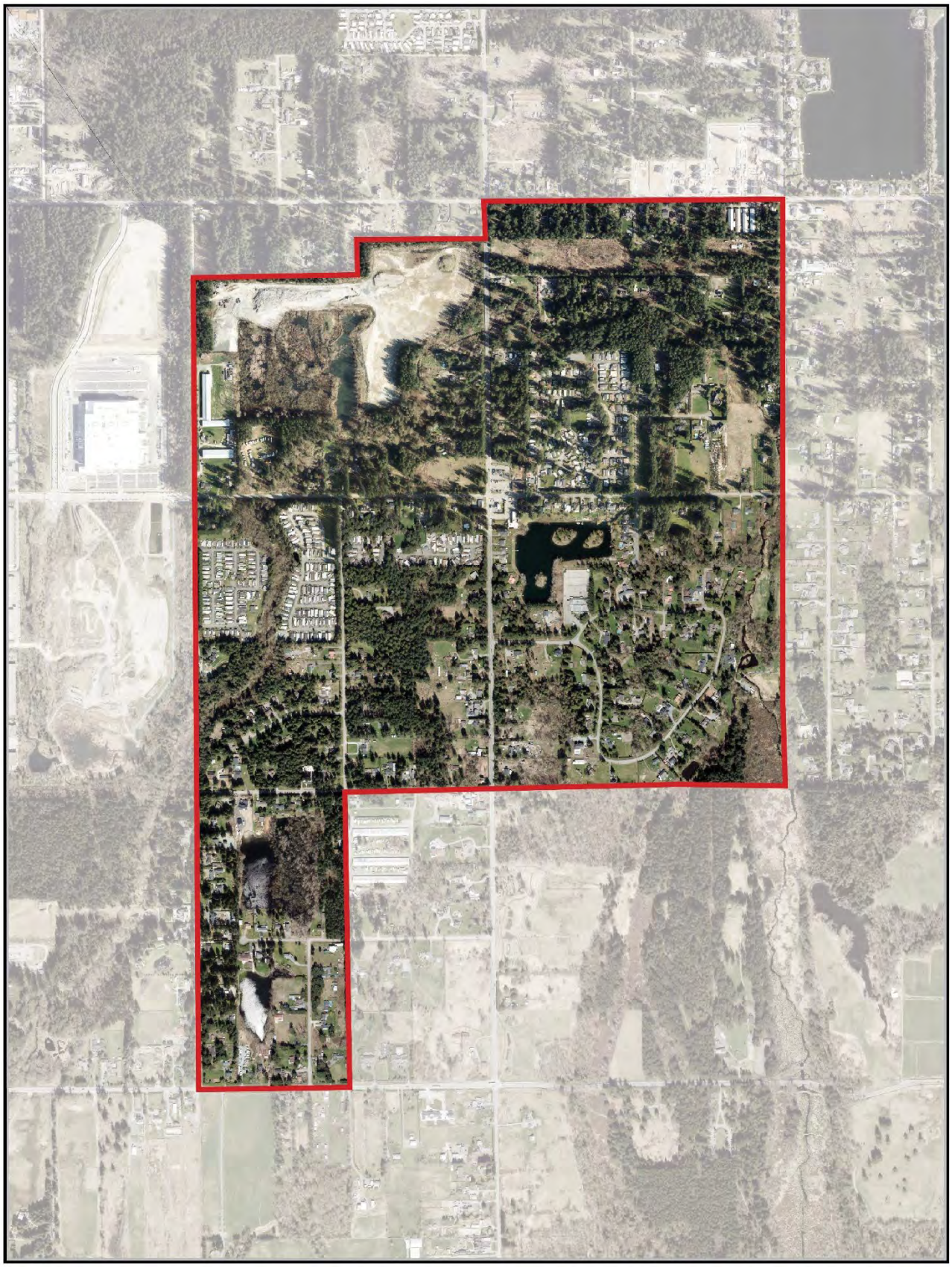


Figure 2. **Fernridge Neighbourhood Plan Boundary**

1.4 Plan Purpose + Process

The purpose of the Plan is to chart a course for the future of the Fernridge neighbourhood. The FNP, along with the companion documents, is Council's 'blueprint' or 'playbook' for guiding growth and change in the neighbourhood. As illustrated below (see **Figure 3**), the Plan was prepared through a comprehensive engagement program. The FNP document sets out the Neighbourhood Character Goals and Policies that will shape growth and change in the Fernridge area over the next 25 to 30 years and beyond. The FNP provides an overall development framework for the neighbourhood and establishes policies related to land use, parks and open space, greenways and pedestrian connections, place making and identity, mobility and transportation, utilities, financial strategy and implementation.

PHASE 1

ASSETS, OPPORTUNITIES & CHALLENGES

- ✓ Endorsement by Council and forming the Neighbourhood Planning Team (NPT) + Fernridge Neighbourhood Planning Sub-Team (Fernridge NPST)
- ✓ Prepared several background studies
- ✓ Raised awareness of the project and the engagement process through Neighbourhood Dialogue Sessions
- ✓ Gathered input on issues, opportunities & big ideas with stakeholders and organizations through combined NPT and NPST meetings
- ✓ Conducted Phase #1 Public Engagement

PHASE 2

POLICY IDEAS + EMERGING STRATEGIC DIRECTIONS

- ✓ Completed Neighbourhood Planning Primer
- ✓ Prepared several Policy Briefs
- ✓ Identified Draft Neighbourhood Character Goals
- ✓ Conducted multiple NPT and NPST meetings
- ✓ Gathered technical input and public feedback on a variety of policy themes
- ✓ Conducted Phase #2 Public Engagement

PHASE 3

PROPOSED FERNRIDGE NEIGHBOURHOOD PLAN

- ✓ Finalized Draft Engineering Services Plan
- ✓ Completed Proposed Fernridge Neighbourhood Plan
- ✓ Completed Draft Public + Publicly-Accessible Space Pattern Book and new Residential Zoning Schedules
- ✓ Completed Phase 3 Public Engagement Event
- ✓ Bylaw consideration by Council

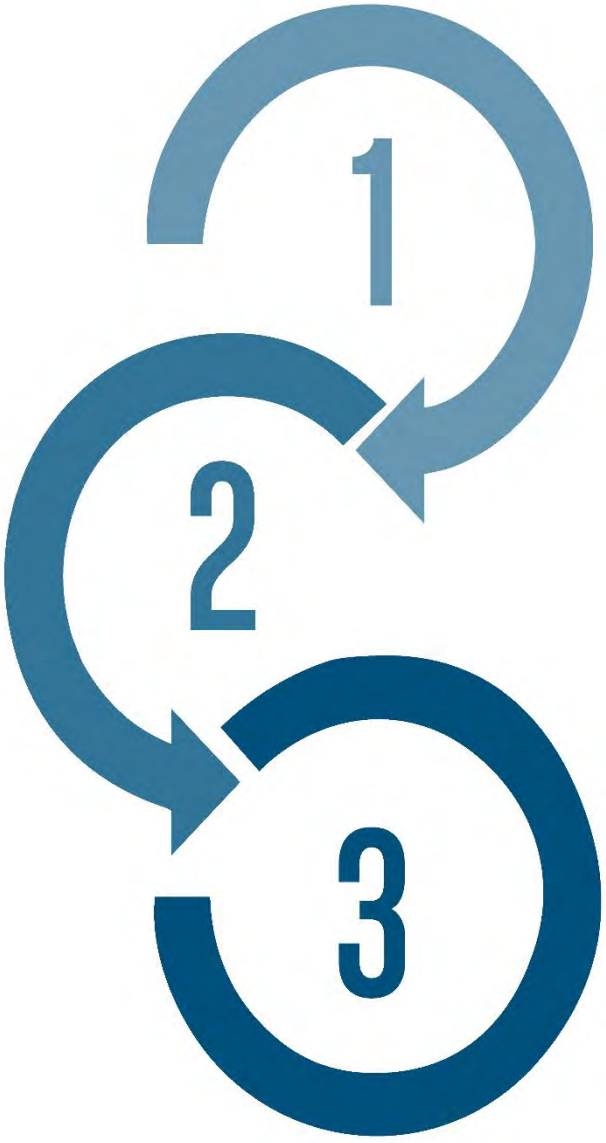


Figure 3. Fernridge Neighbourhood Plan Process

2.0 NEIGHBOURHOOD DIRECTIONS

Great new neighbourhoods come in all shapes and sizes, but they don't just happen by accident. Careful planning and thoughtful design are needed to imagine and create places that are responsive to climate change, walkable, vibrant, social, and livable, supporting a great quality of life for all residents. Great new neighbourhoods contribute to the prosperity of the Township of Langley, attracting new people and new businesses that keep the municipality thriving and capable of adapting to change. Great neighbourhoods such as Fernridge are the foundation of a great Township of Langley.

Imagining a great new neighbourhood for Fernridge begins with recognition of the **Vision** and the **Guiding Principles** set forth in the ***Brookswood-Fernridge Community Plan*** (BFCP). The BFCP's Vision is an overarching aspirational statement for the entire community, including the Fernridge neighbourhood. The Guiding Principles establish a framework to guide and inform the policies of the BFCP and subsequent neighbourhood planning.

To provide further detailed policy guidance, four Neighbourhood Character Goals have been identified to represent the neighbourhood's aspirations for its future and contribution to the broader community. These Neighbourhood Character Goals are fully aligned with yet provide additional policy focus and detail that further expound upon the Vision and Guiding Principles of the BFCP, as amended from time to time.

2.1 Imagine Fernridge ~ a Great Neighbourhood

The Fernridge neighbourhood has progressively adapted to reflect a way of living that has met the needs of its beginnings and its future. As lifestyles and public priorities change over time, as do markets and economies, the neighbourhood has focused on continuous improvement and the exploration and adoption of new development techniques and the application of new technologies to improve livability over these dynamic times.

The Fernridge neighbourhood is laid out within a highly connected, north-south/east-west street and block grid pattern, that lends itself to efficient use of space for both built and natural environments and all its constituent parts. It is characterized by a feeling of openness and trees. The roads are tree-lined avenues, with wide sidewalks and planted boulevard strips and plentiful trees.

All areas of the built environment of the neighbourhood are enhanced by a dense tree canopy and the sense of spaciousness is established and heightened through a myriad of private and public spaces that contribute to Fernridge's small town, forested character.

The Fernridge neighbourhood met the needs of new residents in its early years, addressed the changing neighbourhood life cycle needs in the medium term, and provided the structure to accommodate neighbourhood transformation and adaptation over the long term. It provides for a variety of human necessities, activities, and services, supports human health and well-being. The neighbourhood has incorporated long-term biodiversity and ecological functions, has infused ongoing climate change mitigation and adaptation measures, and has evolved to have a limited carbon footprint. Fernridge is a great new neighbourhood that is distinct, welcoming, responsive, long-lived and change resilient.

2.2 Neighbourhood Character Goals

Imagine Fernridge is further supplemented by four **Neighbourhood Character Goals**. These Goals are 'building blocks' of the Plan and thoroughly reflect the Vision and Guiding Principles of the BFCP (as amended from time to time). These Neighbourhood Character Goals are also deeply rooted in existing regional, municipal and community policy frameworks, policy analysis and research, public engagement input and feedback, and best practices in neighbourhood planning.

The FNP **Neighbourhood Character Goals** define the key outcomes the Plan is trying to achieve! They have been developed to both shape and respond to neighbourhood change and innovation. They also provide direction at all scales, directly informing the policies of the Plan, and guide individual implementation measures such as infrastructure investments, park design, and a variety of neighbourhood and development patterns.



Goal #1 Fernridge Neighbourhood Plans For and With Nature

Nature is an important part of the Fernridge neighbourhood. It contributes to the neighbourhood's livability and to the health of its residents, business owners and workers. Natural areas and features, in their many forms, contribute to the overall well-being, livability and character of the neighbourhood. Environmental change, whether human-caused or natural, has the potential to appreciably affect the livability of our municipality and region in the future. Nature in all its forms has an important role to play in this fluctuating and uncertain context. In response, the FNP directs the design and construction of built environments that incorporate a variety of green infrastructure features, including neighbourhood forestry, greenways and engineered elements. These green infrastructure features foreground nature conservation, including preservation, restoration, enhancement, management and stewardship of natural environments. Green infrastructure features also provide opportunities for innovations that will contribute to the conservation of natural systems.

Integrating and working together, both natural and built environments of the Fernridge neighbourhood contribute to sustaining clean water, recharging groundwater, maintaining and improving clean air, contributing to biodiversity, building climate change resilience, supporting healthy plant, aquatic and wildlife communities, and contributing to livability, a distinct neighbourhood character and completeness.



Figure 4. Natural Area

Goal #2 Fernridge Neighbourhood Contributes to Completeness

Completeness is the cornerstone policy of Fernridge's built environment and guides the building of a livable, health-promoting, and dynamic neighbourhood that residents can call home for generations. Completeness recognizes the Fernridge neighbourhood as an integrated system, in which the built and natural spatial elements are intertwined, and whose realization is more than the sum of its parts.

Completeness lies at the core of the policy framework for the Township of Langley Official Community Plan and the Brookswood-Fernridge Community Plan. This policy framework guides positive change, development, and investments in housing, employment areas, public infrastructure, and community services and amenities. Completeness strives to balance the social, economic and environmental needs of residents. The completeness goal will establish Fernridge as a place that offers and supports a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn, and play locally.

Completeness of the Fernridge neighbourhood provides enough housing to generate a population base that will support commercial services, community amenities and utilities, and public transit; a variety and balance of land uses, including residential and commercial, within a convenient distance; investment in and support for alternative modes of transportation including space and facilities for pedestrians and cyclists, and transit routes that connect one place within the community to another; and the design of adaptable and resilient neighbourhoods that responds to the scientific certainty that because of global emissions of greenhouse gases (GHGs), our regional climate and weather patterns are changing and will continue to do so.



Figure 5. Neighbourhood Completeness

Goal #3 Fernridge Neighbourhood is a Walkable Space

The Fernridge neighbourhood is designed to be walkable. Walkability is more than just pedestrian infrastructure (e.g., sidewalks and pathways): it is about scale and design. The design of the Fernridge neighbourhood:

- ✓ is formed to encourage pedestrian activity and balances built and natural environments;
- ✓ is associated with social, economic and land use diversity as opposed to homogeneity;
- ✓ is a connector of uses and functions;
- ✓ contributes to a quality public realm and a quasi-private realm that provides opportunities for social interaction and connectedness, and ease of access to 'green' space;
- ✓ has a high or 'fine' granularity that is comprised of relatively small blocks, human-scaled buildings, and a relatively large number of street intersections;
- ✓ offers equitable access to goods, services, and facilities; and
- ✓ contributes to active and healthy communities.

Fernridge's walkable neighborhood is also associated with specific design parameters. The connectivity of block and street patterns and the length of blocks are defined to support pedestrian activity. These considerations include identification of plentiful street trees and wide sidewalks, active and inviting frontages along block faces, and dense street connectivity. Attention is given to the incorporation of age friendly design and universally accessible design features.

Fernridge's design as a walkable neighbourhood also extends beyond pedestrian mobility. Walkable neighbourhood facilitate sociability opportunities between neighbours, which together can affect the physical and mental health of people in the community. Residential front porches to community parks and other social spaces at a variety of scales, are provided throughout the Fernridge neighbourhood.



Figure 6. Neighbourhood Walkability

Goal #4 Fernridge Neighbourhood is a Place of Distinction

The FNP area will be a place of distinction, as defined by its character. The neighbourhood character will include a mix of elements in the natural and built environment that give Fernridge its distinct 'personality'. The visual and physical patterns of the neighbourhood are defined by recurring characteristics, such as the green street edges of front yards, street trees and landscape features, and by the block and lot organization, orientation of buildings and integration with nature. These patterns accommodate a diversity of building forms and scales in Fernridge, while providing an underlying sense of cohesion that contributes to the 'small town' neighbourhood identity. Furthermore, these neighbourhood patterns in Fernridge will create quality spaces that accommodate and encourage creative activities, social opportunities, and a place where people enjoy living, working, caring, playing and learning in.



Figure 7. Place of Distinction

3.0 NEIGHBOURHOOD DESIGN CONCEPT

This Section of the Plan defines the neighbourhood design concept for the FNP area. The built environment for the neighbourhood includes several "building blocks" that together establish the spatial arrangement and character of the Plan area. These include block and street patterns, lot configurations and street design, building forms and placement, and vegetation, landscaping and natural features (e.g., trees, topography, watercourses). The spatial arrangement of these building blocks contributes to the development of a sustainable spatial pattern, based on the urban design principles of centres, walkability, and viable transit, which are cornerstones of the Township of Langley Official Community Plan.

3.1 Neighbourhood Design Concept

The neighbourhood design concept is formulated through an understanding of the broader, physical context, policy framework and the Vision and Guiding Principles of the Brookswood-Fernridge Community Plan (BFCP) and **Neighbourhood Character Goals** as outlined in Section 2.0. The policy framework – existing regional, municipal and community strategies, plans and policies as described and delineated in the BFCP – public engagement contributions and technical analysis specific to the preparation of this Plan, have also guided the formation of the neighbourhood design concept for the FNP area.

The neighbourhood design concept – also referred to as the spatial structure – for Fernridge begins with and incorporates both natural and built environments, from coarse to fine spatial scales and including every design resolution in between. Aspects of the natural and built environments include preservation, restoration, proximity and access to nature, walkable scale, energy efficiency, and attractive parks, streets, paths and public spaces. **Neighbourhood character** involves a mix of these elements in the natural and built environments that give it a distinct 'personality'. Every property and building, public place, environmental feature, and piece of infrastructure contributes to its character, as do the arrangements of each of these neighbourhood building blocks.

The **Neighbourhood Activity Precinct** and the **Single Family Precincts** are the defining elements of the spatial structure, or neighbourhood design concept, of the FNP (see **Figure 8**). The physical arrangement of these Precincts guides finer spatial scales and inform, among other neighbourhood structure aspects, block structures, street and lot patterns, building placement and orientation, environmental features and spaces, and arrangements and distances between neighbourhood and community destinations. This spatial arrangement directly influences the everyday lives of residents in terms of where they work, shop and participate in recreation activities as well as their everyday travel choices.

The **Neighbourhood Activity Precinct** is located at the 'Four Corners' of the crossroads of 200 Street and 24 Avenue (see **Figure 8**). This neighbourhood-scale mixed-use hub serves as a local-serving destination, that incorporates a spatial concentration of employment, commercial and community services, residential uses, as well as a public gathering space – Fernridge Community Hall – and a high-quality design and character for the private and public realms. This Precinct is intended to be the focal point of the Fernridge neighbourhood as well as the rural surrounds. The intensity of the built environment, as well as the design and density of the Precinct will create a small-town shopping and services space that is accessible by all modes of travel, including by horse, that provides for the day-to-day needs of residents and workers, including those in the nearby industrial areas, of the neighbourhood and rural surrounds.

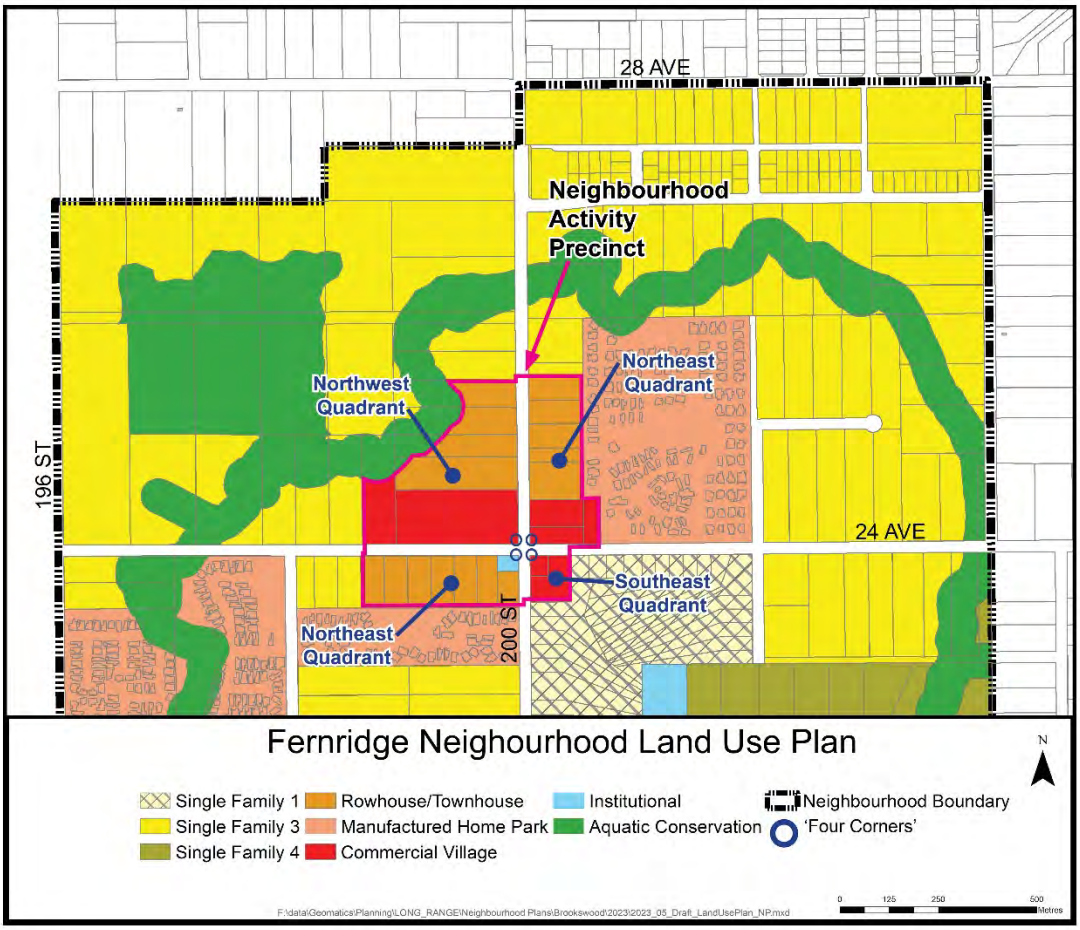


Figure 8. Neighbourhood Activity Precinct

The **Single Family Precincts** (see **Figure 9**) are residential districts that provide a variety of housing types and mobility networks, which are somewhat less dense than the Neighbourhood Activity and Precinct, that connect residents, jobs, schools, services and amenities through various modes of travel. Schools, numerous parks and open spaces that add to a distinct identity through the integration of additional natural and semi-natural features and small town characteristics in the built environment. The Fernridge Neighbourhood has four (4) Single Family Precincts: (a) Northwest; (b) Northeast; (c) Southwest; and (d) Southeast.

Accommodation of both natural and built environments through the spatial patterns of the Precincts in Fernridge, will provide for human activities, support human health and well-being, sustain long-term biodiversity and ecological functions, establish overall neighbourhood livability and character, and contribute to the development of complete communities. Benefiting from these strategic opportunities and context, will ultimately become a distinct neighbourhood in the Brookswood-Fernridge community and is projected to accommodate approximately 20,050 residents in 6,540 dwelling units at full build out.

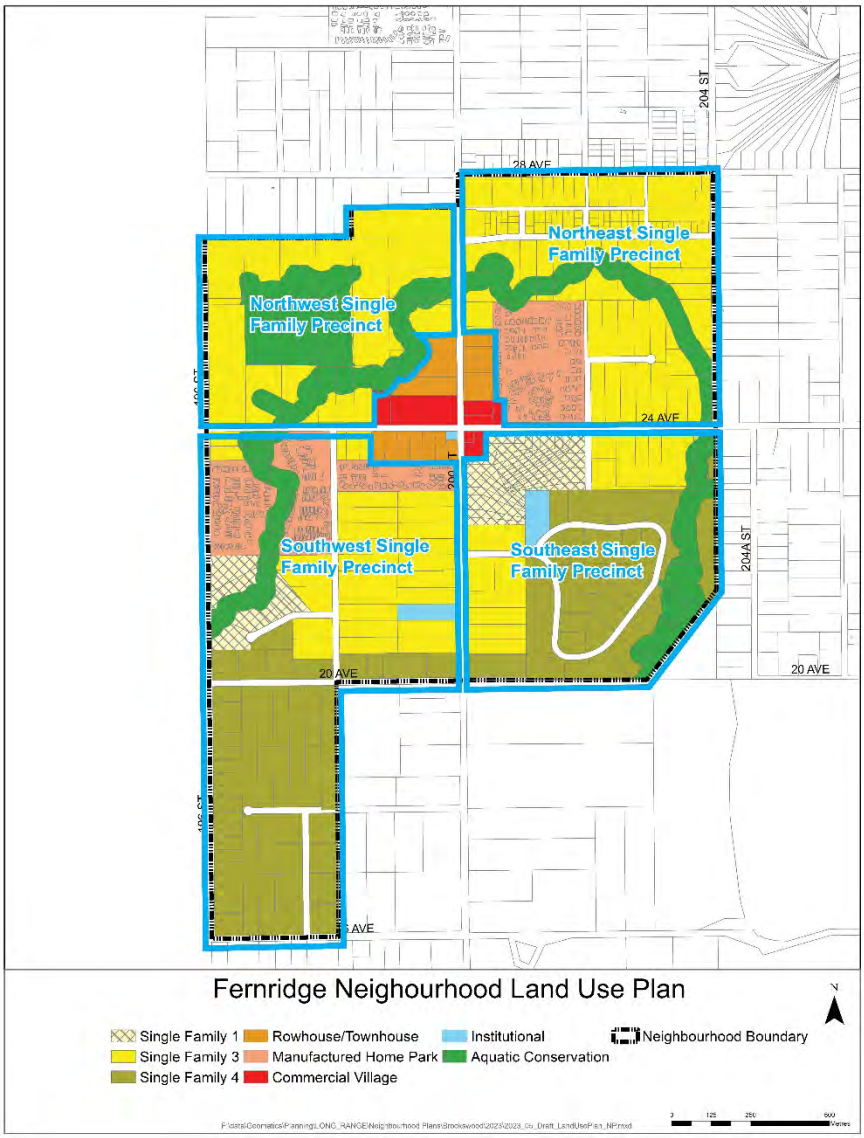


Figure 9. Single Family Precincts

3.2 Neighbourhood Activity Precinct Urban Form

Policies specific for the Neighbourhood Activity Precinct are as follows:

Policies:

1. Design pedestrian scale blocks that result in a street structure with high connectivity, that balances pedestrian, bicycle and horse/rider comfort, and mobility, transit accessibility (where appropriate), freight delivery, and automobile movement.

2. Layout the neighbourhood blocks with a maximum block size length of 180 metres between two intersections and on average between 150 and 170 metres, measured between the outside curb faces of two cross streets (see **Figure 10**). Blocks that front arterial streets can extend beyond this maximum length provided they incorporate Mid-Block Lane Links, as well as local roads that do not intersect, between the arterial street and local and collector roads at a spacing similar to the average block length of between 150 and 170 metres.

3. Provide public Mid-Block Lane Links for vehicle parking, cycling and pedestrian, resident and visitor access, and loading and servicing access. These Lanes Links will bisect blocks in a minimum of one (preferably east-west orientation), and possibly two directions and achieve a fine-grained grid pattern with lane corridors set at approximately 80 to 90 metre intervals. For clarity, this is intended to achieve a transportation and access grid that is 'fine-grained' with roads roughly spaced 180 metres apart and a mid-block support grid of roughly 80 to 90 metres on adjoining sides. These Mid-Block Lanes should include parallel on-lane parking, separate pedestrian pathways and other lanescape features including trees and stormwater/rainwater lane runoff management measures.

4. Provide, when deemed appropriate, Mid-Block Pedestrian Links (preferably north-south orientation) in place of the Lane Links, that are barrier-free and clearly identifiable from the street to increase block permeability for active transportation modes. These Pedestrian Links will be co-located within the Mid-Block Lanes or an independent, exclusive vehicle-free corridors and would bisect blocks in one or two directions to achieve a sub-block active transportation grid that is approximately 80 to 90 metres on each side of the block and street structure.

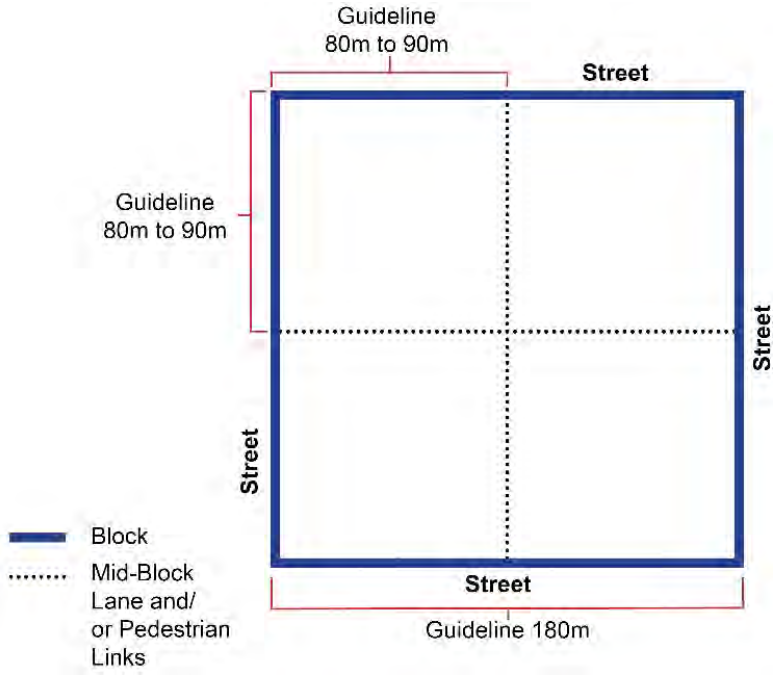


Figure 10. Block Pattern Guideline Diagram for Rowhouse, Townhouse, and Commercial Village Land Use Designations in the Neighbourhood Activity Precinct

5. Orient lane and Mid-Block Pedestrian Links to effectively connect to adjacent properties and between public rights-of-way.

6. Develop an interconnected collector and local road network that conforms to the street hierarchy of roads in the Neighbourhood Activity Precinct as delineated in the Circulation Concept Plan on **Map 5**. Required roads within the Neighbourhood Activity Precinct include:

   Northwest Quadrant

   a. 199 Street to 25 Avenue (connecting 24 Avenue and 200 Street)
   b. 199B Street (sufficiently north from 25 Avenue to serve property south of the Little Campbell River)
   c. New 'L-shaped High Street' that includes diagonal parking on both sides of the street (connecting 199 Street and 25 Avenue)

   Northeast Quadrant

   d. 200A Street (extending sufficiently north from 24 Avenue to serve property south of the Little Campbell River)
   e. 25 Avenue (connecting 24 Avenue and 200 Street)

   Southwest Quadrant

   f. 199 Street (connecting 24 and 23B Avenues)
   g. 23B Avenue (connecting 200, 199 and 198 Streets)

   Southeast Quadrant

   h. Provide one point of access onto 200 Street and 24 Avenue for private properties with a Commercial Village Land Use Designation

7. Prohibit access to off-street vehicle parking and freight deliveries, as well as additional streets other than those listed here, to/from 200 Street and 24 Avenue.

8. Provide continuous, ground-oriented, pedestrian focused commercial or civic/assembly uses on the ground floor of all buildings along arterial road frontages for the entire length of 24 Avenue and 200 Street, as well as the new High Street, as identified on **Figure 11** (following page) as Mandatory Commercial Street Frontage. Buildings that are oriented and located along Mandatory Commercial Street Frontage areas with arterial road frontages incorporate a back-to-back commercial unit/building design approach where a distinct row of commercial units on the ground floor orient towards and provides public access from 24 Avenue and/or 200 Street and that the opposite side of the building incorporates a separate row of back-to-back commercial units that orients towards and provides public access from the interior of development site. Effectively link the primary entrances for the ground floor commercial units along the Mandatory Commercial Street Frontage areas to the adjacent Street Greenways.

9. Provide continuous ground-oriented residential or employment living – meaning space within a building or structure that can accommodate a permitted commercial use, a permitted residential use, or combination of the two – uses along frontages identified on **Figure 11** as Secondary Active Street Frontage. Provide a useable (a minimum 2 metres for all terrace floor space dimensions), covered, elevated, single-storey height front terrace at the main entrance, that presents to the public street

10. Incorporate primary or public entrances/lobbies at finished grade that provide access to residential, office and/or employment living – meaning space within a building or structure that can accommodate a permitted commercial use, a permitted residential use or a combination of the two within a unit above the first storey – uses above the ground floor and located along Mandatory Commercial Street Frontage areas provided that they are modest in size and carefully designed to avoid dominating the character of the street.

11. Provide continuous, significant and appropriately sized weather protection (truly functional canopies, awnings) for pedestrians on building façades with no gaps wherever possible, for both street fronting buildings of Mandatory Commercial and Secondary Active Street Frontages, as well as associated buildings not fronting public streets but interior, publicly accessible spaces of a Commercial Village designated development site.

12. Design a consistent street wall height for the Mandatory Commercial Street Frontages to create a unique public realm, design human scale buildings and streetscapes, and increase the dissemination of natural light on the public realm. The singular departure from this policy would be the heritage structure in the Southwest Quadrant – Fernridge Hall.

13. Apply Contemporary West Coast architectural design to all buildings. Post and beam construction or exposed timber structural elements are a staple. Wood should be a component of a building's exterior façades, including the use of large dimensioned, milled and unmilled timbers, trim for windows and doors, canopy structures, commercial signage, and exterior cladding. Natural stone and other masonry finishes, as well as concrete paired with wood, should be incorporated. Building massing should include rectangular shapes, interacting with each other and tied together, large, vaulting (+90 degrees) eaves extending over the primary and secondary entrances, typically featuring wood on the underside. Metal materials are used sparingly, and large expanses of vinyl siding and stucco are strongly discouraged. Plentiful glazing is encouraged to provide connections to the surrounding natural environment and semi-public and public realms. Colour pallets should be primarily neutral and earth tones. Buildings should be integrated into a natural setting featuring extensive use of native trees and plants. Natural retained and restored ecosystems and asymmetry landscapes, integrating mosses, ferns, rocks and stone features, native grasses, and wood elements. The features, materiality and characteristics of Contemporary West Coast architectural design will likely evolve overtime and therefore acceptance of this change in the built environment will not require an amendment to this Neighbourhood Plan.

14. Incorporate 'gateway features', that include distinct building/commercial signage, architectural features, and/or other measures to create a sense of arrival as identified on **Figure 11** – all four corners of 24 Avenue and 200 Street intersection, as well as 199 Street and 25 Avenue. At a minimum, include a 'Forest-&-Fern Corner' aesthetic and compatible landscape features and a corner-oriented, built-over breezeway providing through-movement between the arterial streetscape and the interior open spaces of the development site and accommodation for outdoor covered café or dining seating and display space.

15. Explore opportunities to leverage various funding sources to support heritage preservation and restoration of the heritage building – Fernridge Hall – and property.

16. Maintain the development character, including through building and site renovations, upgrades and add-ons in the Southeast Quadrant, with the exception of streetscape and road improvements, until such time as a complete redevelopment of a property or properties is considered then all relevant policies of this Section would apply.

17. Design development sites to enable buildings and landscape design that is solar optimized, highly walkable and supportive of other active modes of transportation, thereby assisting in the reduction of GHG emissions and improvements in energy efficiency. This includes buildings with pitched roofs oriented south in order to increase productivity of roof-top solar sequestration technologies.

18. Provide a cohesive landscape concept throughout the Commercial Village Land Use Designation and the Institutional Land Use Designation, with enhanced 'gateway' landscaping. In specific, provide and create a generous forested landscape space, incorporating existing and new coniferous tree species (provided they do not interfere with vehicular sightlines), understorey plantings, and other appropriate landcover and earthen materials (e.g., boulders, large woody material), split-rail fences and a hard surface pedestrian 'pass-through', and locate it on the private property side and adjacent to the 'corner cuts' required by Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended.

19. Orient a prominent, gateway building at each of the gateway 'corners' that partly establishes a front building face that runs parallel to 200 Street and 24 Avenue, and a third front building face that runs parallel to the plane of the 45-degree angle created and established by the 'corner cut' and the adjacent gateway forested landscape space. The diagonal third front building face should form a full-width, unenclosed 'pass-through' at the ground floor, with the storeys of that portion of the building situated above. This unenclosed area will provide direct pedestrian access to and from the corner and pedestrian street crossings, accommodate outdoor covered café seating, dining, and product display space, and offer a distinct architectural and placemaking feature that will contribute to defining this area of Fernridge. For the Fernridge Hall heritage site, construct a landscape structure that 'mimics' the front building face alignments and pedestrian 'pass-through' as discussed in this policy, as a means to 'frame' the public space.

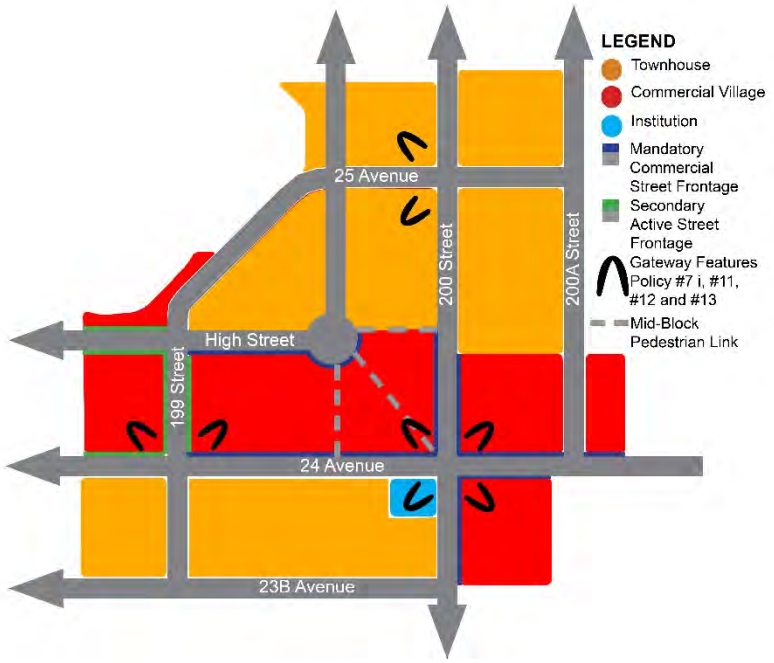


Figure 11. Neighbourhood Activity Precinct Street Frontage Type

20. Incorporate a landscaped neighbourhood public space in the Fernridge Hall heritage property – southwest quadrant – along 200 Street and the adjacent street greenway, with a minimum size of 2,700 m^2 (~29,000 ft^2). This area will provide a green feel at this important intersection while maintaining the prominence of the historic Fernridge Hall on the south side of the intersection. The public space shall extend from 200 Street to the south lot line of the Fernridge Hall property across 200 Street to the west. The public space should be integrated with adjacent buildings, while screening parking uses on the property, as well as being conveniently connected with the broader Neighbourhood Activity Precinct. Design features of the public space should include a combination of hard and soft design and landscaping features, accessibility, direct solar access, distant views, vehicle noise and light attenuation measures, a variety of seating and other furnishings, lighting, weather protection, and spatial variety. The design theme should reflect the natural environment of the area by using aquatically inspired design materials such as stone and river rock features and incorporate a sign of an appropriate scale for vehicular and pedestrian traffic identifying Fernridge Neighbourhood Corner.

3.3 Single Family Precinct Urban Form

Policies specific to all Single Family Precincts are as follows:

Policies:

1. Provide a variety of housing types ranging from single family and secondary suites or laneway homes, two-, three- and four-unit dwellings, and small home courtyard, as well as seniors and senior's supportive housing and other compatible uses, as described in Section 4.4, Policy #3 and Section 4.4, Policy #5 of the BFCP, in the Northwest, Southwest, Northeast and Southeast Single Family Precincts (see **Figure 9**).

2. Design residential areas with a network of pedestrian oriented streets on a modified grid road and block pattern to increase route options and connections. Avoid subdivision layouts that incorporate single-access block and street patterns (cul-de-sacs and P-loops), and/or include crescent and T-intersection road configurations. Limited consideration will be given to these street and block patterns where the subdivision layout in question is adjacent to areas designated as Nature Conservation Areas.

3. Design neighbourhood blocks that result in a street structure with high connectivity, that balances pedestrian and cyclist comfort and mobility, transit accessibility (where appropriate), freight delivery, and automobile movement.

4. Design and develop blocks and lots with a primarily east-west orientation in order to improve energy efficiency and to create the optimum conditions for the use of passive and active solar energy strategies for buildings, particularly for residential uses. Flexibility from this predominantly east-west orientation will be considered based on individual site constraints without the requirement for an amendment to this Plan.

5. Configure the pedestrian scale block and local road patterns with a maximum block size length of 180 metres between two street cross-sections or intersections and on average between 150 and 170 metres, measured between the inside curb faces of two cross streets (see **Figure 12**).

Blocks that front arterial streets must maintain this maximum block size length provided they incorporate local roads between the arterial street, and local and collector roads at a spacing similar to the average block length of between 150 and 170 metres.

6. Provide Mid-Block Local Roads or Lanes for on-street/on-lane vehicle parking, vehicle travel both directions, as well as cycling and pedestrian facilities. These public or quasi-private lanes should bisect blocks in one or two directions and achieve a fine-grained grid pattern with lane corridors set at approximately 80 to 90 metres intervals (i.e., this is intended to achieve a sub-block vehicular access grid that is up to 180 metres on any one side and 80 to 90 metres on adjoining sides). These Mid-Block Lane Links should include parallel on-lane parking, separate pedestrian pathways and other lanescape features including trees and stormwater/rainwater lane runoff management measures. The rear property line of a lot that accommodates Single family, 2-plex, 3-plex and 4-plex dwellings should not border an Arterial, Collector or Local street.

7. Provide Mid-Block Pedestrian Links that are barrier-free and clearly identifiable from the street to increase block permeability for active transportation modes. These Pedestrian Links will be co-located within the Mid-Block Lanes or an independent, exclusive vehicle-free corridors and would bisect blocks in one or two directions to achieve a sub-block active transportation grid that is available every 60 metres along the block and street structure.

8. Design street, block and lot patterns to accommodate a street and lane structure with rear-loaded lots that access off-street vehicle parking from the lane. Incorporate a variety of design measures for street, block and lot patterns to preserve existing and/or provide new tree planting areas, to accommodate a mix of medium and large deciduous and coniferous trees throughout the lots, lanescape and streetscape to support a healthy neighbourhood forest, to integrate green rainwater and stormwater infrastructure (GRSI) to treat and manage runoff, and to provide a minimum of one on-street or on-lane parking space for each single family lot, depending in part on the road classification of the fronting street, a minimum of two (in total) on-street and/or on-lane parking spaces for duplex, triplex and fourplex developments, and a minimum of 6 on-street parking spaces, on each of the public streets, for Pocket Neighbourhood development.

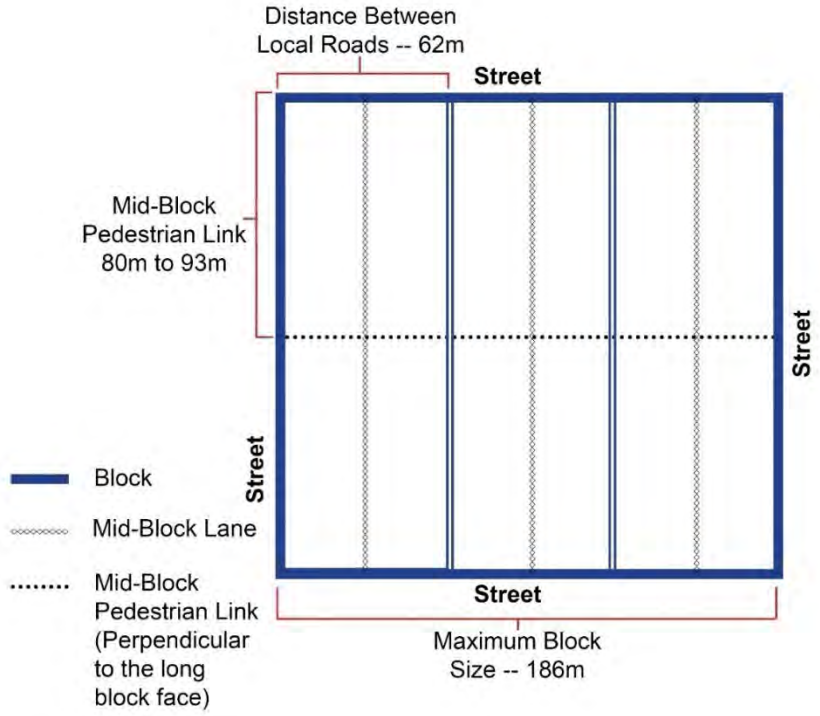


Figure 12. Block Pattern Guideline Diagram for Single Family Precincts

9. Develop an interconnected collector and local road network that conforms to the street hierarchy of roads in the Single Family Precincts as delineated in the Circulation Concept Plan **Map 5**. Required roads within the Single Family Precincts include:

Northwest Single Family Precinct:

a. 197A Street Collector (connecting 27 and 28 Avenues)

b. 27 Avenue Collector (connecting 196 and 200 Avenues)

Northeast Single Family Precinct:

d. 201 Street Collector (connecting 28 and 27 Avenues)

e. 202 Street Collector (connecting 28 Avenue and Fernridge Crescent)

f. 203 Street Collector (connecting 28 and 27 Avenues)

g. 27 Avenue Collector (connecting 200 and 204 Streets)

Southwest Single Family Precinct:

h. 198 Street Collector (connecting 24 and 20 Avenues)

i. 199 Street Local (connecting 23 and 20 Avenues)

j. 23 Avenue Local (extending eastward from 198 Street)

k. 22 Avenue Collector (connecting 198 and 200 Streets)

l. 22 Avenue Collector (connecting 196 and 200 Streets)

m. 18 Avenue Local (connecting 196 and 198 Streets)

Southeast Single Family Precinct:

n. 202 Street Collector (connecting 24 Avenue and Fernridge Crescent)

o. 22 Avenue – Collector Street – between 200 and 202 Streets

Prohibit access to off-street vehicle parking as well as additional streets other than those listed here, to and from 200 Street and 24 Avenue.

10. Establish a Neighbourhood Edge Greenway at the western boundary along 196 Street, between 27 and 16 Avenues.

4.0 NEIGHBOURHOOD LAND USE

The **Neighbourhood Character Goals** and **Neighbourhood Design Concept** are embodied and spatially represented in the Fernridge Land Use Designation Plan (see **Map 1**) and associated policies. The Land Use Designation Plan identifies the residential and commercial land use designations in the Neighbourhood Plan area, as well as future transportation corridors, nature conservation areas, parks and schools, and other neighbourhood features and infrastructure.

4.1 Land Use Designations and Corresponding Zones

The Land Use Designations are spatially represented and identified on **Map 1** of this Plan. The spatial arrangement on **Map 1** defines a future land use pattern by providing direction on the location, use, and building types/forms of development for all properties in the FNP area.

The Township of Langley's *Zoning Bylaw*, as amended from time to time, among others, further shapes land use by delineating requirements of development for individual properties and development assemblies. To ensure that the policies of the FNP are achieved, **Table 1** specifies the Corresponding Zones of the *Zoning Bylaw* that may be applied to the Land Use Designations as part of rezoning consideration.

Policies:

1. Use the Land Use Designation Map (**Map 1**) to identify where different types of development are planned to achieve a development pattern that supports the Neighbourhood Character Goals.

2. Apply the policies of this Neighbourhood Plan, relevant policies of the Brookswood-Fernridge Community Plan and the corresponding Zones for each Land Use Designation, as delineated in **Table 1** below, to direct the land-use pattern, as well as form of development to achieve the desired outcomes that are aligned with the Neighbourhood Character Goals.

Table 1: Land Use Designations and Corresponding Zones

Map 1 Colour	Land Use	Corresponding Zone
	Single Family 1 (SF1)	SR-2 P-1 Civic Institutional
	Single Family 4 (SF4)	R-SL (SF1) Small Lot (465 m^2) P-1 Civic Institutional P-2 Community Care Facility
	Single Family 3 (SF3)	R-SL (SF2) Small Lot (372 m^2) Single Family + Laneway Home R-SL (RH1) Small Lot Rowhouse R-SL (MP) 2-Plex, 3-Plex and 4-Plex R-SL (SHC) Small Home Courtyard MH-1 Residential Manufactured Home Park Zone P-1 Civic Institutional P-2 Community Care facility
	Rowhouse/Townhouse	R-SL (RH2) Rowhouse RM-5 Conventional Townhouse RM-6 Back-to-Back Townhouse RM-7 Stacked Townhouse P-1 Civic Institutional
	Manufactured Home Park	MH-1 Residential Manufactured Home Park Zone
	Commercial Village	CD Zone P-1 Civic Institutional
	Institutional	P-1 Civic Institutional
	Park and Open Space	P-1 Civic Institutional
	Aquatic Conservation	P-1 Civic Institutional

3. Comprehensive Development (CD) zoning is expressly identified for the Commercial Village Land Use Designation only. The use of Comprehensive Development (CD) zones may be considered, as determined by the Township of Langley, and Council's subsequent consideration for residential Land Use Designations of this Plan, based on the following conditions:

   a. The proposed development is of a scale, character, or complexity requiring comprehensive master planning and implementation that is not reasonably guided and regulated by Corresponding Zones; and

   b. The proposed application of CD zoning for a proposed development is considered appropriate for the site, having complete implementation of the policies and objectives of the Brookswood-Fernridge Community Plan, this FNP and any other applicable municipal strategy, plan, policy or regulation.

4.2 General Land Use Policies

The following policies apply across multiple land use designations in the Fernridge neighbourhood.

Policies:

All Residential, Commercial and Institutional Land Use Designations:

1. Obtain a Development Permit in accordance with Section 488 (1) (a), (b), (c) and (f) of the *Local Government Act* (*LGA*) for development on lands within the FNP area as outlined by the Development Permit Areas on Map 11 of the Brookswood-Fernridge Community Plan (BFCP) to achieve quality, resilient design.

2. Calculate development density for lands designated as Single Family 2 and Single Family 3, and rowhouse development on lands designated as Rowhouse/Townhouse, based on minimum lot sizes. Calculate development density for lands designated as Apartment, Commercial Village, and Institutional, as well as townhouse development on lands designated as Rowhouse Townhouse, based on Floor Space Ratio, as defined by the Township of Langley's Zoning Bylaw, in relation to developable land area. Developable land area is net of lands (undevelopable areas) dedicated for street, lane and trail rights-of-way, lands dedicated for park spaces (e.g., neighbourhood greenways), lands below the top-of-bank for protected waterbodies and riparian setback areas above (secured through Schedule 3 Development Permit Areas: Streamside Protection and Enhancement of the Township of Langley's Official Community Plan, Bylaw 1979 No. 1842, as amended from time to time) lands to accommodate rainwater detention ponds, and easements/rights-of-way for electrical transmission, gas pipelines and other utilities.

3. Incorporate row(s) and stands of trees, along with the retention and integration of existing significant trees, as part of Integrated Site Design Concept process, as outlined in the Township's Subdivision and Development Servicing Bylaw Schedule I – Tree Protection. First accommodate, then incorporate, medium and large trees for a minimum of ten percent (10%) of a site's developable land area (see Section 4.2, Policy # 2), for lands designated as Apartment and Commercial Village, as well as townhouse development on lands designated as Rowhouse Townhouse. Provide retention of medium and large trees or planting space for the next generation of trees in the front, back/interior and side yard areas for each lot established in developable land area for lands designated as Single Family 2 and Single Family 3, as well as rowhouse development on lands designated as Rowhouse Townhouse. Retention and planting of evergreen, coniferous trees shall be part of project design.

4. Design appropriate building transitions between different land uses and distinct building types that are respectful of solar access, views, and densities and massing. Building massing, placement of glazing, site design and landscaping should mitigate overlook and address privacy implications, and noise and light attenuation measures should be instituted between different land uses. At a minimum, where a transition interface of two distinct building types occurs at a property line, the height of the taller and/or more dense development should step down to within one (1) storey of the adjacent building form envisioned in the Plan. Alternatively, where a transition interface occurs across a lane or street, the height of the higher density development should step down to within two (2) storeys of the adjacent building form envisioned in the Plan. The depth of the step down should be equal or greater than 1.5 times the height of the building storey that is being stepped down.

5. Apply lower densities than the maximum provided in this Plan for developments, as applicable, in cases where they cannot be achieved due to irregularly shaped and/or insufficient developable land area given the site development context. Reductions in setbacks and the resulting loss of tree planting and open space – important neighbourhood character features – or the altering of other dimensional and development requirements of this Plan or Corresponding Zones (see Table 1 above) are not sufficient justification to achieve maximum density as provided for in the Plan or associated Zoning schedules.

6. Design all principal buildings to incorporate and communicate leading energy conservation (e.g., photovoltaic panels on the roof, overhangs/screens for windows on south and west facing elevations), low carbon design principles (e.g., heat pump) and rainwater management best practices (e.g., rainwater harvesting barrels for outdoor irrigation [Single Family 2, Single Family 3], visible rainwater features at the terminus of roof leaders [townhouse, apartment, commercial village developments]) through a diverse range of architectural and building, and site design and development responses.

7. Ensure that a development site layout and design does not result in land remainders, including adjacent properties, that would be uneconomic, unserviceable (e.g., utilities and transportation), or impractical to develop for the relevant land use designation.

Residential Land Use Designations:

8. Provide for a variety of housing forms, sizes, floor layouts, number of bedrooms and tenures within the FNP area, as guided by the Township of Langley's Housing Action Plan and Housing Needs Report, to address a range of housing needs and stages of life, subject to the form and density provisions of the applicable land use designation, including the following:
    a. Incorporate a diversity of housing choices to assist in achieving housing affordability through the provision of single family homes, two unit, three unit and four unit residential housing forms on a fee-simple lot, small home courtyard housing form, rowhouses, townhouses, and apartments;

b. Encourage development of a secondary suite (part of the principal residence) or detached coach home or laneway home (separate from the principal residence) (see **Figure 13**), that serve as a potential mortgage helper and a form of rental housing, as part of fee-simple single family, fee-simple and strata duplex, and strata Small Home Courtyard developments. A stand-alone building that provides for a backyard cottage use may be stratified in order to provide comparatively affordable home ownership opportunities that contribute to affordable living objectives;

c. Encourage a variety of tenures, such as fee simple, strata and rental, as well as a diverse range of housing options, such as co-housing, Small Home Courtyard development, single-level housing, and rowhouses and townhouses with a 'primary' bedroom on the ground level; and

d. Support the development of non-market housing.

9. Include adaptable housing requirements in accordance with Section 3.1.9 of the Official Community Plan and the Housing Action Plan, as amended from time to time.

10. Require new single-family homes, along with accessory residential uses, on fee-simple lot developments for land designated Single Family 3, Single Family 4 to enter into an exterior design control agreement. The agreement should address the following general guidelines for new developments:

a. Retain existing significant trees, especially evergreen, coniferous trees. Provide new trees in front, side and rear yard spaces, with appropriate soil volumes.

b. Incorporate high quality design and employ an architectural approach that is harmonious with the community context (e.g., modest scale, small-town, pedestrian-friendly buildings).

c. Require developments to complement adjacent developments in terms of siting, form, and character, but individual architectural expression is encouraged both within and between street blocks.

d. Design all public facing building elevations to provide architectural interest, especially those that are visible from public streets, lanes, walkways, parks and trails. Incorporate structural thermal breaks for architectural elements that extend or protrude from the dominant portion of the building face to limit thermal bridging and support building energy efficiency.

e. Integrate, as part of building design, screening measures (e.g., horizontal louvers, vertical baffles, awnings, brise-soleils, shutters, screens, overhangs) of exterior glazing on all south and west facing elevations of the building to contribute to the prevention of overheating of the interior of the residence during the summer seasons.



Figure 13. Accessory Residential Use Options for Single Family Development

f. Provide a strong street presence through street facing buildings that include usable, modestly elevated above finished grade, covered front porches as well as other design elements that support social interaction.

g. Incorporate FireSmart BC recommended materials and construction practices, including the use of fire-retardant roofing, fire resistive materials for decks, porches, balconies, and siding, tempered or multi-glazed windows, as well as screening of eaves, attics, roof vents and other exterior openings, for all development and habitable buildings and structures within 40 metres of Aquatic Conservation and Nature Space designated areas (as delineated on **Map 3**), as well as the expansion or addition of said areas, from time to time.

4.3 Single Family Residential 1 (SF1)

The Single Family 1 land use designation accommodates single family dwellings with a minimum lot size of 0.8 hectares (2 acres), except for the area along 204A Street between 20 and 24 Avenues where a minimum lot size of 3,716 m2 (0.9 acre) may be considered. The intent of these policies is to ensure that larger lot, low-density single family housing is provided for lands that are encumbered by steep ravines and escarpments and are designed around human-made, lake-front habitats.

Policies:

1. Apply Policies #1 and #2, Section 4.2 of the Brookswood-Fernridge Community Plan (BFCP).

2. Allow a single family use and accessory residential uses, in the form of a secondary suite, OR a backyard cottage, OR a coach house, OR a laneway house.

3. Provide a covered, single-storey front porch, elevated above finished grade between 0.6 and 1.2 metres, for all single family dwelling units. The covered porch is permitted to project by up to 1.7 metres into the front yard setback provided that the porch has a usable floor space with dimensions that are no less than 2.0 metres by 3.0 metres; is open on at least two sides or protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code, is located at the first storey, and is limited to a single storey in height – its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.

4. Provide either a covered porch at the main entrance or a usable second floor covered balcony space for a laneway home. The covered porch should follow the same provisions outlined in Section 4.3, Policy #4 above. A covered balcony should be oriented toward the rear yard or lane (not the side to avoid overlook of neighbour's yard) and a porch or patio should be situated in the rear yard, lane or side yard. Provide a concrete pathway, sufficiently sized to accommodate access for emergency services and separate from a vehicle driveway space or drive aisles, from these accessory residential uses to the public sidewalk.

5. Incorporate crawl spaces – meaning the space between the underside of the floor system above the ground surface or slab below, having a maximum vertical distance not exceeding 1.2 metres – in the design of residential buildings, below the first floor of habitable spaces to help facilitate, among other aspects of the architectural design, the elevated front porch, in areas where habitable space in basements is not permitted. No slab-on-grade foundations for habitable spaces are permitted for the principal residential Use.

6. Provide sufficient front yard lot line (minimum 7.5 m), side yard lot line (minimum 2.5 m), rear yard lot line setbacks, and separation distances between buildings on a lot – e.g., single family home and accessory parking structure and laneway home – to establish adequate spaces for medium- and large-sized trees – retained or next generation – with access to sufficient soil volume (Section 5.3. Policy #3), including coniferous species, a pedestrian-oriented street presence, and a useable and functional space for accessory residential uses (e.g., detached off-street parking structure) and livable outdoor spaces. This can be accomplished through both tree retention and/or new tree plantings on the lot and are considered different than street trees in the public streetscape.

7. Avoid the use of slab-on-grade foundations for habitable spaces for the principal residential use and the accessory residential use, in the form of a laneway home.

3.4 Single Family Residential 4 (SF4)

The Single Family Four (SF4) Land Use Designation is to provide moderate-density single family housing adjacent to the Campbell Valley Regional Park, the Agricultural Land Reserve and the municipal boundary to serve as a transition of scale and density between future residential areas. The SF4 Land Use designation accommodates single family dwellings with a minimum lot size of 465 m^2 (5,000 ft^2). Policies specific for the SF4 Land Use Designation are as follows:

Policies:

1. Accommodate single family dwellings on a single row of lots, with a minimum size of 465 m^2 (5,000 ft^2) along 204 Street, between 28 and 32 Avenues, and along 32 Avenue, between 204 and Anderson Creek, in areas designated Single Family 4 (SF4) as delineated on **Map 1**. An accessory residential use is also provided in this designation in the form secondary suite in the principal residential use or a separate Laneway home in the rear yard.

2. Create a new zoning schedule for the Township of Langley Zoning Bylaw to provide clarity and certainty of the development requirements for the areas with a SF4 Land Use Designation.

3. Incorporate one accessory residential use in the form of a secondary suite as part of a single family dwelling, or an independent, stand-alone laneway home as part of a separate off-street parking use (garage) as part of a single family dwelling on a fee simple lot. Provide an additional, non-tandem, off-street parking space for the accessory residential use.

4. Provide a covered, single-storey front porch, elevated above finished grade between 0.6 and 1.2 metres, for all single family dwelling units. The covered porch is permitted to project by up to 1.7 metres into the front yard setback provided that the porch has a usable floor space with dimensions that are no less than 2.0 metres by 3.0 metres; is open on at least two sides or protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code, is located at the first storey, and is limited to a single storey in height – its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.

5. Provide a covered porch at the main entrance or a usable second floor covered balcony space for a laneway home. The covered porch should follow the same provisions outlined in Section 3.3, Policy #4 above. A covered balcony should be oriented toward the rear yard or lane (not the side to avoid overlook of neighbour's yard) and a porch or patio should be situated in the rear

yard, lane or side yard. Provide a concrete pathway, sufficiently sized to accommodate access for emergency services and separate from a vehicle driveway space or drive aisles, from these accessory residential uses to the public sidewalk.

6. Provide sufficient front yard lot line, side yard lot line, rear yard lot line setbacks, and separation distances between buildings on a lot – e.g., single family home and accessory parking structure and laneway home – to establish adequate spaces for medium- and large-sized trees – retained or next generation – with access to sufficient soil volume (Section 5.3. Policy #3), including coniferous species, a pedestrian-oriented street presence, and a useable and functional space for accessory residential uses (e.g., detached off-street parking structure) and livable outdoor spaces. This can be accomplished through both tree retention and/or new tree plantings on the lot and are considered different than street trees in the public streetscape

4.5 Single Family Residential 3 (SF3)

Single-Family Residential Three (SF3) Land Use Designation provides an important contribution to housing diversity in the FNP area, along with the other residential and mixed-use land uses provided for in this Plan. The SF3 Land Use Designation affords the broadest range of character compatible, size efficient low-density housing forms relative to other designations of the Plan including two dwelling units, three dwelling units and four dwelling units on a fee-simple lot, small lot semi-detached, Small Home Courtyard (formerly referenced as Pocket Neighbourhood, BFCP) housing, manufactured home parks, as well as accessory residential uses such as secondary suites, a part of the principal residence, or a separate Coach House or Laneway Home.

This variety of character compatible, space efficient housing types are intended to accommodate pedestrian-oriented housing with rear lane access to maximize on-street parking opportunities, increase opportunities to retain existing trees along streetscapes and front yards, accommodate green rainwater and stormwater infrastructure (GRSI) to treat and manage runoff, provide a high-quality pedestrian and cycling environment. The accessory forms of housing – a secondary suite (part of the principal residence) or a laneway home – that serve as a potential mortgage helper and a form of rental housing or small home purchase through strata tenure. Policies specific for the SF3 Land Use Designation are as follows:

Policies:

All Housing Typologies

1. Provide a diversity of housing type including a (SF3 Type A) single family housing, as well as (SF3 Type B) two dwelling units, (SF3 Type C) three dwelling units and (SF3 Type D) four dwelling units on a fee-simple lot, (SF3 Type E) Small Home Courtyard and (SF3 Type F) Manufactured Home Park housing types, as identified as character-compatible, size-efficient forms of housing in the Brookswood-Fernridge Community Plan (BFCP), Section 4.4, in areas designated Single Family 3 delineated on **Map 1**.

2. Accommodate for an accessory residential use, in the form of a secondary suite, Coach Home or a Laneway Home with the single family uses only, and a Coach Home use only with a two dwelling unit attached housing form (SF3 Type B) or a Small Home Courtyard (SF3 Type E) use, unless otherwise stipulated in this Section of the Plan.

3. Create new zoning schedule(s) for the Township of Langley Zoning Bylaw to provide clarity and certainty of the development requirements and facilitation of application review for the areas with a SF3 Land Use Designation.

4. Ensure that a diversity of housing is provided, as encouraged by the Township's Housing Action Plan, by limiting the quantity of any one type of the housing provided in the SF3 Land Use Designation to no more than 60 percent of the total number of dwelling units for any development, and that at least 3 housing typologies, with each one comprising 20 percent or more of the total number of dwelling units, are included for any development An accessory residential use, in the form of a secondary suite, or a laneway home or a coach home, are not part of these percentage calculations.

5. Provide a covered, single-storey front porch, elevated above finished grade between 0.6 and 1.2 metres, for all principal residential uses/dwelling units. The covered porch is permitted to project by up to 1.7 metres into the front yard setback provided that the porch has a usable floor space with dimensions that are no less than 2.0 metres by 3.0 metres; is open on at least two sides or protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code, is located at the first storey, and is limited to a single storey in height – its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling. For Small Home Courtyard development, a covered porch should be oriented to the shared courtyard or 'commons' for buildings that are not adjacent or directly front a public street. In the case of buildings that are adjacent/front a public street, a single family building form shall provide two porches – one fronting the public street and the other oriented to the shared commons -- and a front-to-back two dwelling unit attached building form shall provide one covered porch oriented to the public street for the front unit and one covered porch oriented to the commons for the back unit.

6. Provide a usable (a minimum 2 metre dimension) covered porch at the main entrance of a Laneway Home, or an independent, usable patio space for the attached secondary suite, or a usable covered balcony or patio – same elevation as the main entrance – for a Laneway Home. A covered balcony should be oriented toward the rear yard or lane (not the side to avoid overlook of neighbour' yard) and a porch or patio should be oriented toward the rear yard, lane or side yard. Provide a concrete pathway, sufficiently sized to accommodate access for emergency services and separate from a vehicle driveway space or drive aisles, from these accessory residential uses to the public sidewalk.

7. Incorporate and apply rear-loaded, street and lane, block and lot patterns for all housing types.

8. Provide sufficient front yard lot line, side yard lot line, rear yard lot line setbacks, and separation distances between buildings on a lot – e.g., single family home and backyard cottage – to accommodate/establish adequate spaces for medium- and large-sized trees – retained or next generation – with access to sufficient soil volume (Section 5.3. Policy #3), including coniferous species, a pedestrian-oriented street presence, and a useable and functional space for accessory residential uses (e.g., detached off-street parking structure) and livable outdoor spaces. This can be accomplished through both tree retention and/or new tree plantings on the lot and are considered different than street trees in the public boulevard, greenways, thoroughfare or other public space.

9. Avoid the use of slab-on-grade foundations for habitable spaces for the principal residential use and the accessory residential use, in the form of a laneway home.

Single Family Use (SF3 Type A)

10. Accommodate single family dwellings (Type A) on lots with a minimum size of 372 m^2 (4,000 ft^2). Incorporate and apply a rear-loaded, street and lane, block and lot patterns for single family uses.

11. Accommodate either an accessory residential use in the form of a secondary suite as part of a single family dwelling or a separate coach home or laneway home. Provide an additional, non-tandem, off-street parking space on the lot for the secondary suite or laneway home that is provided.

2-Plex, 3-Plex, and 4-Plex Uses (SF3 Typology B, C + D)

12. Consider character compatible, size efficient:
    - ✓ Two dwelling units housing typology (2–plex, Typology B) on lots with a minimum size of 650 m^2 (7,000 ft^2);
    - ✓ Three dwelling units housing typology (3–plex, Typology C) on lots with a minimum size of 790 m^2 (8,500 ft^2);
    - ✓ Four dwelling units housing typology (4–plex, Typology D) on lots with a minimum size of 860 m^2 (9,260 ft^2).

13. Provide a maximum of two detached dwelling units fronting the street on each two dwelling unit, three dwelling unit and four dwelling unit housing type lot (in other words, the third or fourth unit must not be fronting the street.

14. Site and design character compatible, size efficient two dwelling unit, three dwelling unit and four dwelling unit developments on corner lots of a block to orient the main entrances and associated front covered porches to both adjacent public roads.

15. Provide adequate frontage width to lots for two dwelling unit, three dwelling unit and four dwelling unit developments, to accommodate a minimum of two parallel on-street parking spaces for a 2-Plex and three parallel on-street parking spaces for a 3-Plex and 4-Plex, along the adjacent / fronting Collector and/or Local classified road streetscape. Integrate equivalent on-lane parking adjacent to the rear property line for these development typologies that front an Arterial classified road streetscape (e.g., parallel parking in front of the required off-street parking).

16. Incorporate a combination of enclosed garages, and un-enclosed (on three sides) and covered carports to accommodate the required number of off-street parking spaces for these housing typologies. This will increase opportunities to have ‘eyes on the lane’ and also provide outdoor flexible space in the carports to provide covered gathering and play. Incorporate two overhead doors for enclosed garages – one oriented to the lane and the other oriented to the carport parking space.

17. Incorporate accessory residential uses in the form of a secondary suite, or a separate coach home as part of a separate off-street parking use, for only a 2-Plex development on a fee simple lot. Provide an additional, non-tandem, off-street parking space on the lot for the secondary suite or coach home that is provided.

Small Home Courtyard Use (SF3 Type E)

18. Consider character compatible, size efficient Small Home Courtyard housing Typology E on lots with a minimum size of 1,127 m^2 (12,125 ft^2) and a minimum of 186 m^2 of developable lot area for each principal dwelling unit.

19. Accommodate dwelling unit stratification only; no bare land strata.

20. All buildings and structures must not exceed a gross floor area of 0.5 times the lot area for all permitted uses, except that the floor area may be increased by 0.1 times the lot area provided this additional floor area is used for and separate from the principal residential uses, buildings and structures for the purposes of aggregated accessory off-street enclosed vehicle parking uses (a.k.a. garages) and non-vehicle storage uses, home office space uses and other communal amenity space. Further, the floor area may be increased by an additional 0.1 times the lot area provided this additional floor area is used for the specific purpose of providing coach home uses above aggregated accessory off-street enclosed parking uses and secure storage space. The total lot coverage, as defined by the Township of Langley's Zoning Bylaw, for a Small Home Courtyard use shall be thirty (30%) percent.

21. Accommodate one unit dwelling buildings, similar to a single family form of housing, and two unit dwelling buildings, with units in a back-to-back configuration, similar to a duplex form of housing, in a building or structure. The two unit dwelling, back-to-back form of housing should be located adjacent to a collector or local classified road, with one of the two dwelling units oriented toward the public street and the other oriented toward the common courtyard. A minimum of sixty (60%) percent of the total dwellings in a Small Home Courtyard development should be one unit dwellings in a building or structure. Each independent Small Home Courtyard development project shall have a minimum total of five (5) and a maximum total of eighteen (18) principal dwelling units.

22. Include, as part of Small Home Courtyard development, an accessory residential use in the form of coach homes above aggregated accessory off-street enclosed parking uses to achieve housing and tenure diversity, and to contribute to affordability objectives in the neighbourhood. Coach house uses will be the communal or common ownership of the Small Home Courtyard strata and cannot be stratified as separate units in accordance with the Strata Property Act. Other forms of accessory residential uses, such as, but limited to, a laneway home or a secondary suite within a principal dwelling, are not a permitted use. Register a Housing Agreement on title to reflect this requirement.

23. Locate and configure Small Home Courtyard development in mid-block conditions/areas only, supported only by Collector and Local classified streets on two parallel and opposite ends of the development and further 'bookended' perpendicularly on the other two sides of the development by perimeter public lanes. The private drive aisles and public lanes shall be of sufficient width for vehicle travel both directions, for the provision of parallel off-street, drive aisle/public lane parking that contributes to the required accessory off-street parking use for the residences of the Small Home Courtyard development, for a separate pedestrian pathway and plentiful trees accommodated in adequate setbacks. The Small Home Courtyard site design does not include internal vehicle drive aisles, driveways or off-street parking that are often typical of contemporary townhouse developments (as a point of reference). Alternative siting and configuration conditions could be considered provided the principles of pedestrian-only shared courtyard design, with perimeter vehicle access and aggregated off-street parking, no visibility of the backside of dwelling units from public roads, and all other design principles and policies articulated in this Plan.

24. Design, orient and site buildings such that the largest area of a pitched roof is facing south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal) of the true east-west axis or parallels of latitude, to improve and provide for passive and active solar building design, including the application of solar sequestration energy generating technologies. The ridge of pitched roofs should also orient east-west to position a portion of the roof directly south to maximize all-season solar sequestration.

25. Provide a minimum of fifty (50%) percent of all required accessory off-street enclosed parking use, associated with the principal residential uses, in the form of aggregated parking structures that are accessed from the permitter public lane. Only a maximum of one accessory off-street enclosed parking space can be incorporated into and be part of the principal residential use to retain a modest size for the individual dwellings and thereby provide direct access to open space for private and communal spaces. Access to all accessory off-street parking uses shall be from the public lanes. Provide parallel, accessory off-street parking in the design of private drive aisles and/or public lanes. The floor area of the accessory off-street enclosed parking use is included in the allowable size and the net floor area calculations of the principal residential use.

26. Locate all the buildings and structures that house the principal residential use around the outer perimeter of the development, adjacent to the collector or local classified roads and the private drive aisles and/or public lanes. Orient each front building face of dwelling units directly toward the common landscape courtyard – resulting in the rear building face oriented toward the public lanes.

27. Incorporate a covered, single-storey front porch, elevated above finished grade between 0.6 and 1.2 metres, for all dwelling units. The covered porch is permitted to project by up to 1.7 metres into the front yard setback provided that the porch has a usable floor space with dimensions that are no less than 2.0 metres by 3.0 metres and whose width is greater than fifty (50%) percent of the front building face, is open on at least two sides or protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code, is located at the first storey, and is limited to a single storey in height – its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.

28. Provide each dwelling unit with a usable, at-grade private garden space, the width of the front building face, delineated by a mix of naturescapes, hardscapes and fencing that provides well-defined personal space, and a pathway to the common pathway system for the Small Home Courtyard as a whole, as intervening space between the private home and the common courtyard. For clarity 'building face' refers to that part of the exterior wall of a building along the building elevation that orients one direction. Buildings and structures accommodating two unit dwellings in a front-to-back layout have two front building faces\elevations; One front building face will orient towards the common landscape courtyard and incorporate the intervening space features as outlined; The other front building face will orient toward the collector and local classified roads and also incorporate the intervening space features as outlined in order to contribute to a strong, pedestrian-oriented streetscape.

29. Provide a contiguous common courtyard bounded by footpaths that connect to the front entrance/door of every dwelling unit and to pathways and sidewalks on adjacent streets and lanes. The courtyard is a pedestrian-only space and does not include vehicle parking, driveways, drive aisles or lanes. The courtyard should serve a multitude of purposes such as formal and informal child play spaces, gathering spaces for shared outdoor dining and celebrations, gardening space, electric fireplace space, and various types of seating and lighting throughout the area. Also, the common courtyard could also focus on a theme such as an 'Agrihood' where the common courtyard is dominated by raised garden-beds, a toolshed, a post-garden harvest food preparation area, and a communal outdoor-dining space; or a 'Foresthood' where the common courtyard is dominated by a forest/tree stands and native understorey plantings, rainwater channels, pathways, footbridges, a covered picnic space, seating and a nature play space for young children. The common courtyard should comprise a minimum 40 m^2 per principal dwelling unit.

Manufactured Home Park Use (SF3 Typology F)

30. Provide for the development of manufactured home parks in the SF3 Land Use Designation. Siting of buildings and structures require a minimum setback of 6.0 metres from property lines and a minimum separation distance of 6.0 metres between buildings and structures to provide adequate space to accommodate tree-planting and other livability considerations. The other policies in this Section 4.5 do not apply to this form of housing.

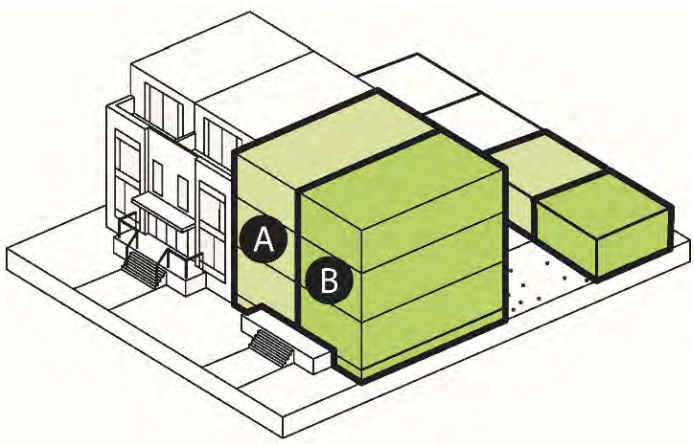
3.6 Rowhouse/Townhouse

The Rowhouse/Townhouse Land Use Designation accommodates rowhouse and townhouse developments. This designation is located in Neighbourhood Activity Precinct (see Sections 3.1 and 3.2). This designation provides relatively affordable (e.g., in comparison to typical, fee simple single family), ground-oriented housing for households with children, seniors and 'empty-nesters'. The Rowhouse/Townhouse land use designation is situated and adjacent to schools and parks, urban greenways, local-serving commercial services, future transit and other destinations, and provides a land use, form and massing transition between land use conditions. Higher densities for townhouse developments in this land use designation will require below finished grade concealed off-street parking. Policies specific are as follows:

Policies:

Rowhouse Development

1. Locate rowhouse dwellings, in the form of a principal dwelling and a detached off-street parking structure (garage) that is separated by a rear yard, on lots with a minimum of 216 m^2 for internal lots, 259 m^2 for building end lots and 316 m^2 for corner lots, as defined in the Township of Langley Zoning Bylaw, in Plan areas designated Townhouse/Rowhouse as delineated on **Map 1**. Incorporate optional Flex Space (e.g., home office, games room) as a permitted accessory residential use above the detached garage.



2. Design rowhouse developments that contribute to a desirable neighbourhood/streetscape character through a clear architectural identity for individual buildings as viewed from the street and other adjacent public spaces by elements such as individual front entrance porches and/or terraces, visually open pedestrian spaces with a neighbourly relationship to adjacent streets and sites, dense landscape character by accommodating varied trees and plants of substantial size throughout the site and, vehicular and bicycle off-street parking facilities accessed from the least publicly visible part of the development site.

3. Orient rowhouses to be street-facing, along Collector and Local roads only, with rear public lane access to vehicle and bicycle parking to provide generally continuous on-street parking along the public street that is not interrupted by driveway let-downs and thereby increasing opportunities for trees in front yards and street boulevards, adequate space for rainwater and stormwater management facilities, among other streetscape features. Design rowhouses on corner lots to be street-facing to both public streets (e.g., wrap-around front porch with accompanying pathways to both adjoining streets, person swing doors orientated to each street).

4. Design, orient and site buildings such that the largest roof area is facing south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal) of the true east-west axis or parallels of latitude, to improve and provide

for passive and active solar building design, including the application of solar sequestration energy generating technologies. The ridge of pitched roofs should also orient east-west to position a portion of the roof directly south to maximize all-season solar sequestration.

5. Accommodate four (4) or fewer dwelling units contained within a building. Up to two (2) additional dwelling units can be contained within each building if the outcome is shown to provide an improved distribution and design outcome in relation to the retention of existing trees and/or provisions for additional tree planting areas for medium to large coniferous trees.

6. Provide for a range of rowhouse unit sizes, including those that have more than three bedrooms, to appeal to a broad range of households at different stages of life.

7. Provide sufficient front yard lot line and rear yard lot line setbacks, as well as separation distances between buildings on a lot to establish generous spaces for medium- and large- sized trees with access to sufficient soil volume (Section 5.3. Policy #3), including coniferous species, a pedestrian-oriented street and lane presence, and a useable and functional space for accessory residential uses (e.g., detached off-street parking structure) and livable outdoor spaces – front and rear. This can be accomplished through both tree retention and/or new tree plantings and are considered different than street trees in the public boulevard, greenway, thoroughfare or other publicly accessible – physically and visually – space.

8. Design buildings with dwelling units and detached accessory structures for off-street parking to incorporate:

    a. A limitation on the maximum height of buildings to two and half (2.5) storeys – 9 metres. The half-storey is the uppermost level – the third – of a residential building, sometimes referenced to as the attic, which has a floor area equal to or less than fifty percent (50%) of the floor area of the storey immediately below it and having a minimum ceiling height of 1.2 metres and at least seventy percent (70%) of the half-storey floor area has a minimum ceiling height of 2.4 metres. Contain the half-storey of habitable space within the primary roof form and maintain the clarity of a simple, steeply sloped primary roof in which dormers are clearly secondary elements. Limit dormers to the non-street facing portion of rowhouse buildings and typically less than sixty percent (60%) of the roof length. Include windows in dormers to improve access to natural light and ventilation and set a minimum 1.2 metres back from the building face – meaning the part of the exterior wall of a building along the building elevation that orients one direction – and avoid tiered or staggered dormers with multiple roof slopes.

    b. A useable (a minimum 2 metre depth), covered, elevated, single-storey height front porch at the main entrance, that presents to the public street. The front porch should extend the entire width of the front elevation of the rowhouse. Include direct pedestrian access to/from the front porch and the fronting public street.

    c. Off-street parking for the dwelling units shall be accessed from a rear lane, in detached accessory off-street parking structures or buildings. One of the two required off-street parking spaces will be a typical enclosed garage and can be part of a shared accessory use and building with the adjacent rowhouse. The second required space is a ‘flex’ off-street

parking space that is covered, but not enclosed (e.g., carport). The 'flex' off-street parking space will provide all season, covered space that can be used for vehicle parking and/or outdoor amenity/activity space.

d. Rear entrances for all principal dwelling units in the form of 'swing doors' that are separate from the front entrance.

e. Detached accessory off-street parking structures to accommodate two vehicles – one in an enclosed garage and the other as a carport – meaning a permanent roofed structure, attached to the enclosed garage, un-enclosed on three sides and intended to be used, in part, for automobile shelter and storage. Provide one overhead door oriented to the lane and a second minimum 2.7 metre wide overhead, roll-up, or bifold garage door oriented to the covered carport.

f. Allow for additional habitable floor area, for the purposes of a home office space, in the form of a second storey directly above the enclosed garage that does not exceed the floor area of the garage immediately below it. A small bathroom with toilet and sink could be provided, but no kitchen or laundry facilities. Include, at a minimum, solar-ready measures to facilitate the application of solar sequestration energy generating technologies on the roof of the garage/carport/home-office.

g. Avoid the use of slab-on-grade foundations for habitable spaces for the principal residential use.

9. Demonstrate subtle design variations for rowhouse units and buildings along public frontages to strengthen unit identity and support a pedestrian scale. Façades fronting lanescapes, greenways, Mid-Block Pedestrian Links or public trails should be of similarly high quality as those fronting public streets.

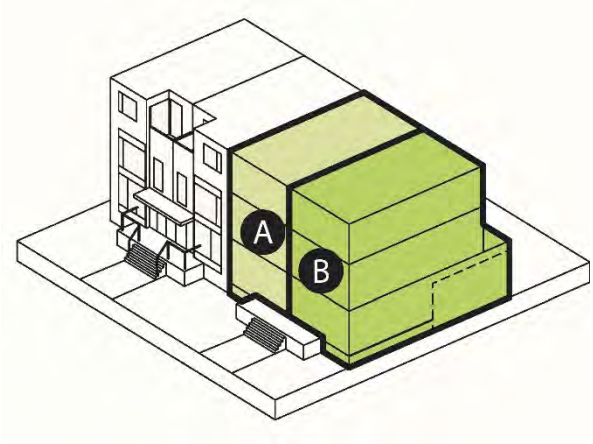
Townhouse Development

10. Provide for Conventional Townhouse (see policy #11 below) land uses where all buildings and structures together, including townhouses with a primary bedroom on the first storey, have a maximum gross floor area of 0.9 times the net developable lot area for all plan areas designated Rowhouse / Townhouse as delineated on **Map 1**. This may be increased by 0.45 times the lot area times the ratio of concealed parking to typical surface off-street parking, excluding required residential visitor parking, required by the Township's Zoning Bylaw, up to a maximum of 1.35 times the net developable lot area. For the purposes of this Section of the Plan, concealed parking means an off-street parking use, providing for the vehicle and bicycle parking needs generated by a principal use, hidden from view and with more than 70% of the off-street parking located entirely below the finished grade of the development site, and the remainder within the massing of the principal use buildings. Also, the footprint of any below finished grade structure, including parking, must adhere to the same front yard, rear yard, and side yard setbacks in order to maintain these areas as medium and large tree planting spaces that have access to sufficient soil volume, root depth and soil drainage and infiltration considerations

11. Provide townhouse dwellings, for the purposes of this Neighbourhood Plan and for this Land Use Designation only, and notwithstanding the definition of 'Townhouse' in the Township of Langley Zoning Bylaw, that take the form of either a conventional townhouse building, a back-to-back

courtyard townhouse building, a stacked courtyard townhouse building, a stacked back-to-back courtyard townhouse building or a hybrid courtyard townhouse building. As further defined:

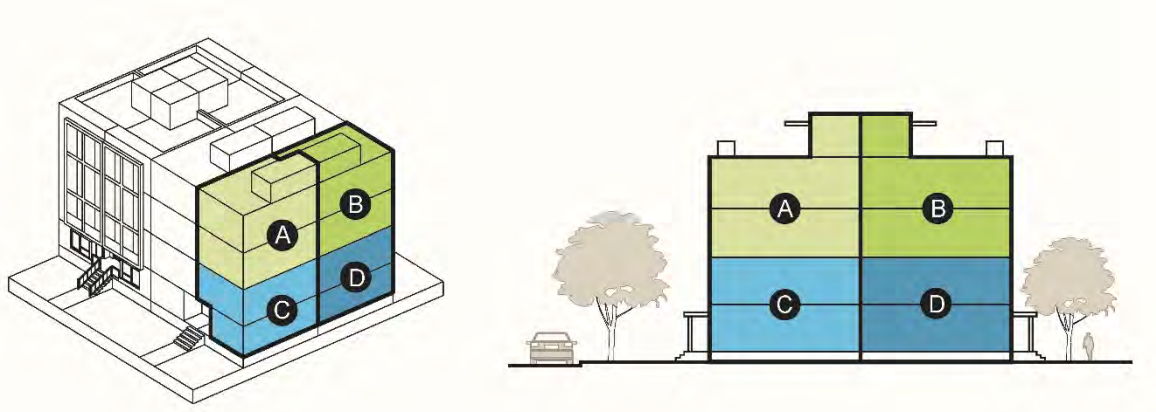
a. A **conventional townhouse** building means a two to three storey residential structure containing multiple dwelling units that are divided vertically, where each of the dwelling units is divided by and shares one common (end unit) or two common sidewalls (interior unit) with a neighbouring unit(s) with an accompanying front and rear setback or separation distance from other buildings and dwelling units, and whereby each unit has independent person swing door entrances at finished grade from the outside accessed through the exterior front elevation and the exterior rear elevation of each dwelling unit. The resulting building has a front, rear and two sides.



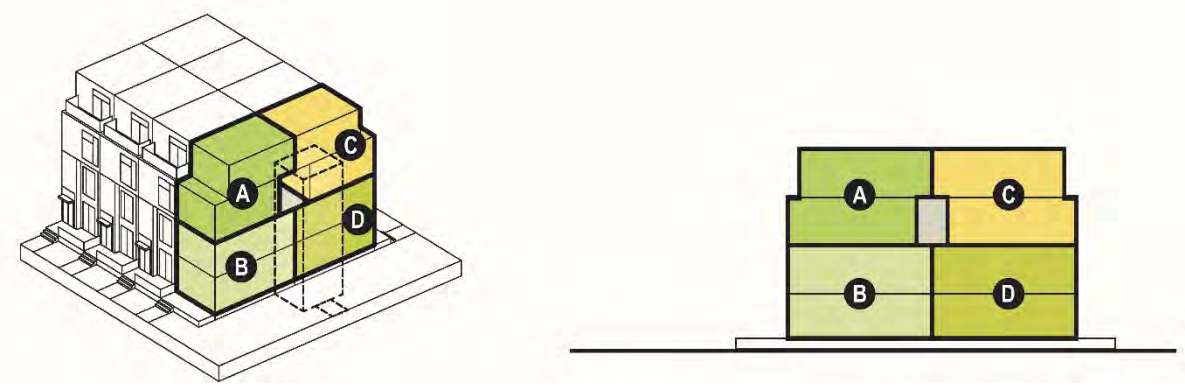
b. A **back-to-back courtyard townhouse** means a two to three storey residential building containing multiple dwelling units that is divided vertically, where each of the dwelling units is divided by and shares one common rear wall and one or two common side walls with neighbouring units. The back-to-back townhouse incorporates both side-to-side and front-to-rear configurations and are distinguished from conventional townhouses by having two primary frontages, both of which must front onto either a public street/lane or a courtyard. The resulting building has two fronts and two sides.

c. A **stacked courtyard townhouse** building means a three to four storey residential structure containing multiple dwelling units that are divided vertically and horizontally, and two, two-storey units are stacked vertically together – a two-level unit stacked on top of a two-level units. Each of the two-storey dwelling units is divided by and shares one common (end unit) or two common sidewalls (interior unit) with a neighbouring unit(s), with an accompanying front and rear setback or separation distance from other buildings and dwelling units, as well as a common floor (upper unit)/ceiling (lower unit). Each unit has independent person swing door entrances to finished grade from the outside accessed through the exterior front elevation and the exterior rear elevation of each dwelling unit. The resulting building has a front, rear and two sides.

d. A **stacked back-to-back courtyard townhouse** means a three to four storey residential building containing multiple dwelling units that are divided vertically, and two units are stacked vertically together – two-level units stacked on top of one- or two-level units. Each of the dwelling units is divided by and shares one or two common side walls and one common rear wall with neighbouring units with an accompanying front and side setback or separation distance from other buildings and dwelling units for the non-shared wall portions of each dwelling unit. Each unit has independent person swing door entrances to finished grade from the outside accessed through the exterior front elevation and to below grade to access concealed off-street parking. The resulting building has a double front and two sides.



e. A **hybrid courtyard townhouse** means a three to four storey residential building containing multiple two-storey dwelling units that are divided vertically, and two units are stacked vertically together – two-level units stacked on top of one- or two- level units. The lower units have direct access to grade like a conventional townhouse and the upper units are accessed via a common main entrance, internal exit stairs and corridor, similar to an apartment unit.



12. Design townhouse developments that contribute to a desirable neighbourhood/streetscape character through a clear architectural identity for individual buildings as viewed from the street and other adjacent public spaces by elements such as individual main entrance terraces, visually open pedestrian spaces with a neighbourly relationship to adjacent streets and sites, dense landscape character by accommodating varied trees and plants of substantial (e.g., medium and large trees) size throughout the site and, vehicular and bicycle off-street parking facilities accessed from a public lane.

13. Provide for a range of townhouse unit sizes, including those that have more than three bedrooms, to appeal to a broad range of households at different stages of life. Specifically, incorporate, for all townhouse developments, a minimum ten (10%) percent of the townhouses that are three or more bedroom units with layouts that consider the needs of households with children, such as generous entryways, spacious living spaces for family activities, adequately-sized bedrooms to accommodate a bed, dresser, desk, floor space for playing and built-in closet/storage space, bathrooms large enough for parent and child, and balconies/terraces and private outdoor open space as an extension of living places and visible from the kitchen.

14. Design rectangular shaped, conventional townhouse buildings that front and are adjacent to public streets and property lines that serve as a dividing line between different land use designations to have a maximum length of 40 metres. A maximum of 15 metres can be added to these street or property line adjacent/fronting conventional townhouse buildings provided that the outcome is shown to provide an improved distribution and design outcome (e.g. a total increase of 50% in both width and area between the end of buildings) in relation to the retention of existing trees and provisions for Nature Spaces (see Policy #12 below) in between the ends of townhouse buildings. Design the remaining rectangular shaped, conventional townhouse buildings on the development site to have a maximum length of 55 metres.

15. Orient townhouses to be street-facing along Collector and Local classified roads, and east-west oriented arterial classified roads only, with rear public lane access to vehicle and bicycle parking to provide generally continuous on-street parking along the public street that is not interrupted by driveway let-downs and thereby increasing opportunities for trees in front yards and street boulevards, adequate space for rainwater and stormwater management facilities, among other streetscape features.

16. Design, orient and site buildings such that the largest roof area is facing south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal) of the true east-west axis or parallels of latitude, to improve and provide for passive and active solar building design, including the application of solar (photovoltaic) panels. The ridge of pitched roofs should also orient east-west to position a portion of the roof directly south to maximize all-season solar sequestration.

17. Provide sufficient front yard lot line, side yard lot line, rear yard lot line setbacks, and separation distances between townhouse buildings on a development lot in order to establish adequate spaces for medium- and large- sized trees with access to sufficient soil volume (Section 5.3. Policy #3), including coniferous species, a pedestrian-oriented street presence, and a useable and functional space for accessory residential uses (e.g., detached off-street parking structure) and livable outdoor spaces. This can be accomplished through both tree retention and/or new tree plantings and are considered different than street trees in the public boulevard, greenway, thoroughfare or other publicly accessible – physically and visually – space.

18. Locate Conventional and Back-to-Back Courtyard Townhouse forms adjacent to or fronting a property line or public street, or a public lane where the Land Use Designation is of a lesser residential density on the opposite side of the lane. Limit the maximum height of these Conventional Townhouse and Back-to-Back Courtyard Townhouse buildings to three (3) storeys. For a minimum 7:12 pitch roof, the maximum height is 10.1 metres. For a flat roof or less than 7:12 pitch roof, the maximum height is 9.4 metres.

19. Accommodate any townhouse forms interior to the development and limit the maximum height of these buildings for the remainder of the development is three (3) to four (4) storeys. The maximum height for these interior townhouse buildings is 12.2 metres.

20. Provide Treed Spaces between and at the end of townhouse buildings, that contain the principle residential uses, that consistently (dimensions) and ubiquitously (space) extends between the public street, and private travel/drive aisles or public lane or interior courtyard. Treed Spaces should accommodate existing/new trees, understorey plantings, seating, pathways and low-level nighttime lighting only (e.g., No off-street parking, including visitor, nor utility kiosks, surface drainage facilities/infrastructure, to name a few). The Treed Spaces between the ends of two buildings will be a minimum of 8.0m in width. Where feasible, extend the Treed Spaces between buildings to the outside face of the curb in the public boulevard of the adjacent streetscape. A Treed Spaces covenant will be registered on title for all townhouse developments. Treed Spaces for this Section of the Plan are separate and distinct from every other development requirement such as, among others, landscaping area and screening requirements as defined by the Township's *Zoning Bylaw*, development permit area landscaping guidelines, relevant zoning schedules and typically landscaped areas defined by required building setbacks and building separation distances.

21. Design buildings and dwelling units fronting public streets, Mid-Block Pedestrian Links and Lanes, the Semiahmoo Trail, parks and open spaces, in order to provide a quality neighbourhood pedestrian environment and support a walkable neighbourhood, to include:
    a. A useable (a minimum 2 metre dimension), covered, elevated, single-storey height front porch at the main entrance, for all dwelling units that present to the public street, public lane, Semiahmoo Trail, Mid-Block Pedestrian Link, or park.
    b. All off street parking spaces within a building shall be non-tandem for the dwelling units that are accessed from a rear lane or strata drive aisles and front an arterial street.
    c. Direct and convenient connections for pedestrian through an on-site network of sidewalks, pathways, and other passageways from the main entrance of each and every dwelling unit to an adjoining public pedestrian facility (sidewalk, greenway, path and trail). These pedestrian connections will be independent of a public lane and strata/private drive aisle.

22. Incorporate crawl spaces – meaning the space between the underside of the floor system above and the ground surface or slab below, having a maximum vertical distance not exceeding 1.2 metres – below the first floor of habitable spaces to help facilitate, among other aspects of the architectural design, the elevated front porch, in areas where habitable space in basements is not permitted. No slab-on-grade foundations for habitable spaces are permitted for the principal residential use. Where concealed off-street structured parking is provided below finished grade, townhouse units that are situated above said structured parking, crawl spaces are not required.

23. Demonstrate subtle building/architectural design variations for townhouse units along public frontages to strengthen unit identity and support a pedestrian scale. Façades fronting greenways, Mid-Block Pedestrian Links and public trails should be of similarly high quality as those fronting public streets.

3.7 Manufactured Home Park

The Manufactured Home Park land use designation supports the retention of historically designated manufactured home parks. This includes the four existing manufactured home parks in Fernridge, located south of 26 Avenue. The intent of these policies is to ensure the retention of the designated manufactured home parks and appropriate adherence to provincial and municipal policy in the redevelopment of non-designated manufactured home parks. Policies specific for the Manufactured Home Park Land Use Designation are as follows:

Policies:

1. Apply Policies #2 and #3, Section 4.7 of the Brookswood-Fernridge Community Plan.

2. Incorporate new manufactured home park developments in the Single Family 3 Land Use Designation to contribute to housing choice in Fernridge.

3.8 Commercial Village

The Commercial Village Land Use Designation will serve as a neighbourhood hub situated in a landmark intersection at 200 Street and 24 Avenue, which accommodates mixed-use commercial/residential buildings on three corners and a heritage assembly use on the fourth. The Designation provides opportunities for the integration of street-facing, ground-floor, pedestrian friendly retail shops, offices, restaurants, public houses, and personal services, along with apartment residential uses – including seniors' housing. Policies specific for the Commercial Village Land Use Designation are as follows:

Policies:

1. Create a modestly scaled, mixed-use commercial/residential area at the 'crossroads' of two key multi-modal routes: 200 Street and 24 Avenue, on lands with a Commercial Village Land Use Designation as delineated on **Map 1**. All buildings and structures together must not exceed a gross floor area of 1.85 times the net developable lot area for all permitted uses.

2. Require locally-serving commercial uses, such as financial institutions, retail stores, convenience stores, an 'anchor' grocery store, delicatessens, bakeries, hardware, barber shops, beauty salons, business, medical and professional offices, restaurants and cafés, restaurants and cafés with outdoor/patio dining, pharmacies, employment living uses – means unit/space within a building or structure that can accommodate a permitted commercial use within an at-grade ground-oriented unit, or a combination of both a permitted commercial use and a permitted residential use within an at-grade ground-oriented unit – child-care, liquor store, and fitness centre – excluding service stations, gas bars, vehicle servicing, drive-throughs and other prohibited uses as identified in Section 4.8, Policies #9 and #10, of the Brookswood-Fernridge Community Plan. As a minimum, provide at least one childcare facility within the Commercial Village Land Use Designation, in the Northwest Quadrant of the Neighbourhood Activity Precinct (see Section 5.1)

3. Locate retail and service commercial uses at ground floor spaces (first storey) in mixed-use buildings. Each retail and service commercial use occupy a maximum floor-space size of 1,000 m^2 (~10,764 ft^2) or less. These maximum floor-space sizes do not apply to the one [1] required anchor grocery store, nor to pharmacies, fitness centres, and childcare spaces. Locate business, medical and professional offices on the second storey above the commercial uses located on the first storey and/or in separate, stand alone buildings specifically for office uses that are not located immediately adjacent to 200 Street or 24 Avenue.

4. Accommodate and incorporate one (1) grocery establishment in the Commercial Village Land Use Designation with an approximate, maximum size of 4,500 m^2 (~48,440 ft^2) that serves local residents of this and adjacent areas of the neighbourhood as well as the rural surrounds, provided that the grocery use is integrated and forms part of a mixed-use commercial/residential building and that at least half of the minimum total floor area for office uses, as identified in Policy #6 and #7 below, must be built in advance of or in conjunction with the grocery store use.

5. Provide a minimum total floor area for commercial uses of approximately 18,580 m^2 (~200,000 ft^2) which includes a minimum total floor area for retail and service commercial uses of approximately 15,330 m^2 (~165,000 ft^2) and a minimum total floor area for office uses of approximately 3,250 m^2 (~35,000 ft^2).

6. Incorporate a neighbourhood public square space that is central to the Commercial Village Land Use Designation, in the northwest quadrant, with a minimum size of 1,000 m^2 (~10,760 ft^2) that provides an open space for a variety of activities such as public gatherings, socializing, resting, live performance and presentations, and eating, and serves as a focal point for the neighbourhood. Design features of the public square should include a combination of hard and soft design and landscaping features, accessibility, direct solar access, distant view considerations, vehicle noise and light attenuation measures, a variety of seating and other furnishings, lighting, weather protection, and spatial variety. Explore opportunities to include festival infrastructure such as event electrical power and potable water supply needs.

7. Design a combination of mixed-use commercial/residential buildings in the Commercial Village Land Use Designation, that provides:

    a. a minimum of three (3) storeys in height and a maximum of six (6) storeys in height for all buildings. ‘Step back’ along the length of the upper fifth and sixth storeys of buildings by a minimum of 2.5 metres in order to reduce visual and overshadowing impacts related to building height and also to contribute to small town character.

    b. rectangular shaped buildings, or one side of an ‘L’ shaped building, that have maximum length of 65 metres and on average between 50 and 60 metres where there is more than one building on a lot.

    c. the longest wall length oriented and facing south, and the south building face is oriented within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west latitudinal axis, in order to provide optimal passive and active solar design performance of all

buildings. Incorporate sloped roof surfaces that orient to the south to provide optimal and potential use of photovoltaic and other solar energy sequestration technologies.

d. a maximum lot coverage of sixty percent (60%) where a minimum seventy-five percent (75%) of the off-street vehicle parking use associated with retail and service commercial and recreational uses is concealed parking. Maximum lot coverage can be increased to eighty percent (80%) where one hundred precent (100%) of the off-street vehicle parking use, including visitor, is concealed parking. For this specific policy provision, concealed parking means an off-street parking use hidden from view and below the finished grade of the development site, and/or off-street parking use that is also obscured and located within a principal building (at or above finished grade). Locate most of the surface parking, when provided, adjacent to retail anchors (e.g., grocery, pharmacy) and recreation spaces. Off-street parking means a use providing for the vehicle and bicycle parking needs generated by a permitted use. For an apartment or office use, one hundred (100%) percent of the off-street vehicle parking use, including visitor, is concealed parking that is hidden from view and below the finished grade of the development site.

e. concealed parking access, as well as off-street loading spaces, at the rear or side of buildings in a location not easily visible from 200 Street and 24 Avenue, nor other roads and lanes. No off-street vehicle parking or manoeuvring drive aisles shall be permitted in the areas between a front building face and 200 Street, 24 Avenue and the north side of 24 Avenue, nor between the greenways along 200 Street and 24 Avenue and adjacent buildings that frame these streets. For clarity ‘front building face’ refers to that part of the exterior wall of a building along the front building elevation that orients one direction.

f. a range of apartment unit sizes and tenures to appeal to a broad mix of households at different stages of life. This can include student-oriented housing, seniors housing, family housing and purpose-built rental. Specifically, require apartment (mixed-use or stand alone buildings) development to provide a minimum twenty (20%) percent, three or more bedroom units with layouts that consider the needs of households with children, such as generous entryways, spacious living spaces for family activities, adequately-sized bedrooms to accommodate a bed, dresser, desk, floor space for playing and closet/storage space, all bathrooms large enough for a parent and child, and balconies/terraces as an extension of living places and visible from the kitchen.

g. individual exterior entrances for buildings with ground floor apartment dwelling units that are visible from and with pedestrian paths to public streets, greenways, trails, or Mid-Block Pedestrian or Lane Links. To ensure a degree of privacy while maintaining visual surveillance, most ground floor apartment units should be defined through grade separation, while some should be universally accessible. Exterior entrances will be accompanied with minimum 9 m^2 covered terraces, at least 2 metres deep, that are partially recessed into the building massing. Covered terraces are permitted to project up to 1.7 metres into setback or separation distances, provided they are: open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; limited to a single storey, not exceeding 4.0 metres measured from the terrace floor to the underside of the terrace ceiling; and provided with a hose bib faucet. A hard surface

pathway, sufficiently sized to accommodate access for emergency services and separate from a driveway space, should be provided from the terrace steps or accessible ramp to the public sidewalk. Separation of private terrace space from quasi-public and public space shall be clearly delineated by multi-level planter boxes constructed with cast-in-place concrete and masonry materials/finishes.

h. below grade structures, that are confined to the footprint of the building(s) to provide open, unbuilt space for new and existing trees, excluding safety, vehicle and non-vehicle access, ventilation, mechanical, and other building requirements. These underground setbacks and separations will provide required soil volumes and growing space for medium to large trees and other plantings. Underground setbacks and separations also provide bioretention and other drainage/recharge facilities. In site-specific circumstances, where additional below grade structures beyond the building footprint are required, they shall not intrude into the front yard, rear yard and side yard setbacks. Incorporate raised planters over the extent of the corresponding below grade structures beyond the building footprint, in areas not otherwise occupied by drive aisles, lanes, loading, parking, and pedestrian/bicycling facilities; such spaces shall have sufficient surface area and depth to accommodate required soil volumes and root depth for medium and large trees to support long-term tree stability.

i. a common lobby for each building with office uses and apartment units above the first storey, whose entrance shall be clearly visible and directly connected to and from a fronting or public street and not secluded in the interior of the development.

j. building amenities, such as secure storage space for oversize sports equipment and seasonal supplies, and secure parking for bicycles and scooters with buildings with apartment units.

k. active design features to make daily physical fitness more inviting and encourage social interaction in buildings with apartments. Active design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exiting stairs, outdoor gardening places, and indoor amenity areas for the exclusive use of building residents and guests. Indoor amenity areas can provide recreational, social and shared home-office space spaces, and should comprise approximately three (3.0 m^2) square metres per dwelling unit.

l. vertical oriented windows, appropriate window-to-wall ratios (WWR) and associated exterior shading devices and other solar management building techniques to control seasonal overheating and shade. Use operable windows designed to facilitate air flow and ventilation to apartment dwelling units. Apply common industry best practice targets – an overall WWR of 40% – for the building overall to reduce heat gain and loss through the building envelope by increasing the area of insulated wall. As determined appropriate (e.g., commercial at-grade) distribute the overall WWR of the building such that the at-grade WWR target is higher (e.g., 75%) and deemed a priority for transparency purposes, and remainder of the building would be lower to meet the overall best practice target.

m. continuous weather protection for pedestrians on all building frontages that include ground floor commercial and recreational uses.

n. a high-quality pedestrian realm along all building faces, including those buildings not adjacent to public streets, and those that are adjacent to publicly-accessible spaces – (e.g., public roads and lanes, trails and pathways). Commercial and residential storeys should be clearly delineated by glazing patterns (e.g., lower window-wall ratios for residential), materials (e.g., commercial facades predominantly masonry and heavy timber), and horizontal architectural breaks (e.g., cornice, belt course).

8. Incorporate appropriate site design with sufficient front yard lot line, side yard lot line, and rear yard lot line setbacks and building separation distances on a lot. Setbacks and separations will establish generous spaces for medium and large trees (including coniferous) and other plantings, a pedestrian-oriented street presence, and functional outdoor space. Treed setbacks and separations can include tree retention and/or new tree plantings, but are distinct from street trees in public boulevards, greenways, thoroughfares and other public spaces.

9. Provide minimum and consistent building separation distances of 12 metres between all buildings to achieve walkable neighbourhoods with a fine-grained block and lot pattern and communicate a pedestrian scale. Separation distances will serve as Mid-Block Pedestrian Links, Mid-Block Lane Links, or hybrid Pedestrian Links where a portion provides below-grade access (e.g., off-street parking) and loading (commercial and residential) spaces. These building separation features are discrete and distinct from every other development requirement such as, among others, landscaping areas and screening requirements as defined by the Township's *Zoning Bylaw*, development permit area landscaping guidelines, relevant portions of zoning schedules, and typically landscaped areas defined by required building setbacks and building separation distances.

4.9 Institutional

The Institutional Land Use Designation accommodates educational facilities, recreation centres, civic buildings, neighbourhood care facilities, and places of worship that are essential for a complete neighbourhood. At the time of Plan adoption, there was one public and two private schools, and a community firehall in the Fernridge area. To accommodate for growth and change in the neighbourhood and community, Fernridge will require additional institutional uses.

At full buildout it is estimated that the Fernridge neighbourhood will contribute approximately 1,204 elementary school students (kindergarten to grade 5). plus the other three new neighbourhoods as delineated in the BFCP, it is estimated that the community will contribute approximately 2,617 middle school students (grades 6 to 8), and 3,503 senior high school students (grades 9 to 12).

A total of three (3) new elementary schools will be needed in Fernridge to accommodate the number of students in this neighbourhood. It is anticipated that a minimum of 2.0 hectares (5 acres) of land for each new elementary school site will be required, which would be developed at such time that the population growth warrants the establishment of the new schools. Rezoning of lands for development will require that school sites be secured as outlined in Section 8.2 of this Plan. The number, location and grade configurations of schools referred to in this plan are projected based on information available at the time of plan preparation.

The future actual number, location and grade configurations may differ from those of this plan. The Langley School District has developed a Long-Term Facilities Plan – as updated from time to time – which has a requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the Langley School District has limited ability to raise funding for capital projects, it relies heavily on funding from the Ministry of Education for the acquisition of land and the construction of schools. Funding requests are made annually though the submission of a five-year capital plan. Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.

The intent of the following policies is to maintain existing institutional facilities and to enhance accessibility to new facilities. Policies specific for the Institutional Land Use Designation are as follows:

Policies:

1. Implement Policies #1, #2, #4 and #5, Section 4.10 of the Brookswood-Fernridge Community Plan.

2. Accommodate and geographically distribute three (3) new Elementary Schools, which will form part of a joint neighbourhood park/elementary school site with each having a minimum total size of 4.8 hectares (12 acres; 7 acres neighbourhood park and 5 acres elementary school), within the Booth Neighbourhood Plan area. 0.8 hectares (2 acres) from each of the neighbourhood park uses will contribute to the establishment of a Nature Conservation Area and will be financially compensated from the Brookswood-Fernridge Greenway Amenity Policy.

3. Identify and secure the Elementary School sites as development advances in the neighbourhood. Each rezoning application should receive confirmation from the Langley School District that there is sufficient school capacity, preferably in the neighbourhood or at least in the Brookswood-Fernridge Community before they can be granted final reading on the zoning amendment bylaw. If increased elementary school capacity is required, the rezoning proponent shall provide land for a new Elementary School site prior to consideration of final reading on the zoning amendment bylaw.

4. Ensure that the Elementary Schools and the adjoining Neighbourhood Park that comprise the joint park-school site are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.

5. Consider new neighbourhood institutional facilities (e.g. schools, daycares, seniors' centres, and places of worship) in any Land Use Designation subject to:
   a. the site being located on and oriented to a collector road (as opposed to a local or arterial road only);
   b. the site having access to an adequate transportation network for the proposed size of the facility;
   c. the site having adequate off-street parking and/or drop-off and pick-up space; and
   d. the proposed development being consistent with the form, scale, and character of adjacent land uses.

6. Ensure attractive and activated street frontages with natural surveillance for all institutional facilities. Building design along public pedestrian corridors shall include elements such as windows, entrances, special building articulation, appropriate landscaping and pedestrian-friendly lighting.

7. Design and locate main building entrances that address surrounding streets to improve the relationship between the building and the public realm.

8. Incorporate, in keeping with the Township of Langley Child Care Action Plan, child care facilities, including before- and after-school programming, as part of new elementary schools.

9. Encourage the development of affordable housing and/or childcare facilities in conjunction with educational facilities, recreation centres, civic buildings, neighbourhood care facilities, and places of worship.

10. Support the development of new seniors housing and care facilities, as defined in the *Zoning bylaw*.

4.10 Parks and Open Space

This Plan both retains an existing network of parks and open spaces yet identifies additional parks and open space resources that combined contributes to and accentuates the completeness and livability of the Fernridge and surrounding – new and existing – neighbourhoods in the area. These new and existing parks and open spaces provide the neighbourhood with active and passive outdoor recreational opportunities to meet the needs of residents and visitors alike. Policies specific to this Parks and Open Space designation, which aim to maintain existing park and open space resources, are as follows:

Policies:

1. Apply Policies #1, #2, #3 and #4, Section 4.11 Park and Open Space of the Brookswood-Fernridge Community Plan.

2. Incorporate park and trail improvements in existing municipal lands in advance of new dedications and purchases to provide recreational infrastructure early in the neighbourhood's growth and as development occurs to serve both existing and future residents. For the Fernridge Neighbourhood area this would specifically apply to the Little Campbell River Wetlands Natural Park (formerly known as Horne Pit).

3. Preserve the location and size of existing park and open spaces in the Fernridge area in perpetuity, as identified in **Map 2**.

4. Provide public roads adjacent to parks space on at least two (2) sides rather than the rear or side lot lines of private property, in order to provide visual and physical access for the public.

5. Implement best management practices and measures to effectively treat runoff that flows into existing rainwater management facilities in parks and open space areas, given their proximity to municipal well capture zones (see Golder & Associates 2005 Comprehensive Groundwater Modelling Assessment), including private development. Require development that incorporates, as part of their drainage utility requirements, these communal rainwater management facilities, in parks and open space areas to provide equal or greater value in the form of park improvements, cash-in-lieu, or combination of the two in exchange for drainage utility services provided.

4.11 Aquatic Conservation

The Aquatic Conservation land use designation is intended to be a space of environmental preservation, restoration, enhancement and stewardship of aquatic environments and their associated riparian areas that combined provide important fish and wildlife habitats and other ecological contributions and services. Streamside Protection and Enhancement Requirements in the municipal-wide Official Community Plan (OCP) seek to protect these natural environmental spaces by, in part, establishing vegetated buffers adjacent to watercourses, wetlands, lakes and ponds. These buffers are referred to as 'Streamside Protection and Enhancement Areas' (SPEAs). In addition to providing important fish and wildlife habitats, SPEAs protect and promote groundwater recharge, absorb greenhouse gases, benefit air quality, reduce flood risk, mitigate heat events, and provide passive recreation opportunities. To preserve these benefits, these waterbodies, both known (**Map 3**) and yet to be known, in the FNP area must be protected through the establishment SPEAs. Policies specific to this Aquatic Conservation designation are as follows:

Policies:

1. Preserve, restore, enhance and steward Little Campbell River by establishing SPEAs at the time of a rezoning amendment or subdivision application, in accordance with the requirements of Section 3.13.19 and Schedule 3 of the municipal-wide *Official Community Plan*.

2. Retain other important waterbodies – referred to as Aquatic Conservation and Nature Spaces (see **Map 3**) – in the Fernridge Plan area, including private aquatic features located within the neighbourhood.

3. Locate Aquatic Greenways in the outer six metres of a SPEA, based on connectivity to street greenways and public park spaces. Trail design must conform to the requirements of the OCP's Streamside Protection and Enhancement Provisions. Access from new development to greenways or environmental areas may be restricted if the access is deemed detrimental to the overall biological integrity and viability of the greenway. Tree removal shall be avoided, and additional native plants may be needed to enhance greenways.

4. Prepare a Fernridge Nature Park Conservancy and Management Plan for the Little Campbell River Wetlands (see **Map 3**) to guide the active management of the natural resources and systems for nature parks and nature park spaces. This will preserve, restore, enhance and maintain natural functions, delivering a wide array of ecological benefits and robust biodiversity, to enhance the well-being of neighbourhood residents, and to prioritize the needs and guidance for long-term maintenance and stewardship.

5.0 NATURAL ENVIRONMENT + CLIMATE CHANGE RESPONSE

Nature is an important part of any neighbourhood. It contributes to a neighbourhood's livability and to the health of its residents and workers. Nature areas and features enhance the overall well-being of a neighbourhood. Nature areas and features include, but are not limited to, wetlands, watercourses, street and backyard trees, community gardens and pollinator gardens. Although most recognize that forest stands, wetland areas and watercourses are nature, new scientific research indicates that nature is more and includes both these natural and near-natural ecological system components as well as human-made components that incorporate and mimic natural biological systems. These different types of nature areas and features are all referred to as 'green infrastructure'.

Environmental change, whether human-caused or natural, has the potential to affect the livability of our municipality and region in the future. Nature has an important role to play in this fluctuating and uncertain context. Our municipality and region are expecting warmer, drier summers and milder, wetter winters as a result of climate change. Expected impacts include summer drought, air quality degradation, changes to groundwater regimes and more frequent and severe weather events during the different seasons. Ecosystem changes may also happen quicker than native plants and animals can adapt, while invasive species may flourish.

Ecosystems changes and expected impacts could have serious repercussions for human health, communities, infrastructure, ecosystems, biodiversity, and lifestyles. Nature conservation spaces and other 'green infrastructure' are key contributors to neighbourhood mitigation and adaptation strategies. Natural assets support the delivery of core local government services, such as recreation, climate regulation, rainwater management, clean air, habitat, and biodiversity, proving invaluable to the overall health and well-being of a community.

5.1 Nature Conservation

The purpose of this Nature Conservation policy framework is to establish an organizing and spatial structure for the natural environment that effectively synthesizes with the built environment of the neighbourhood. The objective is to foreground and prioritize the preservation, restoration, enhancement and ongoing management and stewardship of an interconnected system of natural and human-made ecosystem components. Natural components include forests, wetlands, watercourses and other waterbodies. Human-made components include manicured parks, landscaping trees, rain gardens, greenways, as well as hydro- and bio-engineered features that mimic and incorporate natural environmental features and processes.

All ecosystem components exist at a full range of spatial scales and resolutions that provide ecological services and support biodiversity in both natural and built environments. They contribute to neighbourhood character and placemaking, provide recreational and experiential opportunities, and accentuate the linkages between people, flora and fauna within the Fernridge area. Integrated, connected ecosystems components form the Neighbourhood Green Infrastructure Network (NGIN).

The establishment of a NGIN in Fernridge will provide a long-term playbook for ecological conservation for the collaborative protection, restoration, enhancement, management and stewardship of the natural and built environments. For the NGIN to serve as a relevant and evolving environmental planning tool, the NGIN must be future-minded and set the course for implementation at various scales and resolutions. NGIN formation should also be dynamic, incorporating diverse, flexible solutions as new science and knowledge emerge. The identification and prioritization of areas of ecological and biodiverse significance – both terrestrial and aquatic – will establish the foundation and Framework Elements for all other contributions to the NGIN.

The term 'green infrastructure' is linguistically intentional. It repositions 'green' or nature-based features as neighbourhood and community necessities, not simply amenities or 'nice to haves'. A NGIN is as essential as the network of roads, sidewalks, pathways, and trails that provide for the movement of people, and linear recreation and park spaces that allow residents to play and recharge.

NGIN planning looks at nature conservation values and actions in concert with climate change mitigation and adaptation, landscape design, growth management, land development and built infrastructure planning. In other words, NGINs include systems-based, strategic planning for nature conservation and land use planning, integrating natural and built environments. Policies specific for NGIN are as follows:

Policies:

1. Establish a NGIN in the FNP area that is comprised of a variety of 'green' natural areas and features, referred to as Green Infrastructure. There are two main categories of Green Infrastructure: (1) Nature Conservation Hubs + Corridors and (2) Matrix Features, as elaborated upon in **Figure 15**.

Nature Conservation Hubs + Corridors

2. Preserve the Nature Conservation Hubs + Corridors as defined/illustrated on **Map 3** Environment.

3. Identify and preserve additional Nature Conservation Hubs + Corridors. Secure funds, through a variety of sources including other levels of government and non-governmental grant programs, community amenity contributions, among others, to fund additional Nature Conservation Hubs + Corridors. Recognize that park and open spaces (both local and regional), as well as neighbouring agricultural lands, both cultivated and fallow, and including conservation, forested and park lands in an adjacent municipality (City of Surrey), provide significant contributions to the NGIN when connected with green infrastructure within the FNP boundaries, along with adjacent neighbourhoods and communities.

4. Prepare long-term restoration, enhancement and management/stewardship plans for each of the Nature Conservation Areas, both existing, as defined on Map 3, and those identified and preserved through the implementation of the FNP.

Matrix Features

5. Integrate other complementary nature conservation and engineered Green Infrastructure features in the Neighbourhood Matrix, such as various interventions and guidance to accommodate mature trees and the next generation of trees to expand the neighbourhood tree canopy, greenways of various types, green rainwater, stormwater and groundwater management features, wildlife conduits and corridors, active and passive park spaces, and naturescaping practices (see *Naturescape British Columbia Provincial Guide*) throughout the neighbourhood.

6. Create a Green Infrastructure Neighbourhood Matrix Playbook that provides design details for use on public and private land as part of development activities, as well as homeowner(s) and commercial site owner(s) activities/enhancements. This Playbook would be intended for implementation primarily at the site level. The design details would focus on aspects of green infrastructure that are not typically and appropriately addressed in existing bylaw and regulatory tools yet are equally important and require implementation guidance.

7. Continue to develop programs, communications, and promote dialogue to raise public and development community awareness and understanding of environmental planning and management and the protection, restoration and enhancement of a green infrastructure based on a network of hubs, linking corridors and other green infrastructure throughout the neighbourhood matrix in the FNP area.

8. Develop hedgerows and buffer strip trails in order to enhance habitat and wildlife corridors adjacent to agricultural areas and along municipal boundaries.

Nature Conservation Hubs + Corridors	Matrix Features	
• Wetlands • Ponds/lakes • Streams • Forests/Tree stands • Groundwater • Passive Parks • Hedgerows – Municipal + urban/rural boundaries	• Neighbourhood parks • Yards and setbacks • Naturescaping • Treed Spaces • Nature corridors + spaces • Community gardens • Pollinator-friendly landscaping	• Green/blue roofs • Green walls • Rainwater harvesting • Streetscapes + lanescapes • Greenways • Rainwater, stormwater + groundwater mgmt. (quality + quantity)

Figure 15 **Green Infrastructure:** Framework Elements + Neighbourhood Matrix Features

5.2 Groundwater Protection and Management

The Fernridge neighbourhood is underlain by a number of unconfined and confined aquifers. The Brookswood Aquifer is commonly used by private and municipal wells. It is a groundwater reservoir comprised of porous, unconsolidated sands and gravels. In terms of the Brookswood Aquifer specifically, these sands and gravels originate from glacial outwash deposits. This aquifer – sometimes referred to as a water table aquifer – is considered unconfined because it is not covered or 'capped' by relatively impermeable ground/soil material above it, allowing for relatively easy recharge or replenishment through the surface, as well as extraction and discharge, of the groundwater resource.

The Brookswood Aquifer is an important water supply source for many Township of Langley residents. The groundwater system also sustains important habitat as a baseflow for surface water sources.

The glacial deposits, primarily consisting of sands and gravels, that make up the Brookswood Aquifer have high permeability, high groundwater flow and have high hydraulic conductivity – meaning that the saturation zone of the aquifer is hydraulically connected to surface water (e.g., wetlands, ponds, lakes and watercourses). This means that water can move easily and relatively quickly into the groundwater storage, within the groundwater itself, and discharge or exit through surface water, plant uptake and evaporation.

Given these characteristics, the unconfined Brookswood Aquifer is very susceptible to contamination and interruptions to groundwater recharge, especially from the surface and other interconnected aquifers. Depending on the season, the highly permeable sand and gravel allows rainfall to seep quickly through the pores of the coarse soil carrying both the recharge and contaminants from the surface to the aquifer below.

Care must be taken in Brookswood-Fernridge to avoid contamination of the underlying aquifer and promote sustainable recharge management practices. Groundwater resource protection requires:

- the preservation of water quality for the health and benefit of all users, including the natural environment;
- the management of water quantity to meet the needs of all users, including the natural environment; and
- the maintenance of the hydraulic integrity of the surface water – lotic and lentic – systems.

Policies specific for Groundwater Protection and Management are as follows:

Policies:

1. Apply Policies #1, #2, #3 and #4, Section 6.1 Aquifer (Groundwater) of the Brookswood Fernridge Community Plan.

2. Preserve, restore, enhance and manage the neighbourhood forest and associated tree canopy as a means to protect the underlying aquifer.

3. Minimize impervious surfaces to enhance recharge and rainfall infiltration potential. Develop specific zoning regulations and development standards to facilitate this outcome.

4. Maximize dispersed groundwater recharge at all spatial scales, from the neighbourhood to the individual building site, to minimize groundwater mounding conditions during rain events.

5. Require 'enhanced' treatment for rainwater and stormwater runoff, particularly for pollution-generating impervious surfaces such as roads, lanes, surface parking, driveways, loading/unloading areas and any other surfaces that vehicles and trucks use, including maintenance vehicle and fire apparatus staging areas. Locate all 'enhanced' treatment facilities for rainwater and stormwater runoff from pollution-generating impervious surfaces in public or adjacent to public spaces to provide for ease of municipal maintenance.

6. Design and implement NGIN features that mimic natural hydrology through low impact development practices and implementation of source control best management practices (e.g. roof leaders disconnection, enhanced topsoil installation, infiltration galleries, bioretention swales and planters, pervious pavers, etc.), that promote mitigation of development impacts to runoff catchment areas, peak flows, runoff volumes and water quality.

7. Obtain development approval information from development proponents at the time of a zoning amendment application to the Township of Langley, pursuant to sections 484, 485, 486 and 487 of the *Local Government Act*. The purpose of the development approval information is to ensure development takes place in a manner that protects, restores, sustains and enhances the quality and quantity of groundwater sources for drinking, irrigation, other approved uses and the overall health of the natural environment and aquatic ecosystem. See Appendix A development approval information requirements.

8. Appropriately close test holes or similar that are used for geotechnical or hydrogeological investigations and purposes. Monitoring will be completed by an appropriately Qualified Professional Hydrogeologist or Engineer with relevant experience, registered in the Province of British Columbia.

9. Design communal rainwater and stormwater detention facilities and ponds to also provide bioretention capabilities, as feasible and contribute to groundwater recharge while protecting the quality of the baseflows and infiltrated water, and the water that will be collected or retained on site.

10. Allow habitable basements with residential uses in areas delineated on **Map 4** as a Habitable Basement Area, subject to requirements of the Subdivision and Development Servicing Bylaw along with confirmation, based on site investigations, that there is no risk of flooding, seepage or water intrusion into the basement. Areas delineated on **Map 4** as a Possible Habitable Basement Area may be permitted to have habitable basements with residential uses, provided that a technical assessment supported by site hydrogeological investigations, monitoring data and observations, including seasonal variations and long-term water level trends of groundwater and surrounding water features, site geology, cumulative impacts analysis, etc., demonstrates that such basements are feasible. The technical evaluation submitted by the applicant must be prepared by a certified Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia.

11. Prohibit habitable basements with residential uses, due to high water table conditions during peak rainy season, in areas delineated on **Map 4** as a No Habitable Basement Area.

5.3 Neighbourhood Forestry

within neighbourhoods improve livability, increase civic pride, and contribute significantly to the quality of life for residents. Neighbourhood forests slow the production of ground-level ozone, filter particulates from the air, and absorb air-borne pollutants such as sulphur dioxide. Trees can reduce capital and maintenance costs of rainwater management, by intercepting rainfall and reducing the quantity of rainwater to be handled and mitigating the overheating of homes in neighbourhoods during summer months.

Neighbourhood tree canopy cover is a performance measure of the physical coverage of the tree leaf or foliage canopy over the land. It represents a way of expressing, as a percentage, the spatial extent or vertical projection of the tree crown coverage in an area. Canopy cover provides an important way of measuring the character of any neighbourhood forest. It is a repeatable benchmark that can be measured regularly and can guide future tree planting programs. The measure of tree canopy cover for a neighbourhood forest serves as a good indicator of its general health and value.

Environmentally, trees increase biodiversity in a neighbourhood by providing food and habitat for a range of wildlife species. Tree roots protect stream banks, reducing the potential for erosion and sedimentation, while shading the water. Trees also conserve and enhance soil productivity by enriching biological activity through support for insects, bacteria and fungi, which in turn improve the ability of soils to uptake water and nutrients.

Neighbourhood trees can also be stressed by restrictions to water and nutrients and impacted by wind and road salt / brine. At a time when the forest in most neighbourhoods will have an increased role in sequestering carbon, sheltering from winds and reducing demands for energy for heating and cooling homes as a result of climate change, its trees will face escalating changes to growing conditions, altering plant hardiness zones and compromising their longevity.

Development of a neighbourhood forest is an integral ‘building block’ or structural element in FNP area. In order to guide the development of great new neighbourhoods, a neighbourhood forest policy framework for this Plan is predicated on the following: (1) tree retention; (2) tree enhancement and integration through the appropriate ‘right tree and right location’ methodology; and (3) reforestation that incorporates the next generation of neighbourhood trees that would adapt to new growing and seasonal conditions due to climate change, as an approach to establishing a robust, multi-generational neighbourhood forest. Policies specific for Neighbourhood Forestry are as follows:

Policies:

1. Nurture, restore and enhance the ecological services and biological diversity of the neighbourhood forest in the FNP area. Implement the Community Forest Management Strategy.

2. Maximize tree canopy as part of development by updating and establishing Zoning Bylaw provisions regarding lot coverage, maximum impervious cover (site coverage), siting of building and structures (setbacks, interior separation distances), the introduction of required tree retention/plantable spaces, locational and tree selection criteria for increasing building energy efficiency, and pollution-generating surface run-off treatment, requirements for permeable surfaces, extent of underground structures, and screening/landscaping requirements, among possible others.

3. Improve tree growth potential in the neighbourhood by increasing minimum soil volume for public and private tree planting requirements. Update the Township of Langley Subdivision and Development Servicing Bylaw to increase the minimum soil volume requirement to 30 m^3 for medium to large trees (expected outcomes in the neighbourhood), to provide soil distribution guidance by recommending approximately 0.3 m^3 to 1.0 m^3 of soil per square metre of expended tree canopy projection be provided and require 20 m^3 of soil volume per tree where soil is being shared between trees. Apply these requirements until such time as the aforementioned Bylaw is formally updated and considered for adoption by Council.

4. Improve adaptability of tree growth potential in the neighbourhood by reviewing and updating the Township's preferred tree list in order to effectively respond to our regions changing climate. This will require consulting and working with regional and local tree nurseries to begin reviewing and updating their available nursery tree stock that aligns with the Township's updated preferred tree list.

5. Establish canopy/planting targets for each municipal park type and targets, in consultation and collaboration with the Langley School District, for elementary, middle and secondary schools.

6. Update and/or develop information systems within a corporate asset management framework to measure urban forest tree canopy every five years, including inventory of location, quantity or extent, useful life expectancy and, when possible, costs and value of trees.

7. Develop a storm response plan to define the process for emergency tree risk assessment and tree removal associated with severe storm events.

8. Ensure that new plantings in streetscapes, greenways, and parks – as well as part of management of Nature Conservation Areas – meet optimal diversity measures and target no more than ten percent (10%) of any species, twenty percent (20%) of any genus and thirty percent (30%) of any family at the neighbourhood scale.

9. Plan and fund naturescaping on public lands to support and enhance biodiversity, and to demonstrate best practices for naturescaping to private landowners.

10. Develop, fund, and 'pilot' a Brookswood-Fernridge Neighbourhood Forest Stewardship Program, coordinated by the Township of Langley, yet based on community partnerships and citizen involvement. The Program should consider the following:
    a. Coordinate a 'Neighbourhoods' program to supply appropriate trees to private and institutional landowners through local nurseries and supports an 'Adopt a Tree' program where individuals or businesses can provide funds for the planting and maintenance of a neighbourhood tree.
    b. Identify and establish strategic partnerships with community groups, private enterprise, and local government to co-fund and resource neighbourhood forestry projects.
    c. Explore partnership opportunities with the Langley School District and other institutional landowners to increase canopy coverage through tree planting programs.

d. Coordinate and execute a 'post-occupancy' tree planting and stewardship program for the purpose of providing and planting of trees in front, rear and side yard spaces, on new residential properties, in areas designated Single Family Residential 1B, Single Family Residential 2 and Single Family Residential 3, as well as rowhouse development. The municipal staff would work with new homeowners to permit the planting of the next generation of medium and large trees and provide on-going stewardship support through education of said trees, in the neighbourhood.

e. Develop an online profile for the neighbourhood forest to provide links to benefit calculators, share data, provide regular updates about activities and opportunities for participation.

f. Post public signage and send out educational materials related to neighbourhood forest benefits in areas where tree vandalism is occurring.

g. Develop and post information on a new trees to inform local residents about the importance of trees and the associated benefits to residents and the neighbourhood.

h. Develop a 'Citizen Neighbourhood Forester' program for the community and neighbourhood to participate in neighbourhood forest management, with support from partners. For example, Citizen Neighbourhood Foresters could be trained in proper tree planting and formative pruning to lead volunteers in annual projects for Nature Conservation Area vegetation planting, and potentially to support young tree maintenance.

i. Develop a 'Neighbourhood Forest Watch' pilot program for the community and neighbourhood to identify and participate in cleanup of yard and other solid waste dumping in Nature Conservation Areas.

5.4 Renewable Energy + Low Carbon Neighbourhoods

The construction, operation and maintenance of buildings and our fossil fuel dependent transportation system represent a significant contributor to the creation of GHG emissions, and our changing climate. Green Buildings, site and landscape design, active transportation, particularly walkable neighbourhood design, can assist in reducing energy use and water consumption, as well as reducing GHGs. The Township of Langley strives to achieve low carbon neighbourhoods. The intent of the FNP is to:

- Lead a shift in practice and behaviour with land use, block and street patterns that accelerate reductions in fossil fuel (a key contributor of GHG emissions) dependence and overall energy demand;
- Create neighbourhoods and their associated block patterns that have a positive impact on the natural environment, including a healthy neighbourhood forest, and supports residents physical and mental health;
- Encourage and support innovation for all neighbourhood design features, including block patterns, that facilitate the use of passive and local renewable energy infrastructure, in the development of an energy efficient, resilient, low carbon neighbourhoods; and
- Build neighbourhoods and the community through block patterns that provide and facilitate the use transit, cycling, walking and other active forms of transportation and upholds long-term livability.

Policies specific for Renewable Energy and Low Carbon Neighbourhoods are as follows:

Policies:

Neighbourhood Spatial Pattern

Solar optimized block patterns, can create opportunities to reduce building and transportation energy demand in neighbourhoods, improve overall building and transportation energy demand performance, maximize passive design strategies, including natural ventilation, and measures that expand opportunities beyond only mechanical systems.

1. Design and orient the lotting pattern in blocks for housing developments with Single Family 2, Single Family 3, as well as rowhouse developments on lands with a Townhouse designation, so that the largest roof is oriented directly south and within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west axis. Provide evidence of compliance as part of a subdivision application submission.

2. Provide lot or development site dimensions for the relevant building types to accommodate a building footprint, that conforms to the Plan policies, relevant zoning provisions and other development requirements, and a building roof area of a sufficient scale and optimal orientation for root-top photovoltaics and adequate energy supply generation.

Building Orientation

Positioning and orientation of buildings to take advantage of sun and natural topography can facilitate the application of passive and active solar design measures for buildings, which in turn can result in reductions in GHG emissions and energy demand.

3. Design, orient and site all buildings such that the largest wall length is facing south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west axis, in order to improve the passive performance of the structure. Provide evidence of compliance as part of subdivision application or part of a zoning amendment application, in advance of any other development permit area application or building permit.

4. Design buildings to incorporate a pitched roof, to orient and site the largest surface area of said pitched roof to be south facing, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west axis, in order to maximize solar gains in the winter and minimize in the summer. Provide evidence of compliance as part of subdivision application or part of a zoning amendment application, in advance of any other development permit area application or building permit.

5. Encourage the use of light-coloured hard surfaces (e.g., driveway or patio paving), reflective roof surfaces, blue and green roofs and green walls to reduce the urban heat island effect.

6. Encourage the siting, form and scale of buildings to not block solar access from existing or anticipated development and that shadowing impacts on adjacent buildings are minimized. Sun and Shade analysis should be provided with all residential, commercial, institutional and mixed use developments to demonstrate that overshadowing of adjacent buildings is minimized.

Landscaping

Landscaping can modify temperature conditions on a site and, in turn, influence the energy performance of buildings and structures. It can also contribute to water conservation by minimizing need for irrigation and maximizing water absorption, retention and groundwater recharge.

8. Design, develop implement landscape strategies that incorporate a mixture of drought-tolerant native deciduous and coniferous, evergreen tree species of varying ages and heights (retention, restoration and enhancement), along with a variety of native shrubs, perennials, and groundcovers with xeriscaping techniques, to replicate natural 'layered' plant communities, to contribute to the microclimates of the site and interiors of buildings, as well as encourage biodiversity and ecological health and to limit the need for irrigation.

9. Incorporate landscape design strategies to reduce energy demands for heating, cooling and lighting in buildings by:
    a. using deciduous trees on the southern and western facing sides of a building to maximize the warming effect of solar radiation in winter months and the cooling effect of shade in the summer; and
    b. by situating coniferous, evergreen trees in all other areas throughout, as part of development and broader neighbourhood design.

10. Provide rainwater harvesting infrastructure as part of development with Single Family 2, Single Family 3, Townhouse Land Use Designations, sized to a sufficient quantity to afford adequate water for landscaped areas of the development during the length of a typical dry season, based on best available climate change forecasts at the time of application.

11. Encourage the employment of green roofs, blue-green roofs, green walls and other green engineered systems that can contribute to rainwater management and cooling needs by reducing the heat island effect of a building's roof/wall and heat transfer to the interior of the structure.

12. Obtain development approval information from development proponents at the time of a zoning amendment application to the Township of Langley, pursuant to Sections 484, 485, 486 and 487 of the *Local Government Act*. The purpose of the development approval information is to ensure development takes place in manner that creates neighbourhoods and their associated block patterns that have a positive impact on the natural environment and natural earth systems and supports residents physical and mental health; encourages and supports innovation for all neighbourhood design features, including block, lot and building orientation patterns, that facilitate the use of passive and local renewable energy infrastructure, in the development of an energy efficient, resilient, low carbon neighbourhoods; and helps build neighbourhoods and the community through block patterns that provide and facilitate the use transit, cycling, walking and other active forms of transportation and upholds long-term livability. The analysis and assessment, as well as the conclusions and recommendations of this development approval information will be used to identify and confirm compliance with the policy outlined in this Section of the FNP.

6.0 NEIGHBOURHOOD PLACEMAKING

A neighbourhood is a place. Designing and building great new neighbourhoods involve transitions from one type of place to another. The character of this changed place – a neighbourhood – can be described through visual aesthetics and physical relationships. **Neighbourhood character** involves a mix of elements in the natural and built environments that give it a distinct 'personality'. Every property and building, public place, environmental feature, or piece of infrastructure contributes to its character, as do the arrangements of each of these building blocks.

The visual and physical patterns of the built environment are defined by recurring characteristics, such as the green street edges of front yards, street trees, and by the frontage patterns, forms, and orientation of buildings – which can vary by neighbourhood, street, and block or can be consistent across the community as a whole. These patterns can accommodate a diversity of building forms and scales while providing an underlying sense of cohesion that helps define the character of the neighbourhood.

But neighbourhood character alone does not define the identity of a space or the **sense of place**. For a neighbourhood to become a valued place, it must also establish and nurture a distinct identity that is determined in part by how residents, business operators, and visitors experience the place and socially interact within it. The sense of place of a neighbourhood consists of both tangible human-built and natural structures and subjective experiences within and between them.

6.1 Active and Nature (Passive) Parks Spaces

This Plan builds upon existing parks and nature spaces and establishes an enhanced network of parks and nature spaces that combined will contribute to a complete and livable neighbourhood in the Fernridge area. These new parks and nature spaces further provide the neighbourhood with active and passive outdoor recreational opportunities to meet the needs of residents, employees and visitors alike. Policies specific to Active Parks and Nature (Passive) Parks Spaces are as follows:

Policies:

1. Apply Policies #2, #3, #5, #6, #7 and #8, Section 5.1 of the Brookswood-Fernridge Community Plan (BFCP).

2. Accommodate an additional 18.4 Hectares (45.4 acres) of parks space in the form of Community and Neighbourhood Parks in the approximate locations within the neighbourhood as indicated on **Map 2**.

3. Incorporate an Urban Pocket Park to provide complementary programing spaces and ease of walking access for residents, in the approximate locations within the neighbourhood as indicated on **Map 2**.

6.1.1 Neighbourhood Parks

Five new Neighbourhood Parks (NPs) are to be accommodated in the Fernridge neighbourhood. Four of these NPs will provide a variety of recreational opportunities, including sports fields, playgrounds and nature areas, and one of these NPs will be for Nature Conservation only. The intent of these policies is to provide direction to ensure that the NP sites are appropriately located, sized and configured, and that necessary access and connectivity are sufficient for the needs of the users. Policies specific to a neighbourhood park are as follows:

Policies:

1. Provide five (5) NPs, each with a minimum of 2.8 hectares (7 acres) in size. Four NPs are active park spaces and one NP is for Nature Conservation only. Locate new NP sites, as indicated on **Map 2**.

2. Identify and secure, as provided for by development proponents, the neighbourhood parks sites along with the rezoning of any lands designated for residential development, as outlined in (Section 9.2. Policy #1), of this Plan.

3. Ensure that the NP sites are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley. Obtain development approval information from development proponents, pursuant to Section 485 (1)(b) *Local Government Act* (*LGA*). The purpose of the development approval information is to ensure lands appointed for the NP site are indeed usable and appropriate for its intended use. The development approval information shall consist of a biological site inventory and assessment, and a hydrogeological assessment report.

4. Use 0.8 hectares (2 acres) of the minimum of 2.8 hectares (7 acres) land dedicated required for the NP site as contributions to neighbourhood forestry in the form of a Nature Space, which will be included as an update to **Map 3**.

6.1.3 Urban Pocket Parks

The Fernridge neighbourhood will include one Urban Pocket Park, ranging from approximately 0.4 to 0.6 hectares (1.0 to 1.5 acres) in size. The Urban Pocket Park and will provide a gathering spot, a relaxing and hang-out space, an all-season, outdoor oasis within the neighbourhood. Features of Urban Pocket Park will include active waterplay and picturesque water features, a variety of seating and lounging areas, and a combination of programmed and informal, and soft and hard surface spaces. Within the neighbourhood context, the Urban Pocket Park is intended to be small but inviting area of public space situated within or in close proximity to the where people live and work. The Urban Pocket Park will also be designed so that it is adaptable and able to accommodate different programming opportunities. Policies specific to Urban Pocket Park are as follows:

Policies:

1. Develop a minimum of four Urban Pocket Parks located generally in the areas indicated on **Map 2**, that are approximately 0.4 hectares (1.0 acres) to 0.6 hectares (1.5 acres) in size.
2. Locate and bound the Urban Pocket Park by a Collector road and by at least one additional Collector or Local road. For remaining edges of the Urban Pocket Park that are not bound by public roads, provide generous walkways along this space and independently connect through adjacent residential areas with six-metre wide (6.0m) pathways that link to public sidewalks on nearby local roads.
3. Design the Urban Pocket Park to be all-season public space, incorporating a combination of natural and built canopies to take shelter from the elements, a combination of hard (e.g., masonry) and soft (e.g., grass, ornamental plantings), waterplay and water-viewing (e.g., fountains, falls) features to enjoy and escape the summer heat and the rain-soaked spring, a variety of seating options, formal hard surfaces and generous planted areas, and a variety of lighting.
4. Provide on-street parking along the Urban Pocket Park road frontage(s) and strategically extend the sidewalk surface over portions of the adjacent boulevard to the outside face of curb to provide accessibility and accommodate other uses of the space (e.g. food trucks, ice cream vendors)
5. Fund the Urban Pocket Park through the Community Amenity Contributions Policy.

6.1.4 Nature Parks & Nature Park Spaces

Nature Parks contribute to and are a hallmark of the small town character of the Fernridge area. Nature Parks are a space of distinction as they provide visual and physical public access to the unique natural features of the area. Nature Parks in the Fernridge neighbourhood include natural landscapes and features – preserved, restored and enhanced – that provide many important ecological services, spaces of biodiversity and groundwater recharge, and serve as climate change adaptation and mitigation areas, and will be adapted to providing trails, protected zones, picnic spaces, education and historical commemoration, weather-protected seating, outdoor exercise spaces and generally an outdoor place of respite and refuge. Policies specific to Nature Parks and Nature Park Spaces are as follows:

Policies:

1. Preserve the location and size of nature parks and nature park spaces, as delineated on **Map 2**, in the Fernridge area in perpetuity (Little Campbell River Nature Park + Little Campbell River Wetlands Nature Park). The only exception to the potential diminishment in the size to the Little Campbell River Wetlands Nature Park would be to accommodate road dedication for upgrading 196 Street and the neighbourhood edge greenway.

2. Provide physical and visual public access with possible features such as trails, small picnic spaces, education and historical commemoration, weather-protected seating, and outdoor exercise spaces. Nature and nature programming should remain the dominant feature of the nature parks and nature park spaces.

3. Prepare a Fernridge Nature Park Conservancy and Management Plan to guide the active management of the natural resources and systems for nature parks and nature park spaces to preserve, restore, enhance and maintain their functions, to deliver a wide array of ecological benefits and robust biodiversity, to enhance the well-being of neighbourhood residents, and to prioritize the needs and guidance for long-term maintenance and stewardship.

4. Identify and fund new Nature Parks and new Nature Park Spaces through the Brookswood-Fernridge Greenway Amenity Policy as well as other funding sources such as grants.

6.2 Greenways and Pedestrian/Cycling Connections

The network of greenway and pedestrian/cycling connections in Fernridge is an important component of the mobility network for pedestrians, cyclists, scooterists and enthusiasts of other emerging nonmotorized mobility modes and a key recreational amenity. Along with the bicycle network described in Section 7.3, street greenways, creek greenways (trails), enhanced sidewalks, and pedestrian links provide continuous mobility connections between destinations within and beyond the plan area, and a range of easily accessible, recreational and commuter experiences. Some greenways also provide opportunities to integrate unique landscape and stormwater management features such as bioretention basins and gardens into the public realm. The specific locations of planned greenways and pedestrian connections are illustrated on **Map 2**.

6.2.1 Street Greenway

Street Greenways are wide landscaped boulevards along major roads which provide attractive and safe pedestrian and recreation cyclist connections throughout the community. Street Greenways connect pedestrians and cyclists with parks, natural areas, commercial nodes, neighbourhood amenities and services, as well as the integration with greenways in adjacent neighbourhoods, and connections to destinations beyond. Policies specific to Street Greenways are as follows:

Policies:

1. Provide continuous Street Greenways in the locations identified on **Map 2**.

2. Construct Street Greenways within the required streetscape that is comprised of a portion of the road dedication as well as an additional 4.5 metre wide dedication. At a minimum the streetscape associated with Street Greenways includes on-street parking (except not on most Arterial Roads), curb, gutter, a three (3) metre multi-use concrete pathway, street trees, retained and new coniferous trees, understory plantings, surface drainage facilities (e.g., vegetated bioretention planters, swales and basins), at-, above- and below-grade utilities, and transit stops, among other possible space/use requirements.

3. Preserve existing, healthy trees, where technically feasible and preferentially for coniferous varieties (e.g., coast Douglas Fir), that are situated within the area of the new Street Greenways and associated streetscape, provided that those applicable features, outlined in Policy #2 of this Section above, are retained. Increase the possibility of retaining more existing trees, specifically the preferential coniferous varieties, through variations in the streetscape design. Variations to streetscape design could include, but is not limited to, the use of municipally-approved, proprietary below-grade rainwater/stormwater treatment vaults in place of surface drainage facilities, providing curb bulges to accommodate trees – no more than a 10 percent of the block face (measured between the inside curb faces of two cross streets) – in order to provide appropriately-sized, sufficient on-street parking spaces, narrowing the width of the vehicle travel lanes (not including those of an Arterial road) and therefore expanding the dimensions of the streetscape to provide additional tree space, and modest changes in locations and design of transit stops.

4. Incorporate a variety of coniferous – retained or new – tree species and varieties, that complement the usual deciduous street trees, along with understorey plantings. Use appropriate retained and new trees and understorey plantings that will not interfere with the functionality of surface drainage facilities and other required features of the streetscape.

5. Provide safe street crossings for pedestrians and cyclists at key intersections.

6. Build appropriate and effective ‘connections’ and ‘tie-ins’ where the Street Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

7. Fund Street Greenways – land dedication costs plus additional construction costs – through the Brookswood-Fernridge Greenway Amenity Policy.

6.2.2 Neighbourhood Edge Greenways

A Neighbourhood Edge Greenways are wide landscape boulevards along 196 Street and the agricultural and rural interface. A 'municipal buffer' version of the Neighbourhood Edge Greenway will be applied along the entire east side of the 196 Street corridor. A 'agriculture buffer' version of the Neighbourhood Edge Greenway will be applied along the transition between neighbourhood residential areas and rural/agricultural lands. Policies specific to Neighbourhood Edge Greenways are as follows:

Policies:

1. Provide contiguous Neighbourhood Edge Greenways in the locations identified on Map 2.

2. Provide safe street crossings for pedestrians and cyclists at key intersections along the Neighbourhood Edge Greenway.

3. Build appropriate and effective 'connections' and 'tie-ins' where the Neighbourhood Edge Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

4. Incorporate a variety of coniferous – retained or new – tree species and varieties, that complement the usual deciduous street trees, along with understorey plantings. Use appropriate retained and new trees and understorey plantings that will not interfere with the functionality of surface drainage facilities and other required features of the streetscape.

'Municipal Buffer' Version

5. Construct a 'municipal buffer' version of the Neighbourhood Edge Greenway along the east side of the 196 Street corridor within the required streetscape that is comprised of a portion of the road dedication as well as an additional 5.5 metre wide park dedication, as delineated on Map 2. At a minimum the streetscape associated with Neighbourhood Edge Greenways includes on-street parking, curb, gutter, a three (3) metre multi-use concrete pathway, abundant street trees, retained and new coniferous trees, understory plantings, surface drainage facilities (e.g., vegetated bioretention planters, swales and basins), above-, at- and below-grade utilities, among other possible space/use requirements.

6. Preserve existing, healthy trees, where technically feasible and preferentially for coniferous varieties (e.g., coast Douglas Fir), that are situated within the area of the new 'municipal buffer' Neighbourhood Edge Greenways and associated streetscape, provided that those applicable features, outlined in Policy #5 of this Section above, are retained. Increase the possibility of retaining more existing trees, specifically the preferential coniferous varieties, through variations in the streetscape design such as combining driveway entrance/exits and associated curb let-downs along a public road or more preferably the elimination of these along the streetscape altogether through the application of a rear-loaded block pattern, the use of municipally-approved, proprietary below-grade rainwater/stormwater treatment vaults in place of surface drainage facilities, providing curb bulges to accommodate trees – no more than a 10 percent of the block face (measured between the inside curb faces of two cross streets) – in order to provide appropriately-sized areas as well as sufficient on-street parking spaces, narrowing the width of the vehicle travel lanes (not including those of an Arterial road) and therefore expanding the dimensions of the streetscape to provide additional tree space.

'Agriculture Buffer' Version

7. Establish a 'agriculture buffer' version of the Neighbourhood Edge Greenway along the neighbourhood rural/agriculture interface. There are two types of conditions along the interface that require different responses. The first interface type (road) is adjacent to a road dedicated and constructed to an appropriate standard. This interface type shall include a 7.5 metre wide vegetated buffer on the outside of and adjacent to the road allowance/dedication, on the neighbourhood side. At a minimum the streetscape associated with Neighbourhood Edge Greenways includes on-street parking, curb, gutter, a 1.8 metre multi-use concrete pathway, abundant street trees, retained and new coniferous trees, understory plantings, surface drainage facilities (e.g., vegetated bioretention planters, swales and basins), above-, at- and below-grade utilities, among other possible space/use requirements. The second interface type (non-road) is situated along a shared property line between neighbourhood residential lands and rural/agriculture lands. This interface type shall include a 15 metre wide vegetated buffer on the neighbourhood side.

8. Fund Neighbourhood Edge Greenways – land dedication costs plus additional construction costs – through the Brookswood-Fernridge Greenway Amenity Policy.

6.2.3 Nature Corridor Greenway

A Nature Corridor Greenway is a linear space that provides protected wildlife habitat, facilitates movement of wildlife between habitat areas and contributes to the neighbourhood's green infrastructure network. The purpose of the Nature Corridor Greenway is to maintain, restore, enhance habitat connectivity; reduce genetic isolation among wildlife populations; and aid in the reduction of human wildlife conflict. Policies for the Nature Corridor Greenway are as follows:

Policies:

1. Provide a continuous Nature Corridor Greenway in the approximate location identified on **Map 3**.

2. Avoid locating the Nature Corridor Greenway parallel to private driveways, parking lot drive aisles and public roads.

3. Construct the Nature Corridor Greenway thirty (30) metres wide on average. The Nature Corridor Greenway includes a restored and enhanced strip of land which is richly planted with retained and new native trees – specifically, coniferous tree species – and native understorey plantings that provide sources of food and cover, and support high wildlife value and biodiversity, plus a three (3) metre wide multi-use asphalt pathway and seating, situated in the outer perimeter on one side, and the use, at Collector and Arterial road crossing, of wildlife tunnels that provide natural light infiltration for the entire length.

4. Determine the exact location of the Nature Corridor Greenway on a development site by using a tree inventory information and the hydrogeological assessment report and aquafer protection plan information requirements, identified in Section 5.2, Policy #7 to guide decision making. Prioritize as a means of determining the exact location of the Nature Corridor Greenway the preservation of existing, healthy trees and tree stands, where technically feasible and

preferentially for coniferous varieties (e.g., coast Douglas Fir) and quality groundwater recharge areas on the development site in question. Locational decision for other development sites will also be a consideration in determining the exact location of the Nature Corridor Greenway.

5. Allow reductions in width along select sections of the Nature Corridor Greenway for no more than 20 metres, provided that: (1) the width reductions are no more than 10 metres in length, (2) the said reductions are spaces a minimum of 50 metres apart (3) an average total greenway width of 30 metres is maintained, and (4) the connectivity for nature and recreation purposes is continuous. The development of the Nature Corridor Greenway may be divided evenly between two properties or development sites,

6. Preserve existing, healthy trees and tree stands, where technically feasible and preferentially for coniferous varieties (e.g., Coastal Douglas Fir). Changes to the alignment of the Nature Corridor Greenway can be considered, provided that there is no net loss of habitat, and alignment locations at the neighbourhood plan edges are retained.

7. Build appropriate and effective 'connections' and 'tie-ins' where the Nature Corridor Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

8. Fund the portion of the Nature Corridor Greenway located within the Plan boundary through the Brookswood-Fernridge Greenway Amenity Policy.

6.2.4 Aquatic Greenways and Trails

Aquatic Greenways are off-street trails within a landscaped corridor that runs adjacent to existing waterbodies and associated natural vegetated buffer areas. These multi-use pathways accommodate both pedestrians and cyclists and can be used for both recreation and commuting purposes. Policies specific to aquatic greenways are as follows:

Policies:

1. Provide Aquatic Greenways in the locations identified on **Map 2**.

2. Construct Aquatic Greenways that are minimum six (6) metres wide on average. The Aquatic Greenway is part of a preserved, restored and enhanced riparian corridor adjacent to waterbodies of various types – watercourses, wetlands, ponds, lakes – which is richly planted with retained and new native trees – specifically, coniferous tree species – and native understorey plantings that provide sources of food and cover, and support high wildlife value and biodiversity, plus a three (3) metre wide multi-use asphalt pathway and seating, situated in the outer perimeter of the required riparian areas, and a 1.5 metre vegetated buffer on either side of the pathway. In situations where the Terrestrial Nature Conservation Area, a requirement of the Plan, is added to the riparian area of a protected waterbody, the Aquatic Greenway will be relocated to remain in the outer perimeter of the combined riparian area plus the Nature Conservation Area that is added.

3. Build appropriate and effective 'connections' and 'tie-ins' where the Aquatic Greenways intersect with other pedestrian and cycling facilities and other types of Greenways.

4. Fund Aquatic Greenways – construction costs – through the Brookswood-Fernridge Greenway Amenity Policy.

6.2.5 Enhanced Sidewalks

Enhanced Sidewalks are suitable in areas where short distances of hard-surface pedestrian and cyclist connections are required. Examples of Enhanced Sidewalks can be found on clear-span bridge structures and over-sized culverts at watercourse crossings. Enhanced Sidewalks are designed to accommodate a 3-metre wide multi-use pathway. Enhanced Sidewalks are not funded through the Booth Fernridge and Rinn Greenway Amenity Policy and are therefore the financial responsibility of development. Policies specific for Enhanced Sidewalks are as follows:

Policies:

1. Provide Enhanced Sidewalks in the locations identified on **Map 2**.

2. Construct Enhanced Sidewalks to be a continuous three (3) metre wide multi-use pathway.

6.2.6 Mid-Block Pedestrian Links

Mid-Block Pedestrian Links provide connection through developments and subdivisions, to and from greenways, trails, schools and areas where public access along corridors is widely spaced. The location for the Mid-Block Pedestrian Links, as described in Sections 3.2, 3.3 and 3.4 of this Plan, is not intended to be interpreted literally but approximately, both in distance and frequency. The intent of these policies is to secure additional connection points through development to increase the walkability and permeability of the neighbourhood and to improve connectivity with adjacent neighbourhoods and destinations. Mid-Block Pedestrian Links are not funded through the Fernridge Fernridge and Fernridge Amenity Zoning Policy and are therefore the financial responsibility of development. Policies specific for the Mid-Block Lane and Pedestrian Links are as follows:

Policies:

1. Provide Mid-Block Pedestrian Links, which are a minimum six metres wide and include a three (3m) metre wide, shared use, hard-surface (e.g., concrete, asphalt) pathway, as conceptually represented in the *Public + Publicly-Accessible Space Pattern Book.*

2. Design entrances to Mid-Block Pedestrian Links so that they are visible and will be interpreted as a ‘public’ pathway. Build appropriate and effective ‘connections’ and ‘tie-ins’ to facilitate this ‘interpretation’ where the Mid-Block Pedestrian Links intersect with other pedestrian and cycling facilities and other types of Greenways.

6.3 Heritage

In 2012, Township of Langley Council endorsed a Heritage Strategy that recognizes the importance of Langley's historic and archaeological resources, its rural lands, and its natural and cultural landscapes, in developing complete sustainable communities, and identifies nine goals and a number of actions to be implemented over ten years. The following actions would apply to resources identified in the Fernridge Neighbourhood:

- ✓ Identify built, natural and cultural landscape heritage sites, and policies for conserving them during the neighbourhood plan process; and
- ✓ Preserve, protect and celebrate significant historical resources that illustrate Langley's range of heritage values.

In 2021, Council received the Township of Langley Archaeological Overview Assessment (AOA), that included the identification of two First Nations trails that diagonally traversed through what is now referenced as the Brookwood-Fernridge area. To commemorate this travel route, established and used by First Nations, and later used by early settlers, a Semiahmoo Trail has been envisioned and delineated in the FNP. The intent of these policies is to guide the commemoration of archaeological resources and natural and cultural landscapes that have heritage values as they relate to the Fernridge area.

Policies:

1. Apply Policies #1 thru #7, Section 5.5 of the Brookswood-Fernridge Community Plan.

2. Establish a Semiahmoo Trail that extends from Noel Fernridge Community Park at 36 Avenue to the intersection at 28 Avenue and 196 Street, linking key existing and future neighbourhood destinations.

3. Ensure archaeological sites – physical remains of past human activity – are documented and protected as mandated by the *Heritage Conservation Act* and assisted by the Township of Langley's Archaeological Site Protection policy and associated Guidelines for Archaeological Chance Find Management.

6.4 Crime Prevention Through Environmental Design

The safety and security of residents are an important component of any liveable community. Safety and security are considered not only in terms of personal physical safety (i.e. crime and threats to personal property), but also in terms of safety for pedestrians, cyclists and motorist.

The way in which we design our communities and public spaces can impact personal safety and the ability of law enforcement to reduce crime within a community. This approach to development planning, which seeks to reduce opportunities for crime, is called 'Crime Prevention through Environmental Design' (CPTED), the principles of which include the following:

- Territoriality - fostering residents' interaction, vigilance, and control over their neighbourhood
- Surveillance - maximizing the ability to spot suspicious people and activities
- Activity support - encouraging the intended use of public space by residents
- Hierarchy of space - identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening - using physical barriers, security devices and tamper- resistant materials to restrict entrance
- Environment - making a design or location decision that takes into account the surrounding environment and minimizing the use of space by conflicting groups
- Image/Maintenance - ensuring that a building or area is clean, well-maintained, and graffiti- free

The intent of the policies aligns with the spirit of the CPTED principles. As development within Fernridge occurs over time, planning staff should verify that land development proposals comply with CPTED principles prior to approval. Policies specific for the application of CPTED principles to land development proposals and relevant infrastructure projects are as follows:

Policies:

1. Require all development proponents, except for single family only proposals and infrastructure projects, to prepare and provide a CPTED Assessment, including project design recommendations, as part of applications and project designs, or as part of a Development Permit if no rezone is part of the development proposal.

2. New developments should be designed to provide 'eyes on the street' through the placement of windows, porches, balconies, and street-level uses. Blank walls should be avoided. Design should allow for casual surveillance of all streets, parks, children's play areas and other public spaces.

3. Adequate lighting should be provided for all streets, lanes, parking areas, parks, trails, as appropriate, and building entrances to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.

4. Landscaping and fencing should be designed to avoid the creation of blind spots or hiding places.

5. Site design should allow for clear sightlines between parking areas, public sidewalks, and building entrances.

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7.0 MOBILITY + TRANSPORTATION INFRASTRUCTURE

Mobility networks are vital places in neighbourhoods and communities and include sidewalks and trails, bike-routes, greenways, transit routes and streets of many varieties. These mobility networks are the common space where the neighbourhood is woven together. Mobility spaces are where children learn to ride bicycles, neighbours meet, couples stroll, and have an evening ride. They allow us to get to work and school, run errands, participate in cultural and recreational activities, and live our daily lives. Mobility networks are the connective tissue of the built environment, contributing to the health, well-being, and livability of the neighbourhood.

Mobility networks are also the point of access to our businesses, homes, parks, and institutions. They provide for the delivery of goods to our stores and businesses, enable fire, police, and paramedic services to respond to emergences, accommodate the public transit systems and provide important corridors for electricity, telecommunications, and water, sanitary and rainwater drainage utilities. Mobility networks that provide a range of transportation options for people are also a key building block and mainstay of walkable neighbourhoods that contribute to community livability, lower greenhouse gas emissions and provide healthier lifestyles.

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, stormwater management, and many other uses and features.

While not every type of use or user may be accommodated on every street, the goal is to build great new neighbourhoods with a well-functioning street network that supports and sustains our quality of life. Complete livable streets ensure that social, economic and environmental priorities are integrated in street planning and design. Complete livable streets come in many shapes and forms, and there is no one-size-fits all outcomes. However, all adhere to a series of underlying principles. Policies specific to Complete Livable Streets are as follows:

7.1 Network

Policies:

1. Design each aspect, as relevant and applicable, of the mobility network to incorporate the following:
    a. Design to accommodate all users – Complete livable streets provide appropriate space for all street users to coexist. Depending on the road and land use type, complete livable street design should accommodate a range of users including pedestrians, bicyclists, transit users, automobiles, and commercial vehicles.
    b. Design for safety – The safety of all street users, especially the most vulnerable users (children, the elderly, and differently-abled) and modes (pedestrians, bicyclists, mobility-device users) should be paramount in any complete livable street design. The safety of streets can be dramatically improved through appropriate geometric design and operations.
    c. Prioritize pedestrian movement – Complete livable streets are built to pedestrian scale and privilege pedestrian movements, recognizing the critical role pedestrians play in neighbourhood vitality and because all trips include a pedestrian component.
    d. Complement surrounding land uses, environment, and community – Complete livable streets respect the surrounding built and natural environment. Well-designed streets promote travel speeds, modes, and sidewalk activities that are desired and appropriate for the surrounding context.
    e. Incorporate green design – Complete livable streets should incorporate neighbourhood green infrastructure such as neighbourhood forestry, which includes street trees, greenway plantings and trees including retention of existing trees, and private front yard landscaping and trees, as well as rainwater, stormwater and groundwater management practices to simultaneously improve mobility environments for all users, mitigate the environmental impact of runoff and other transportation impacts, and contribute to climate change mitigation and adaptation.
    f. Create public spaces – Complete livable streets promote streets as public spaces and incorporate designs to maximize social and economic activity.

2. Provide new streets and street extensions, as identified on **Map 5**, to support neighbourhood development to accommodate multi-modal permeability, circulation and connections. The design of new streets and lanes will be guided by the Township of Langley's Master Transportation Plan, as amended from time to time, the Subdivision and Development Servicing Bylaw, the Engineering Services Plan for the neighbourhood, policies of this Plan, the Public + Publicly-Accessible Space Pattern Book and other relevant municipal policies, guidelines and bylaws.

3. Design streetscapes with features and finishes based on the Brookswood-Fernridge *Public + Publicly-Accessible Space Pattern Book*.

4. Require the creation of rear public lanes for development that fronts arterial streets.

5. Establish a connected multi-modal transportation grid that supports connectivity and walkability with smaller blocks, greenways and trails, new streets and street extensions, lanes (for parking, loading and servicing access) and Mid-Block and Pedestrian Links to achieve the targeted maximum block length outlined in the Plan.

6. Seek the provision of additional public rights-of way on all existing streets, in accordance with the Zoning Bylaw, Subdivision and Development Servicing Bylaw, the Engineering Services Plan for this neighbourhood and policies of this Plan as part of development for sidewalk widening, greenways, cycling facilities, transit passenger facilities, street widening, on-street parking provision and elements for and specific to particular street frontage types.

7. Require trucks to use designated routes as set out in the Street and Traffic Bylaw, except where necessary to access their destinations.

7.2 Walking

Policies:

1. Provide publicly-accessible, Mid-Block and Pedestrian Links and statutory right-of-way through or adjacent to new development to improve pedestrian connectivity and accessibility. These Mid-Block Links must be safe, barrier-free and clearly identifiable from the street, and located in a manner to achieve the block pattern guidelines outlined in the Plan.

2. Establish a pedestrian-friendly public realm through streetscape and pedestrian route finishes throughout the Plan area. These streetscape and pedestrian route finishes improvements will include features such as rainwater/stormwater management facilities, wide sidewalks, corner bulges, Mid-Block and Pedestrian Links and crossings, street furniture, pedestrian-oriented lighting and continuous weather protection in the Neighbourhood Activity Precinct.

3. Provide a universally accessible, safe and barrier-free pedestrian routes and environment on public streets, greenways, trails, including during periods of construction.

4. Provide pedestrian routes that connect school sites with parks, open spaces, recreation facilities and residential areas to create greater opportunities for children and youth to safely walk in the neighbourhood.

5. Locate all above-ground infrastructure, (e.g., utility kiosks, traffic-signal boxes, fire hydrants, street and pedestrian lighting), in the furnishing and service zone between the curb and the sidewalk, etc. In no case shall this infrastructure intrude into the through movement zone or create barriers for accessibility.

6. Provide additional pedestrian crossings of arterial streets and include, where feasible, measures that reduce crossing distance, and improve safety and visibility for pedestrians.

7.3 Cycling

Policies:

1. Improve intersection crossings for cyclists along identified bicycle routes and various types of greenways.

2. Provide additional cycling routes, as identified on **Map 6**.

3. Provide public bicycle parking and bike share facilities at strategic destinations, as well as throughout the Community Activity Precinct, and at schools, civic facilities and parks.

4. Encourage end-of-trip cycling facilities such as showers, lockers and change areas as part of commercial developments.

5. Collaborate with the City of Surrey to provide a seamless and complete cycling network between the Fernridge neighbourhood area and the Campbell Heights employment area.

6. Collaborate with TransLink to implement secure bike parkades at the transit stop(s) that are located in the immediate vicinity of the Commercial Activity Node.

7. Prepare a cycling Wayfinding Plan through additional signs and kiosks as new development occurs.

8. Provide cyclist linkages that connect school sites with parks, open spaces, recreation facilities and residential areas to create greater opportunities for children and youth to safely cycle in the Fernridge neighbourhood.

9. Provide physically separated cycling facilities along arterial classified streets for all ages and abilities.

7.4 Transit

Policies:

1. Continue to work with TransLink to review opportunities to achieve optimal transit service coverage and frequency in order to meet user demand as population increase over time. This includes new routes, appropriate frequencies on existing routes and more direct services to connect the neighbourhood to rapid transit stations.

2. Collaborate with TransLink to improve transit system reliability through its Bus Speed and Reliability Program.

3. Enhance transit stops with pedestrian amenities and weather protection through improved lighting, benches, shelters, and in some situations, awnings as part of the frontage improvements required by new development.

4. Provide and protect space on streetscapes along existing and possible future transit routes for stops and other transit infrastructure and facilities to support mobility choice.

7.5 Parking and Loading

Policies:

1. Encourage shared, common off-street non-residential (including civic and institutional) parking to serve multiple users and destinations in the Commercial Activity Node, where deemed appropriate.

2. Encourage parking turnover and efficient use of on-street and off-street parking in the Commercial Activity Node, through the implementation of a variety of parking management strategies (e.g., time limits and pricing).

3. Locate all off-street parking for residential development in the Community Activity Precinct to be underground or concealed within a building.

4. Implement flexible curbside management practices in the Community Activity Precinct area to facilitate a variety of street uses (e.g., short-term home delivery services, short-term residential loading, food trucks).

5. Facilitate sufficient vehicular drop-off/pick-up facilities as part of the site design for schools and childcare/minding facility uses.

6. Locations of loading access points and loading spaces should minimize impacts on the pedestrian and cycling environment (e.g., through use of lanes and off-street loading spaces). Loading spaces should be located in the rear and not along nor adjacent to Mandatory Commercial Street Frontage or Secondary Active Street Frontage areas (see **Section 3.2**).

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8.0 FINANCIAL STRATEGY

The FNP financial strategy is intended to assist in the orderly, cost effective, and equitable development of the neighbourhood. It is based on principles that the Township will not finance, nor assume a financial risk, in the provision of engineering services required for development. As such, water, sanitary sewer, drainage, highway services, and parks are to be solely funded through the collection of Development Cost Charges (DCCs) or other appropriate cost recovery mechanisms. Finally, it is the responsibility of property owners and/or the proponents of development to frontend the construction of engineering services and parks. To assist in this regard, the Township may consent to enter into cost recovery agreements.

DCCs are levied against new development to assist in the financing of new servicing infrastructure and amenities required by, and benefiting, new development. The Township's Development Cost Charge Bylaw sets DCC rates for engineering services and for parks, and describes when and how they are to be paid. Rates are uniform across the Township so that similar developments are levied the same rate regardless of their location. In principle, DCCs collected must balance with required expenditures. However, in the Township's context, they may exceed or be in deficit within an individual neighbourhood.

Infrastructure which is eligible to be funded with DCC revenue is identified in the Township of Langley's 20-year DCC program.

The Township has infrastructure financing policies in place and has previously negotiated specific agreements to permit property owners to receive DCC credits to assist in the cost recovery of DCC works they have constructed. Given the high cost of sanitary sewer, drainage, highway, and municipal water facilities required to permit development, the Township may provide opportunities to property owners to achieve cost recovery.

Several cost recovery mechanisms are available for consideration, including Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA).

Each of these offers the ability for frontending property owners to potentially recover their infrastructure investments. However, it is critical that all agreements are structured to provide sufficient time for property owners to potentially fully recover the costs of providing infrastructure. Therefore, it is recommended that the Township approve agreements with 10 – 15 year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.

As indicated earlier, the FNP also includes several amenities to be funded through the Booth Fernridge and Rinn Greenway Amenity Policy. These amenities include:

- Urban Pocket Park,
- Public Square,
- Satellite Recreation Centre,
- Semiahmoo Trail,
- Greenways of various types, and
- Neighbourhood Gateways

To provide funding for the construction of these amenities, the Township will require that new developments contribute an amenity cost at time of rezoning. The Township strives to have relative equality in amenity costs between neighbourhoods. The funding approach to Amenity Costs is identified in the Booth Fernridge and Rinn Greenway Amenity Policy and the Community Amenity Contributions for the Fernridge, Fernridge and Fernridge neighbourhoods.

9.0 GROWTH AND CHANGE MANAGEMENT

9.1 Introduction

Development of the Fernridge neighbourhood shall proceed based on contributions to the development of arterial road infrastructure, communal drainage facilities, a combined elementary school and neighbourhood park, and proximity to existing neighbourhoods.

9.2 General Prerequisites

Prior to the adoption of a zoning bylaw amendment in the FNP area as identified on **Map 1**, the following general prerequisites shall be completed to the satisfaction of the Township:

Policies:

1. Identify and provide a neighbourhood park (NP) site in each of the four Phasing Areas, as shown on **Figure 16** to the acceptance of the Township of Langley subject to other provisions of this Plan, before any development may occur in that Phase, apart from non-residential developments and seniors housing, as defined by the Township of Langley *Zoning Bylaw*.

2. Construct community stormwater/rainwater detention sites and facilities for an entire drainage catchment, to the acceptance of the Township of Langley, in advance of any development. Drainage catchment areas, as well as more spatial and engineering details are provided in the Engineering Services Plan. Interim on-site detention will not be permitted.

3. Require all development applications to include land that has at least one continuous property line measuring a minimum of 100 metres in length, directly adjacent to a designated Arterial Road as delineated in **Map 5**. The required works and services, as defined by this Plan, the associated Engineering Services Plan, the Township of Langley's Subdivision and Development Servicing Bylaw and other relevant bylaws, for the construction of the Arterial Road must be completed as part of the development or as part of the first phase of any multi-phased development. Implementation of this policy will continue until such time as all designated Arterial Roads in the Neighbourhood Plan area are completed or have been granted approval for completion. Non-Arterial fronting development applications could proceed at that time.

4. Prioritize development applications, as guided by Policy #7, Section 9.1, BFCP, that include land within 800 metres of boundary between the mature suburban neighbourhoods of Brookswood – roughly defined west to east by 33A Avenue to 200 Street to 36 Avenue. Implementation of this policy will continue until such time as roughly two-thirds of the developable land has completed construction or is in the process of construction or has been approved for construction, the prioritization area could be expanded by an additional 800 metres – a total of 1,600 metres from said boundary.

5. Provide temporary transportation infrastructure 'connections' and 'tie-ins' for all modes of travel – pedestrian, cycling, transit, vehicles – between new and existing transportation infrastructure. This shall result in a more gradual and effective transitions between new and existing infrastructure that does not end abruptly at the property line or public right of way. These transportation infrastructure 'connections' and 'tie-ins' will vary from development project to development project but will be guided by the principles of 'just enough' for a gradual, safe and effective transition for each mode and limit, as practically possible, the amount of 'throw-away' when the temporary is replaced by final improvements. More specifically, the pedestrian 'connections' and 'tie-ins' will need to be extended to the nearest road intersection(s) or nearest road improvement.

6. Major roads and engineering services, including drainage, water, and sanitary sewer, storm detention ponds, and road dedications, widenings and rights-of-way must be provided and extended (at no cost to the Township) to accommodate the proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA) may be considered, where applicable, to the acceptance of the Township.

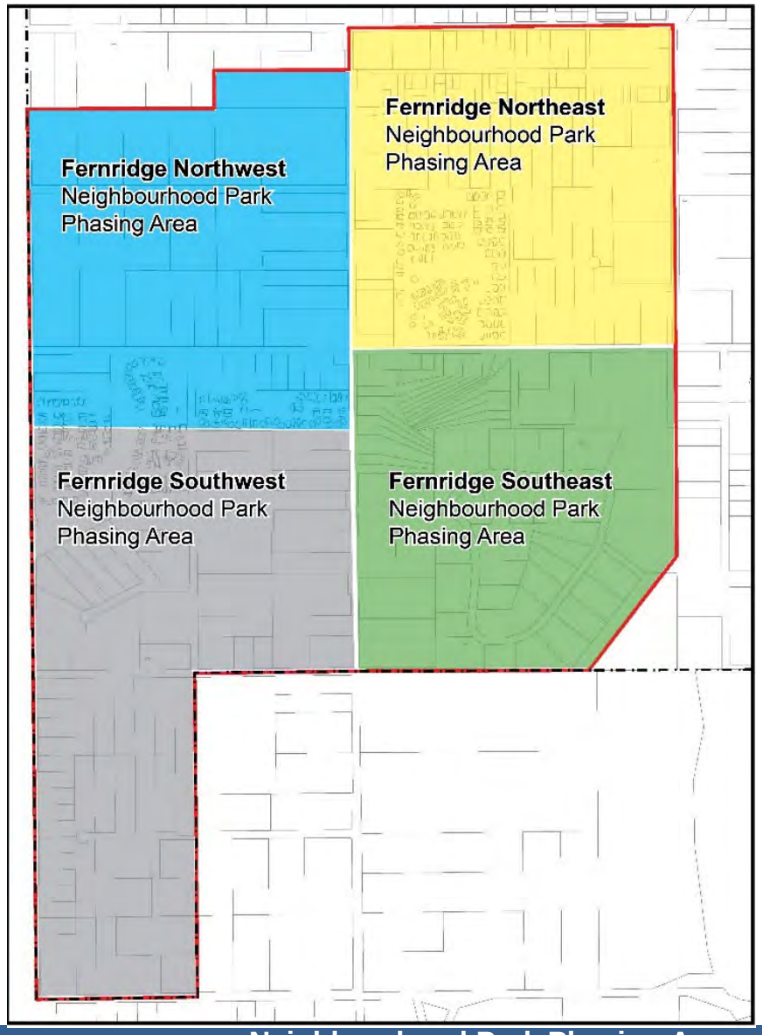


Figure 16. Neighbourhood Park Phasing Areas

9.3 Development Prerequisites in the Neighbourhood Activity Precinct

Prior to Council's consideration of first and second reading of a zoning bylaw amendment in the Neighbourhood Activity Precinct (see Section 3.2) – areas designated for Commercial Village and Rowhouse/Townhouse in this Plan – the following shall be completed to the satisfaction of the Township:

1. Prepare a Comprehensive Development Plan (CDP), to the acceptance of the Township of Langley and at the expense of the proponent, that aligns with the Vision Statement and Guiding Principles of the Brookswood-Fernridge Community Plan and the Neighbourhood Goals and policies of this Neighbourhood Plan for the entire Neighbourhood Activity Precinct (see Section 3.2). The CDP will include, but is not limited to, an illustrative plan and associated statements and discussions that detail the spatial structure and design features of the Community Activity Precinct (plan view and three dimensional oblique) including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and commercial loading, stormwater detention, integration of greenways and other amenities, energy conservation measures, and development and servicing phasing.

2. Identify and provide a 1,000 m^2 public square space site in a central location of the northwest quadrant to the acceptance of the Township of Langley, subject to other provisions of this Plan, before any development may occur in this Phasing Area (see **Figure 16**). This public square space will provide an open place for a variety of activities such as public gatherings, socializing, resting, live performance and presentations, and eating, and serves as a focal point / destination for the neighbourhood and community. The public square space should be integrated with adjacent buildings, mobility infrastructure, as well as being conveniently connected to/with the broader Neighbourhood Activity Precinct (see Section 3.2) and key destinations in the neighbourhood (e.g., parks, schools, trail networks).

9.4 Specific Development Prerequisites

The following development prerequisites must be resolved to the satisfaction of the Township prior to adoption of a zoning bylaw amendment. This list is not deemed to be exhaustive, as other requirements may be added based on site specific conditions and changes to Township bylaws, policies and procedures.

1. Enter into a servicing agreement with the Township to secure required road and utility upgrades/extensions, and a stormwater management plan in accordance with the servicing provision of this neighbourhood plan together with existing servicing standards as set out in the Township's Subdivision and Development Servicing Bylaw as amended from time to time.

2. Compliance with the Erosion and Sediment Control Bylaw as amended from time to time, including provision of an erosion and sediment control plan, to the acceptance of the Township.

3. Secure road dedications and widening in accordance with the Subdivision and Development Servicing Bylaw, the relevant Engineering Services Plan and the Master Transportation Plan as amended from time to time, to the acceptance of the Township.

4. Compliance with Schedule I (Tree Protection) of the Subdivision and Development Servicing Bylaw as amended from time to time, including provision of a final tree management plan incorporating

tree retention, replacement and protection details, to the acceptance of the Township.

5. Transfer any designated greenway, trail, or any other greenspace as shown on the land use plan to the Township, or as determined by the Township.

6. Implement environmental protection as outlined within the plan, including the establishment of Nature Conservation Areas and other Neighbourhood Green Infrastructure, and/or by Department of Fisheries and Oceans (DFO) including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.

7. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway and/or trail use. If any indicators of site contamination are found during this initial assessment, further investigation will be required to confirm the existence, type and extent of contamination, and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.

8. Secure (through the Servicing Agreement) fencing for all developments that abut the greenways, parks, nature corridors, and environmental area to municipal standard and to the acceptance of the Township.

9. Secure an age friendly amenity area in accordance with the Township's Zoning Bylaw as amended from time to time and to the acceptance of the Township.

10. Restore/relocate or use other means of treatment of heritage resources listed within the plan to the satisfaction of the Township. Implement, as part of development, the Township's Archaeological Chance Find Guidelines and other requirements as outlined by the BC Archaeology Branch for the protection of archaeological sites and artifacts.

11. Secure public access rights-of-way through developments, as deemed appropriate, for Mid-Block Pedestrian and/or Lane Links, roads, greenways and sidewalks only. Public access shall not extend to on-street parking.

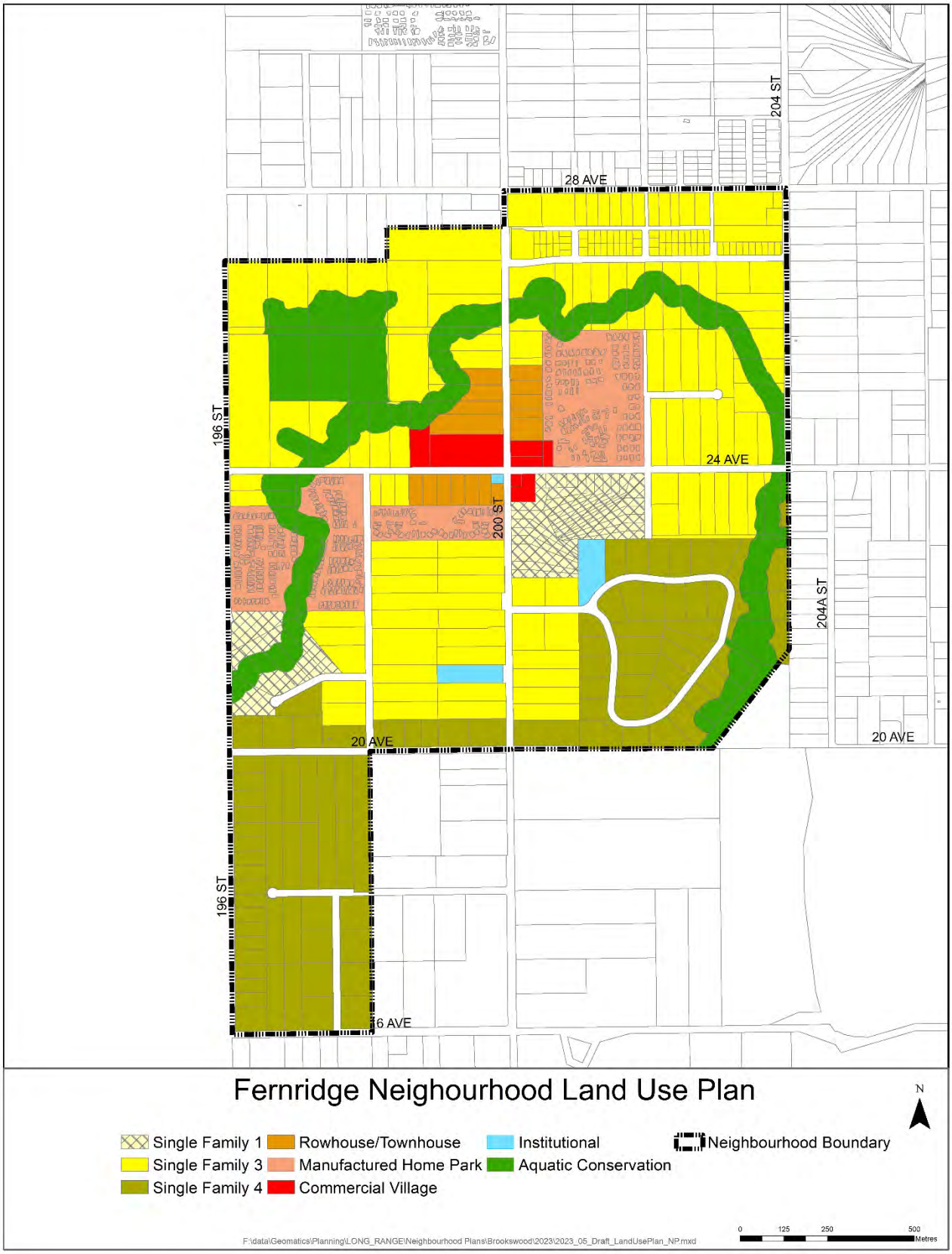
12. Register a restrictive covenant on title preventing developments from constructing or placing any barriers to public access where provided – physical or psychological (i.e. fences, gates, signage. etc.).

13. Register restrictive covenants that may include, but are not limited to:
    a. Non-disturbance setbacks;
    b. Driveway access/ location;
    c. Building setback restrictions;
    d. Restriction of on-street parking; and
    e. Exterior Design Control Agreement for single family developments.

14. Payment of rezoning, development permit and neighbourhood planning fees, community amenity contribution fees, arterial road completion amenity fees, the five (5%) percent neighbourhood parkland amenity fees, and the Booth Fernridge and Rinn Greenway Amenity Policy as amended from time to time.

MAPS

MAP 1 | Land Use Plan

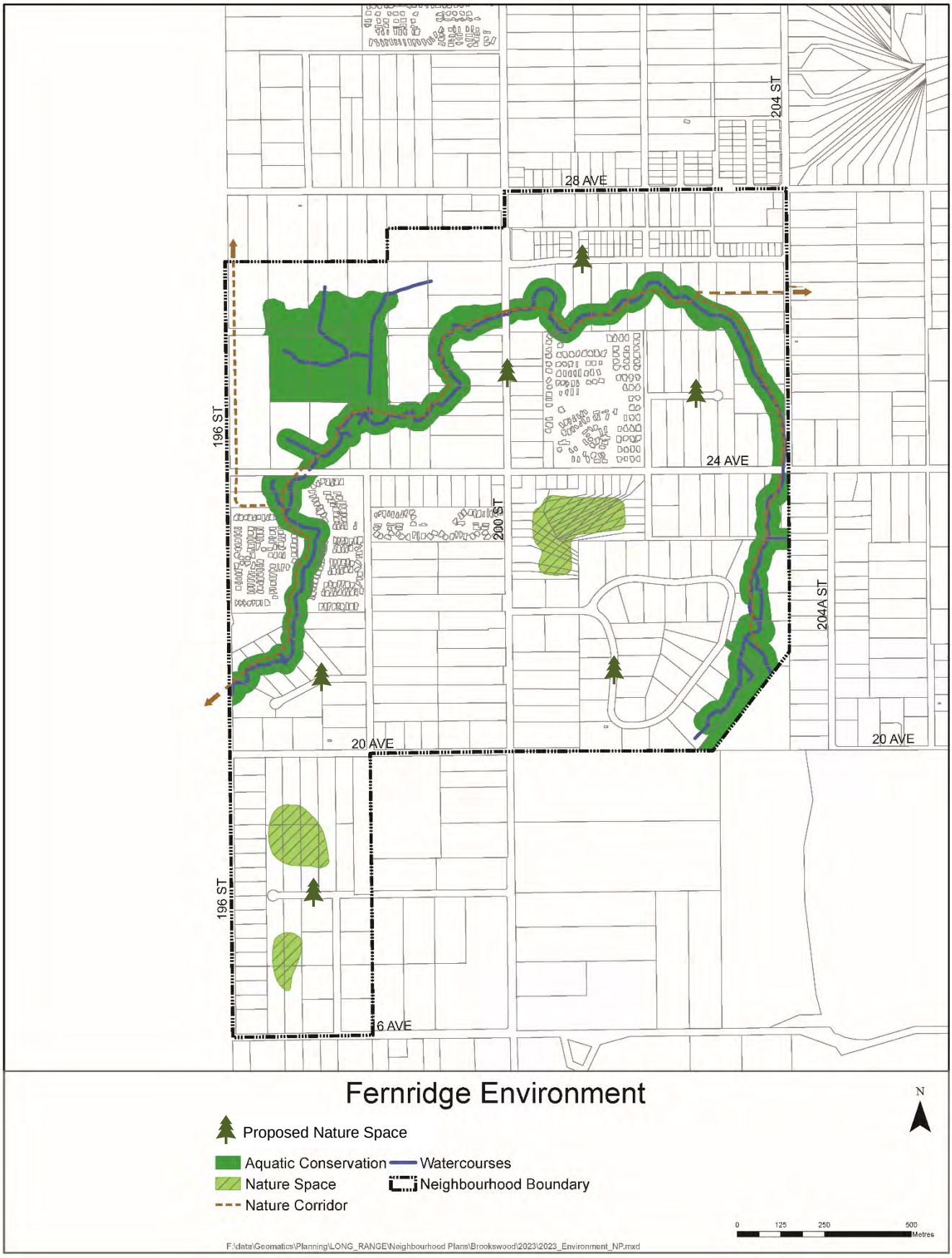


MAP 2 | Parks, Open Space and Neighbourhood Facilities

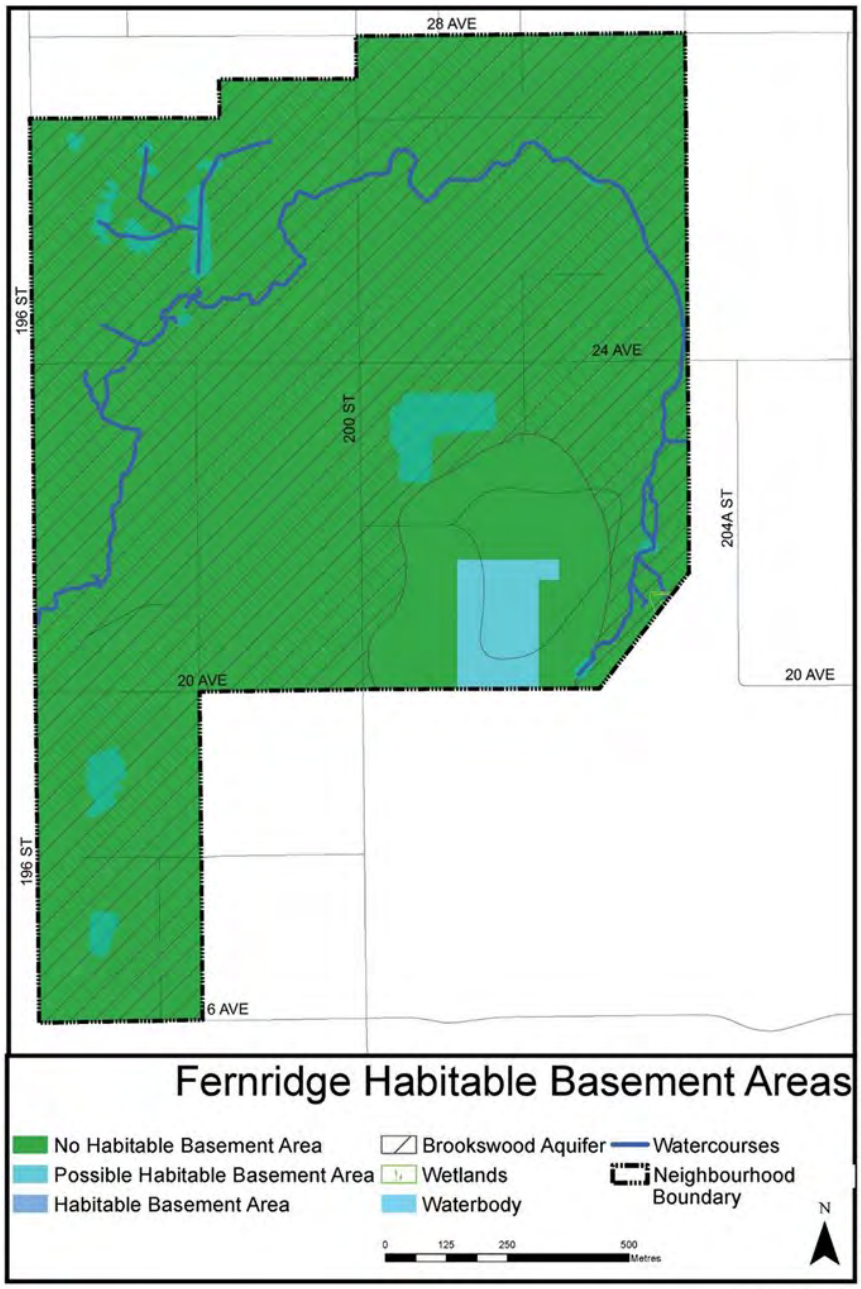
Note: To serve the needs of the Fernridge neighbourhood and the broader community of Brookswood-Fernridge, development must contribute up to three (3) new, joint elementary schools and neighbourhood parks. The exact location and design of each new elementary school and neighbourhood park site is yet to be determined. Also, a nature neighbourhood park, a middle school and associated neighbourhood park will also need to be accommodated in the Fernridge Neighbourhood Plan Area. Its exact location and design is yet to be determined.

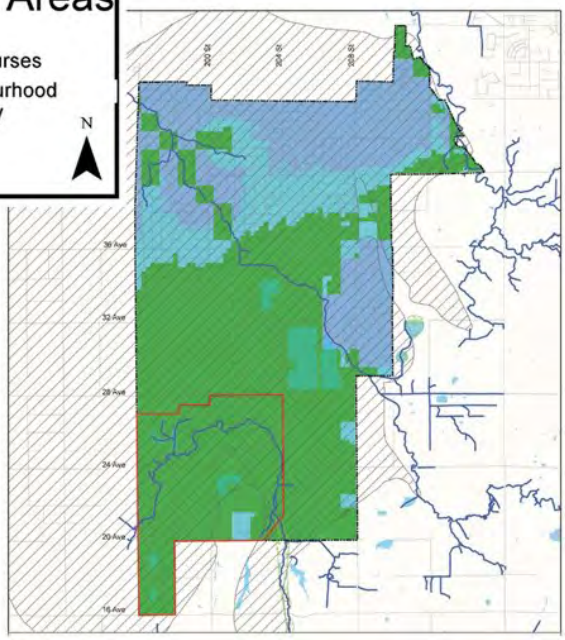


MAP 3 | Environment

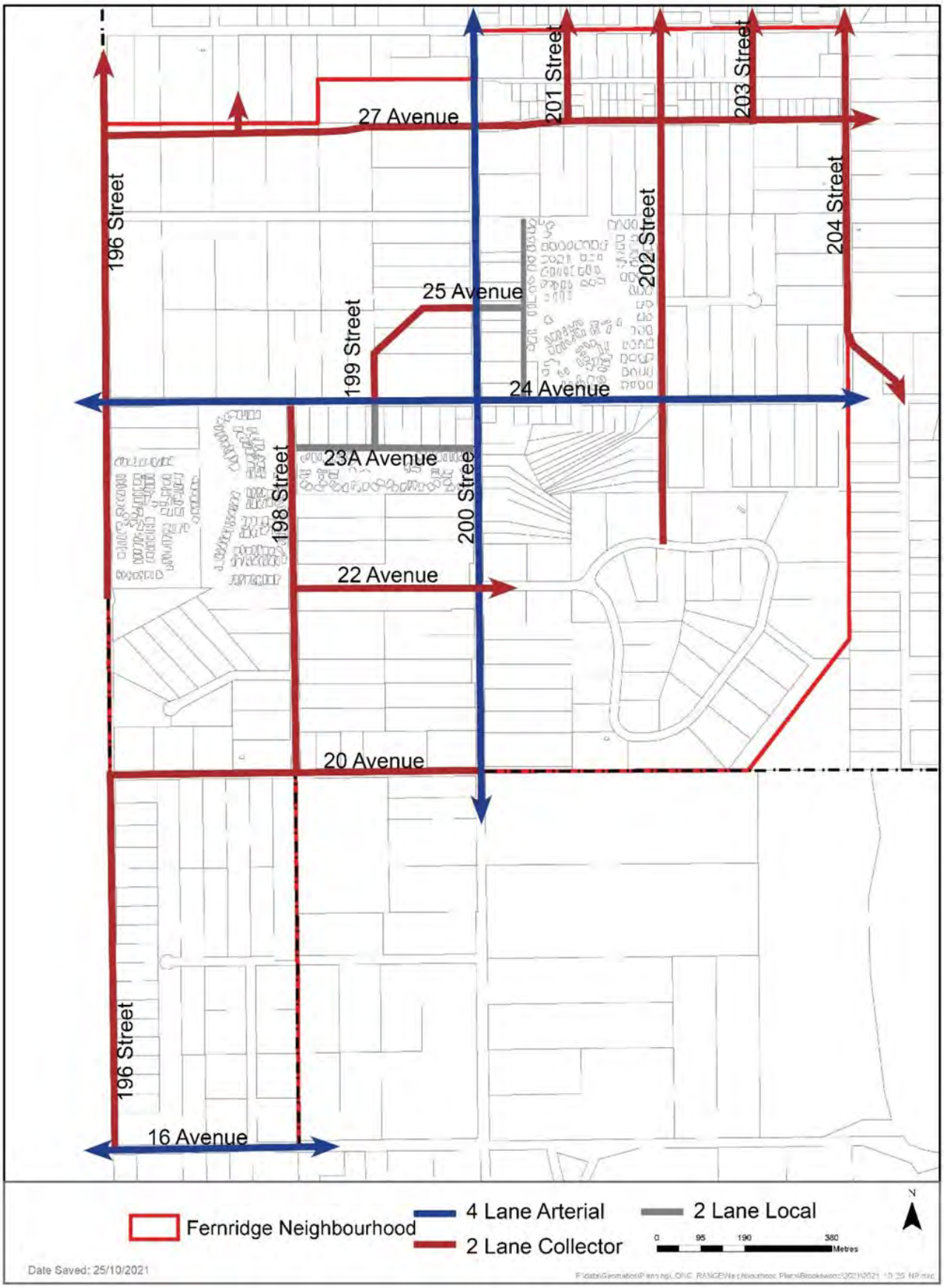


MAP 4 | Habitable Basement Overlays

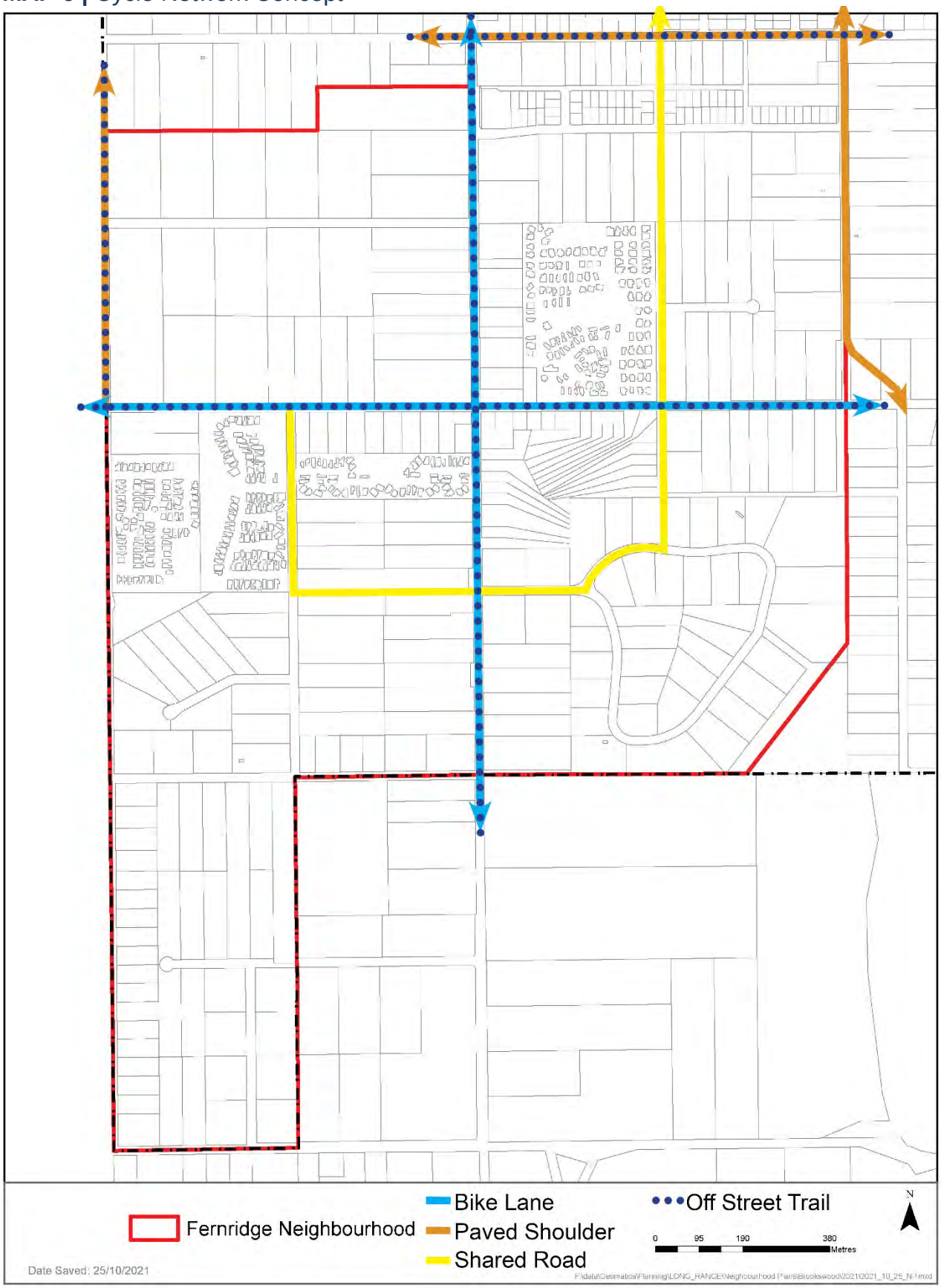




MAP 5 | Road Network Concept



MAP 6 | Cycle Network Concept



Appendix A

Development Approval Information for Groundwater Protection and Management

1) Provide development approval information, which is requested pursuant to Section 485 (1)(b) *Local Government Act* (*LGA*), shall be submitted with application and payment of a zoning amendment application to the Township of Langley, pursuant to Section 487 (1)(a), *LGA*. The purpose of the development approval information is to ensure development takes place in a manner that protects, restores, sustains, and enhances the quality and quantity of groundwater sources for drinking, irrigation, other approved uses and the overall health of the natural environment and aquatic ecosystem. The entire Booth area lies above an unconfined, water table aquifer that has been identified by various municipal documents and inventories as being highly vulnerable to contamination. This aquifer is the source of municipal and domestic water supply for many residents, including those in surrounding rural areas. The analysis and impact assessment, as well as the conclusions and recommendations of this development approval information will be to identify aquifer protection and recharge measures, and recharge area contamination prevention measures for the aquifer through land use development on the overlying land.

2) The development approval information shall consist of a Hydrogeological Impact Assessment report and an aquafer protection plan containing the following information (this requested information only specifies minimum requirements and the professional preparing the report must utilize their local knowledge, expertise and professional judgment to determine the scope of the undertaking while conducting the technical evaluation in support of the proposed development):
    a. A site plan prepared to scale, based on a legal survey, delineating the proposed development and associated land boundaries, unique features, existing buildings and structures, roads and driveways, topographic features, and significant features identified in the site inventory.
    b. A map showing the ownership and locations of all currently used water wells and surface water within a minimum radius of 1.0 km from the development site.
    c. A site inventory, providing information on existing pre-development conditions, including historical and current land uses.
    d. A description of the hydrogeological system and setting, including the type and characteristics of aquifer(s) present on site, aquifer boundaries, surficial geology, stratigraphy, site cross-sections and soil logs, existing land uses within at least 500m of the site (show on the map), including hydrological and hydrogeological uses and features, as well as identify recharge/discharge areas if any, and changes in the recharge to the underlying aquifers due to the proposed development, changes in hydraulic inter-connectivity between surface water and groundwater features and baseflows to creeks and other waterbodies.
    e. A conceptual model of the groundwater, specific to the site and immediate surrounds.
    f. A description of existing groundwater and surface water users within 1.0 km of the development site.
    g. Methodology and, if applicable, uncertainties and limitations of the report.

h. A description of the proposed work, during or after the development phase, especially the activities that have the potential to adversely impact the local hydrology and groundwater regime. The report should also identify alternative options that will not negatively impact the local environmental and water systems.

i. An impact assessment of:
    i. Identification of all natural features that are potentially at risk from the proposed development and the facilities that will be built as part of this project and show them on a map;
    ii. Cumulative effects analysis;
    iii. Impact to existing groundwater users, water quality and water supply, identification of the potential groundwater issues in the area that may arise from the proposed land use, changes in the local water table depth and peak water table, risk of mounding or ponding and others;
    iv. Impact to surface waterbodies;
    v. Other potential impact implications, such as changes in base flows and recharge quantity, down-gradient water quality changes, and others.

j. Conclusions and recommendations consisting of:
    i. A summary of results and impact assessment;
    ii. An unqualified statement that the proposed development will not adversely impact aquifer(s), existing public and private wells, or surface water bodies in terms of water quality and quantity; or
    iii. Where such a statement cannot categorically be made, specific recommendations on aquifer protection measures and mitigating the likelihood of potential impacts including measures that need to be implemented at pre- and post-development stages, which would result in the requirement being met.

k. Any recommended monitoring requirements, identifying actions that will be taken to ensure all proposed recommendations, activities and actions are completed as described, including the design and implementation of a groundwater monitoring program, groundwater quality protection plan, spill response, fire and contingency plans, and process for resolving any non-compliance.

It is to be noted that after the review of the Hydrogeological Impact Assessment, the Township may request for additional clarifications, site investigations, analysis, etc., in support of the report assumptions and conclusions.

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Township of Langley

Est. 1873

Township of Langley
20338 - 65 Avenue
Langley, British Columbia V2Y 3J1

Community Development Division
604.533.6034

tol.ca

CA17-1861P

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN)
BYLAW 2017 NO. 5300
AMENDMENT (RINN NEIGHBOURHOOD PLAN) BYLAW NO. 5797

EXPLANATORY NOTE

Bylaw No. 5797 amends the Langley Official Community Plan and Brookswood-Fernridge Community Plan by incorporating the Rinn Neighbourhood Plan.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN)
BYLAW 2017 NO. 5300
AMENDMENT (RINN NEIGHBOURHOOD PLAN) BYLAW NO. 5797

WHEREAS it is deemed necessary and desirable to amend the "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300", as amended;

NOW THEREFORE, 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 (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Rinn Neighbourhood Plan) Bylaw No. 5797".

2. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300" as amended is further amended:

    a) adding the words "Rinn Neighbourhood Plan Schedule "BF-3"" to Section 11;

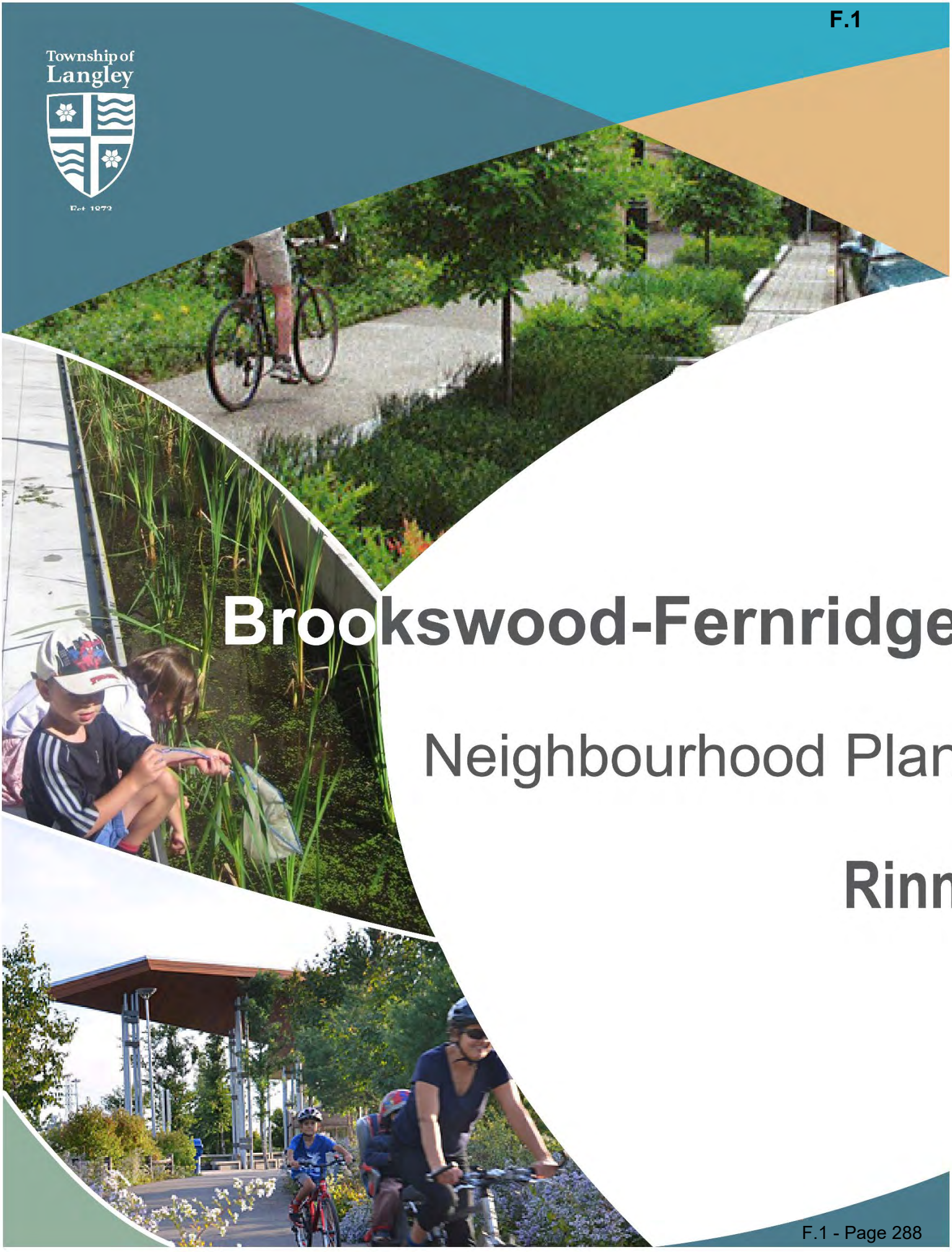
    b) adding Schedule "BF-3" Rinn Neighbourhood Plan as shown as Schedule "A" attached to and forming part of this bylaw.

READ A FIRST TIME the	day of	, 2023
READ A SECOND TIME the	day of	, 2023
PUBLIC HEARING HELD the	day of	, 2023
READ A THIRD TIME the	day of	, 2023
ADOPTED the	day of	, 2023

_____ Mayor _____ Township Clerk

Township of Langley

Est 1872



Brookswood-Fernridge

Neighbourhood Plan

Rinn



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Schedule BF-3 Brookswood-Fernridge Community Plan

Rinn Neighbourhood Plan

Bylaw No. 5797

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THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BFCP) BYLAW 2017 NO. 5300
AMENDMENT (RINN NEIGHBOURHOOD PLAN) BYLAW NO. 5797

Adopted by Council _____

CONSOLIDATED FOR CONVENIENCE ONLY

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.

AMENDMENTS

BYLAW NO. / NAME	MAP / TEXT CHANGE	DATE OF ADOPTION

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1.0 INTRODUCTION

1.1 Planning for Rinn's Future

The Rinn neighbourhood is the eastern-most part of the Brookswood-Fernridge area and surrounds, and contributes to the building of a complete, climate resilient, low carbon community, which will meet the needs of local residents through an entire lifetime. The Rinn Neighbourhood Plan (RNP; the 'Plan') seeks to establish a high quality of life for residents, business owners and employees, as well as incorporate resilient given a dynamic and uncertain future. It is based on the Neighbourhood Goals of nature conservation, completeness, walkability, a place of distinction and exemplary design, complementing other neighbourhood plans in the Brookswood-Fernridge community. The Plan incorporates a range of housing, local commerce, recreation, public and nature spaces that support the physical and social environments where residents live, learn, work, care and play.

1.2 Relationship to Other Plans

The RNP relies on and is grounded in the Vision and Guiding Principles that form a foundational part of the *Brookswood-Fernridge Community Plan* (BFCP), as amended from time to time. The Plan also aligns, complements, and further implements the policies of the *Official Community Plan* (OCP) for the Township of Langley (see **Figure 1**). Policies in both 'higher-order' Plans – BFCP and OCP – still apply to and guide growth and change (e.g., development applications) in the RNP. However, if there is a conflict between a policy in these other two Plans and this Neighbourhood Plan, the RNP policy takes precedence.



Figure 1. Township of Langley Land Use Planning Framework

The Plan is accompanied by an *Engineering Services Plan* – a companion document to the Township of Langley Subdivision and Development Servicing Bylaw – that identifies the location and capacity of existing and proposed future infrastructure, including transportation, water, sewer, and rainwater management facilities. The *Public + Publicly-Accessible Space Pattern Book* is also a companion to the RNP, which outlines the 'finishes' and design details that will be incorporated into public and quasi public spaces in the Rinn area. There are other key municipal plans, strategies, and guiding documents delineated in the BFCP, and as added too and amended from time to time, that contribute to the policies contained in this Plan and build on one another to guide development in the Rinn area.

1.3 Plan Area

The Rinn Neighbourhood Plan area encompasses 183 hectares (453 acres) and is located in the eastern edge of Brookswood-Fernridge in the Township of Langley. The Rinn neighbourhood is immediately east and south of the established and mature neighbourhood, known by many, of Brookswood. Three arterial roads, 208 Street, 36 and 40 Avenues, as well as a future fourth arterial road, 32 Avenue, travel through this neighbourhood providing access to other areas of the Brookswood-Fernridge community, Township and points beyond. The eastern and southern boundaries of this neighbourhood is the Agricultural Land Reserve of south Langley. The Rinn Neighbourhood Plan area is delineated in **Figure 2** (following page).

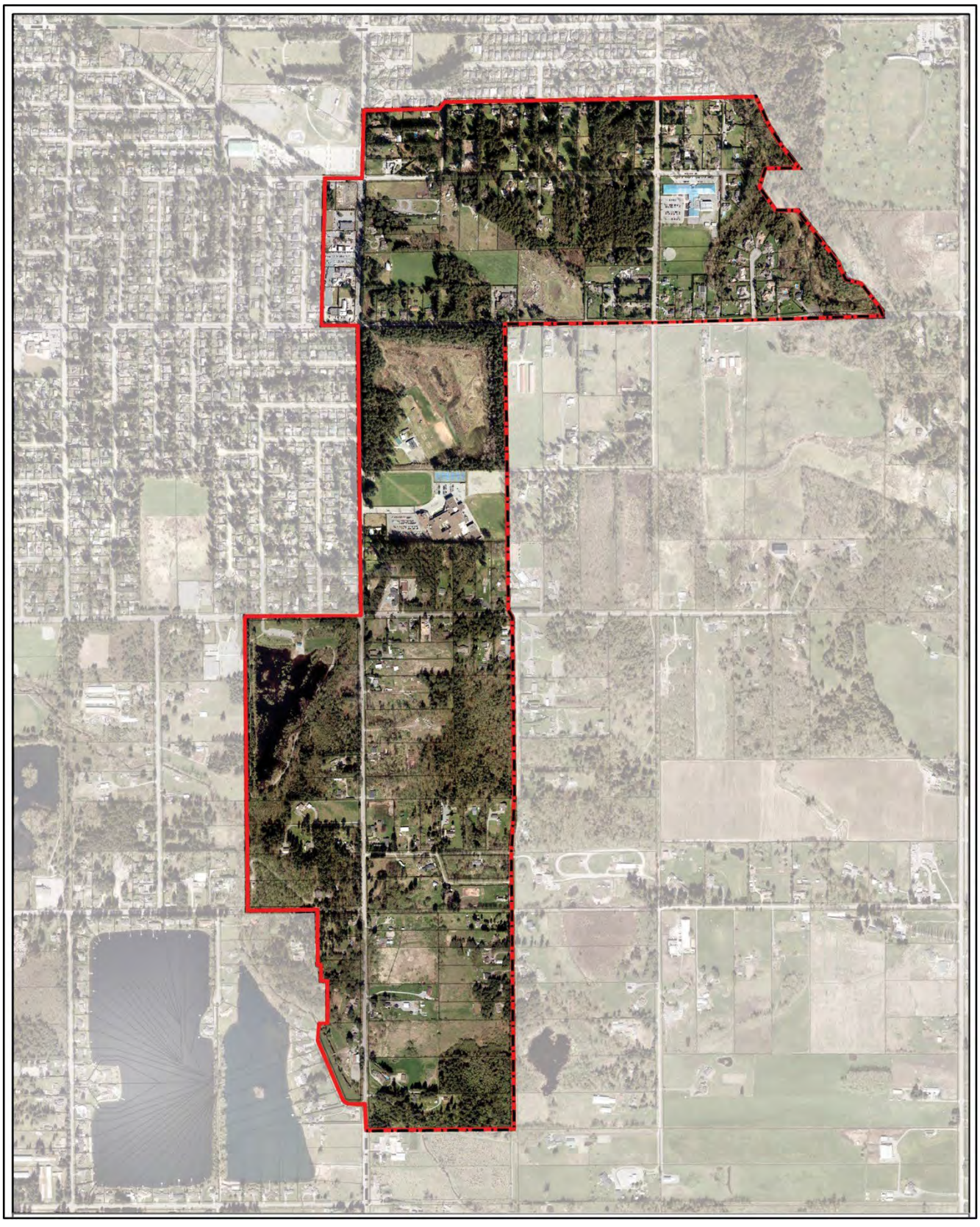


Figure 2. **Rinn Neighbourhood Plan Boundary**

1.4 Plan Purpose + Process

The purpose of the Plan is to chart a course for the future of the Rinn Neighbourhood. The RNP, along with the companion documents, is Council's 'blueprint' for guiding growth and change in the neighbourhood. As illustrated below (see Figure 3), the Plan was prepared through a comprehensive public engagement process that incorporated public participation and engagement, along with detailed policy, technical, design and planning analysis that informed the neighbourhood planning process throughout.

Figure 3 | Rinn Neighbourhood Plan Process

PHASE 1

ASSETS, OPPORTUNITIES & CHALLENGES

- ✓ Endorsement by Council and forming the Neighbourhood Planning Team (NPT) + Rinn Neighbourhood Planning Sub-Team (Rinn NPST)
- ✓ Prepared several background studies
- ✓ Raised awareness of the project and the engagement process through Neighbourhood Dialogue Sessions
- ✓ Gathered input on issues, opportunities & big ideas with stakeholders and organizations through combined NPT and NPST meetings
- ✓ Conducted Phase #1 Public Engagement

PHASE 2

POLICY IDEAS + EMERGING STRATEGIC DIRECTIONS

- ✓ Completed Neighbourhood Planning Primer
- ✓ Prepared several Policy Briefs
- ✓ Identified Draft Neighbourhood Character Goals
- ✓ Conducted multiple NPT and NPST meetings
- ✓ Gathered technical input and public feedback on a variety of policy themes
- ✓ Conducted Phase #2 Public Engagement

PHASE 3

PROPOSED RINN NEIGHBOURHOOD PLAN

- ✓ Finalized Draft Engineer Services Plan
- ✓ Completed Draft Rinn Neighbourhood Plan
- ✓ Conclude Public + Publicly-Accessible Space Pattern Book
- ✓ Completed Phase #3 Public Engagement
- ✓ Bylaw consideration by Council

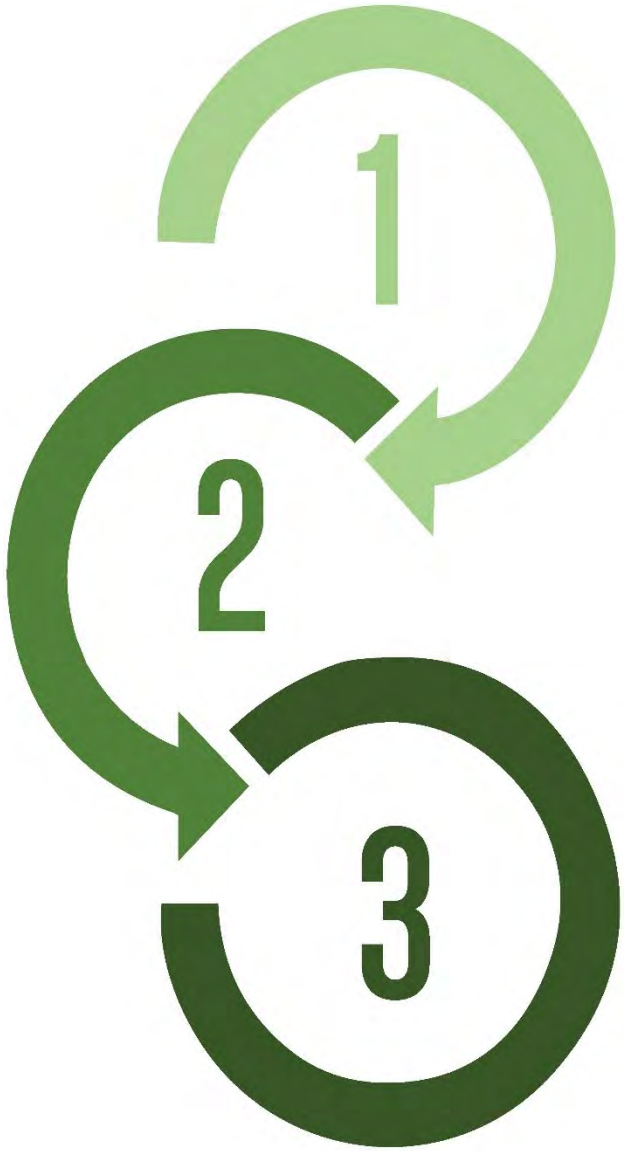


Figure 3. Rinn Neighbourhood Plan Process

2.0 NEIGHBOURHOOD DIRECTIONS

Great new neighbourhoods come in all shapes and sizes, but they don't just happen by accident. Careful planning and thoughtful design are needed to imagine and create places that are walkable, vibrant, sociable, and livable, supporting a great quality of life for all residents. Great new neighbourhoods contribute to the prosperity of Langley, attracting new people and new businesses that keep the municipality thriving and capable of adapting to change. Great neighbourhoods such as Rinn are the foundation of a great Township of Langley.

Imagining a great new neighbourhood for Rinn begins with recognition of the **Vision** and the **Guiding Principles** set forth in the ***BFCP*** (BFCP). The BFCP's Vision is an overarching aspirational statement for the entire community. The Guiding Principles establish a framework to guide and inform the policies of the BFCP and subsequent neighbourhood planning.

To provide further detailed policy guidance, five Neighbourhood Character Goals represent the neighbourhood's aspirations for its future and contribution to the broader community. These Neighbourhood Character Goals are fully aligned with yet provide additional policy focus and detail that further expound upon the Vision and Guiding Principles of the BFCP, as amended from time to time.

2.1 Imagine Rinn ~ a Great Neighbourhood

The RNP acknowledges the interrelated, interdependent and balanced reality of complex natural and built environments, which informs and reflects a way of living that meets the needs of the present and future. This way of living encourages continuous improvement, including adoption of new techniques technologies to improve livability, functionality and adaptation to dynamic times.

The Rinn neighbourhood is laid out within a highly connected, north-south/east-west street and block grid pattern that lends itself to efficient use of space for both built and natural environments. It is characterized by a feeling of openness and trees. The roads are tree-lined avenues, with wide sidewalks and planted boulevard strips and plentiful trees.

All areas of the built environment of the neighbourhood are enhanced by a dense tree canopy and the sense of spaciousness is established and enhanced through a myriad of private and public spaces that contribute to Rinn's forested character.

The Rinn Neighbourhood meets the needs of new residents in the near term, addresses the changing neighbourhood life cycle needs in the medium term, and provides the structure to accommodate neighbourhood transformation and adaptation over the long term. It provides for a variety of human necessities, activities and services, and supports human health and well-being. The neighbourhood sustains long-term biodiversity and ecological functions, incorporates ongoing climate change mitigation and adaptation measures, and sets the stage to have a limited carbon footprint. Rinn is a great new neighbourhood that is distinct, welcoming, responsive, long-lived and resilient.

2.2 Neighbourhood Character Goals

Imagine Rinn is supplemented by five **Neighbourhood Character Goals**. These Goals are foundational 'building blocks' of the Plan and reflect the Vision and Guiding Principles of the BFCP. The neighbourhood character goals are also deeply rooted in existing regional, municipal and community policy frameworks, policy analysis and research, public engagement input and feedback, and best practices in neighbourhood planning.

The RNP **Neighbourhood Character Goals** define the key outcomes the Plan is trying to achieve! They have been developed to both shape and respond to neighbourhood change and innovation. They also provide direction at all scales, directly informing the policies of the Plan, and guiding individual implementation measures such as infrastructure investments, park design, and a variety of neighbourhood and development patterns.

Goal #1 Rinn Neighbourhood Plans For and With Nature

Nature is a critical part of the Rinn neighbourhood. It contributes to the neighbourhood's livability and to the health of its residents, business owners and workers. Natural areas and features, in their many forms, contribute to the overall well-being, livability and character of the neighbourhood. Environmental change, whether human-caused or natural, has the potential to significantly affect the livability of our municipality and region in the future.

Nature in all of its forms has an important role to play in this fluctuating and uncertain context. In response, the RNP directs the design and construction of built environments that incorporate a variety of green infrastructure features, including neighbourhood forestry, greenways and engineered elements that mimic nature. These green infrastructure features foreground nature conservation, which includes preservation, restoration, enhancement, and management and stewardship of natural environments. Green infrastructure features also provide opportunities for future innovations that will contribute to the conservation of natural systems.

Integrating and working together, both natural and built environments of the Rinn neighbourhood contribute to sustaining clean water, recharging groundwater, maintaining and improving clean air, contributing to biodiversity, building climate change resilience, supporting healthy plant, aquatic and wildlife communities, and contributing to livability, a distinct neighbourhood character and completeness.



Figure 4. Natural Area

Goal #2 Rinn Neighbourhood Contributes to Completeness

Completeness is the policy cornerstone of Rinn's built environment and guides the building of livable, health-promoting, and dynamic neighbourhood that residents can call home for generations. Completeness recognizes the Rinn neighbourhood as an integrated system, in which the built and natural spatial elements are intertwined, and whose realization is more than the sum of its parts.

Completeness lies at the core of the policy framework for the Township of Langley and the Region. This policy framework guides positive change, development, and investments in housing, employment areas, public infrastructure, and community services and amenities. Completeness strives to balance the social, economic and environmental needs of Rinn neighbourhood residents. The completeness goal will establish Rinn as a place that offers and supports a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn, and play locally.

Completeness of the Rinn neighbourhood provides enough housing to generate a population base that will support commercial services, community amenities and utilities, and public transit; a variety and balance of land uses, including residential and commercial, within a convenient distance; investment in and support for alternative modes of transportation including space and facilities for pedestrians and cyclists, and transit routes that connect one place within the community to another; and the design of adaptable and resilient neighbourhoods that respond to the scientific certainty that because of global emissions of greenhouse gases (GHGs), our regional climate and weather patterns are changing and will continue to do so.



Figure 5. Neighbourhood Completeness

Goal #3 Rinn Neighbourhood is a Walkable Space

The Rinn neighbourhood is designed to be a walkable space. Walkability is more than just pedestrian infrastructure (e.g., sidewalks and pathways): it is about scale and design. The design of the Rinn Neighbourhood:

- ✓ is formed to encourage pedestrian activity and balances built and natural environments;
- ✓ is associated with social, economic and land use diversity as opposed to homogeneity;
- ✓ connects uses and functions;
- ✓ has a quality public realm and a quasi-private realm that provides opportunities for social interaction and connectedness, and ease of access to 'green' space;
- ✓ has a high or 'fine' granularity that is comprised of relatively small blocks, human-scaled buildings, and a relatively large number of street intersections;
- ✓ offers equitable access to goods, services, and facilities; and
- ✓ contributes to active and healthy communities.

Rinn's walkable neighborhood is also associated with specific design parameters. The connectivity of block and street patterns and the length of blocks are defined to support pedestrian activity. These considerations include identification of plentiful street trees and wide sidewalks, active and inviting frontages along block faces, and dense street connectivity. Attention is given to the incorporation of age friendly design and universally accessible design features.

Rinn's design as a walkable neighbourhood also extends beyond pedestrian mobility. Walkable neighbourhood facilitate sociability opportunities between neighbours, which together can affect the physical and mental health of people in the community. Residential front porches to community parks and other social spaces at a variety of scales, are provided throughout the Rinn neighbourhood.



Figure 6. Neighbourhood Walkability

Goal #4 Rinn Neighbourhood is a Place of Distinction

The RNP area will be a place of distinction, as defined by its character. The neighbourhood character will include a mix of elements in the natural and built environment that give Rinn its distinct 'personality'. The visual and physical patterns of the neighbourhood are defined by recurring characteristics, such as the green street edges of front yards, street trees and landscape features, and by the block and lot organization, orientation of buildings and integration with nature. These patterns accommodate a diversity of building forms and scales in Rinn, while providing an underlying sense of cohesion that contributes to the 'small town' neighbourhood identity. Furthermore, these neighbourhood patterns in Rinn will create quality spaces that accommodate and encourage creative activities, social opportunities and a place that people enjoy living, working, playing and learning in.



Figure 7. Place of Distinction

3.0 NEIGHBOURHOOD DESIGN CONCEPT

This Section of the Plan defines the neighbourhood design concept for the RNP area. The built environment for the neighbourhood includes several "building blocks" that together establish the spatial arrangement and character of the Plan area. These include block and street patterns, lot configurations and street design, building forms and placement, and vegetation, landscaping and natural features (e.g., trees, topography, watercourses). The spatial arrangement of these building blocks contributes to the development of a sustainable spatial pattern, based on the urban design principles of centres, walkability, and viable transit, which are cornerstones of the Township of Langley Official Community Plan.

3.1 Neighbourhood Design Concept

The neighbourhood design concept is formulated through an understanding of the broader, physical context, policy framework and the Vision and Guiding Principles of the BFCP (BFCP) and **Neighbourhood Character Goals** as outlined in Section 2.0. The policy framework – existing regional, municipal and community strategies, plans and policies as described and delineated in the BFCP – public engagement contributions and technical analysis specific to the preparation of this Plan, have also guided the formation of the neighbourhood design concept for the RNP area.

The neighbourhood design concept – also referred to as the spatial structure – for Rinn begins with and incorporates both natural and built environments, from coarse to fine spatial scales and including every design resolution in between. Aspects of the natural and built environments include preservation, restoration, proximity and access to nature, a walkable scale, energy efficiency, and attractive parks, streets, paths and public spaces. **Neighbourhood character** involves a mix of these elements in the natural and built environments that give it a distinct 'personality'. Every property and building, public place, environmental feature, and piece of infrastructure contributes to its character, as do the arrangements of each of these neighbourhood building blocks.

The **Neighbourhood Activity Precinct** and **Single Family Precincts** are the defining elements of the spatial structure, or neighbourhood design concept, of the RNP (see **Figure 8**). The physical arrangement of these Precincts guides finer spatial scales and inform, among other neighbourhood structure aspects, block structures, street and lot patterns, building placement and orientation, environmental features and spaces, and arrangements and distances between neighbourhood and community destinations. This spatial arrangement directly influences the everyday lives of residents in terms of where they work, shop and participate in recreation activities as well as their everyday travel choices

The **Neighbourhood Activity Precinct** is located on the '208 Corridor' between 40 and 42 Avenues of 208 Street – (see **Figure 8**). This neighbourhood-scale mixed-use hub serves as a local-serving destination, that incorporates a spatial concentration of employment, commercial and community services, residential uses, as well as a public gathering space – Parkette – and a high-quality design and character for the private and public realms. This Precinct is intended to be the focal point of the Rinn neighbourhood as well as existing mature neighbourhoods to the north and west the adjacent rural surrounds to the east. The intensity of the built environment, as well as the design and density of the Precinct will create a small-town shopping and services space that is accessible by all modes of travel that provides for the day-to-day needs of residents as well as some community and municipal wide commercial destinations.

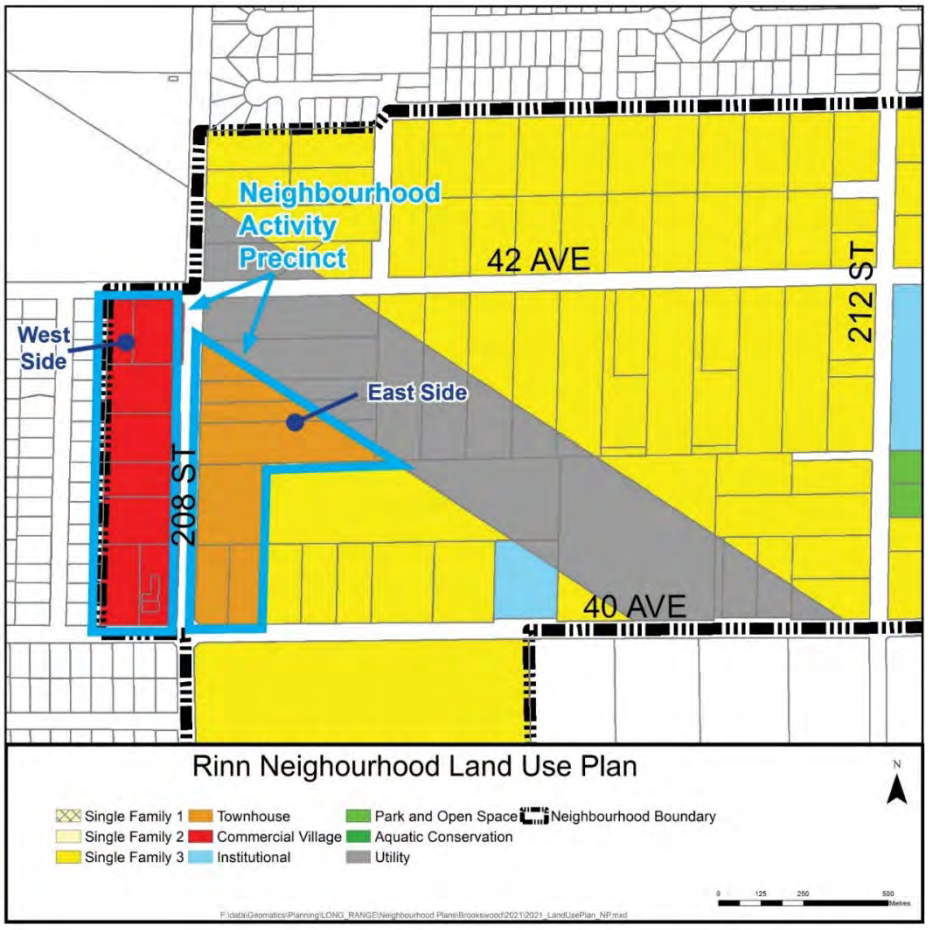


Figure 8. Neighbourhood Activity Precinct

The **Single Family Precincts** (see **Figure 9**) are residential sectors that provide a variety of housing types and mobility networks, which are somewhat less dense than the Neighbourhood Activity Precinct, that connects residents, jobs, services and amenities through various modes of travel. Schools, numerous parks and open spaces that add to a distinct identity through the integration of small town characteristics in the built environment. The Rinn Neighbourhood has two (2) Single Family Precincts: (a) North; and (b) South.

Accommodation of both of the natural and built environments through the spatial patterns of the Precincts in Rinn, will provide for human activities, support human health and well-being, sustain long-term biodiversity and ecological functions, establish overall neighbourhood livability and character, and contribute to the development of complete communities. Benefiting from these strategic opportunities and context, Rinn will ultimately become a distinct neighbourhood in the Brookswood-Fernridge community and is projected to accommodate approximately 13,500 residents in 4,000 dwelling units at full build out.

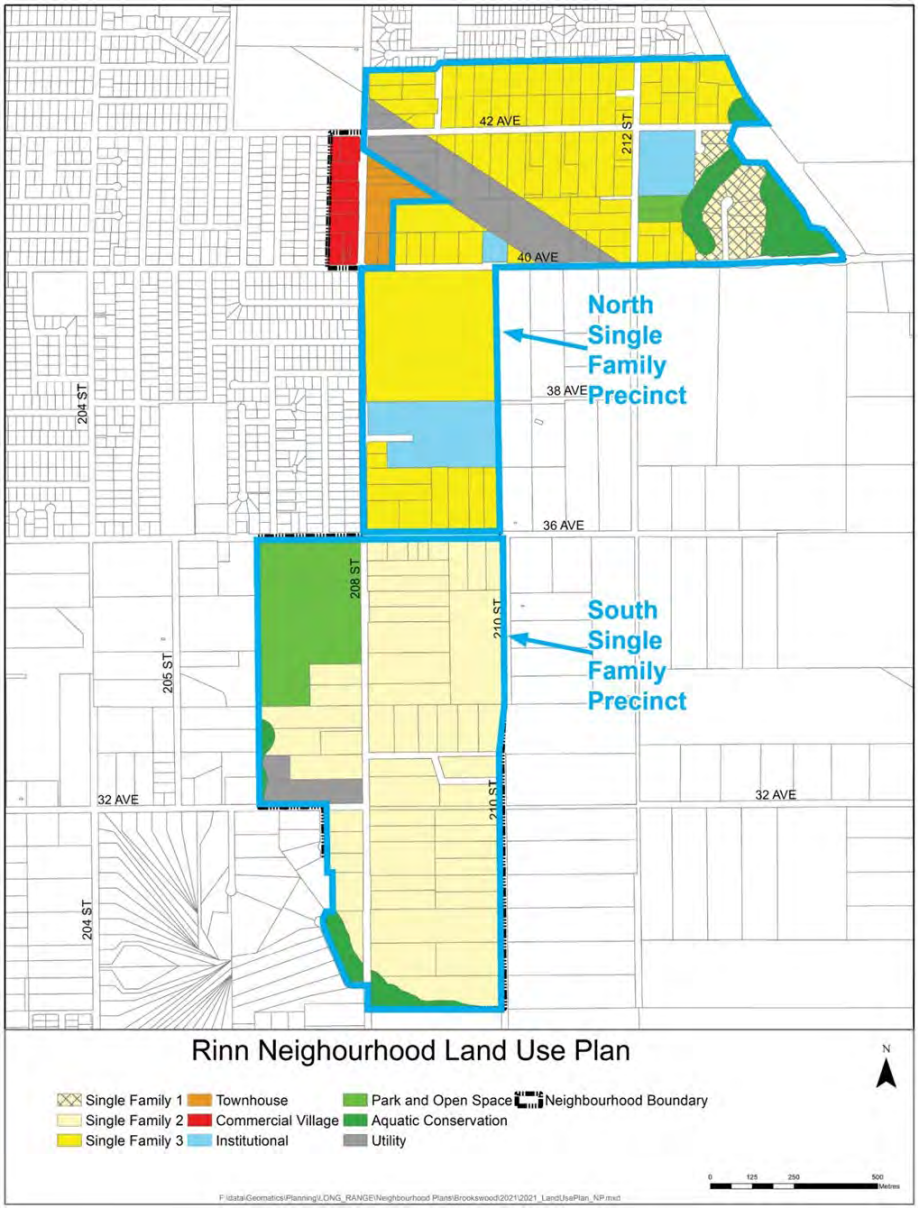


Figure 9. **Single Family Precincts**

3.2 Neighbourhood Activity Precinct Urban Form

Policies specific for the Neighbourhood Activity Precinct are as follows:

Policies:

1. Design pedestrian scale block perimeters and block face lengths for each side of 208 Street, between 40 and 42 Avenues in the Neighbourhood Activity Precinct that result in a block and street structure with high connectivity, that balances pedestrian, bicycle and horse/rider comfort, and mobility, transit accessibility (where appropriate), freight delivery, and automobile movement.

2. Configure the pedestrian scale block and local road patterns with a maximum block size length of 190 metres between two street intersections and on average between 180 and 185 metres (measured between the outside curb faces of two cross streets) (see **Figure 10**).

3. Prohibit access to off-street vehicle parking and freight deliveries, as well as additional streets other than those listed here, to/from 208 Street and 40 Avenue in this Rinn Neighbourhood Activity Precinct.

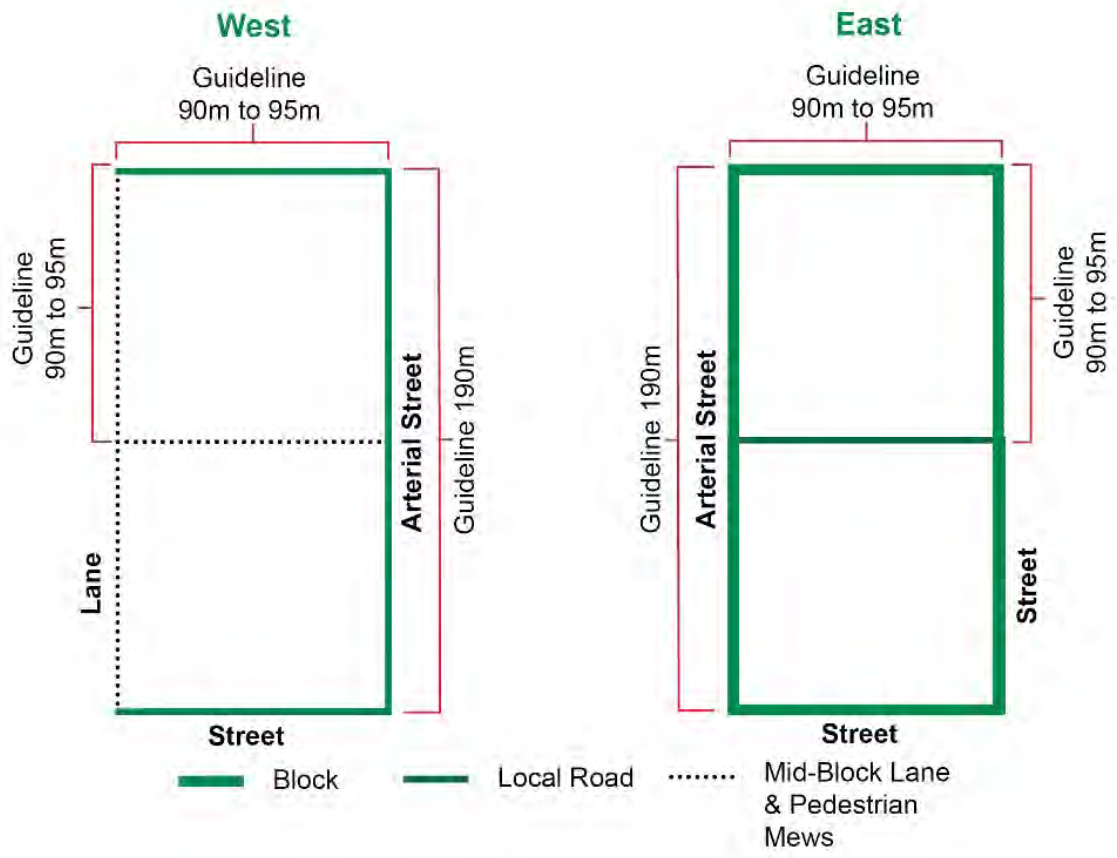


Figure 10. Block Pattern Guideline Diagram for Townhouse and Commercial Village Land Use Designations in the Neighbourhood Activity Precinct

4. Develop an interconnected Arterial, Collector and Local road network, along with an Enhanced Lane, that conforms to the street hierarchy of roads in the Neighbourhood Activity Precinct as illustrated in **Figure 8** and as further delineated in the **Road Network Concept** on **Map 5**. Required roads within the Neighbourhood Activity Precinct include:

   a. 41 Avenue (connecting the Enhanced Lane (see Policy d. below) to 212 Street)

   b. 208 Street (connecting 40, 41 and 42 Avenues)

   c. 209 Street – extension of existing Local Street – connecting 40 and 44 Avenues

   d. Enhanced Lane adjacent to the western property line of lands with a Commercial Village Land Use Designation. This lane will ultimately extend from 40 to 42 Avenues, will connect with a new 41 Avenue, and will take the place of curb let-downs and vehicle access directly from 208 Street and 40 and 42 Avenues.

   e. Mid-block east-west local roads on the east side of 208 Street, with right-in and right-out only, providing on-street parking and access to Townhouse development, when determined technically feasible and appropriate based on a transportation/traffic study provided by an applicant.

5. Provide continuous, ground-oriented, pedestrian focused commercial or civic/assembly uses on the ground floor of all buildings along areas identified on **Figure 11** as Mandatory Commercial Street Frontage. Incorporate a back-to-back commercial unit/building design approach where one row of commercial units on the ground floor is oriented towards 208 Street and 40, 41 and 42 Avenues and that the other/opposite side of the back-to-back commercial units orients towards the interior of development site. Effectively link the primary entrances along the Mandatory Commercial Street Frontages to the adjacent Street Greenways. Provide 'gaps' between buildings fronting the Mandatory Commercial Street Frontage to provide permeability of the streetscape and to accommodate publicly accessible Forested Courtyards, as illustrated on **Figure 11.** These Forested Courtyards should be a minimum 12 metres by 12 metres in size and include, at a minimum, retained and new trees, understory plantings, seating, hard-surface pathways and patios, and permanent weather protection.

6. Consider public entrances to office and residential uses above the ground floor located along the Mandatory Commercial Street Frontage areas, provided that they are modest in size and are carefully designed to avoid dominating the character of the commercial street.

7. Incorporate functional continuous weather protection for pedestrians on building façades with no gaps wherever possible. Weather protection is required on Mandatory Commercial Street Frontages and associated publicly accessible Commercial Village buildings that are not on the Mandatory Commercial Street Frontages

8. Design commercial entrances that are slightly recessed from the dominant building face at grade of the adjoining sidewalk to prevent door swing from impeding the through-movement of sidewalks and pathways.

9. Incorporate two (2) Mid-Block Pedestrian Mews' that are barrier-free, clearly identifiable from the street, and effectively connected to the Street Greenways and other pedestrian facilities.

a. The Mid-block Pedestrian Mews extend east west and connect with pedestrian facilities on 208 Street and the Enhanced Lane, achieving a sub-block active transportation grid that is approximately 90 to 95 metres on each side of the rectangular block and street structure. One Mews shall be situated somewhere between 40 and 41 Avenues and the second shall be situated somewhere between 41 and 42 Avenues.

b. The Mews shall be a minimum 12 metres wide, measured from the outermost portion of the building faces adjacent to the Mews, and include, at a minimum, retained and new trees to create a forest-like setting, ornamental understory plantings, and a 3-metre-wide accessible hard-surface pathway. No parking, loading spaces, drive aisles or similar shall be located between the building face that is oriented perpendicular to the adjacent arterial street and immediately fronts the Pedestrian Mews.

c. Provide residential uses along building faces of the Mid-Block Pedestrian Mews, including ground floor units that accommodate direct access to the pathway in the Pedestrian Mews. Incorporate elevated, partially inset, covered, single storey, usable terraces, adjacent to the main entrance of ground-floor residential units, and usable sized balconies for residential units above.

10. Provide Forested Courtyards functioning as public rest and gathering areas adjacent to the 208 Street greenway, midway between the east-west Avenues and the Mid-Block Pedestrian Mews. The Forested Courtyard areas must be square/rectangular and framed by buildings on the north and south sides. They should include a mixture of soft and hard landscaping with ample seating and lighting to facilitate use during day and evening hours.

11. Design consistent street wall heights along the Mandatory Commercial Street Frontages, as delineated on **Figure 11**, to create a unique and 'organized' public streetscape and public realm. Design the different elements of the exterior of frontage buildings to a human scale. Locate buildings and outdoor spaces to facilitate natural light on the public realm. Incorporate a noteworthy (multi-level and multi-textured) belt course or cornice for buildings along this Mandatory Frontage that aligns with the top (transition between the first and second storey) of the ground floor storey and the top of the fourth storey.

12. Require commercial uses on the ground floor for all street fronting buildings that are adjacent and oriented toward the Mandatory Commercial Street Frontage areas in accordance with **Figure 11**. Commercial floor space on the ground floor of all buildings can only have one frontage, except for those commercial units located at the corner of the building. Effectively link the primary entrances along the Mandatory Commercial Street Frontages to the adjacent public pedestrian facilities. Where additional commercial uses on the ground floor are desirable beyond just this requirement, incorporate a 'back-to-back' building design approach where commercial units on the ground floor that orient toward the Mandatory Commercial Street Frontage areas are on one side, and fully independent commercial units, or in some cases residential units (e.g., when fronting the Mid-Block Pedestrian Mews), are provided on the ground floor on the other side(s) of the building ('rear' or side' oriented building elevations) (see **Figure 12**).

13. Avoid locating residential uses on the ground floor when off-street surface parking or the Parkette is the adjacent frontage to that building side. Provide more hospitable and livable adjacencies.

14. Distribute surface, off-street parking into 'pods' between east-west oriented buildings, for lands designated Commercial Village, that include multiple, plentiful and colourful landscaped areas with large trees, several raised and weather protected pedestrian pathways. Avoid a single, monotonous, aggregated off-street parking area.

15. Apply Contemporary West Coast architectural design to all buildings. Post and beam construction or exposed timber structural elements are a staple. Wood should be a component of a building's exterior façades, including the use of large dimensioned, milled and unmilled timbers, trim for windows and doors, canopy structures, commercial signage, and exterior cladding. Natural stone and other masonry finishes, as well as concrete paired with wood, should be incorporated. Building massing should include rectangular shapes, interacting with each other and tied together, large, vaulting (+90 degrees) eaves extending over the primary and secondary entrances, typically featuring wood on the underside. Metal materials are used sparingly, and large expanses of vinyl siding and stucco are strongly discouraged. Plentiful glazing is encouraged to provide connections to the surrounding natural environment and semi-public and public realms. Colour pallets should be primarily neutral and earth tones. Buildings should be integrated into a natural setting featuring extensive use of native trees and plants. Natural retained and restored ecosystems and asymmetry landscapes, integrating mosses, ferns, rocks and stone features, native grasses, and wood elements. The features, materiality and characteristics of Contemporary West Coast architectural design will likely evolve overtime and therefore acceptance of this change in the built environment will not require an amendment to the RNP.

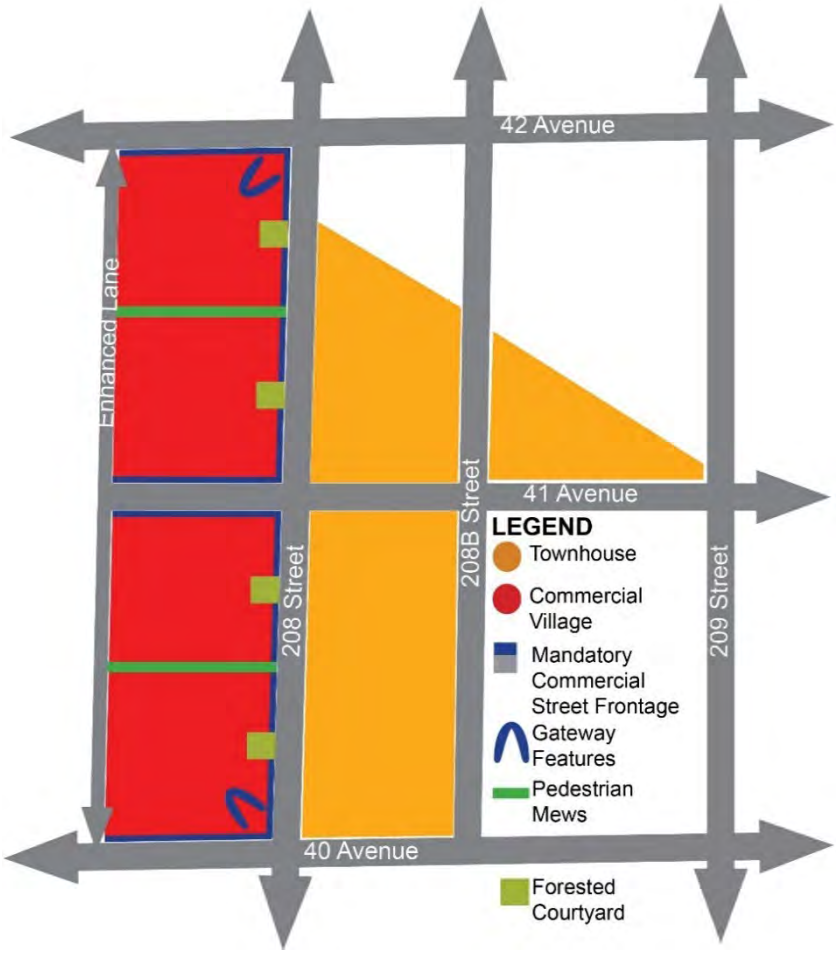


Figure 11. Neighbourhood Activity Precinct Street Frontage Type

16. Incorporate ‘gateway features’, that include distinct building/commercial signage, architectural features, uniquely landscaped spaces and/or other measures to create a sense of arrival at the four corners of 208 Street at 40, 41 and 42 Avenues.

17. Design development sites to enable buildings and landscape design that is solar optimized, highly walkable and supportive of other active modes of transportation, thereby assisting in the reduction of GHG emissions and improvements in energy efficiency. This includes buildings with pitched roofs oriented south in order to increase productivity of roof-top solar sequestration technologies.

18. Provide a cohesive landscape concept at the ‘gateway feature’ spaces at the corners demarcated on **Figure 11**. In specific, provide and create a generous forested landscape space, incorporating existing and new coniferous tree species (provided they do not interfere with vehicular sightlines), understorey plantings, and other appropriate landcover and earthen materials (e.g., boulders, large woody material) and edge finishes, and locate it on the private property side and adjacent to the ‘corner cuts’ required by Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended. The commercial strata will be responsible for long-term maintenance and retention.

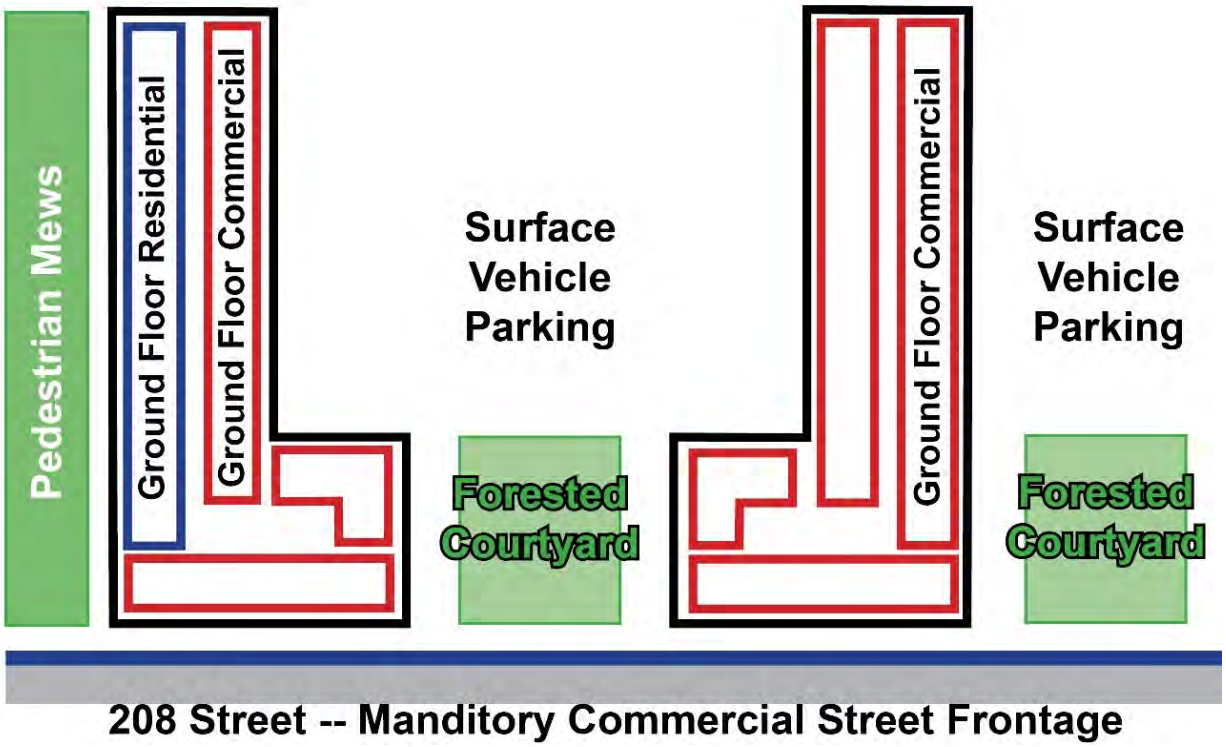


Figure 12. **Recommended Site Layout concept**

5.1.2 Single Family Precincts

Policies specific to all Single Family Precincts are as follows:

Policies:

1. Provide a variety of housing types ranging from single family and secondary suites or laneway homes, two-, three- and four-unit dwellings, and small home courtyard, as well as seniors and senior's supportive housing and other compatible uses as described in Section 4.4, Policy #3 and Section 4.4, Policy #5 of the BFCP in the North and South Single Family Precincts (**Figure 9**).

2. Design residential areas with a network of pedestrian oriented streets on a modified grid road and block pattern to increase route options and connections. Avoid subdivision layouts that incorporate single-access block and street patterns (cul-de-sacs and P-loops), and/or include crescent and T-intersection road configurations. Limited consideration will be given to these street and block patterns where the subdivision layout in question is adjacent to areas designated as Nature Conservation Areas.

3. Design neighbourhood blocks that result in a street structure with high connectivity, that balances pedestrian and cyclist comfort and mobility, transit accessibility (where appropriate), freight delivery, and automobile movement.

4. Design and develop an urban spatial pattern of blocks and lots with a primarily east-west orientation in order to improve energy efficiency and to create the optimum conditions for the use of passive and active solar energy strategies for buildings, particularly for residential uses. Flexibility from this predominantly east-west orientation will be considered based on individual site constraints without the requirement for an amendment to this Plan.

5. Configure the pedestrian scale block and local road patterns with a maximum block size length of 180 metres between two street cross-sections or intersections and on average between 150 and 170 metres, measured between the inside curb faces of two cross streets (see **Figure 13**). Blocks that front arterial streets must maintain this maximum block size length provided they incorporate local roads between the arterial street, and local and collector roads at a spacing similar to the average block length of between 150 and 170 metres.

6. Provide Mid-Block Local Roads or Lanes for on-street/on-lane vehicle parking, vehicle travel both directions, as well as cycling and pedestrian facilities. These public or quasi-private lanes should bisect blocks in one or two directions and achieve a fine-grained grid pattern with lane corridors set at approximately 80 to 90 metres intervals (i.e., this is intended to achieve a sub-block vehicular access grid that is up to 180 metres on any one side and 80 to 90 metres on adjoining sides). These Mid-Block Lane Links should include parallel on-lane parking, separate pedestrian pathways and other lanescape features including trees and stormwater/rainwater lane runoff management measures. The rear property line of a lot that accommodates Single family, 2-plex, 3-plex and 4-plex dwellings should not border an Arterial, Collector or Local street.

7. Provide Mid-Block Pedestrian Links that are barrier-free and clearly identifiable from the street to increase block permeability for active transportation modes. These Pedestrian Links will be co-located within the Mid-Block Lanes or an independent, exclusive vehicle-free corridors and would bisect blocks in one or two directions to achieve a sub-block active transportation grid that is available every 60 metres along the block and street structure.

8. Design street, block and lot patterns to accommodate a street and lane structure with rear-loaded lots that access off-street vehicle parking from the lane. Incorporate a variety of design measures for street, block and lot patterns to preserve existing and/or provide new tree planting areas, to accommodate a mix of medium and large deciduous and coniferous trees throughout the lots, lanescape and streetscape to support a healthy neighbourhood forest, to integrate green rainwater and stormwater infrastructure (GRSI) to treat and manage runoff, and to provide a minimum of one on-street or on-lane parking space for each single family lot, depending in part on the road classification of the fronting street, a minimum of two (in total) on-street and/or on-lane parking spaces for duplex, triplex and fourplex developments, and a minimum of 6 on-street parking spaces, on each of the public streets, for Pocket Neighbourhood development.

9. Develop an interconnected collector and local road network that conforms to the street hierarchy of roads in the Single Family Precincts as delineated on the **Road Network Concept Plan** (see **Map 5**). Required roads within the Single Family Precincts include:

North Single Family Precinct:

a. 208A Street Local (connecting 40 and 43 Avenues)

b. 209 Street Local (connecting 40 and 44 Avenues)

c. 210 Street Collector (connecting 36 and 40 Avenues)

d. 41 Avenue Local (connecting 212 Street and Enhanced Lane

South Single Family Precinct:

e. 210 Street Collector (connecting 33 (approximately) and 36 Avenues)

f. 31 Avenue Collector Street (connecting 208 and 210 Streets)

g. 32 Avenue Extension Arterial (connecting 204 and 210 Street)

Prohibit access to off-street vehicle parking as well as additional streets other than those listed here, to and from 208 Street, and 36 and 40 Avenues.

10. Establish a Neighbourhood Edge Greenway along the western boundary of 210 Street, between 40 Avenue and Rinn's southern boundary, and along the northern boundary of 40 Avenue between 210 Street and the Murray Creek Aquatic Conservation designated area.

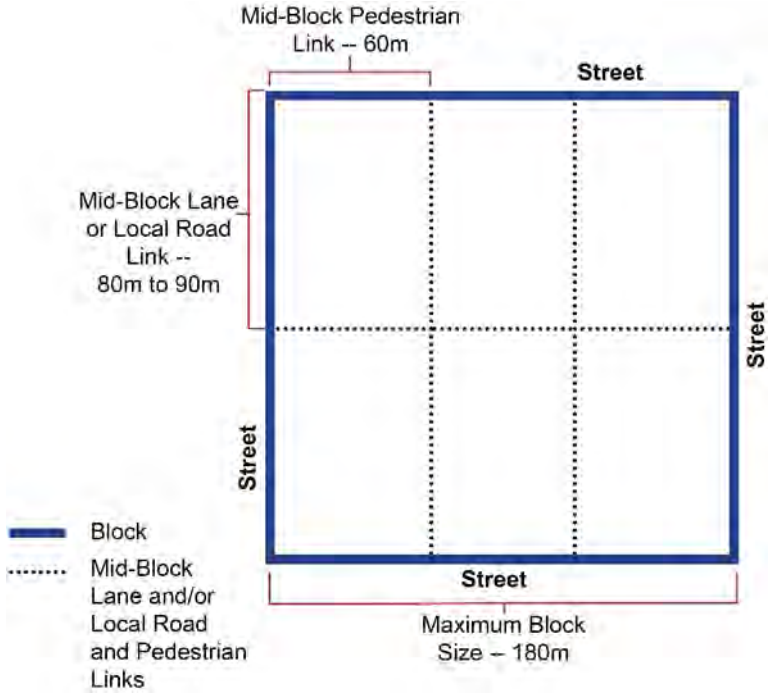


Figure 13. Block Pattern Guideline Diagram for Single Family Precincts

4.0 NEIGHBOURHOOD LAND USE

The **Neighbourhood Character Goals** and **Neighbourhood Design Concept** are embodied and spatially represented in the Rinn Land Use Designation Plan (see **Map 1**) and associated policies. The Land Use Designation Plan identifies the residential and commercial land use designations in the Neighbourhood Plan area, as well as future transportation corridors, nature conservation areas, parks and schools, and other neighbourhood features and infrastructure.

4.1 Land Use Designations and Corresponding Zones

The Land Use Designations are spatially represented and identified on **Map 1** of this Plan. The spatial arrangement of the Land Use Designations on **Map 1** defines a future land use pattern by providing direction on the location, use, building types and density for all properties in the RNP area.

The Township of Langley's *Zoning Bylaw*, as amended from time to time, among others, further shapes land use by delineating requirements of development for individual properties and development assemblies. To ensure that the policies of the RNP are achieved, **Table 1** specifies the Corresponding Zones of the *Zoning Bylaw* that may be applied to the Land Use Designations as part of rezoning consideration.

Policies:

1. Use the Land Use Designation Map (**Map 1**) to identify where different types of development are planned to achieve a development pattern that supports the Neighbourhood Character Goals.

2. Use the policies of this Neighbourhood Plan, relevant policies of the BFCP and the corresponding Zones for each Land Use Designation, as delineated in Table 1 below, to direct the land-use pattern, as well as form of development to achieve the desired outcomes that are aligned with the Neighbourhood Character Goals.

Table 1: Land Use Designations and Corresponding Zones

Map Colour	Land Use	Corresponding Zone
	Single Family 1 (SF1)	SR-2 P-1 Civic Institutional
	Single Family 4 (SF4)	R-SL (SF1) Small Lot (465 m^2) P-1 Civic Institutional P-2 Community Care Facility
	Single Family 3 (SF3)	R-SL (SF2) Small Lot (372 m^2) Single Family + Laneway Home R-SL (RH) (new) Small Lot Rowhouse R-SL(MP) 2-plex, 3-plex and 4-plex R-SL (SHC) Small Home Courtyard MH-1 Residential Manufactured Home Park Zone P-1 Civic Institutional P-2 Community Care facility
	Rowhouse/Townhouse	R-SL (RH2) Rowhouse RM-5 Conventional Townhouse RM-6 Back-to-back Townhouse RM-7 Stacked Townhouse P-1 Civic Institutional
	Commercial Village	CD Zone P-1 Civic Institutional
	Institutional	P-1 Civic Institutional
	Park and Open Space	P-1 Civic Institutional
	Aquatic Conservation	P-1 Civic Institutional
	Utility	Every Zone

3. Comprehensive Development (CD) zoning is expressly identified for the Commercial Village Land Use Designation only. The use of Comprehensive Development (CD) zones may be considered, as determined by the Township of Langley, and Council's subsequent consideration for residential Land Use Designations of this Plan, based on the following conditions:

   a. The proposed development is of a scale, character, or complexity requiring comprehensive master planning and implementation that is not reasonably guided and regulated by Corresponding Zones; and

   b. The proposed application of CD zoning for a proposed development is considered appropriate for the site, having complete implementation of the policies and objectives of the BFCP, this RNP and any other applicable municipal strategy, plan, policy or regulation.

4.2 General Land Use Policies

The Following policies apply across multiple land use designations in the Rinn neighbourhood.

Policies:

All Residential, Commercial and Institutional Land Use Designations:

1. Obtain a Development Permit in accordance with Section 488 (1) (a), (b), (c) and (f) of the *Local Government Act* (*LGA*) for development on lands within the RNP area as outlined by the Development Permit Areas on Map 11 of the BFCP (BFCP) to achieve quality, resilient design.

2. Calculate development density for lands designated as Single Family 2 and Single Family 3, and rowhouse development on lands designated as Rowhouse Townhouse, based on minimum lot sizes. Calculate development density for lands designated as Apartment, Commercial Village, and Institutional, as well as townhouse development on lands designated as Rowhouse Townhouse, based on Floor Space Ratio, as defined by the Township of Langley's Zoning Bylaw, in relation to developable land area. Developable land area is net of lands (undevelopable areas) dedicated for street, lane and trail rights-of-way, lands dedicated for park spaces (e.g., neighbourhood greenways), lands below the top-of-bank for protected waterbodies and riparian setback areas above (secured through Schedule 3 Development Permit Areas: Streamside Protection and Enhancement of the Township of Langley's Official Community Plan, Bylaw 1979 No. 1842, as amended from time to time) lands to accommodate rainwater detention ponds, and easements/rights-of-way for electrical transmission, gas pipelines and other utilities.

3. Incorporate row(s) and stands of trees, along with the retention and integration of existing significant trees, as part of Integrated Site Design Concept process, as outlined in the Township's Subdivision and Development Servicing Bylaw Schedule I – Tree Protection. First accommodate, then incorporate, medium and large trees for a minimum of ten percent (10%) of a site's developable land area (see Section 4.2, Policy # 2), for lands designated as Apartment and Commercial Village, as well as townhouse development on lands designated as Rowhouse Townhouse. Provide retention of medium and large trees or planting space for the next generation of trees in the front, back/interior and side yard areas for each lot established in developable land area for lands designated as Single Family 2 and Single Family 3, as well as rowhouse development on lands designated as Rowhouse Townhouse. Retention and planting of evergreen, coniferous trees shall be part of project design.

4. Design appropriate building transitions between different land uses and distinct building types that are respectful of solar access, views, and densities and massing. Building massing, placement of glazing, site design and landscaping should mitigate overlook and address privacy implications, and noise and light attenuation measures should be instituted between different land uses. At a minimum, where a transition interface of two distinct building types occurs at a property line, the height of the taller and/or more dense development should step down to within one (1) storey of the adjacent building form envisioned in the Plan. Alternatively, where a transition interface occurs across a lane or street, the height of the higher density development should step down to within two (2) storeys of the adjacent building form envisioned in the Plan. The depth of the step down should be equal or greater than 1.5 times the height of the building storey that is being stepped down.

5. Apply lower densities than the maximum provided in this Plan for developments, as applicable, in cases where they cannot be achieved due to awkwardly shaped and/or insufficient developable land area given the site development context. Reductions in setbacks and the resulting loss of tree planting and open space – important neighbourhood character features – or the altering of other dimensional and development requirements of this Plan or Corresponding Zones (see Table 1 above) are not sufficient justification to achieve maximum density as provided for in the Plan or associated Zoning schedules.

6. Design all principal buildings to incorporate and communicate leading energy conservation (e.g., photovoltaic panels on the roof, overhangs/screens for windows on south and west facing elevations), low carbon design principles (e.g., heat pump) and rainwater management best practices (e.g., rainwater harvesting barrels for outdoor irrigation [Single Family 2, Single Family 3], visible rainwater features at the terminus of roof leaders [townhouse, apartment, commercial village developments]) through a diverse range of architectural and building, and site design and development responses.

7. Ensure that a development site layout and design does not result in land remainders, including adjacent properties, that would be uneconomic, unserviceable (e.g., utilities and transportation), or impractical to develop for the relevant land use designation.

Residential Land Use Designations:

8. Provide for a variety of housing forms, sizes, floor layouts, number of bedrooms and tenures within the RNP area, as guided by the Township's Housing Action Plan and Housing Needs Report, as amended, to address a range of housing needs and stages of life, subject to the form and density provisions of the applicable land use designation, including the following:
    a. Incorporate a diversity of housing choices to assist in achieving housing affordability through the provision of single family homes, two unit, three unit and four unit residential housing forms on a fee-simple lot, small home courtyard housing form, rowhouses, townhouses, and apartments;

b. Encourage development of a secondary suite (part of the principal residence) or detached coach home or laneway home (separate from the principal residence) (see **Figure 14**), that serve as a potential mortgage helper and a form of rental housing, as part of fee-simple single family, fee-simple and strata duplex, and strata Small Home Courtyard (referenced previously as Pocket Neighbourhood) developments. A stand-alone building that provides for a backyard cottage use may be stratified in order to provide comparatively affordable home ownership opportunities that contribute to affordable living objectives;

c. Encourage a variety of tenures, such as fee simple, strata and rental, as well as a diverse range of housing options, such as co-housing, small home courtyard development, single-level housing, and rowhouses and townhouses with 'primary' bedrooms on the ground level; and

d. Support development of non-market housing.

9. Include adaptable housing requirements in accordance with Section 3.1.9 of the Official Community Plan and the Housing Action Plan, as amended from time to time.

10. Require new single-family homes, along with accessory residential uses, on fee-simple lot developments for land designated Single Family 2 and Single Family 3 to enter into an exterior design control agreement. The agreement should address the following general guidelines for new developments:

a. Retain existing significant trees, especially evergreen, coniferous trees. Provide new trees in front, side and rear yard spaces, with appropriate soil volumes.

b. Incorporate high quality design and employ an architectural approach that is harmonious with the community context (e.g., modest scale, small-town, pedestrian-friendly buildings).

c. Require developments to complement adjacent developments in terms of siting, form, and character, but individual architectural expression is encouraged both within and between street blocks.

d. Design all public facing building elevations to provide architectural interest, especially those that are visible from public streets, lanes, walkways, parks and trails. Incorporate structural thermal breaks for architectural elements that extend or protrude from the dominant portion of the building face to limit thermal bridging and support building energy efficiency.

e. Integrate, as part of building design, screening measures (e.g., horizontal louvers, vertical baffles, awnings, brise-soleils, shutters, screens, overhangs) of exterior glazing on all south and west facing elevations of the building to contribute to the prevention of overheating of the interior of the residence during the summer seasons.

f. Provide a strong street presence through street facing buildings that include usable, modestly elevated above finished grade, covered front porches as well as other design elements that support social interaction.



Figure 14. Accessory Residential Use Options for Single Family Development

g. Incorporate FireSmart BC recommended materials and construction practices, including the use of fire-retardant roofing, fire resistive materials for decks, porches, balconies, and siding, tempered or multi-glazed windows, as well as screening of eaves, attics, roof vents and other exterior openings, for all development and habitable buildings and structures within 40 metres of Aquatic Conservation and Nature Space designated areas (as delineated on **Map 3**), as well as the expansion or addition of said areas, from time to time.

4.3 Single Family Residential 1 (SF1)

The Single Family Residential 1 land use designation accommodates single family dwellings with a minimum lot size of 0.8 hectares (2 acres), except for the area along 204A Street between 20 and 24 Avenues where a minimum lot size of 3,716 m2 (0.9 acre) may be considered. The intent of these policies is to ensure that larger lot, low-density single family housing is provided for lands that are encumbered by steep ravines and escarpments and are designed around human-made, lake-front habitats.

Policies:

1. Apply Policies #1 and #2, Section 4.2 of the BFCP (BFCP).

2. Allow a single family use and accessory residential uses, in the form of a secondary suite, OR a backyard cottage, OR a coach home, OR a laneway home.

3. Provide a covered, single-storey front porch, elevated above finished grade between 0.6 and 1.2 metres, for all single family dwelling units. The covered porch is permitted to project by up to 1.7 metres into the front yard setback provided that the porch has a usable floor space with dimensions that are no less than 2.0 metres by 3.0 metres; is open on at least two sides or protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code, is located at the first storey, and is limited to a single storey in height – its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.

4. Provide either a covered porch at the main entrance or a usable second floor covered balcony space for a laneway home. The covered porch should follow the same provisions outlined in Section 3.3, Policy #4 above. A covered balcony should be oriented toward the rear yard or lane (not the side to avoid overlook of neighbour's yard) and a porch or patio should be situated in the rear yard, lane or side yard. Provide a concrete pathway, sufficiently sized to accommodate access for emergency services and separate from a vehicle driveway space or drive aisles, from these accessory residential uses to the public sidewalk.

5. Provide sufficient front yard lot line, side yard lot line, rear yard lot line setbacks, and separation distances between buildings on a lot – e.g., single family home and accessory parking structure and laneway home – to establish adequate spaces for medium- and large-sized trees – retained or next generation – with access to sufficient soil volume (Section 5.3. Policy #3), including coniferous species, a pedestrian-oriented street presence, and a useable and functional space for accessory residential uses (e.g., detached off-street parking structure) and livable outdoor spaces. This can be accomplished through both tree retention and/or new tree plantings on the lot and are considered different than street trees in the public streetscape.

4.4 Single Family Residential 4 (SF4)

The Single Family Residential 4 (SF4) Land Use Designation is to provide moderate-density single family housing adjacent to the Rees and Sunrise Lakes neighbourhood to serve as a transition of scale and density between future neighbourhood areas west of 204 Street and areas north of 32 Avenue and these lake-front residences (refer to Map 1 of the BFCP for context). The SF2 Land Use designation accommodates single family dwellings with a minimum lot size of 465 m^2 (5,000 ft^2). Policies specific for the SF2 Land Use Designation are as follows:

Policies:

1. Accommodate single family dwellings on a single row of lots, with a minimum size of 465 m^2 (5,000 ft^2) along 204 Street, between 28 and 32 Avenues, and along 32 Avenue, between 204 and Anderson Creek, in areas designated Single Family 4 (SF4) as delineated on **Map 1**. An accessory residential use is also provided in this designation in the form secondary suite in the principal residential use or a separate Laneway home in the rear yard.

2. Create a new zoning schedule for the Township of Langley Zoning Bylaw to provide clarity and certainty of the development requirements for the areas with a SF4 Land Use Designation.

3. Incorporate one accessory residential use in the form of a secondary suite as part of a single family dwelling, or an independent, stand-alone laneway home as part of a separate off-street parking use (garage) as part of a single family dwelling on a fee simple lot. Provide an additional, non-tandem, off-street parking space for the accessory residential use.

4. Provide a covered, single-storey front porch, elevated above finished grade between 0.6 and 1.2 metres, for all single family dwelling units. The covered porch is permitted to project by up to 1.7 metres into the front yard setback provided that the porch has a usable floor space with dimensions that are no less than 2.0 metres by 3.0 metres; is open on at least two sides or protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code, is located at the first storey, and is limited to a single storey in height – its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.

5. Provide a covered porch at the main entrance or a usable second floor covered balcony space for a laneway home. The covered porch should follow the same provisions outlined in Section 3.3, Policy #4 above. A covered balcony should be oriented toward the rear yard or lane (not the side to avoid overlook of neighbour's yard) and a porch or patio should be situated in the rear yard, lane or side yard. Provide a concrete pathway, sufficiently sized to accommodate access for emergency services and separate from a vehicle driveway space or drive aisles, from these accessory residential uses to the public sidewalk.

6. Provide sufficient front yard lot line, side yard lot line, rear yard lot line setbacks, and separation distances between buildings on a lot – e.g., single family home and accessory parking structure and laneway home – to establish adequate spaces for medium- and large-sized trees – retained or next generation – with access to sufficient soil volume (Section 4.4. Policy #3), including coniferous species, a pedestrian-oriented street presence, and a useable and functional space for accessory residential uses (e.g., detached off-street parking structure) and livable outdoor spaces. This can be accomplished through both tree retention and/or new tree plantings on the lot and are considered different than street trees in the public streetscape.

4.5 Single Family Residential 3 (SF3)

Single-Family Residential Three (SF3) Land Use Designation provides an important contribution to housing diversity in the RNP area, along with the other residential and mixed-use land uses provided for in this Plan. The SF3 Land Use Designation affords the broadest range of character compatible, size efficient low-density housing forms relative to other designations of the Plan including two dwelling units, three dwelling units and four dwelling units on a fee-simple lot, small lot semi-detached, Small Home Courtyard (formerly referenced as Pocket Neighbourhood, BFCP) housing, manufactured home parks, as well as accessory residential uses such as secondary suites, a part of the principal residence, or a separate Coach House or Laneway Home.

This variety of character compatible, space efficient housing types are intended to accommodate pedestrian-oriented housing with rear lane access to maximize on-street parking opportunities, increase opportunities to retain existing trees along streetscapes and front yards, accommodate green rainwater and stormwater infrastructure (GRSI) to treat and manage runoff, provide a high-quality pedestrian and cycling environment. The accessory forms of housing – a secondary suite (part of the principal residence) or a laneway home – that serve as a potential mortgage helper and a form of rental housing or small home purchase through strata tenure. Policies specific for the SF3 Land Use Designation are as follows:

Policies:

All Housing Typologies

1. Provide a diversity of housing type including a (SF3 Type A) single family housing, as well as (SF3 Type B) two dwelling units, (SF3 Type C) three dwelling units and (SF3 Type D) four dwelling units on a fee-simple lot, (SF3 Type E) Small Home Courtyard and (SF3 Type F) Manufactured Home Park housing types, as identified as character-compatible, size-efficient forms of housing in the BFCP (BFCP), Section 4.4, in areas designated Single Family 3 delineated on **Map 1**.

2. Accommodate for an accessory residential use, in the form of a secondary suite, Coach Home or a Laneway Home with the single family uses only, and a Coach Home use only with a two dwelling unit attached housing form (SF3 Type B) or a Small Home Courtyard (SF3 Type E) use, unless otherwise stipulated in this Section of the Plan.

3. Create new zoning schedule(s) for the Township of Langley Zoning Bylaw to provide clarity and certainty of the development requirements and facilitation of application review for the areas with a SF3 Land Use Designation.

4. Ensure that a diversity of housing is provided, as encouraged by the Township's Housing Action Plan, by limiting the quantity of any one type of the housing provided in the SF3 Land Use Designation to no more than 60 percent of the total number of dwelling units for any development, and that at least 3 housing typologies, with each one comprising 20 percent or more of the total number of dwelling units, are included for any development An accessory residential use, in the form of a secondary suite, or a laneway home or a coach home, are not part of these percentage calculations.

5. Provide a covered, single-storey front porch, elevated above finished grade between 0.6 and 1.2 metres, for all principal residential uses/dwelling units. The covered porch is permitted to project by up to 1.7 metres into the front yard setback provided that the porch has a usable floor space with dimensions that are no less than 2.0 metres by 3.0 metres; is open on at least two sides or protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code, is located at the first storey, and is limited to a single storey in height – its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling. For Small Home Courtyard development, a covered porch should be oriented to the shared courtyard or 'commons' for buildings that are not adjacent or directly front a public street. In the case of buildings that are adjacent/front a public street, a single family building form shall provide two porches – one fronting the public street and the other oriented to the shared commons -- and a front-to-back two dwelling unit attached building form shall provide one covered porch oriented to the public street for the front unit and one covered porch oriented to the commons for the back unit.

6. Provide a usable (a minimum 2 metre dimension) covered porch at the main entrance of a Laneway Home, or an independent, usable patio space for the attached secondary suite, or a usable covered balcony or patio – same elevation as the main entrance – for a Laneway Home. A covered balcony should be oriented toward the rear yard or lane (not the side to avoid overlook of neighbour' yard) and a porch or patio should be oriented toward the rear yard, lane or side yard. Provide a concrete pathway, sufficiently sized to accommodate access for emergency services and separate from a vehicle driveway space or drive aisles, from these accessory residential uses to the public sidewalk.

7. Incorporate and apply rear-loaded, street and lane, block and lot patterns for all housing types.

8. Provide sufficient front yard lot line, side yard lot line, rear yard lot line setbacks, and separation distances between buildings on a lot – e.g., single family home and backyard cottage – to accommodate/establish adequate spaces for medium- and large-sized trees – retained or next generation – with access to sufficient soil volume (Section 4.4. Policy #3), including coniferous species, a pedestrian-oriented street presence, and a useable and functional space for accessory residential uses (e.g., detached off-street parking structure) and livable outdoor spaces. This can be accomplished through both tree retention and/or new tree plantings on the lot and are considered different than street trees in the public boulevard, greenways, thoroughfare or other public space.

9. Avoid the use of slab-on-grade foundations for habitable spaces for the principal residential use and the accessory residential use, in the form of a laneway home.

Single Family Use (SF3 Type A)

10. Accommodate single family dwellings (Type A) on lots with a minimum size of 372 m^2 (4,000 ft^2). Incorporate and apply a rear-loaded, street and lane, block and lot patterns for single family uses.

11. Accommodate either an accessory residential use in the form of a secondary suite as part of a single family dwelling or a separate coach house or laneway house. Provide an additional, non-tandem, off-street parking space on the lot for the secondary suite or laneway home that is provided.

2-Plex, 3-Plex and 4-Plex Uses (SF3 Types B, C + D)

12. Consider character compatible, size efficient:
    - ✓ Two dwelling units housing type on a fee-simple lot (2–plex, Type B) on lots with a minimum size of 650 m^2 (7,000 ft^2);
    - ✓ Three dwelling units housing type on a fee-simple lot (3–plex, Type C) on lots with a minimum size of 790 m^2 (8,500 ft^2);
    - ✓ Four dwelling units housing type on a fee-simple lot (4–plex, Type D) on lots with a minimum size of 860 m^2 (9,260 ft^2).

13. Provide a maximum of two detached dwelling units fronting the street on each two dwelling unit, three dwelling unit and four dwelling unit housing type lot (in other words, the third or fourth unit must not be fronting the street.

14. Site and design character compatible, size efficient two dwelling unit, three dwelling unit and four dwelling unit developments on corner lots of a block to orient the main entrances and associated front covered porches to both adjacent public roads.

15. Provide adequate frontage width to lots for two dwelling unit, three dwelling unit and four dwelling unit developments, to accommodate a minimum of two parallel on-street parking spaces for a 2-Plex and three parallel on-street parking spaces for a 3-Plex and 4-Plex, along the adjacent / fronting Collector and/or Local classified road streetscape. Integrate equivalent on-lane parking adjacent to the rear property line for these development typologies that front an Arterial classified road streetscape (e.g., parallel parking in front of the required off-street parking).

16. Incorporate a combination of enclosed garages, and un-enclosed (on three sides) and covered carports to accommodate the required number of off-street parking spaces for these housing typologies. This will increase opportunities to have ‘eyes on the lane’ and also provide outdoor flexible space in the carports to provide covered gathering and play. Incorporate two overhead doors for enclosed garages – one oriented to the lane and the other oriented to the carport parking space.

17. Incorporate accessory residential uses in the form of a secondary suite, or a separate coach home as part of a separate off-street parking use, for only a 2-Plex development on a fee simple lot. Provide an additional, non-tandem, off-street parking space on the lot for the secondary suite or coach home that is provided.

Small Home Courtyard Use (SF3 Type E)

18. Consider character compatible, size efficient Small Home Courtyard housing Typology E on lots with a minimum size of 1,127 m^2 (12,125 ft^2) and a minimum of 186 m^2 of developable lot area for each principal dwelling unit.

19. Accommodate dwelling unit stratification only; no bare land strata.

20. All buildings and structures must not exceed a gross floor area of 0.5 times the lot area for all permitted uses, except that the floor area may be increased by 0.1 times the lot area provided this additional floor area is used for and separate from the principal residential uses, buildings and structures for the purposes of aggregated accessory off-street enclosed vehicle parking uses (a.k.a. garages) and non-vehicle storage uses, home office space uses and other communal amenity space. Further, the floor area may be increased by an additional 0.1 times the lot area provided this additional floor area is used for the specific purpose of providing coach home uses above aggregated accessory off-street enclosed parking uses and secure storage space. The total lot coverage, as defined by the Township of Langley's Zoning Bylaw, for a Small Home Courtyard use shall be thirty (30%) percent.

21. Accommodate one unit dwelling buildings, similar to a single family form of housing, and two unit dwelling buildings, with units in a back-to-back configuration, similar to a duplex form of housing, in a building or structure. The two unit dwelling, back-to-back form of housing should be located adjacent to a collector or local classified road, with one of the two dwelling units oriented toward the public street and the other oriented toward the common courtyard. A minimum of sixty (60%) percent of the total dwellings in a Small Home Courtyard development should be one unit dwellings in a building or structure. Each independent Small Home Courtyard development project shall have a minimum total of five (5) and a maximum total of eighteen (18) principal dwelling units.

22. Include, as part of Small Home Courtyard development, an accessory residential use in the form of coach homes above aggregated accessory off-street enclosed parking uses to achieve housing and tenure diversity, and to contribute to affordability objectives in the neighbourhood. Coach house uses will be the communal or common ownership of the Small Home Courtyard strata and cannot be stratified as separate units in accordance with the Strata Property Act. Other forms of accessory residential uses, such as, but limited to, a laneway home or a secondary suite within a principal dwelling, are not a permitted use. Register a Housing Agreement on title to reflect this requirement.

23. Locate and configure Small Home Courtyard development in mid-block conditions/areas only, supported only by Collector and Local classified streets on two parallel and opposite ends of the development and further 'bookended' perpendicularly on the other two sides of the development by perimeter public lanes. The private drive aisles and public lanes shall be of sufficient width for vehicle travel both directions, for the provision of parallel off-street, drive aisle/public lane parking that contributes to the required accessory off-street parking use for the residences of the Small Home Courtyard development, for a separate pedestrian pathway and plentiful trees accommodated in adequate setbacks. The Small Home Courtyard site design does not include internal vehicle drive aisles, driveways or off-street parking that are often typical of contemporary townhouse developments (as a point of reference). Alternative siting and configuration conditions could be considered provided the principles of pedestrian-only shared courtyard design, with perimeter vehicle access and aggregated off-street parking, no visibility of the backside of dwelling units from public roads, and all other design principles and policies articulated in this Plan.

24. Design, orient and site buildings such that the largest area of a pitched roof is facing south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal) of the true east-west axis or parallels of latitude, to improve and provide for passive and active solar building design, including the application of solar sequestration energy generating technologies. The ridge of pitched roofs should also orient east-west to position a portion of the roof directly south to maximize all-season solar sequestration.

25. Provide a minimum of fifty (50%) percent of all required accessory off-street enclosed parking use, associated with the principal residential uses, in the form of aggregated parking structures that are accessed from the permitter public lane. Only a maximum of one accessory off-street enclosed parking space can be incorporated into and be part of the principal residential use to retain a modest size for the individual dwellings and thereby provide direct access to open space for private and communal spaces. Access to all accessory off-street parking uses shall be from the public lanes. Provide parallel, accessory off-street parking in the design of private drive aisles and/or public lanes. The floor area of the accessory off-street enclosed parking use is included in the allowable size and the net floor area calculations of the principal residential use.

26. Locate all the buildings and structures that house the principal residential use around the outer perimeter of the development, adjacent to the collector or local classified roads and the private drive aisles and/or public lanes. Orient each front building face of dwelling units directly toward the common landscape courtyard – resulting in the rear building face oriented toward the public lanes.

27. Incorporate a covered, single-storey front porch, elevated above finished grade between 0.6 and 1.2 metres, for all dwelling units. The covered porch is permitted to project by up to 1.7 metres into the front yard setback provided that the porch has a usable floor space with dimensions that are no less than 2.0 metres by 3.0 metres and whose width is greater than fifty (50%) percent of the front building face, is open on at least two sides or protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code, is located at the first storey, and is limited to a single storey in height – its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.

28. Provide each dwelling unit with a usable, at-grade private garden space, the width of the front building face, delineated by a mix of naturescapes, hardscapes and fencing that provides well-defined personal space, and a pathway to the common pathway system for the Small Home Courtyard as a whole, as intervening space between the private home and the common courtyard. For clarity ‘building face’ refers to that part of the exterior wall of a building along the building elevation that orients one direction. Buildings and structures accommodating two unit dwellings in a front-to-back layout have two front building faces\elevations; One front building face will orient towards the common landscape courtyard and incorporate the intervening space features as outlined; The other front building face will orient toward the collector and local classified roads and also incorporate the intervening space features as outlined in order to contribute to a strong, pedestrian-oriented streetscape.

29. Provide a contiguous common courtyard bounded by footpaths that connect to the front entrance/door of every dwelling unit and to pathways and sidewalks on adjacent streets and lanes. The courtyard is a pedestrian-only space and does not include vehicle parking, driveways, drive aisles or lanes. The courtyard should serve a multitude of purposes such as formal and informal

child play spaces, gathering spaces for shared outdoor dining and celebrations, gardening space, electric fireplace space, and various types of seating and lighting throughout the area. Also, the common courtyard could also focus on a theme such as an 'Agrihood' where the common courtyard is dominated by raised garden-beds, a toolshed, a post-garden harvest food preparation area, and a communal outdoor-dining space; or a 'Foresthood' where the common courtyard is dominated by a forest/tree stands and native understorey plantings, rainwater channels, pathways, footbridges, a covered picnic space, seating and a nature play space for young children. The common courtyard should comprise a minimum 40 m^2 per principal dwelling unit.

Manufactured Home Park Use (SF3 Typology F)

30. Provide for the development of manufactured home parks in the SF3 Land Use Designation. Siting of buildings and structures require a minimum setback of 6.0 metres from property lines and a minimum separation distance of 6.0 metres between buildings and structures to provide adequate space to accommodate tree-planting and other livability considerations. The other policies in this Section 4.5 do not apply to this form of housing.

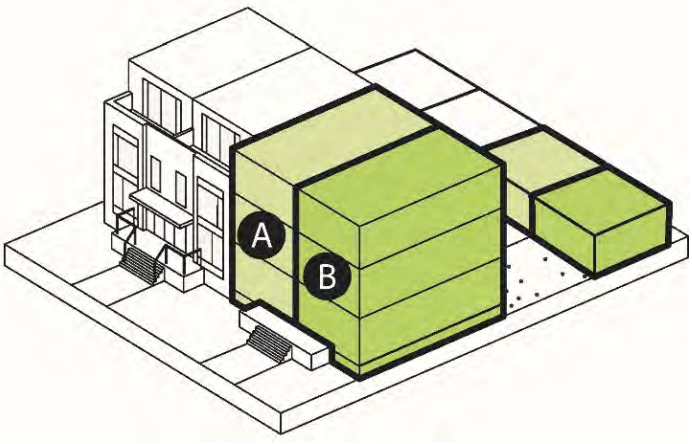
3.6 Rowhouse/Townhouse

The Rowhouse/Townhouse Land Use Designation accommodates rowhouse and townhouse developments. This designation is located in Neighbourhood Activity Precinct. This designation provides relatively affordable (e.g., in comparison to typical, fee simple single family), ground-oriented housing for households with children, seniors and 'empty-nesters'. It is situated and adjacent to schools and parks, urban greenways, local-serving commercial services, future transit and other destinations, and provides a land use, form and massing transition between land use conditions. Higher densities for townhouse developments in this designation will require below finished grade concealed off-street parking. Policies are as follows:

Policies:

Rowhouse Development:

1. Locate rowhouse dwellings, in the form of a principal dwelling and a detached off-street parking structure (garage) that is separated by a rear yard, on lots with a minimum of 216 m^2 for internal lots, 259 m^2 for building end lots and 316 m^2 for corner lots, as defined in the Township of Langley Zoning Bylaw, in Plan areas designated Townhouse/Rowhouse as delineated on **Map 1**. Incorporate optional Flex Space (e.g., home office, games room) as a permitted accessory residential use above the detached garage.



2. Design rowhouse developments that contribute to a desirable neighbourhood/streetscape character through a clear architectural identity for individual buildings as viewed from the street and other adjacent public spaces by elements such as individual front entrance porches and/or terraces, visually open pedestrian spaces with a neighbourly relationship to adjacent streets and sites, dense landscape character by accommodating varied trees and plants of substantial size throughout the site and, vehicular and bicycle off-street parking facilities accessed from the least publicly visible part of the development site.

3. Orient rowhouses to be street-facing, along Collector and Local roads only, with rear public lane access to vehicle and bicycle parking to provide generally continuous on-street parking along the public street that is not interrupted by driveway let-downs and thereby increasing opportunities for trees in front yards and street boulevards, adequate space for rainwater and stormwater management facilities, among other streetscape features. Design rowhouses on corner lots to be street-facing to both public streets (e.g., wrap-around front porch with accompanying pathways to both adjoining streets, person swing doors orientated to each street).

4. Design, orient and site buildings such that the largest roof area is facing south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal) of the true east-west axis or parallels of latitude, to improve and provide for passive and active solar building design, including the application of solar sequestration energy generating technologies. The ridge of pitched roofs should also orient east-west to position a portion of the roof directly south to maximize all-season solar sequestration.

5. Accommodate four (4) or fewer dwelling units contained within a building. Up to two (2) additional dwelling units can be contained within each building if the outcome is shown to provide an improved distribution and design outcome in relation to the retention of existing trees and/or provisions for additional tree planting areas for medium to large coniferous trees.

6. Provide for a range of rowhouse unit sizes, including those that have more than three bedrooms, to appeal to a broad range of households at different stages of life.

7. Provide sufficient front yard lot line and rear yard lot line setbacks, as well as separation distances between buildings on a lot to establish generous spaces for medium- and large- sized trees with access to sufficient soil volume (Section 4.4. Policy #3), including coniferous species, a pedestrian-oriented street and lane presence, and a useable and functional space for accessory residential uses (e.g., detached off-street parking structure) and livable outdoor spaces – front and rear. This can be accomplished through both tree retention and/or new tree plantings and are considered different than street trees in the public boulevard, greenway, thoroughfare or other publicly accessible – physically and visually – space.

8. Design buildings with dwelling units and detached accessory structures for off-street parking to incorporate:

    a. A limitation on the maximum height of buildings to two and half (2.5) storeys – 9 metres. The half-storey is the uppermost level – the third – of a residential building, sometimes referenced to as the attic, which has a floor area equal to or less than fifty percent (50%) of the floor area of the storey immediately below it and having a minimum ceiling height of 1.2 metres and at least seventy percent (70%) of the half-storey floor area has a minimum

ceiling height of 2.4 metres. Contain the half-storey of habitable space within the primary roof form and maintain the clarity of a simple, steeply sloped primary roof in which dormers are clearly secondary elements. Limit dormers to the non-street facing portion of rowhouse buildings and typically less than sixty percent (60%) of the roof length. Include windows in dormers to improve access to natural light and ventilation and set a minimum 1.2 metres back from the building face – meaning the part of the exterior wall of a building along the building elevation that orients one direction – and avoid tiered or staggered dormers with multiple roof slopes.

a. A useable (a minimum 2 metre depth), covered, elevated, single-storey height front porch at the main entrance, that presents to the public street. The front porch should extend the entire width of the front elevation of the rowhouse. Include direct pedestrian access to/from the front porch and the fronting public street.

b. Off-street parking for the dwelling units shall be accessed from a rear lane, in detached accessory off-street parking structures or buildings. One of the two required off-street parking spaces will be a typical enclosed garage and can be part of a shared accessory use and building with the adjacent rowhouse. The second required space is a 'flex' off-street parking space that is covered, but not enclosed (e.g., carport). The 'flex' off-street parking space will provide all season, covered space that can be used for vehicle parking and/or outdoor amenity/activity space.

c. Rear entrances for all principal dwelling units in the form of 'swing doors' that are separate from the front entrance.

d. Detached accessory off-street parking structures to accommodate two vehicles – one in an enclosed garage and the other as a carport – meaning a permanent roofed structure, attached to the enclosed garage, un-enclosed on three sides and intended to be used, in part, for automobile shelter and storage. Provide one overhead door oriented to the lane and a second minimum 2.7 metre wide overhead, roll-up, or bifold garage door oriented to the covered carport.

e. Allow for additional habitable floor area, for the purposes of a home office space, in the form of a second storey directly above the enclosed garage that does not exceed the floor area of the garage immediately below it. A small bathroom with toilet and sink could be provided, but no kitchen or laundry facilities. Include, at a minimum, solar-ready measures to facilitate the application of solar sequestration energy generating technologies on the roof of the garage/carport/home-office.

f. Avoid the use of slab-on-grade foundations for habitable spaces for the principal residential use.

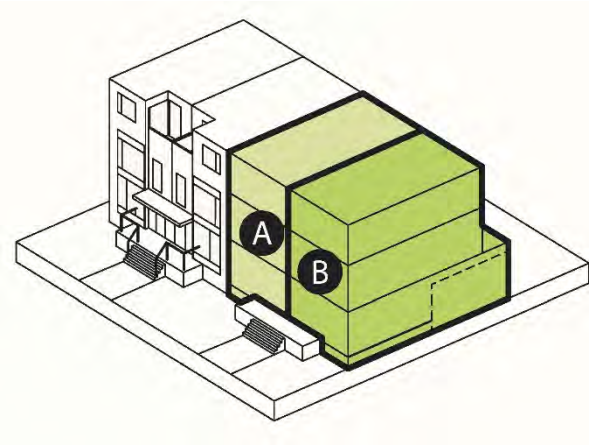
9. Demonstrate subtle design variations for rowhouse units and buildings along public frontages to strengthen unit identity and support a pedestrian scale. Façades fronting lanescapes, greenways, Mid-Block Pedestrian Links or public trails should be of similarly high quality as those fronting public streets.

Townhouse Development:

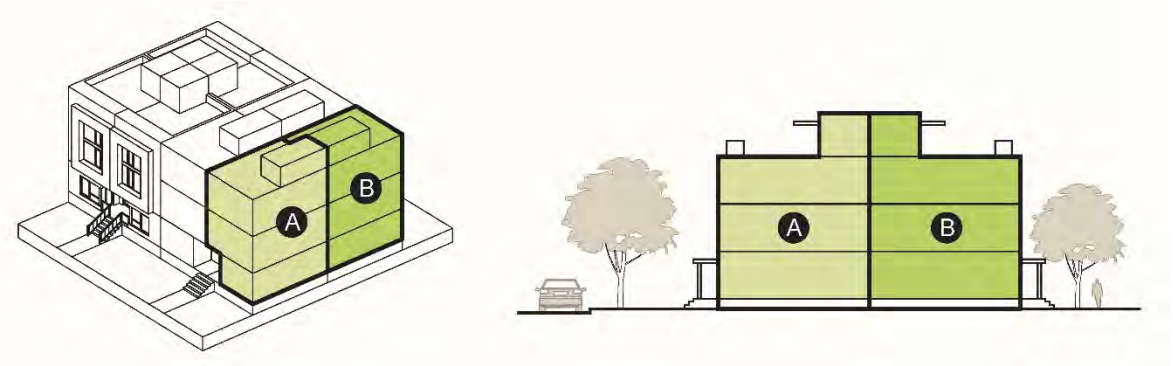
10. Provide for Conventional Townhouse (see policy #11 below) land uses where all buildings and structures together, including townhouses with a primary bedroom on the first storey, have a maximum gross floor area of 0.9 times the net developable lot area for all plan areas designated Rowhouse / Townhouse as delineated on **Map 1**. This may be increased by 0.45 times the lot area times the ratio of concealed parking to typical surface off-street parking, excluding required residential visitor parking, required by the Township's Zoning Bylaw, up to a maximum of 1.35 times the net developable lot area. For the purposes of this Section of the Plan, concealed parking means an off-street parking use, providing for the vehicle and bicycle parking needs generated by a principal use, hidden from view and with more than 70% of the off-street parking located entirely below the finished grade of the development site, and the remainder within the massing of the principal use buildings. Also, the footprint of any below finished grade structure, including parking, must adhere to the same front yard, rear yard, and side yard setbacks in order to maintain these areas as medium and large tree planting spaces that have access to sufficient soil volume, root depth and soil drainage and infiltration considerations

11. Provide townhouse dwellings, for the purposes of this Neighbourhood Plan and for this Land Use Designation only, and notwithstanding the definition of 'Townhouse' in the Township of Langley Zoning Bylaw, that take the form of either a conventional townhouse building, a back-to-back courtyard townhouse building, a stacked courtyard townhouse building, a stacked back-to-back courtyard townhouse building or a hybrid courtyard townhouse building. As further defined:

    a. A **conventional townhouse** building means a two to three storey residential structure containing multiple dwelling units that are divided vertically, where each of the dwelling units is divided by and shares one common (end unit) or two common sidewalls (interior unit) with a neighbouring unit(s) with an accompanying front and rear setback or separation distance from other buildings and dwelling units, and whereby each unit has independent person swing door entrances at finished grade from the outside accessed through the exterior front elevation and the exterior rear elevation of each dwelling unit. The resulting building has a front, rear and two sides.

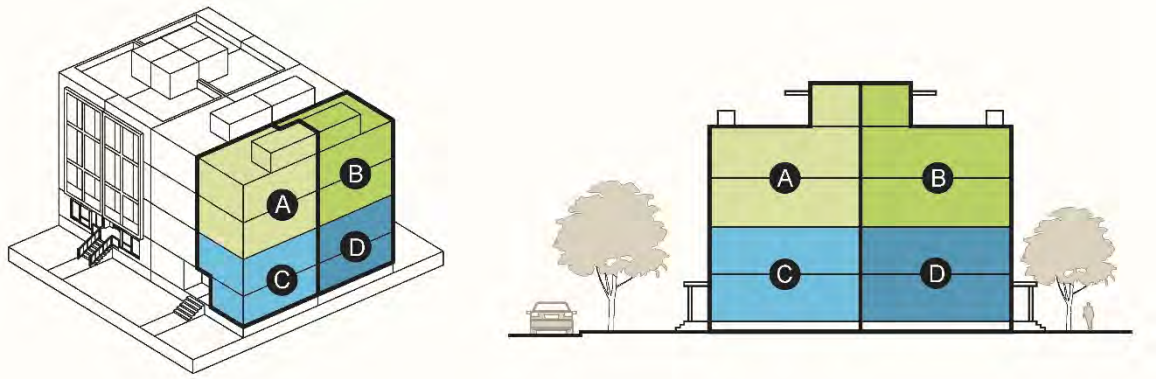


    b. A **back-to-back courtyard townhouse** means a two to three storey residential building containing multiple dwelling units that is divided vertically, where each of the dwelling units is divided by and shares one common rear wall and one or two common side walls with neighbouring units. The back-to-back townhouse incorporates both side-to-side and front-to-rear configurations and are distinguished from conventional townhouses by having two primary frontages, both of which must front onto either a public street/lane or a courtyard. The resulting building has two fronts and two sides.

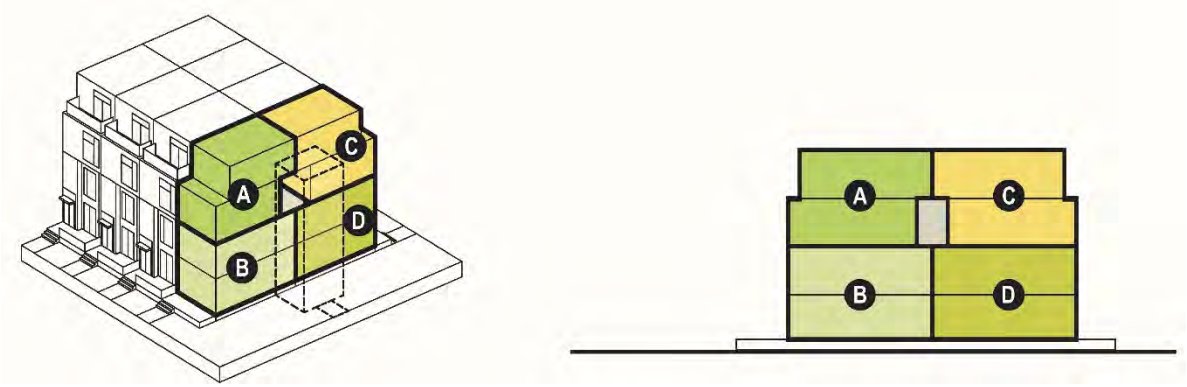


c. A **stacked courtyard townhouse** building means a three to four storey residential structure containing multiple dwelling units that are divided vertically and horizontally, and two, two-storey units are stacked vertically together – a two-level unit stacked on top of a two-level units. Each of the two-storey dwelling units is divided by and shares one common (end unit) or two common sidewalls (interior unit) with a neighbouring unit(s), with an accompanying front and rear setback or separation distance from other buildings and dwelling units, as well as a common floor (upper unit)/ceiling (lower unit). Each unit has independent person swing door entrances to finished grade from the outside accessed through the exterior front elevation and the exterior rear elevation of each dwelling unit. The resulting building has a front, rear and two sides.

d. A **stacked back-to-back courtyard townhouse** means a three to four storey residential building containing multiple dwelling units that are divided vertically, and two units are stacked vertically together – two-level units stacked on top of one- or two-level units. Each of the dwelling units is divided by and shares one or two common side walls and one common rear wall with neighbouring units with an accompanying front and side setback or separation distance from other buildings and dwelling units for the non-shared wall portions of each dwelling unit. Each unit has independent person swing door entrances to finished grade from the outside accessed through the exterior front elevation and to below grade to access concealed off-street parking. The resulting building has a double front and two sides.



e. A **hybrid courtyard townhouse** means a three to four storey residential building containing multiple two-storey dwelling units that are divided vertically, and two units are stacked vertically together – two-level units stacked on top of one- or two- level units. The lower units have direct access to grade like a conventional townhouse and the upper units are accessed via a common main entrance, internal exit stairs and corridor, similar to an apartment unit.



12. Design townhouse developments that contribute to a desirable neighbourhood/streetscape character through a clear architectural identity for individual buildings as viewed from the street and other adjacent public spaces by elements such as individual main entrance terraces, visually open pedestrian spaces with a neighbourly relationship to adjacent streets and sites, dense landscape character by accommodating varied trees and plants of substantial (e.g., medium and large trees) size throughout the site and, vehicular and bicycle off-street parking facilities accessed from a public lane.

13. Provide for a range of townhouse unit sizes, including those that have more than three bedrooms, to appeal to a broad range of households at different stages of life. Specifically, incorporate, for all townhouse developments, a minimum ten (10%) percent of the townhouses that are three or more bedroom units with layouts that consider the needs of households with children, such as generous entryways, spacious living spaces for family activities, adequately-sized bedrooms to accommodate a bed, dresser, desk, floor space for playing and built-in closet/storage space, bathrooms large enough for parent and child, and balconies/terraces and private outdoor open space as an extension of living places and visible from the kitchen.

14. Design rectangular shaped, conventional townhouse buildings that front and are adjacent to public streets and property lines that serve as a dividing line between different land use designations to have a maximum length of 40 metres. A maximum of 15 metres can be added to these street or property line adjacent/fronting conventional townhouse buildings provided that the outcome is shown to provide an improved distribution and design outcome (e.g. a total increase of 50% in both width and area between the end of buildings) in relation to the retention of existing trees and provisions for Nature Spaces (see Policy #12 below) in between the ends of townhouse buildings. Design the remaining rectangular shaped, conventional townhouse buildings on the development site to have a maximum length of 55 metres.

15. Orient townhouses to be street-facing along Collector and Local classified roads, and east-west oriented arterial classified roads only, with rear public lane access to vehicle and bicycle parking to provide generally continuous on-street parking along the public street that is not interrupted by driveway let-downs and thereby increasing opportunities for trees in front yards and street boulevards, adequate space for rainwater and stormwater management facilities, among other streetscape features.

16. Design, orient and site buildings such that the largest roof area is facing south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal) of the true east-west axis or parallels of latitude, to improve and provide for passive and active solar building design, including the application of solar (photovoltaic) panels. The ridge of pitched roofs should also orient east-west to position a portion of the roof directly south to maximize all-season solar sequestration.

17. Provide sufficient front yard lot line, side yard lot line, rear yard lot line setbacks, and separation distances between townhouse buildings on a development lot in order to establish adequate spaces for medium- and large- sized trees with access to sufficient soil volume (Section 5.4. Policy #4), including coniferous species, a pedestrian-oriented street presence, and a useable and functional space for accessory residential uses (e.g., detached off-street parking structure) and livable outdoor spaces. This can be accomplished through both tree retention and/or new tree plantings and are considered different than street trees in the public boulevard, greenway, thoroughfare or other publicly accessible – physically and visually – space.

18. Locate Conventional and Back-to-Back Courtyard Townhouse forms adjacent to or fronting a property line or public street, or a public lane where the Land Use Designation is of a lesser residential density on the opposite side of the lane. Limit the maximum height of these Conventional Townhouse and Back-to-Back Courtyard Townhouse buildings to three (3) storeys. For a minimum 7:12 pitch roof, the maximum height is 10.1 metres. For a flat roof or less than 7:12 pitch roof, the maximum height is 9.4 metres.

19. Accommodate any townhouse forms interior to the development and limit the maximum height of these buildings for the remainder of the development is three (3) to four (4) storeys. The maximum height for these interior townhouse buildings is 12.2 metres.

20. Provide Treed Spaces between and at the end of townhouse buildings, that contain the principle residential uses, that consistently (dimensions) and ubiquitously (space) extends between the public street, and private travel/drive aisles or public lane or interior courtyard. Treed Spaces should accommodate existing/new trees, understorey plantings, seating, pathways and low-level nighttime lighting only (e.g., No off-street parking, including visitor, nor utility kiosks, surface drainage facilities/infrastructure, to name a few). The Treed Spaces between the ends of two buildings will be a minimum of 8.0m in width. Where feasible, extend the Treed Spaces between buildings to the outside face of the curb in the public boulevard of the adjacent streetscape. A Treed Spaces covenant will be registered on title for all townhouse developments. Treed Spaces for this Section of the Plan are separate and distinct from every other development requirement such as, among others, landscaping area and screening requirements as defined by the Township's *Zoning Bylaw*, development permit area landscaping guidelines, relevant zoning schedules and typically landscaped areas defined by required building setbacks and building separation distances.

21. Design buildings and dwelling units fronting public streets, Mid-Block Pedestrian Links and Lanes, parks and open spaces, in order to provide a quality neighbourhood pedestrian environment and support a walkable neighbourhood, to include:
    a. A useable (a minimum 2 metre dimension), covered, elevated, single-storey height front porch at the main entrance, for all dwelling units that present to the public street, public lane, Mid-Block Pedestrian Link, or park.
    b. All off street parking spaces within a building shall be non-tandem for the dwelling units that are accessed from a rear lane or strata drive aisles and front an arterial street.
    c. Direct and convenient connections for pedestrian through an on-site network of sidewalks, pathways, and other passageways from the main entrance of each and every dwelling unit to an adjoining public pedestrian facility (sidewalk, greenway, path and trail). These pedestrian connections will be independent of a public lane and strata/private drive aisle.

22. Incorporate crawl spaces – meaning the space between the underside of the floor system above and the ground surface or slab below, having a maximum vertical distance not exceeding 1.2 metres – below the first floor of habitable spaces to help facilitate, among other aspects of the architectural design, the elevated front porch, in areas where habitable space in basements is not permitted. No slab-on-grade foundations for habitable spaces are permitted for the principal residential use. Where concealed off-street structured parking is provided below finished grade, townhouse units that are situated above said structured parking, crawl spaces are not required.

23. Demonstrate subtle building/architectural design variations for townhouse units along public frontages to strengthen unit identity and support a pedestrian scale. Façades fronting greenways, Mid-Block Pedestrian Links and public trails should be of similarly high quality as those fronting public streets.

3.7 Commercial Village

The Commercial Village Land Use Designation provides opportunities for the integration of street and plaza-oriented, ground-floor, pedestrian friendly retail shops, offices, restaurants, public houses, civic facilities and personal services, along with apartment residential uses – including seniors' housing. The Designation requires landscape intervals along 208 Street along with pedestrian connections from at-grade parking areas to 208 Street, as well as a parkette accessible from 208 Street. Policies specific for the Commercial Village Land Use Designation are as follows:

Policies:

1. Continue the formation of a modestly scaled, pedestrian-oriented, local-serving, mixed-use commercial area on lands with a Commercial Village Land Use Designation, as delineated on **Map 1**. All buildings and structures together must not exceed a gross floor area of 1.85 times the net developable lot area for all permitted uses.

2. Incorporate mixed-use buildings in this designation to have residential apartment units on the upper floors above the commercial-oriented lower storeys to ensure 'eyes on the street' and provide residents with opportunities to live and meet their daily needs within the same area.

3. Require locally-serving commercial uses, such as financial institutions, retail stores, convenience stores, an 'anchor' grocery store, delicatessens, bakeries, hardware, barber shops, beauty salons, business, medical and professional offices, restaurants and cafés, restaurants and cafés with outdoor/patio dining, pharmacies, employment living uses – means unit/space within a building or structure that can accommodate a permitted commercial use within an at-grade ground-oriented unit, or a combination of both a permitted commercial use and a permitted residential use within an at-grade ground-oriented unit – child-care, liquor store, and fitness centre – excluding service stations, gas bars, vehicle servicing, drive-throughs and other prohibited uses as identified in Section 4.8, Policies #9 and #10, of the BFCP. Encourage the provision child care facilities within the Commercial Village Land Use Designation.

4. Locate retail and service commercial uses at ground floor spaces (first storey) in mixed-use buildings. Each retail and service commercial use occupy a maximum floor-space size of 1,000 m^2 (~10,764 ft^2) or less. This maximum floor-space size does not apply to the one [1] anchor grocery store use, as well as pharmacies, fitness centres, and childcare. Locate business, medical and professional offices on the second storey above retail and service commercial uses located on the first storey and/or in separate, stand alone buildings specifically for office uses only.

5. Accommodate and incorporate one (1) grocery establishment in the Commercial Village Land Use Designation with an approximate, minimum size of at least 2,500 m^2 (~27,000 ft^2) that serves local residents of this and adjacent areas of the neighbourhood as well as the rural surrounds, provided that the grocery use is integrated and forms part of a mixed-use commercial/residential building and that at least half of the minimum total floor area for office uses, as identified in Policy #6 and #7 below, must be built in advance of or in conjunction with the grocery store use.

6. Provide space for business, medical and professional offices on the second storey above the commercial uses located on the first storey and/or in separate, stand alone buildings specifically for office uses that are not located immediately adjacent to 208 Street. An equally proportional amount or greater of the total floor area for office uses, as identified in Policy #6 below, must be built in advance of or in conjunction with the associated retail uses required in Policy #6 and #7 below.

7. Design mixed-use commercial/residential buildings in the Commercial Village Land Use Designation to incorporate a minimum total floor area for commercial uses of approximately 5,000 m^2 (~54,000 ft^2), which includes a minimum total floor area for ground-floor retail uses of approximately 4,000 m^2 (~43,000 ft^2) and a minimum total floor area for office uses of approximately 1,000 m^2 (~11,000 ft^2). Each property with a Commercial Village Land Use Designation shall provide a proportional share of this required floor area for commercial uses based on land area of the development property relative to land area of all properties with a Commercial Village Land Use Designation in Rinn.

8. Incorporate a neighbourhood public Parkette in the vicinity and north or south of a new 41 Avenue, spanning the distance of said new 41 Avenue (between 208 Street and a new north-south Enhanced Lane) and measuring a minimum of 25 metres from the northern to southern boundary. The Parkette will be visually prominent, placemaking feature and publicly accessible from 208 Street, functioning as an informal gathering space with trees, lawn, ample seating, and tables for outdoor eating. Design of the parkette should also include direct solar access, vehicle noise and light attenuation measures, a variety of seating and other furnishings, lighting, weather protection, and spatial variety in programming of the space.

9. Design a combination of mixed-use commercial/residential buildings in the Commercial Village Land Use Designation, that provides:

   a. a minimum of three (3) storeys in height and a maximum of six (6) storeys in height for all buildings. 'Step back' along the length of the upper fifth and sixth storeys of buildings by a minimum of 2.5 metres in order to reduce visual and overshadowing impacts related to building height and also to contribute to small town character.

   b. rectangular shaped buildings, or one side of an 'L' shaped building, that have maximum length of 65 metres and on average between 50 and 60 metres where there is more than one building on a lot.

   c. the longest wall length oriented and facing south, and the south building face is oriented within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west latitudinal axis, in order to provide optimal passive and active solar design performance of all buildings. Incorporate sloped roof surfaces that orient to the south to provide optimal and potential use of photovoltaic and other solar energy sequestration technologies.

   d. a maximum lot coverage of sixty percent (60%) where a minimum seventy-five percent (75%) of the off-street vehicle parking use associated with retail and service commercial and recreational uses is concealed parking. Maximum lot coverage can be increased to eighty percent (80%) where one hundred precent (100%) of the off-street vehicle parking use, including visitor, is concealed parking. For this specific policy provision, concealed parking means an off-street parking use hidden from view and below the finished grade of the development site, and/or off-street parking use that is also obscured and located within a principal building (at or above finished grade). Locate most of the surface parking, when provided, adjacent to retail anchors (e.g., grocery, pharmacy) and recreation spaces. Off-street parking means a use providing for the vehicle and bicycle parking needs generated by a permitted use. For an apartment or office use, one hundred (100%) percent of the off-street vehicle parking use, including visitor, is concealed parking that is hidden from view and below the finished grade of the development site.

   e. concealed parking access, as well as off-street loading spaces, at the rear or side of buildings in a location not easily visible from 208 Street and 40,41, and 42 Avenues, nor other roads and lanes. No off-street vehicle parking or manoeuvring drive aisles shall be permitted in the areas between 208 Street and the front building face of buildings, 40, 41 and 42 Avenues and the front building face of buildings that frame these streets and

adjacent to a Pedestrian Mews. For clarity 'front building face' refers to that part of the exterior wall of a building along the front building elevation that orients one direction.

f. a range of apartment unit sizes and tenures to appeal to a broad mix of households at different stages of life. This can include student-oriented housing, seniors housing, family housing and purpose-built rental. Specifically, require apartment development to provide a minimum twenty (20%) percent, three or more bedroom units with layouts that consider the needs of households with children, such as generous entryways, spacious living spaces for family activities, adequately-sized bedrooms to accommodate a bed, dresser, desk, floor space for playing and closet/storage space, all bathrooms large enough for a parent and child, and balconies/terraces as an extension of living places and visible from the kitchen.

g. individual exterior entrances for buildings with ground floor apartment dwelling units that are visible from, and with pedestrian paths to, public streets, greenways, trails, or Mid-Block Pedestrian or Lane Links. To ensure a degree of privacy while maintaining visual surveillance, most ground floor apartment units should be defined through grade separation, while some should be universally accessible. Exterior entrances will be accompanied with minimum 9 m^2 covered terraces, at least 2 metres deep, that are partially recessed into the building massing. Covered terraces are permitted to project up to 1.7 metres into setback or separation distances, provided they are: open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; limited to a single storey, not exceeding 4.0 metres measured from the terrace floor to the underside of the terrace ceiling; and, provided with a hose bib faucet. A hard surface pathway, sufficiently sized to accommodate access for emergency services and separate from a driveway space, should be provided from the terrace steps or accessible ramp to the public sidewalk. Separation of private terrace space from quasi-public and public space shall be clearly delineated by multi-level planter boxes constructed with cast-in-place concrete and masonry materials/finishes.

h. below grade structures that are confined to the footprint of the building(s) to provide open, unbuilt space for new and existing trees, excluding safety, vehicle and non-vehicle access, ventilation, mechanical, and other building requirements. These underground setbacks and separations will provide required soil volumes and growing space for medium to large trees and other plantings. Underground setbacks and separations also provide bioretention and other drainage/recharge facilities. In site-specific circumstances, where additional below grade structures beyond the building footprint are required, they shall not intrude into the front yard, rear yard and side yard setbacks. Incorporate raised planters over the extent of the corresponding below grade structures beyond the building footprint, in areas not otherwise occupied by drive aisles, lanes, loading, parking, and pedestrian/bicycling facilities; such spaces shall have sufficient surface area and depth to accommodate required soil volumes and root depth for medium and large trees to support long-term tree stability.

i. a common lobby for each building with office uses and apartment units above the first storey, whose entrance shall be clearly visible and directly connected to and from a fronting or public street and not secluded in the interior of the development.

j. building amenities, such as secure storage space for oversize sports equipment and seasonal supplies, and secure parking for bicycles and scooters with buildings with apartment units.

k. active design features to make daily physical fitness more inviting and encourage social interaction in buildings with apartments. Active design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exiting stairs, outdoor gardening places, and indoor amenity areas for the exclusive use of building residents and guests. Indoor amenity areas can provide recreational, social and shared home-office space spaces, and should comprise approximately three (3.0 m^2) square metres per dwelling unit.

l. vertical oriented windows, appropriate window-to-wall ratios (WWR) and associated exterior shading devices and other solar management building techniques to control seasonal overheating and shade. Use operable windows designed to facilitate air flow and ventilation to apartment dwelling units. Apply common industry best practice targets – an overall WWR of 40% – for the building overall to reduce heat gain and loss through the building envelope by increasing the area of insulated wall. As determined appropriate (e.g., commercial at-grade) distribute the overall WWR of the building such that the at-grade WWR target is higher (e.g., 75%) and deemed a priority for transparency purposes, and remainder of the building would be lower to meet the overall best practice target.

m. continuous weather protection for pedestrians on all building frontages that include ground floor commercial and recreational uses.

n. a high-quality pedestrian realm along all building faces, including those buildings not adjacent to public streets, and those that are adjacent to publicly-accessible spaces – (e.g., public roads and lanes, trails and pathways). Commercial and residential storeys should be clearly delineated by glazing patterns (e.g., lower window-wall ratios for residential), materials (e.g., commercial facades predominantly masonry and heavy timber), and horizontal architectural breaks (e.g., cornice, belt course).

10. Incorporate appropriate site design with sufficient front yard lot line, side yard lot line, and rear yard lot line setbacks and building separation distances on a lot. Setbacks and separations will establish generous spaces for medium and large trees (including coniferous) and other plantings, a pedestrian-oriented street presence, and functional outdoor space. Treed setbacks and separations can include tree retention and/or new tree plantings, but are distinct from street trees in public boulevards, greenways, thoroughfares and other public spaces.

11. Provide minimum and consistent building separation distances of 12 metres between all buildings to achieve walkable neighbourhoods with a fine-grained block and lot pattern and communicate a pedestrian scale. Separation distances will serve as Mid-Block Pedestrian Links, Mid-Block Lane Links, or hybrid Pedestrian Links where a portion provides below-grade access (e.g., off-street parking) and loading (commercial and residential) spaces. These building separation features are discrete and distinct from every other development requirement such as, among others, landscaping areas and screening requirements as defined by the Township's *Zoning Bylaw*, development permit area landscaping guidelines, relevant portions of

zoning schedules, and typically landscaped areas defined by required building setbacks and building separation distances.

4.8 Institutional

The Institutional Land Use Designation accommodates educational facilities, recreation centres, civic buildings, neighbourhood care facilities, and places of worship that are essential for a complete neighbourhood. At the time of Plan adoption, there was two public schools – a specialty elementary and a secondary school – and a place of worship in the Rinn area. To accommodate for growth and change in the neighbourhood and community, Rinn will require additional institutional uses.

At full buildout it is estimated that the Rinn neighbourhood will contribute approximately 1,546 elementary school students (kindergarten to grade 5). At full buildout of the Rinn Neighbourhood, plus the other three new neighbourhoods as delineated in the BFCP, it is estimated that the community contribute approximately 2,617 middle school students (grades 6 to 8), and 3,503 senior high school students (grades 9 to 12).

A total of three (3) new elementary schools will be needed in Rinn to accommodate the number of students in this neighbourhood. A middle school may be required in Rinn, as determined by School District 35. It is anticipated that a minimum of 2.0 hectares (5 acres) of land is needed for new elementary school sites. The number, location and grade configurations of the school referred to in this plan is projected based on information available at the time of plan preparation.

The future actual number, location and grade configurations may differ from those of this plan. The Langley School District has developed a Long-Term Facilities Plan – as updated from time to time – which has a requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the Langley School District has limited ability to raise funding for capital projects, it relies heavily on funding from the Ministry of Education for the acquisition of land and the construction of schools. Funding requests are made annually though the submission of a five-year capital plan. Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.

The intent of the following policies is to maintain existing institutional facilities and to enhance accessibility to new facilities. Policies specific for the Institutional Land Use Designation are as follows:

Policies:

1. Implement Policies #1, #2, #4 and #5, Section 4.10 of the BFCP.

2. Accommodate three (3) new Elementary Schools, which will form part of a joint neighbourhood park/elementary school site with each having a minimum total size of 4.8 hectares (12 acres; 7 acres neighbourhood park and 5 acres elementary school), within the vicinity of the areas, as indicated on **Map 2**. 0.8 hectares (2 acres) from each of the neighbourhood park uses will contribute to the establishment of a Nature Conservation Area.

3. Identify and secure the Elementary School sites along with the rezoning of all lands designated for residential development, as outlined in Policy #1, Section 8.2 General Prerequisites.

4. Ensure that the Elementary Schools and the adjoining Neighbourhood Park that comprise the joint park-school site are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.

5. Accommodate the combined Middle and Secondary Schools campus, which will form part of a joint community park/schools site with a minimum total size of 17 hectares (42 acres total; 20 acres for community park, 22 acres for the Middle and Secondary Schools).

6. Ensure that the Middle and Secondary Schools campus and the adjoining Community Park that comprise the joint park-school site are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.

7. Consider new neighbourhood institutional facilities (e.g. schools, daycares, seniors' centres, and places of worship) in any Land Use Designation subject to:
   a. the site being located on and oriented to a collector road (as opposed to a local or arterial road only);
   b. the site having access to an adequate transportation network for the proposed size of the facility;
   c. the site having adequate off-street parking and/or drop-off and pick-up space; and
   d. the proposed development being consistent with the form, scale, and character of adjacent land uses.

8. Ensure attractive and activated street frontages with natural surveillance for all institutional facilities. Building design along public pedestrian corridors shall include elements such as windows, entrances, special building articulation, appropriate landscaping and pedestrian-friendly lighting.

9. Design and locate main building entrances that address surrounding streets to improve the relationship between the building and the public realm.

10. Incorporate, in keeping with the Township of Langley Child Care Action Plan, child care facilities, including before- and after-school programming, as part of new elementary schools.

11. Encourage the development of affordable housing and/or childcare facilities in conjunction with educational facilities, recreation centres, civic buildings, neighbourhood care facilities, and places of worship.

12. Support the development of new seniors housing and care facilities, as defined in the *Zoning bylaw*.

4.9 Parks and Open Space

This Plan both retains an existing network of parks and open spaces yet identifies additional parks and open space resources that combined contributes to and accentuates the completeness and livability of the Rinn and surrounding – new and existing – neighbourhoods in the area. These new and existing parks and open spaces provide the neighbourhood with active and passive outdoor recreational opportunities to meet the needs of residents and visitors alike. Policies specific to this Parks and Open Space designation, which aim to maintain existing park and open space resources, are as follows:

Policies:

1. Apply Policies #1, #2, #3 and #4, Section 4.11 Park and Open Space of the BFCP.

2. Incorporate park and trail improvements in existing municipal lands in advance of new dedications and purchases to provide recreational infrastructure early in the neighbourhood's growth and as development occurs to serve both existing and future residents. For the Rinn Neighbourhood area this would specifically apply to the Dale Ball Passive Park.

3. Preserve the location and size of existing park spaces, as delineated on **Map 1**, in the Rinn area in perpetuity.

4. Provide public roads adjacent to parks space on at least two (2) sides rather than the rear or side lot lines of private property, in order to provide visual and physical access for the public

5. Implement best management practices and measures to effectively treat runoff that flows into existing rainwater management facilities in parks and open space areas, given their proximity to municipal well capture zones (see Golder & Associates 2005 Comprehensive Groundwater Modelling Assessment), including private development. Require development that incorporates, as part of their drainage utility requirements, these communal rainwater management facilities, in parks and open space areas to provide equal or greater value in the form of park improvements, cash-in-lieu, or combination of the two in exchange for drainage utility services provided.

4.10 Aquatic Conservation

The Aquatic Conservation land use designation is intended to be a space of environmental preservation, restoration, enhancement and stewardship of aquatic environments and there associated riparian areas that combined provide important fish and wildlife habitats and other ecological contributions and services. Streamside Protection and Enhancement Requirements in the municipal-wide Official Community Plan (OCP) seek to protect these natural environmental spaces by, in part, establishing vegetated buffers adjacent to watercourses, wetlands, lakes and ponds. These buffers are referred to as 'Streamside Protection and Enhancement Areas' (SPEAs). In addition to providing important fish and wildlife habitats, SPEAs protect and promote groundwater recharge, absorb greenhouse gases, benefit air quality, reduce flood risk, and provide passive recreation opportunities. To preserve these benefits, these waterbodies, both known (**Map 3**) and yet to be known, in the RNP area must be protected through the establishment SPEAs. Policies specific to this Aquatic Conservation designation are as follows:

Policies:

1. Preserve, restore, enhance and steward Anderson Creek by establishing SPEAs at the time of a rezoning amendment or subdivision application, in accordance with the requirements of Section 3.13.19 and Schedule 3 of the municipal-wide Official Community Plan.

2. Retain other important waterbodies – referred to as Aquatic Conservation areas (see **Map 3**) in the RNP area, including private aquatic features adjacent to neighbourhood, Sunrise and Rees Lakes, as they provide important habitat value and contribute to the Neighbourhood Green Infrastructure Network (NGIN), despite landing outside the regulatory purview of SPEA.

3. Locate Aquatic Greenways in the outer six metres of a SPEA based on connectivity to street greenways and public park spaces. Trail design must conform to the requirements of the OCP's Streamside Protection and Enhancement Provisions. Access from new development to greenways or environmental areas may be restricted if the access is deemed detrimental to the overall biological integrity and viability of the greenway. Tree removal shall be avoided and additional native plants may be needed to enhance greenways.

5.0 NATURAL ENVIRONMENT + CLIMATE CHANGE RESPONSE

Nature is an important part of any neighbourhood. It contributes to a neighbourhood's livability and to the health of its residents and workers. Nature areas and features enhance the overall well-being of a neighbourhood. Nature areas and features include, but are not limited to, wetlands, watercourses, street and backyard trees, community gardens and pollinator gardens. Although most recognize that forest stands, wetland areas and watercourses are nature, new scientific research indicates that nature is more and includes both these natural and near-natural ecological system components as well as human-made components that incorporate and mimic natural biological systems. These different types of nature areas and features are all referred to as 'green infrastructure'.

Environmental change, whether human-caused or natural, has the potential to affect the livability of our municipality and region in the future. Nature has an important role to play in this fluctuating and uncertain context. Our municipality and region are expecting warmer, drier summers and milder, wetter winters as a result of climate change. Expected impacts include summer drought, air quality degradation, changes to groundwater regimes and more frequent and severe weather events during the different seasons. Ecosystem changes may also happen quicker than native plants and animals can adapt, while invasive species may flourish.

Ecosystems changes and expected impacts could have serious repercussions for human health, communities, infrastructure, ecosystems, biodiversity, and lifestyles. Nature conservation spaces and other 'green infrastructure' are key contributors to neighbourhood mitigation and adaptation strategies. Natural assets support the delivery of core local government services, such as recreation, climate regulation, rainwater management, clean air, habitat, and biodiversity, proving invaluable to the overall health and well-being of a community.

5.1 Nature Conservation Areas and Neighbourhood Green Infrastructure Networks

The purpose of this Nature Conservation policy framework is to establish an organizing and spatial structure for the natural environment that effectively synthesizes with the built environment of the neighbourhood. The objective is to foreground and prioritize the preservation, restoration, enhancement and ongoing management and stewardship of an interconnected system of natural and human-made ecosystem components. Natural components include forests, wetlands, watercourses and other waterbodies. Human-made components include manicured parks, landscaping trees, rain gardens, greenways, as well as hydro- and bio-engineered features that mimic and incorporate natural environmental features and processes.

All ecosystem components exist at a full range of spatial scales and resolutions that provide ecological services and support biodiversity in both natural and built environments. They contribute to neighbourhood character and placemaking, provide recreational and experiential opportunities, and accentuate the linkages between people, flora and fauna in Rinn.

Integrated, connected ecosystems components form the **Neighbourhood Green Infrastructure Network** (NGIN). The term 'green infrastructure' is linguistically intentional. It repositions 'green' or nature-based features as neighbourhood and community necessities, not simply amenities or 'nice to haves'. A NGIN is as essential as the network of roads, sidewalks, pathways, and trails that provide for the movement of people, and linear recreation and park spaces that allow residents to play and recharge.

NGIN planning looks at nature conservation values and actions in concert with climate change mitigation and adaptation, landscape design, growth management, land development and built infrastructure planning. In other words, NGINs include systems-based, strategic planning for symbiotic nature conservation and land use planning, integrating natural and built environments.

The establishment of a NGIN in Rinn will provide a long-term playbook for ecological conservation for the collaborative protection, restoration, enhancement, management and stewardship of the natural and built environments. For the NGIN to serve as a relevant and evolving environmental planning tool, the NGIN must be future-minded and set the course for implementation at various scales and resolutions. NGIN formation should also be dynamic, incorporating diverse, flexible solutions as new science and knowledge emerge. The identification and prioritization of areas of ecological and biodiverse significance – both terrestrial and aquatic – will establish the foundation and Framework Elements for all other contributions to the NGIN. NGIN Policies are as follow:

Policies:

1. Establish a NGIN in the RNP area that is comprised of a variety of 'green' natural areas and features, referred to as Green Infrastructure. There are two main categories of Green Infrastructure: (1) Nature Conservation Hubs + Corridors and (2) Matrix Features, as elaborated upon in **Figure 15**.

Nature Conservation Hubs + Corridors

2. Preserve the Nature Conservation Hubs + Corridors as defined/illustrated on **Map 3** Environment.

3. Identify and preserve additional Nature Conservation Hubs + Corridors. Secure funds, through a variety of sources including other levels of government and non-governmental grant programs, community amenity contributions, among others, to fund additional Nature Conservation Hubs + Corridors. Recognize that park and open spaces (both local and regional), as well as neighbouring agricultural lands, both cultivated and fallow, and including conservation, forested and park lands in an adjacent municipality (City of Surrey), provide significant contributions to the NGIN when connected with green infrastructure within the RNP boundaries, along with adjacent neighbourhoods and communities.

4. Prepare long-term restoration, enhancement and management/stewardship plans for each of the Nature Conservation Areas, both existing, as defined on Map 3, and those identified and preserved through the implementation of the RNP.

Matrix Features

5. Integrate other complementary nature conservation and engineered Green Infrastructure features in the Neighbourhood Matrix, such as various interventions and guidance to accommodate mature trees and the next generation of trees to expand the neighbourhood tree canopy, greenways of various types, green rainwater, stormwater and groundwater management features, wildlife conduits and corridors, active and passive park spaces, and naturescaping practices (see *Naturescape British Columbia Provincial Guide*) throughout the neighbourhood.

6. Create a Green Infrastructure Neighbourhood Matrix Playbook that provides design details for use on public and private land as part of development activities, as well as homeowner(s) and commercial site owner(s) activities/enhancements. This Playbook would be intended for implementation primarily at the site level. The design details would focus on aspects of green infrastructure that are not typically and appropriately addressed in existing bylaw and regulatory tools yet are equally important and require implementation guidance.

7. Continue to develop programs, communications, and promote dialogue to raise public and development community awareness and understanding of environmental planning and management and the protection, restoration and enhancement of a green infrastructure based on a network of hubs, linking corridors and other green infrastructure throughout the neighbourhood matrix in the RNP area.

8. Develop hedgerows and buffer strip trails in order to enhance habitat and wildlife corridors adjacent to agricultural areas and along municipal boundaries.

Nature Conservation Hubs + Corridors	Matrix Features	
• Wetlands • Ponds/lakes • Streams • Forests/Tree stands • Groundwater • Passive Parks • Hedgerows – Municipal + urban/rural boundaries	• Neighbourhood parks • Yards and setbacks • Naturescaping • Treed Spaces • Nature corridors + spaces • Community gardens • Pollinator-friendly landscaping	• Green/blue roofs • Green walls • Rainwater harvesting • Streetscapes + lanescapes • Greenways • Rainwater, stormwater + groundwater mgmt. (quality + quantity)

Figure 15. Green Infrastructure: Framework Elements + Neighbourhood Matrix Features

5.2 Groundwater Protection and Management

The RNP area is underlain by several unconfined and confined aquifers. The Brookswood Aquifer is commonly used by private and municipal wells. It is a groundwater reservoir comprised of porous, unconsolidated sands and gravels. In terms of the Brookswood Aquifer specifically, these sands and gravels originate from glacial outwash deposits. This aquifer – sometimes referred to as a water table aquifer – is considered unconfined because it is not covered or 'capped' by relatively impermeable ground/soil material above it, allowing for relatively easy recharge or replenishment through the surface, as well as extraction and discharge, of the groundwater resource.

The Brookswood Aquifer is an important water supply source for many Township of Langley residents. The groundwater system also sustains important habitat as a baseflow for surface water sources.

The glacial deposits, primarily consisting of sands and gravels, that make up the Brookswood Aquifer have high permeability, groundwater flow and hydraulic conductivity, meaning that the saturation zone of the aquifer is hydraulically connected to surface water (e.g., wetlands, ponds, lakes and watercourses). This means that water can move easily and relatively quickly into the groundwater storage, within the groundwater itself, and discharge or exit through surface water, plant uptake and evaporation.

Given these characteristics, the unconfined Brookswood Aquifer is very susceptible to contamination and interruptions to groundwater recharge, especially from the surface and other interconnected aquifers. Depending on the season, the highly permeable sand and gravel allows rainfall to seep quickly through the pores of the coarse soil carrying both the recharge and contaminants from the surface to the aquifer below.

Care must be taken in Brookswood-Fernridge to avoid contamination of the underlying aquifer and promote sustainable recharge management practices. Groundwater resource protection requires:

- the preservation of water quality for the health and benefit of all users, including the natural environment;
- the management of water quantity to meet the needs of all users, including the natural environment; and
- the maintenance of the hydraulic integrity of the surface water – lotic and lentic – systems.

Policies specific for Groundwater Protection and Management are as follows:

<u>Policies</u>:

1. Apply Policies #1, #2, #3 and #4, Section 6.1 Aquifer (Groundwater) of the BFCP.

2. Preserve, restore, enhance and manage the neighbourhood forest and associated tree canopy as a means to protect the underlying aquifer.

3. Minimize impervious surfaces to enhance recharge and rainfall infiltration potential. Develop specific zoning regulations and development standards to facilitate this outcome.

4. Maximize dispersed groundwater recharge at all spatial scales, from the neighbourhood to the individual building site, to minimize groundwater mounding conditions during rain events.

5. Require 'enhanced' treatment for rainwater and stormwater runoff, particularly for pollution-generating impervious surfaces such as roads, lanes, surface parking, driveways, loading/unloading areas and any other surfaces that vehicles and trucks use, including maintenance vehicle and fire apparatus staging areas. Locate all 'enhanced' treatment facilities for rainwater and stormwater runoff from pollution-generating impervious surfaces in public or adjacent to public spaces to provide for ease of municipal maintenance.

6. Design and implement NGIN features that mimic natural hydrology through low impact development practices and implementation of source control best management practices (e.g. roof leaders disconnection, enhanced topsoil installation, infiltration galleries, bioretention swales and planters, pervious pavers, etc.), that promote mitigation of development impacts to runoff catchment areas, peak flows, runoff volumes and water quality.

7. Obtain development approval information from development proponents at the time of a zoning amendment application to the Township of Langley, pursuant to sections 484, 485, 486 and 487 of the *Local Government Act*. The purpose of the development approval information is to ensure development takes place in a manner that protects, restores, sustains and enhances the quality and quantity of groundwater sources for drinking, irrigation, other approved uses and the overall health of the natural environment and aquatic ecosystem. See Appendix A development approval information requirements.

8. Appropriately close test holes or similar that are used for geotechnical or hydrogeological investigations and purposes. Monitoring will be completed by an appropriately Qualified Professional Hydrogeologist or Engineer with relevant experience, registered in the Province of British Columbia.

9. Design communal rainwater and stormwater detention facilities and ponds to also provide bioretention capabilities, as feasible and contribute to groundwater recharge while protecting the quality of the baseflows and infiltrated water, and the water that will be collected or retained on site.

10. Allow habitable basements with residential uses in areas delineated on **Map 4** as a Habitable Basement Area, subject to requirements of the Subdivision and Development Servicing Bylaw along with confirmation, based on site investigations, that there is no risk of flooding, seepage or water intrusion into the basement. Areas delineated on **Map 4** as a Possible Habitable Basement Area may be permitted to have habitable basements with residential uses, provided that a technical assessment supported by site hydrogeological investigations, monitoring data and observations, including seasonal variations and long-term water level trends of groundwater and surrounding water features, site geology, cumulative impacts analysis, etc., demonstrates that such basements are feasible. The technical evaluation submitted by the applicant must be prepared by a certified Qualified Professional Hydrogeologist or Engineer, registered in the Province of British Columbia.

11. Prohibit habitable basements with residential uses, due to high water table conditions during peak rainy season, in areas delineated on **Map 4** as a No Habitable Basement Area.

5.3 Neighbourhood Forestry

Trees within neighbourhoods improve livability, increase civic pride, and contribute significantly to the quality of life for residents. Neighbourhood forests slow the production of ground-level ozone, filter particulates from the air, and absorb air-borne pollutants such as sulphur dioxide. Trees can reduce capital and maintenance costs of rainwater management, by intercepting rainfall and reducing the quantity of rainwater to be handled and mitigating the overheating of homes in neighbourhoods during summer months.

Environmentally, trees increase biodiversity in a neighbourhood by providing food and habitat for a range of wildlife species. Tree roots protect stream banks, reducing the potential for erosion and sedimentation, while shading the water. Trees also conserve and enhance soil productivity by enriching biological activity through support for insects, bacteria and fungi, which in turn improve the ability of soils to uptake water and nutrients.

Neighbourhood trees can also be stressed by restrictions to water and nutrients and impacted by wind and road salt / brine. At a time when the forest in most neighbourhoods will have an increased role in sequestering carbon, sheltering from winds and reducing demands for energy for heating and cooling homes as a result of climate change, its trees will face escalating changes to growing conditions, altering plant hardiness zones and compromising their longevity.

Neighbourhood tree canopy cover is a performance measure of the physical coverage of the tree leaf or foliage canopy over the land. It represents a way of expressing, as a percentage, the spatial extent or vertical projection of the tree crown coverage in an area. Canopy cover provides an important way of measuring the character of any neighbourhood forest. It is a repeatable benchmark that can be measured regularly and can guide future tree planting programs. The measure of tree canopy cover for a neighbourhood forest serves as a good indicator of its general health and value.

Development of a neighbourhood forest is an integral ‘building block’ or structural element in RNP area. In order to guide the development of great new neighbourhoods, a neighbourhood forest policy framework for this Plan is predicated on the following: (1) tree retention; (2) tree enhancement and integration through the appropriate ‘right tree and right location’ methodology; and (3) reforestation that incorporates the next generation of neighbourhood trees that would adapt to new growing and seasonal conditions due to climate change, as an approach to establishing a robust, multi-generational neighbourhood forest. Policies specific for Neighbourhood Forestry are as follows:

Policies:

1. Nurture, restore and enhance the ecological services and biological diversity of the neighbourhood forest in the RNP area. Implement the Community Forest Management Strategy.

2. Maximize tree canopy as part of development by updating and establishing Zoning Bylaw provisions regarding lot coverage, maximum impervious cover (site coverage), siting of building and structures (setbacks, interior separation distances), the introduction of required tree retention/plantable spaces, locational and tree selection criteria for increasing building energy efficiency, and pollution-generating surface run-off treatment, requirements for permeable surfaces, extent of underground structures, and screening/landscaping requirements, among possible others.

3. Improve tree growth potential in the neighbourhood by increasing minimum soil volume for public and private tree planting requirements. Update the Township of Langley Subdivision and Development Servicing Bylaw to increase the minimum soil volume requirement to 30 m^3 for medium to large trees (expected outcomes in the neighbourhood), to provide soil distribution guidance by recommending approximately 0.3 m^3 to 1.0 m^3 of soil per square metre of expended tree canopy projection be provided and require 20 m^3 of soil volume per tree where soil is being shared between trees. Apply these requirements until such time as the aforementioned Bylaw is formally updated and considered for adoption by Council.

4. Improve adaptability of tree growth potential in the neighbourhood by reviewing and updating the Township's preferred tree list in order to effectively respond to our regions changing climate. This will require consulting and working with regional and local tree nurseries to begin reviewing and updating their available nursery tree stock that aligns with the Township's updated preferred tree list.

5. Establish canopy/planting targets for each municipal park type and targets, in consultation and collaboration with the Langley School District, for elementary, middle and secondary schools.

6. Update and/or develop information systems within a corporate asset management framework to measure urban forest tree canopy every five years, including inventory of location, quantity or extent, useful life expectancy and, when possible, costs and value of trees.

7. Develop a storm response plan to define the process for emergency tree risk assessment and tree removal associated with severe storm events.

8. Ensure that new plantings in streetscapes, greenways, and parks – as well as part of management of Nature Conservation Areas – meet optimal diversity measures and target no more than ten percent (10%) of any species, twenty percent (20%) of any genus and thirty percent (30%) of any family at the neighbourhood scale.

9. Plan and fund naturescaping on public lands to support and enhance biodiversity, and to demonstrate best practices for naturescaping to private landowners.

10. Develop, fund, and ‘pilot’ a Brookswood-Fernridge Neighbourhood Forest Stewardship Program, coordinated by the Township of Langley, yet based on community partnerships and citizen involvement. The Program should consider the following:
    a. Coordinate a ‘Neighbourhoods’ program to supply appropriate trees to private and institutional landowners through local nurseries and supports an ‘Adopt a Tree’ program where individuals or businesses can provide funds for the planting and maintenance of a neighbourhood tree.
    b. Identify and establish strategic partnerships with community groups, private enterprise, and local government to co-fund and resource neighbourhood forestry projects.
    c. Explore partnership opportunities with the Langley School District and other institutional landowners to increase canopy coverage through tree planting programs.
    d. Coordinate and execute a ‘post-occupancy’ tree planting and stewardship program for the purpose of providing and planting of trees in front, rear and side yard spaces, on new residential properties, in areas designated Single Family Residential 1B, Single Family Residential 2 and Single Family Residential 3, as well as rowhouse development. The municipal staff would work with new homeowners to permit the planting of the next generation of medium and large trees and provide on-going stewardship support through education of said trees, in the neighbourhood.
    e. Develop an online profile for the neighbourhood forest to provide links to benefit calculators, share data, provide regular updates about activities and opportunities for participation.
    f. Post public signage and send out educational materials related to neighbourhood forest benefits in areas where tree vandalism is occurring.
    g. Develop and post information on a new trees to inform local residents about the importance of trees and the associated benefits to residents and the neighbourhood.
    h. Develop a ‘Citizen Neighbourhood Forester’ program for the community and neighbourhood to participate in neighbourhood forest management, with support from partners. For example, Citizen Neighbourhood Foresters could be trained in proper tree planting and formative pruning to lead volunteers in annual projects for Nature Conservation Area vegetation planting, and potentially to support young tree maintenance.
    i. Develop a ‘Neighbourhood Forest Watch’ pilot program for the community and neighbourhood to identify and participate in cleanup of yard and other solid waste dumping in Nature Conservation Areas.

5.4 Renewable Energy + Low Carbon Neighbourhoods

The construction, operation and maintenance of buildings and our fossil fuel dependent transportation system represent a significant contributor to the creation of GHG emissions, and our changing climate. Green Buildings, site and landscape design, active transportation, particularly walkable neighbourhood design, can assist in reducing energy use and water consumption, as well as reducing GHGs. The Township of Langley strives to achieve low carbon neighbourhoods. The intent of the RNP is to:

- Lead a shift in practice and behaviour with land use, block and street patterns that accelerate reductions in fossil fuel (a key contributor of GHG emissions) dependence and overall energy demand;
- Create neighbourhoods and their associated block patterns that have a positive impact on the natural environment, including a healthy neighbourhood forest, and supports residents physical and mental health;
- Encourage and support innovation for all neighbourhood design features, including block patterns, that facilitate the use of passive and local renewable energy infrastructure, in the development of an energy efficient, resilient, low carbon neighbourhoods; and
- Build neighbourhoods and the community through block patterns that provide and facilitate the use transit, cycling, walking and other active forms of transportation and upholds long-term livability.

Policies specific for Renewable Energy and Low Carbon Neighbourhoods are as follows:

Policies:

Neighbourhood Spatial Pattern

Solar optimized block patterns, can create opportunities to reduce building and transportation energy demand in neighbourhoods, improve overall building and transportation energy demand performance, maximize passive design strategies, including natural ventilation, and measures that expand opportunities beyond only mechanical systems.

1. Design and orient the lotting pattern in blocks for housing developments with Single Family 2, Single Family 3, as well as rowhouse developments on lands with a Townhouse designation, so that the largest roof is oriented directly south and within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west axis. Provide evidence of compliance as part of municipal review of a subdivision application submission.

2. Provide lot or development site dimensions for the relevant building typology to accommodate a building footprint, that conforms to the Plan policies, relevant zoning provisions and other development requirements, and a building roof area of a sufficient scale and optimal orientation for root-top photovoltaics and adequate energy supply generation.

Building Orientation

Positioning and orientation of buildings to take advantage of sun and natural topography can facilitate the application of passive and active solar design measures for buildings, which in turn can result in reductions in GHG emissions and energy demand.

3. Design, orient and site all buildings such that the largest wall length is facing south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west axis, in order to improve the passive performance of the structure. Provide evidence of compliance as part of subdivision application or part of a zoning amendment application, in advance of any other development permit area application or building permit.

4. Design buildings to incorporate a pitched roof, to orient and site the largest surface area of said pitched roof to be south facing, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west axis, in order to maximize solar gains in the winter and minimize in the summer. Provide evidence of compliance as part of subdivision application or part of a zoning amendment application, in advance of any other development permit area application or building permit.

5. Encourage the use of light-coloured hard surfaces (e.g., driveway or patio paving), reflective roof surfaces, blue and green roofs and green walls to reduce the urban heat island effect.

6. Encourage the siting, form and scale of buildings to not block solar access from existing or anticipated development and that shadowing impacts on adjacent buildings are minimized. Sun and Shade analysis should be provided with all residential, commercial, institutional and mixed use developments to demonstrate that overshadowing of adjacent buildings is minimized.

Landscaping

Landscaping can modify temperature conditions on a site and, in turn, influence the energy performance of buildings and structures. It can also contribute to water conservation by minimizing need for irrigation and maximizing water absorption, retention and groundwater recharge.

8. Design, develop implement landscape strategies that incorporate a mixture of drought-tolerant native deciduous and coniferous, evergreen tree species of varying ages and heights (retention, restoration and enhancement), along with a variety of native shrubs, perennials, and groundcovers with xeriscaping techniques, to replicate natural ‘layered’ plant communities, to contribute to the microclimates of the site and interiors of buildings, as well as encourage biodiversity and ecological health and to limit the need for irrigation.

9. Incorporate landscape design strategies to reduce energy demands for heating, cooling and lighting in buildings by:
    a. using deciduous trees on the southern and western facing sides of a building to maximize the warming effect of solar radiation in winter months and the cooling effect of shade in the summer; and
    b. by situating coniferous, evergreen trees in all other areas throughout, as part of development and broader neighbourhood design.

10. Provide rainwater harvesting infrastructure as part of development with Single Family 2, Single Family 3, Townhouse Land Use Designations, sized to a sufficient quantity to afford adequate water for landscaped areas of the development during the length of a typical dry season, based on best available climate change forecasts at the time of application.

11. Encourage the employment of green roofs, blue-green roofs, green walls and other green engineered systems that can contribute to rainwater management and cooling needs by reducing the heat island effect of a building's roof/wall and heat transfer to the interior of the structure.

12. Obtain development approval information from development proponents at the time of a zoning amendment application to the Township of Langley, pursuant to Sections 484, 485, 486 and 487 of the *Local Government Act*. The purpose of the development approval information is to ensure development takes place in manner that creates neighbourhoods and their associated block patterns that have a positive impact on the natural environment and natural earth systems and supports residents physical and mental health; encourages and supports innovation for all neighbourhood design features, including block, lot and building orientation patterns, that facilitate the use of passive and local renewable energy infrastructure, in the development of an energy efficient, resilient, low carbon neighbourhoods; and helps build neighbourhoods and the community through block patterns that provide and facilitate the use transit, cycling, walking and other active forms of transportation and upholds long-term livability. The analysis and assessment, as well as the conclusions and recommendations of this development approval information will be used to identify and confirm compliance with the policy outlined in this Section of the RNP.

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6.0 NEIGHBOURHOOD PLACEMAKING

A neighbourhood is a place. Designing and building great new neighbourhoods involve transitions from one type of place to another. The character of this changed place – a neighbourhood – can be described through visual aesthetics and physical relationships. **Neighbourhood character** involves a mix of elements in the natural and built environments that give it a distinct 'personality'. Every property and building, public place, environmental feature, or piece of infrastructure contributes to its character, as do the arrangements of each of these building blocks.

The visual and physical patterns of the built environment are defined by recurring characteristics, such as the green street edges of front yards, street trees, and by the frontage patterns, forms, and orientation of buildings – which can vary by neighbourhood, street, and block or can be consistent across the community as a whole. These patterns can accommodate a diversity of building forms and scales while providing an underlying sense of cohesion that helps define the character of the neighbourhood.

But neighbourhood character alone does not define the identity of a space or the **sense of place**. For a neighbourhood to become a valued place, it must also establish and nurture a distinct identity that is determined in part by how residents, business operators, and visitors experience the place and socially interact within it. The sense of place of a neighbourhood consists of both tangible human-built and natural structures and subjective experiences within and between them.

6.1 Active and Nature (Passive) Park Spaces

This Plan builds upon existing parks and nature spaces and establishes an enhanced network of parks and nature spaces that combined will contribute to a complete and livable neighbourhood in the Rinn area. These new parks and nature spaces further provide the neighbourhood with active and passive outdoor recreational opportunities to meet the needs of residents, employees and visitors alike. Policies specific to Parks and Nature Park Spaces are as follows:

Policies:

1. Apply Policies #2, #3, #5, #6, #7 and #8, Section 5.1 of the BFCP (BFCP).

2. Accommodate an additional 8.5 hectares (21 acres) of parks space in the form of a Community, Neighbourhood and Nature Parks in the approximate locations within the neighbourhood as indicated on **Map 2**.

3. Incorporate Urban Pocket Parks to provide complementary programing spaces and ease of walking access for residents, in the approximate locations within the neighbourhood as indicated on **Map 2**.

6.1.1 Community Parks

The Rinn neighbourhood has programming similar to community park programming on Brookswood Secondary School grounds and adjacent to George Preston Recreation Centre. A modest addition to these existing facilities in the Plan area will provide space for a variety of amenities and activities that serve the residents of Rinn and complement the programming this is already present. The intent of these policies is to provide direction to ensure that the additional community park space is appropriately located, sized and configured, and that necessary access and connectivity to and from the park site is sufficient and appropriate for the needs of the users. Policies specific to community parks are as follows:

Policies:

1. Provide additional community park space with a minimum size of 4 hectares (10 acres). Locate the new additional community park space within the vicinity of Brookswood Secondary School, as indicated on **Map 2**.

2. Identify and secure the new community park lands through a variety of municipal funding sources.

3. Ensure that the additional community park space is appropriately located to serve the intended purpose.

4. Incorporate, as part of community park design, contributions to neighbourhood forestry in a variety of ways, including in the form of Nature Spaces, and Aquatic and Terrestrial Nature Conservation Areas, as outlined in Section 4.1 of the Plan.

6.1.2 Neighbourhood Parks

Four new Neighbourhood Parks (NPs) are to be accommodated in the initial phase of implementing and developing the Rinn neighbourhood. These neighbourhood parks will provide a variety of recreational opportunities, including sports fields, playgrounds and nature spaces. The intent of these policies is to provide direction to ensure that the Neighbourhood Park sites are appropriately located, sized and configured, and that necessary access and connectivity are sufficient and appropriate for the needs of the users. Policies specific to a neighbourhood park are as follows:

Policies:

1. Provide three NPs, each with a minimum of 2.8 hectares (7 acres) in size. Locate new NP sites within the vicinity of the areas indicated on **Map 2**.

2. Identify and secure, as provided for by development proponents, the Neighbourhood Park site along with the rezoning of all lands designated for residential development, as outlined in Policy #1, Section 9.2, General Prerequisites, of this Plan.

3. Ensure that the NP sites are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley. Obtain development approval information from development proponents, pursuant to Section 485 (1)(b) *Local Government Act* (*LGA*). The purpose of the development approval information is to ensure lands appointed for the NP site are indeed usable and appropriate for its intended use. The development approval information shall consist of a biological site inventory and assessment, and a hydrogeological assessment report.

4. Use 0.8 hectares (2 acres) of the minimum of 2.8 hectares (7 acres) land dedication required for the NP site as contributions to neighbourhood forestry in the form of a Nature Space, which will be included as an update to **Map 3**.

6.1.3 Nature Parks & Nature Park Spaces

Nature Parks are a hallmark of the small town character of the Rinn area. They provide visual and physical public access to the unique natural features of the area. Nature Parks in the Rinn neighbourhood include natural landscapes and features – preserved, restored and enhanced – that provide many important ecological services, spaces of biodiversity and groundwater recharge, and serve as climate change adaptation and mitigation areas, and will be adapted to provide trails, protected zones, picnic spaces, education and historical commemoration, weather-protected seating, outdoor exercise spaces and generally an outdoor place of respite and refuge. Policies specific to Nature Parks and Nature Park Spaces are as follows:

Policies:

1. Preserve the location and size of nature parks and nature park spaces, as delineated on **Map 2**, in the Rinn area in perpetuity (Dale Ball Passive Park). The only exception to the potential diminishment in the size to the Dale Ball Passive Park would be to accommodate road dedication for upgrading 208 Street and 36 Avenue.

2. Provide an additional 2 hectares (5 acres) for nature park space in the Rinn Neighbourhood.

3. Provide physical and visual public access with possible features such as trails, small picnic spaces, education and historical commemoration, weather-protected seating, and outdoor exercise spaces. Nature and nature programming should remain the dominant feature of the nature parks and nature park spaces.

4. Prepare a Rinn Nature Park Conservancy and Management Plan to guide the active management of the natural resources and systems for nature parks and nature park spaces to preserve, restore, enhance and maintain their functions, to deliver a wide array of ecological benefits and robust biodiversity, to enhance the well-being of neighbourhood residents, and to prioritize the needs and guidance for long-term maintenance and stewardship.

5. Identify and fund new Nature Parks and new Nature Park Spaces through the Booth Fernridge and Rinn Greenway Amenity Policy as well as other funding sources such as grants.

6.2 Greenways and Pedestrian/Cycling Connections

The network of greenway and pedestrian connections in Rinn is an important component of the mobility network for pedestrians, cyclists, scooterists and enthusiasts of other emerging new mobility modes and a key recreational amenity. Along with the bicycle network described in Section 7, street greenways, creek greenways (trails), enhanced sidewalks, and pedestrian links provide continuous pedestrian connections between destinations within and beyond the plan area, and a range of easily accessible, recreational experiences. The specific locations of planned greenways and pedestrian connections are illustrated on **Map 2**.

6.2.1 Street Greenways

Street Greenways are wide landscaped boulevards along major roads which provide attractive and safe pedestrian and recreation cyclist connections throughout the community. Street Greenways connect pedestrians and cyclists with parks, natural areas, commercial nodes, neighbourhood amenities and services, as well as the integration with greenways in adjacent neighbourhoods, and connections to destinations beyond. Policies specific to Street Greenways are as follows:

Policies:

1. Provide contiguous Street Greenways in the locations identified on **Map 2.**

2. Construct Street Greenways within the required streetscape that is comprised of a portion of the road dedication as well as an additional 4.5 metre wide park dedication. At a minimum the streetscape associated with Street Greenways includes on-street parking (except not on most Arterial Roads), curb, gutter, a three (3) metre multi-use concrete pathway, street trees, retained and new coniferous trees, understory plantings, surface drainage facilities (e.g., vegetated bioretention planters, swales and basins), at-, above- and below-grade utilities, and transit stops, among other possible space/use requirements.

3. Preserve existing, healthy trees, where technically feasible and preferentially for coniferous varieties (e.g., coast Douglas Fir), that are situated within the area of the new Street Greenways and associated streetscape, provided that those applicable features, outlined in Policy #2 of this Section above, are retained. Increase the possibility of retaining more existing trees, specifically the preferential coniferous varieties, through variations in the streetscape design. Variations to streetscape design could include, but is not limited to, the use of municipally-approved, proprietary below-grade rainwater/stormwater treatment vaults in place of surface drainage facilities, providing curb bulges to accommodate trees – no more than a 10 percent of the block face (measured between the inside curb faces of two cross streets) – in order to provide appropriately-sized, sufficient on-street parking spaces, narrowing the width of the vehicle travel lanes (not including those of an Arterial road) and therefore expanding the dimensions of the streetscape to provide additional tree space, and modest changes in locations and design of transit stops.

4. Incorporate a variety of coniferous – retained or new – tree species and varieties, that complement the usual deciduous street trees, along with understorey plantings. Use appropriate retained and new trees and understorey plantings that will not interfere with the functionality of surface drainage facilities and other required features of the streetscape.

5. Provide safe street crossings for pedestrians and cyclists at key intersections.

6. Build appropriate and effective ‘connections’ and ‘tie-ins’ where the Street Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

7. Fund Street Greenways – land dedication costs plus additional construction costs – through the Booth Fernridge and Rinn Greenway Amenity Policy.

6.2.2 Neighbourhood Edge Greenways

A Neighbourhood Edge Greenway is a linear feature with dense naturescaping, some elevation change elements (e.g., earthen berm) and hardscaping (e.g. pathways) that buffers and transitions between predominantly neighbourhood residential land uses and very different land use conditions. In the Rinn area, an ‘agriculture buffer’ version of the Neighbourhood Edge Greenway will be applied along the transition between neighbourhood residential areas and rural/agricultural lands. Policies specific to Neighbourhood Edge Greenways are as follows:

Policies:

1. Establish an ‘agriculture buffer’ in the form of a Neighbourhood Edge Greenway along the neighbourhood rural/agriculture interface, in the locations identified on **Map 2**. There are two types of conditions along the interface that require different responses. The first interface type (road) is adjacent to a road dedicated and constructed to an appropriate standard. This interface type shall include a 7.5 metre wide vegetated buffer on the outside of and adjacent to the road allowance/dedication, on the neighbourhood side. At a minimum the streetscape associated with Neighbourhood Edge Greenways includes on-street parking, curb, gutter, a 1.8 metre multi-use concrete pathway, abundant street trees, retained and new coniferous trees, understory plantings, surface drainage facilities (e.g., vegetated bioretention planters, swales and basins), above-, at- and below-grade utilities, among other possible space/use requirements. The second interface type (non-road) is situated along a shared property line between neighbourhood residential lands and rural/agriculture lands. At a minimum the non-road Neighbourhood Edge Greenway includes a 1.8 metre multi-use concrete pathway, abundant trees, retained and new coniferous trees, understory plantings, among other possible space/use requirements. This interface type shall include a 15 metre wide vegetated buffer on the residential land side.

2. Provide safe street crossings for pedestrians and cyclists at key intersections along the Neighbourhood Edge Greenway.

3. Build appropriate and effective ‘connections’ and ‘tie-ins’ where the Neighbourhood Edge Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

4. Incorporate a variety of coniferous – retained or new – tree species and varieties, that complement the usual deciduous street trees, along with understorey plantings. Use appropriate retained and new trees and understorey plantings that will not interfere with the functionality of surface drainage facilities and other required features of the streetscape.

5. Fund the portion of the Nature Corridor Greenway located within the Plan boundary through the Booth Fernridge and Rinn Greenway Amenity Policy.

6.2.3 Nature Corridor Greenway

A Nature Corridor Greenway is a linear space that provides protected wildlife habitat, facilitates movement of wildlife between habitat areas and contributes to the neighbourhood's green infrastructure network. The purpose of the Nature Corridor Greenway is to maintain, restore, enhance habitat connectivity; reduce genetic isolation among wildlife populations; and aid in the reduction of human wildlife conflict. Policies for the Nature Corridor Greenway are as follows:

Policies:

1. Provide a contiguous Nature Corridor Greenway in the approximate location identified on **Map 3**.

2. Avoid locating the Nature Corridor Greenway near either public and private roads nor drive aisles when oriented parallel with said roads or drive aisles.

3. Construct the Nature Corridor Greenway thirty (30) metres wide on average. The Nature Corridor Greenway includes a restored and enhanced corridor which is richly planted with retained and new native trees – specifically, coniferous tree species – and native understorey plantings that provide sources of food and cover, and support high wildlife value and biodiversity, plus a three (3) metre wide multi-use asphalt pathway and seating, situated in the outer perimeter on one side, and the use, at Collector and Arterial road crossing, of wildlife tunnels who's design provides natural light infiltration for the entire length.

4. Determine the exact location of the Nature Corridor Greenway on a development site by using a tree inventory information and the hydrogeological assessment report and aquafer protection plan information requirements, identified in Section 5.2, Policy #7 to guide decision making. Prioritize as a means of determining the exact location of the Nature Corridor Greenway the preservation of existing, healthy trees and tree stands, where technically feasible and preferentially for coniferous varieties (e.g., coast Douglas Fir) and quality groundwater recharge areas on the development site in question. Locational decision for other development sites will also be a consideration in determining the exact location of the Nature Corridor Greenway.

5. Allow reductions in width along select sections of the Nature Corridor Greenway for no more than 20 metres, provided that: (1) the width reductions are no more than 10 metres in length, (2) the said reductions are spaces a minimum of 50 metres apart (3) an average total greenway width of 30 metres is maintained, and (4) the connectivity for nature and recreation purposes is continuous. The development of the Nature Corridor Greenway may be divided evenly between two properties or development sites,

6. Preserve existing, healthy trees and tree stands, where technically feasible and preferentially for coniferous varieties (e.g., Coastal Douglas Fir). Changes to the alignment of the Nature Corridor Greenway can be considered, provided that there is no net loss of habitat, and alignment locations at the neighbourhood plan edges are retained.

7. Build appropriate and effective 'connections' and 'tie-ins' where the Nature Corridor Greenways intersect with other pedestrian and cycling facilities and other types of Greenways and trails.

8. Fund the portion of the Nature Corridor Greenway located within the Plan boundary through the Booth Fernridge and Rinn Amenity Zoning Policy.

6.2.4 Aquatic Greenways and Trails

Aquatic Greenways are off-street trails within a landscaped corridor that runs adjacent to existing waterbodies and associated natural vegetated buffer areas. These multi-use pathways accommodate both pedestrians and cyclists and can be used for recreation and commuting purposes. Policies specific to aquatic greenways are as follows:

Policies:

1. Provide Aquatic Greenways in the locations identified on **Map 2**.

2. Construct Aquatic Greenways that are minimum six (6) metres wide on average. The Aquatic Greenway is part of a preserved, restored and enhanced riparian corridor adjacent to waterbodies of various types – watercourses, wetlands, ponds, lakes – which is richly planted with retained and new native trees – specifically, coniferous tree species – and native understorey plantings that provide sources of food and cover, and support high wildlife value and biodiversity, plus a three (3) metre wide multi-use asphalt pathway and seating, situated in the outer perimeter of the required riparian areas, and a 1.5 metre vegetated buffer on either side of the pathway. In situations where the Terrestrial Nature Conservation Area, a requirement of the Plan, is added to the riparian area of a protected waterbody, the Aquatic Greenway will be relocated to remain in the outer perimeter of the combined riparian area plus the Nature Conservation Area that is added.

3. Build appropriate and effective 'connections' and 'tie-ins' where the Aquatic Greenways intersect with other pedestrian and cycling facilities and other types of Greenways.

4. Fund Aquatic Greenways – construction costs – through the Booth Fernridge and Rinn Greenway Amenity Policy.

6.2.5 Enhanced Sidewalks

Enhanced Sidewalks are suitable in areas where short distances of hard-surface pedestrian and cyclist connections are required. Examples of Enhanced Sidewalks can be found on clear-span bridge structures and over-sized culverts at watercourse crossings. Enhanced Sidewalks are designed to accommodate a 3-metre wide multi-use pathway. Enhanced Sidewalks are not funded through the Brookswood-Fernridge Greenway Amenity Policy and are therefore the financial responsibility of development. Policies specific for Enhanced Sidewalks are as follows:

Policies:

1. Provide Enhanced Sidewalks in the locations identified on **Map 2**.

2. Construct Enhanced Sidewalks to be a continuous three (3) metre wide multi-use pathway.

6.2.5 Mid-Block Pedestrian Links

Mid-Block Pedestrian Links provide connection through developments and subdivisions, to and from greenways, trails, schools and areas where public access along corridors is widely spaced. The location for the Mid-Block Pedestrian Links, as described in Sections 3.2, 3.3 and 3.4 of this Plan, is not intended to be interpreted literally but approximately, both in distance and frequency. The intent of these policies is to secure additional connection points through development to increase the walkability and permeability of the neighbourhood and to improve connectivity with adjacent neighbourhoods and destinations. Mid-Block Pedestrian Links are not funded through the Booth Fernridge and Rinn Greenway Amenity Policy and are therefore the financial responsibility of development. Policies specific for the Mid-Block Lane and Pedestrian Links are as follows:

Policies:

1. Provide Mid-Block Pedestrian Links, which are a minimum six metres wide and include a three (3m) metre wide, shared use, hard-surface (e.g., concrete, asphalt) pathway, as conceptually represented in Sections 3.2, 3.3 and 3.4, or required elsewhere and pursuant to this Plan.

2. Design entrances to Mid-Block Pedestrian Links so that they are visible and will be interpreted as a ‘public’ pathway. Build appropriate and effective ‘connections’ and ‘tie-ins’ to facilitate this ‘interpretation’ where the Mid-Block Pedestrian Links intersect with other pedestrian and cycling facilities and other types of Greenways.

6.3 Heritage

In 2012, Township of Langley Council endorsed a Heritage Strategy that recognizes the importance of Langley's historic and archaeological resources, its rural lands, and its natural and cultural landscapes, in developing complete sustainable communities, and identifies nine goals and a number of actions to be implemented over ten years. The following actions would apply to resources identified in the Rinn Neighbourhood:

- ✓ Identify built, natural and cultural landscape heritage sites, and policies for conserving them during the neighbourhood plan process; and
- ✓ Preserve, protect and celebrate significant historical resources that illustrate Langley's range of heritage values.

The intent of these policies is to guide the commemoration of archaeological resources and natural and cultural landscapes that have heritage values as they relate to the Rinn area.

Policies:

1. Apply Policies #1 thru #7, Section 5.5 of the BFCP.

2. Ensure archaeological sites – physical remains of past human activity – are documented and protected as mandated by the *Heritage Conservation Act* and assisted by the Township of Langley's Archaeological Site Protection policy and associated Guidelines for Archaeological Chance Find Management.

6.4 Crime Prevention Through Environmental Design

The safety and security of residents are an important component of any liveable community. Safety and security are considered not only in terms of personal physical safety (i.e. crime and threats to personal property), but also in terms of safety for pedestrians, cyclists and motorist.

The way in which we design our communities and public spaces can impact personal safety and the ability of law enforcement to reduce crime within a community. This approach to development planning, which seeks to reduce opportunities for crime, is called 'Crime Prevention through Environmental Design' (CPTED), the principles of which include the following:

- Territoriality - fostering residents' interaction, vigilance, and control over their neighbourhood
- Surveillance - maximizing the ability to spot suspicious people and activities
- Activity support - encouraging the intended use of public space by residents
- Hierarchy of space - identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening - using physical barriers, security devices and tamper- resistant materials to restrict entrance
- Environment - making a design or location decision that takes into account the surrounding environment and minimizing the use of space by conflicting groups
- Image/Maintenance - ensuring that a building or area is clean, well-maintained, and graffiti- free

The intent of the policies aligns with the spirit of the CPTED principles. As development within Rinn occurs over time, planning staff should verify that land development proposals comply with CPTED principles prior to approval. Policies specific for the application of CPTED principles to land development proposals and relevant infrastructure projects are as follows:

Policies:

1. Require all development proponents, except for single family only proposals and infrastructure projects, to prepare and provide a CPTED Assessment, including project design recommendations, as part of applications and project designs, or as part of a Development Permit if no rezone is part of the development proposal.

2. New developments should be designed to provide 'eyes on the street' through the placement of windows, porches, balconies, and street-level uses. Blank walls should be avoided. Design should allow for casual surveillance of all streets, parks, children's play areas and other public spaces.

3. Adequate lighting should be provided for all streets, lanes, parking areas, parks, trails, as appropriate, and building entrances to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.

4. Landscaping and fencing should be designed to avoid the creation of blind spots or hiding places.

5. Site design should allow for clear sightlines between parking areas, public sidewalks, and building entrances.

7.0 MOBILITY + TRANSPORTATION INFRASTRUCTURE

Mobility networks are vital places in neighbourhoods and communities and include sidewalks and trails, bike-routes, greenways, transit routes and streets of many varieties. These mobility networks are the common space where the neighbourhood is woven together. Mobility spaces are where children learn to ride bicycles, neighbours meet, couples stroll, and have an evening ride. They allow us to get to work and school, run errands, participate in cultural and recreational activities, and live our daily lives. Mobility networks are the connective tissue of the built environment, contributing to the health, well-being, and livability of the neighbourhood.

Mobility networks are also the point of access to our businesses, homes, parks, and institutions. They provide for the delivery of goods to our stores and businesses, enable fire, police, and paramedic services to respond to emergences, accommodate the public transit systems and provide important corridors for electricity, telecommunications, and water, sanitary and rainwater drainage utilities. Mobility networks that provide a range of transportation options for people are also a key building block and mainstay of walkable neighbourhoods that contribute to community livability, lower greenhouse gas emissions and provide healthier lifestyles.

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, stormwater management, and many other uses and features.

While not every type of use or user may be accommodated on every street, the goal is to build great new neighbourhoods with a well-functioning street network that supports and sustains our quality of life. Complete livable streets ensure that social, economic and environmental priorities are integrated in street planning and design. Complete livable streets come in many shapes and forms, and there is no one-size-fits all outcomes. However, all adhere to a series of underlying principles. Policies specific to Complete Livable Streets are as follows:

7.1 Network

Policies:

1. Design each aspect, as relevant and applicable, of the mobility network to incorporate the following:
    a. Design to accommodate all users – Complete livable streets provide appropriate space for all street users to coexist. Depending on the road and land use type, complete livable street design should accommodate a range of users including pedestrians, bicyclists, transit users, automobiles, and commercial vehicles.
    b. Design for safety – The safety of all street users, especially the most vulnerable users (children, the elderly, and differently-abled) and modes (pedestrians, bicyclists, mobility-device users) should be paramount in any complete livable street design. The safety of streets can be dramatically improved through appropriate geometric design and operations.
    c. Prioritize pedestrian movement – Complete livable streets are built to pedestrian scale and privilege pedestrian movements, recognizing the critical role pedestrians play in neighbourhood vitality and because all trips include a pedestrian component.
    d. Complement surrounding land uses, environment, and community – Complete livable streets respect the surrounding built and natural environment. Well-designed streets promote travel speeds, modes, and sidewalk activities that are desired and appropriate for the surrounding context.
    e. Incorporate green design – Complete livable streets should incorporate neighbourhood green infrastructure such as neighbourhood forestry, which includes street trees, greenway plantings and trees including retention of existing trees, and private front yard landscaping and trees, as well as rainwater, stormwater and groundwater management practices to simultaneously improve mobility environments for all users, mitigate the environmental impact of runoff and other transportation impacts, and contribute to climate change mitigation and adaptation.
    f. Create public spaces – Complete livable streets promote streets as public spaces and incorporate designs to maximize social and economic activity.

2. Provide new streets and street extensions, as identified on **Map 5**, to support neighbourhood development to accommodate multi-modal permeability, circulation and connections. The design of new streets and lanes will be guided by the Township of Langley's Master Transportation Plan, as amended from time to time, the Subdivision and Development Servicing Bylaw, the Engineering Services Plan for the neighbourhood, policies of this Plan, the Public + Publicly-Accessible Space Pattern Book and other relevant municipal policies, guidelines and bylaws.

3. Design streetscapes with features and finishes based on the Brookswood-Fernridge *Public + Publicly-Accessible Space Pattern Book*.

4. Require the creation of rear public lanes for development that fronts arterial streets.

5. Establish a connected multi-modal transportation grid that supports connectivity and walkability with smaller blocks, greenways and trails, new streets and street extensions, lanes (for parking, loading and servicing access) and Mid-Block and Pedestrian Links to achieve the targeted maximum block length outlined in the Plan.

6. Seek the provision of additional public rights-of way on all existing streets, in accordance with the Zoning Bylaw, Subdivision and Development Servicing Bylaw, the Engineering Services Plan for this neighbourhood and policies of this Plan as part of development for sidewalk widening, greenways, cycling facilities, transit passenger facilities, street widening, on-street parking provision and elements for and specific to particular street frontage types.

7. Require trucks to use designated routes as set out in the Street and Traffic Bylaw, except where necessary to access their destinations.

7.2 Walking

Policies:

1. Provide publicly-accessible, Mid-Block and Pedestrian Links and statutory rights-of-way through or adjacent to new development to improve pedestrian connectivity and accessibility. These Mid-Block Links must be safe, barrier-free and clearly identifiable from the street, and located in a manner to achieve the block pattern guidelines outlined in the Plan.

2. Establish a pedestrian-friendly public realm through streetscape and pedestrian route finishes throughout the Plan area. These streetscape and pedestrian route finish improvements will include features such as rainwater/stormwater management facilities, wide sidewalks, corner bulges, Mid-Block and Pedestrian Links and crossings, street furniture, pedestrian-oriented lighting and continuous weather protection in the Community Activity Precinct.

3. Provide a universally accessible, safe and barrier-free pedestrian routes and environment on public streets, greenways, trails, including during periods of construction.

4. Provide pedestrian routes that connect school sites with parks, open spaces, recreation facilities and residential areas to create greater opportunities for children and youth to safely walk in the neighbourhood.

5. Locate all above-ground infrastructure, (e.g., utility kiosks, traffic-signal boxes, fire hydrants, street and pedestrian lighting), in the furnishing and service zone between the curb and the sidewalk, etc. In no case shall this infrastructure intrude into the through movement zone or create barriers for accessibility.

6. Provide additional pedestrian crossings of arterial streets and include, where feasible, measures that reduce crossing distance, and improve safety and visibility for pedestrians.

7.3 Cycling

Policies:

1. Improve intersection crossings for cyclists along identified bicycle routes and various types of greenways.

2. Provide additional cycling routes, as identified on **Map 6**.

3. Provide public bicycle parking and bike share facilities at strategic destinations, as well as throughout the Neighbourhood Activity Precinct, and at schools, civic facilities and parks.

4. Encourage end-of-trip cycling facilities such as showers, lockers and change areas as part of commercial developments.

5. Collaborate with TransLink to implement secure bike parkades at the transit stop(s) that are located in the immediate vicinity of the Neighbourhood Activity Precinct.

6. Prepare a cycling Wayfinding Plan through additional signs and kiosks as new development occurs.

7. Provide cyclist linkages that connect school sites with parks, open spaces, recreation facilities and residential areas to create greater opportunities for children and youth to safely cycle in the Rinn neighbourhood.

8. Provide physically separated cycling facilities along arterial classified streets for all ages and abilities.

7.4 Transit

Policies:

1. Continue to work with TransLink to review opportunities to achieve optimal transit service coverage and frequency in order to meet user demand as population increase over time. This includes new routes, appropriate frequencies on existing routes and more direct services to connect the neighbourhood to rapid transit stations.

2. Collaborate with TransLink to improve transit system reliability through its Bus Speed and Reliability Program.

3. Enhance transit stops with pedestrian amenities and weather protection through improved lighting, benches, shelters, and in some situations, awnings as part of the frontage improvements required by new development.

4. Provide and protect space on streetscapes along existing and possible future transit routes for stops and other transit infrastructure and facilities to support mobility choice.

7.5 Parking and Loading

Policies:

1. Encourage shared, common off-street non-residential (including civic and institutional) parking to serve multiple users and destinations in the Neighbourhood Activity Node, where deemed appropriate.

2. Encourage parking turnover and efficient use of on-street and off-street parking in the Neighbourhood Activity Node, through the implementation of a variety of parking management strategies (e.g., time limits and pricing).

3. Locate all off-street parking for residential development in the Neighbourhood Activity Precinct to be underground or concealed within a building.

4. Implement flexible curbside management practices in the Neighbourhood Activity Precinct area to facilitate a variety of street uses (e.g., short-term home delivery services, short-term residential loading, food trucks).

5. Facilitate sufficient vehicular drop-off/pick-up facilities as part of the site design for schools and childcare/minding facility uses.

6. Locations of loading access points and loading spaces should minimize impacts on the pedestrian and cycling environment (e.g., through use of lanes and off-street loading spaces). Loading spaces should be located in the rear and not along nor adjacent to Mandatory Commercial Street Frontage areas (see **Section 3.2**).

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8.0 FINANCIAL STRATEGY

The RNP financial strategy is intended to assist in the orderly, cost effective, and equitable development of the neighbourhood. It is based on principles that the Township will not finance, nor assume a financial risk, in the provision of engineering services required for development. As such, water, sanitary sewer, drainage, highway services, and parks are to be solely funded through the collection of Development Cost Charges (DCCs) or other appropriate cost recovery mechanisms. Finally, it is the responsibility of property owners and/or the proponents of development to frontend the construction of engineering services and parks. To assist in this regard, the Township may consent to enter into cost recovery agreements.

DCCs are levied against new development to assist in the financing of new servicing infrastructure and amenities required by, and benefiting, new development. The Township's Development Cost Charge Bylaw sets DCC rates for engineering services and for parks and describes when and how they are to be paid. Rates are uniform across the Township so that similar developments are levied the same rate regardless of their location. In principle, DCCs collected must balance with required expenditures. However, in the Township's context, they may exceed or be in deficit within an individual neighbourhood.

Infrastructure which is eligible to be funded with DCC revenue is identified in the Township of Langley's 20-year DCC program.

The Township has infrastructure financing policies in place and has previously negotiated specific agreements to permit property owners to receive DCC credits to assist in the cost recovery of DCC works they have constructed. Given the high cost of sanitary sewer, drainage, highway, and municipal water facilities required to permit development, the Township may provide opportunities to property owners to achieve cost recovery.

Several cost recovery mechanisms are available for consideration, including Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA).

Each of these offers the ability for frontending property owners to potentially recover their infrastructure investments. However, it is critical that all agreements are structured to provide sufficient time for property owners to potentially fully recover the costs of providing infrastructure. Therefore, it is recommended that the Township approve agreements with 10 – 15 year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.

As indicated earlier, the RNP also includes several amenities to be funded through the Booth Fernridge and Rinn Greenway Amenity Policy. These amenities include:

- Greenways of various types,
- Neighbourhood Gateways,
- Urban Pocket Park, and
- Public Square

To provide funding for the construction of these amenities, the Township will require that new developments contribute an amenity cost at time of rezoning. The Township strives to have relative equality in amenity costs between neighbourhoods. The funding approach to Amenity Costs is identified in the Booth Fernridge and Rinn Greenway Amenity Policy and the Community Amenity Contributions for the Booth, Fernridge and Rinn neighbourhoods

9.0 GROWTH AND CHANGE MANAGEMENT

9.1 Introduction

Development of the Rinn neighbourhood shall proceed based on contributions to the development of arterial road infrastructure, communal drainage facilities, a combined elementary school and neighbourhood park, and in proximity to existing neighbourhoods.

9.2 General Prerequisites

Prior to the adoption of a zoning bylaw amendment in alignment with the RNP as identified on **Map 1**, the following general prerequisites shall be completed to the satisfaction of the Township:

Policies:

1. Identify and provide a neighbourhood park (NP) site in each of the four Phasing Areas, as shown on **Figure 16** to the acceptance of the Township of Langley, subject to other provisions of this Plan, before any development may occur in that Phase, apart from seniors housing, as defined by the Township of Langley *Zoning Bylaw* and non-residential development.

2. Construct community stormwater/rainwater detention sites and facilities for an entire drainage catchment, to the acceptance of the Township of Langley, in advance of any development. Drainage catchment areas, as well as more spatial and engineering details are provided in the Engineering Services Plan. Interim on-site detention will not be permitted.

3. Require all development applications to include land that has at least one continuous property line, in one general direction, measuring a minimum of 100 metres in length, directly adjacent to a designated Arterial Road as delineated in **Map 5**. The required works and services, as defined by this Plan, the associated Engineering Services Plan, the Township of Langley's Subdivision and Development Servicing Bylaw and other relevant bylaws, for the construction of the Arterial Road must be completed as part of the development or as part of the first phase of any multi-phased development. Implementation of this policy will continue until such time as all designated Arterial Roads in the Neighbourhood Plan area are completed or have been granted approval for completion. Non-Arterial fronting development applications could proceed at that time.

4. Prioritize development applications, as guided by Policy #7, Section 9.1, BFCP, that include land within approximately 800 metres of the boundary between the mature suburban neighbourhoods of Brookswood – roughly defined west to east by 208 Street to 212 Street, and north to south by 43 Avenue to 36 Avenue – and the RNP area. Implementation of this policy will continue until such time as roughly two-thirds of the developable land has completed construction or is in the process of construction or has been approved for construction; at which point the prioritization area could be expanded by an additional 800 metres – a total of 1,600 metres from said boundary.

5. Provide temporary transportation infrastructure 'connections' and 'tie-ins' for all modes of travel – pedestrian, cycling, transit, vehicles – between new and existing transportation infrastructure. This shall result in a more gradual and effective transitions between new and existing infrastructure that does not end abruptly at the property line or public right of way. These transportation infrastructure 'connections' and 'tie-ins' will vary from development project to development project but will be provided within existing dedication and will be guided by the principle of 'just enough' for a gradual, safe and effective transition for each mode, and limit as practically possible the amount of 'throw-away' when the temporary is replaced by final improvements. More specifically, the pedestrian 'connections' and 'tie-ins' will need to be extended to the nearest road intersection(s) or nearest road improvement.

6. Major roads and engineering services, including drainage, water, and sanitary sewer, storm detention ponds, and road dedications, widenings and rights-of-way must be provided and extended (at no cost to the Township) to accommodate the proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA) may be considered, where applicable, to the acceptance of the Township.

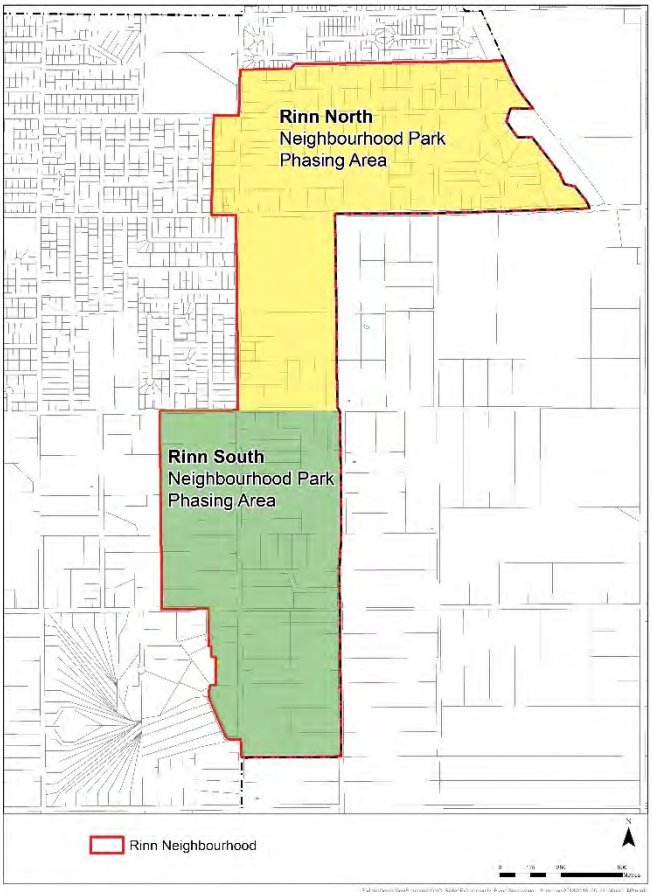


Figure 16. Neighbourhood Park Phasing Areas

9.3 Development Prerequisites in The Neighbourhood Activity Precinct

Prior to Council's consideration of first and second reading of a zoning bylaw amendment in the Neighbourhood Activity Precinct (see Section 3.2) – areas designated for Commercial Village and Rowhouse / Townhouse in this Plan – the following shall be completed to the satisfaction of the Township:

1. Prepare a Comprehensive Development Plan (CDP), to the acceptance of the Township of Langley and at the expense of the proponent, that aligns with the Vision Statement and Guiding Principles of the BFCP and the Neighbourhood Goals and policies of this Neighbourhood Plan for the entire Neighbourhood Activity Precinct (see Section 3.2). The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the Neighbourhood Activity Precinct including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and loading, nature conservation areas, stormwater detention, integration of greenways and other amenities, energy conservation measures, and development and servicing phasing.

9.4 Specific Development Prerequisites

The following development prerequisites must be resolved to the satisfaction of the Township prior to adoption of a zoning bylaw amendment. This list is not deemed to be exhaustive, as other requirements may be added based on specific conditions and changes to Township bylaws, policies and procedures.

1. Enter into a servicing agreement with the Township to secure required road and utility upgrades/extensions, and a stormwater management plan in accordance with the servicing provision of this neighbourhood plan together with existing servicing standards as set out in the Township's Subdivision and Development Servicing Bylaw as amended from time to time.

2. Compliance with the Erosion and Sediment Control Bylaw as amended from time to time, including provision of an erosion and sediment control plan, to the acceptance of the Township.

3. Secure road dedications and widening in accordance with the Subdivision and Development Servicing Bylaw, the relevant Engineering Services Plan and the Township of Langley Master Transportation Plan as amended from time to time, to the acceptance of the Township.

4. Comply with Schedule I (Tree Protection) of the Subdivision and Development Servicing Bylaw as amended from time to time, including provision of a final tree management plan incorporating tree retention, replacement and protection details, to the acceptance of the Township.

5. Transfer any designated greenway, trail, or any other greenspace as shown on the Land Use plan to the Township, or as determined by the Township.

6. Implement environmental protection as outlined within the plan, including the establishment of Nature Conservation Areas and other Neighbourhood Green Infrastructure, and/or by Department of Fisheries and Oceans (DFO) including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.

7. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway and/or trail use. If any indicators of site contamination are found during this initial assessment, further investigation will be required to confirm the existence, type and extent of contamination, and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.

8. Secure (through the Servicing Agreement) fencing for all developments that abut the greenways, parks, edge buffers, and environmental areas to municipal standard and to the acceptance of the Township.

9. Secure an age friendly amenity area in accordance with the Township's Zoning Bylaw as amended from time to time and to the acceptance of the Township.

10. Restore/relocate or use other means of treatment of heritage resources listed within the plan to the satisfaction of the Township. Implement, as part of development, the Township's Archaeological Chance Find Guidelines and other requirements as outlined by the BC Archaeology Branch for the protection of archaeological sites and artifacts.

11. Secure public access rights-of-way through developments, as deemed appropriate, for Mid-Block Pedestrian and/or Lane Links, roads, greenways and sidewalks only. Public access shall not extend to on-street parking.

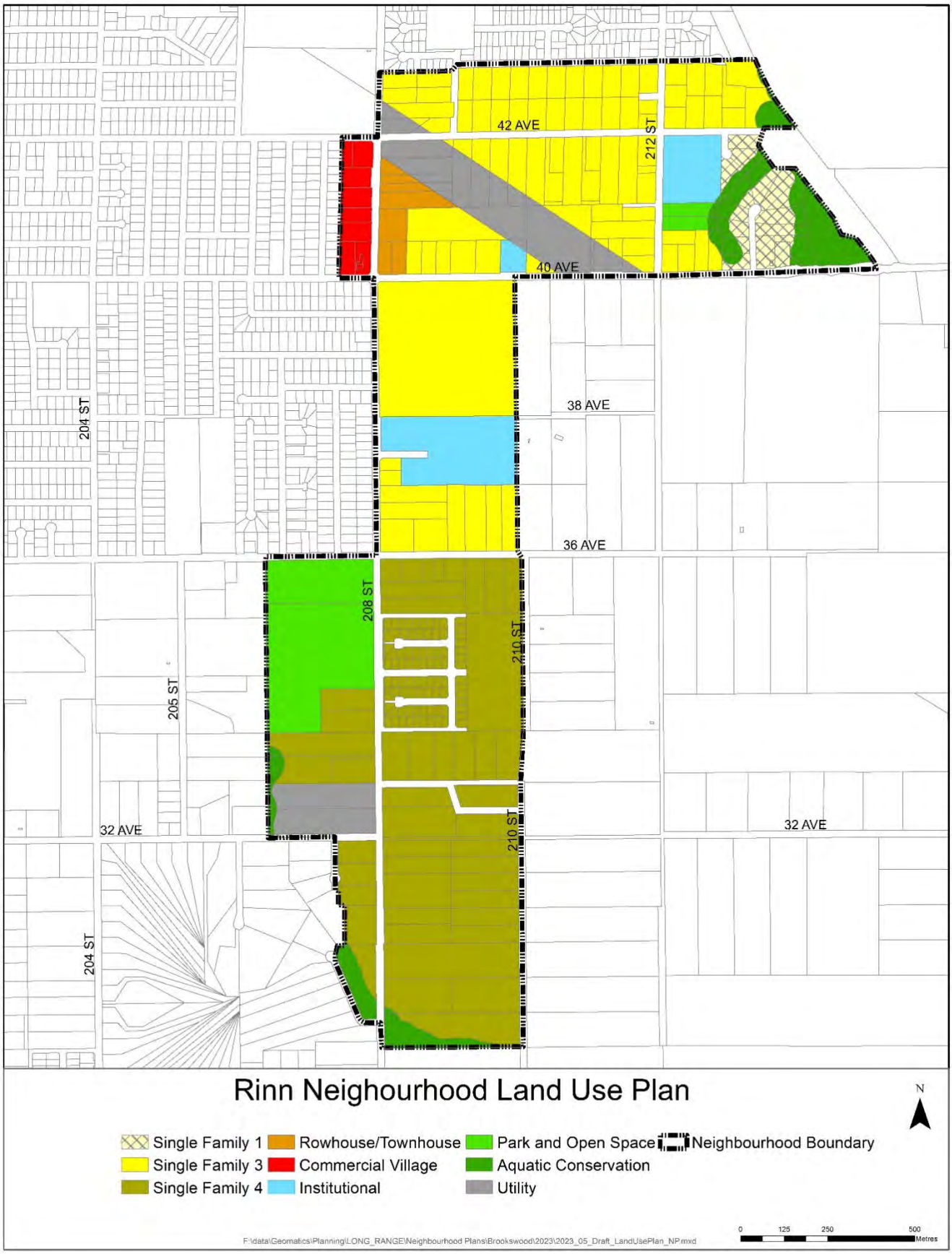
12. Register a restrictive covenant on title preventing developments from constructing or placing any barriers to public access where provided – physical or psychological (i.e. fences, gates, signage. etc.).

13. Register restrictive covenants that may include, but are not limited to:
    a. Non-disturbance setbacks;
    b. Driveway access/ location;
    c. Building setback restrictions;
    d. Restriction of on-street parking; and
    e. Exterior Design Control Agreement for single family developments.

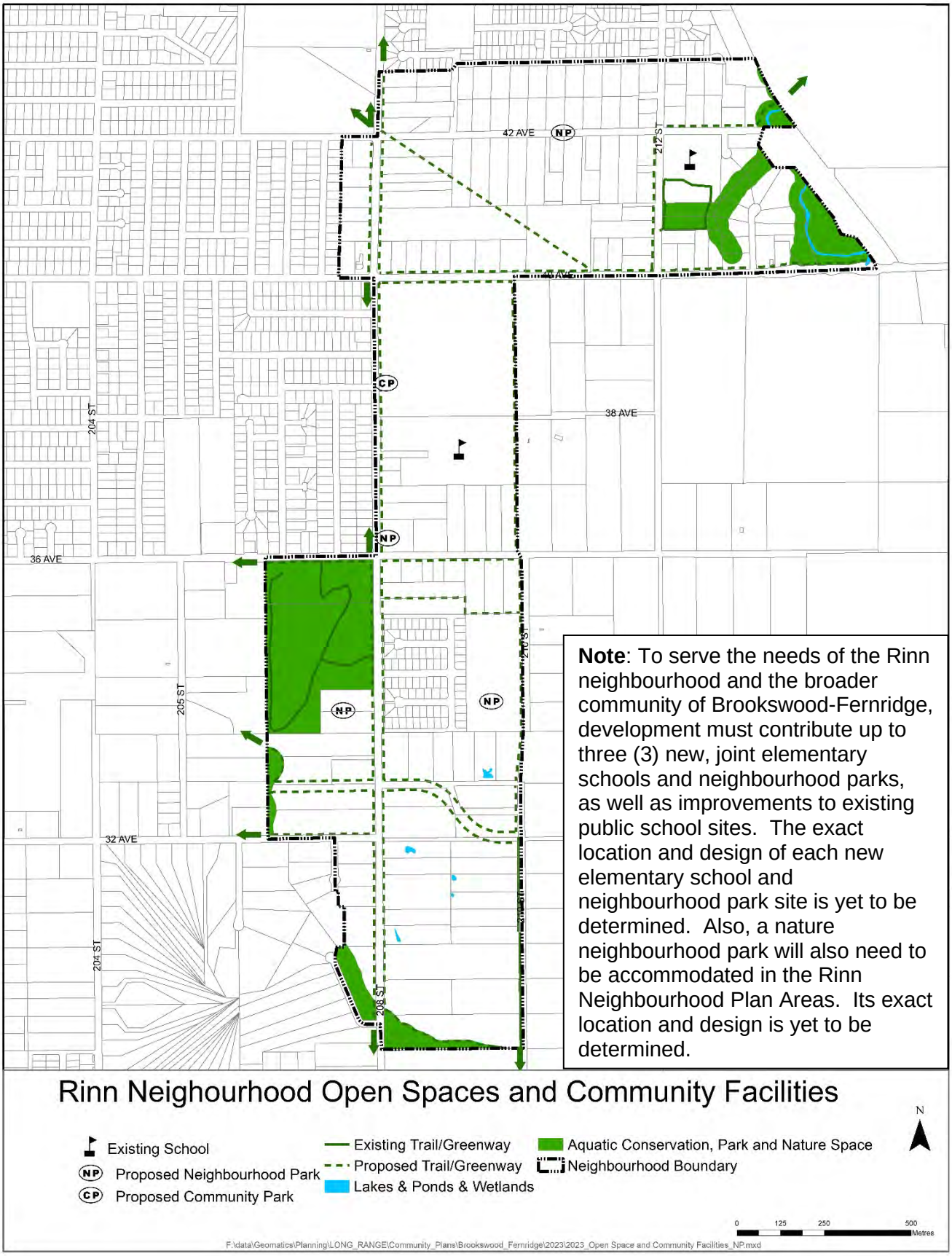
14. Payment of rezoning, development permit and neighbourhood planning fees, community amenity contribution fees, arterial road completion amenity fees, the five (5%) percent neighbourhood parkland amenity fees, and the Booth Fernridge and Rinn Greenway Amenity Policy as amended from time to time.

MAPS

MAP 1 | Land Use Plan



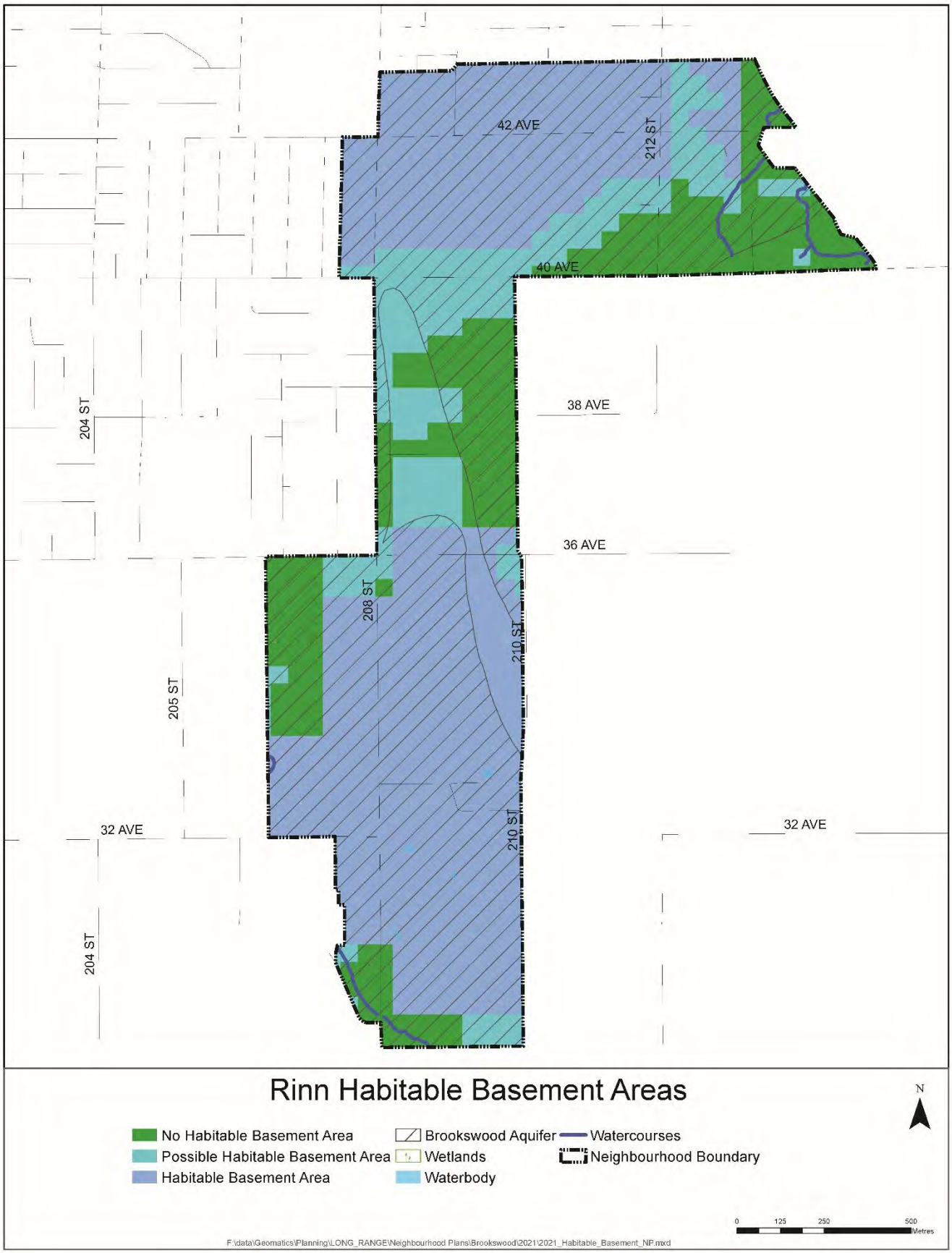
MAP 2 | Parks, Open Space and Neighbourhood Facilities



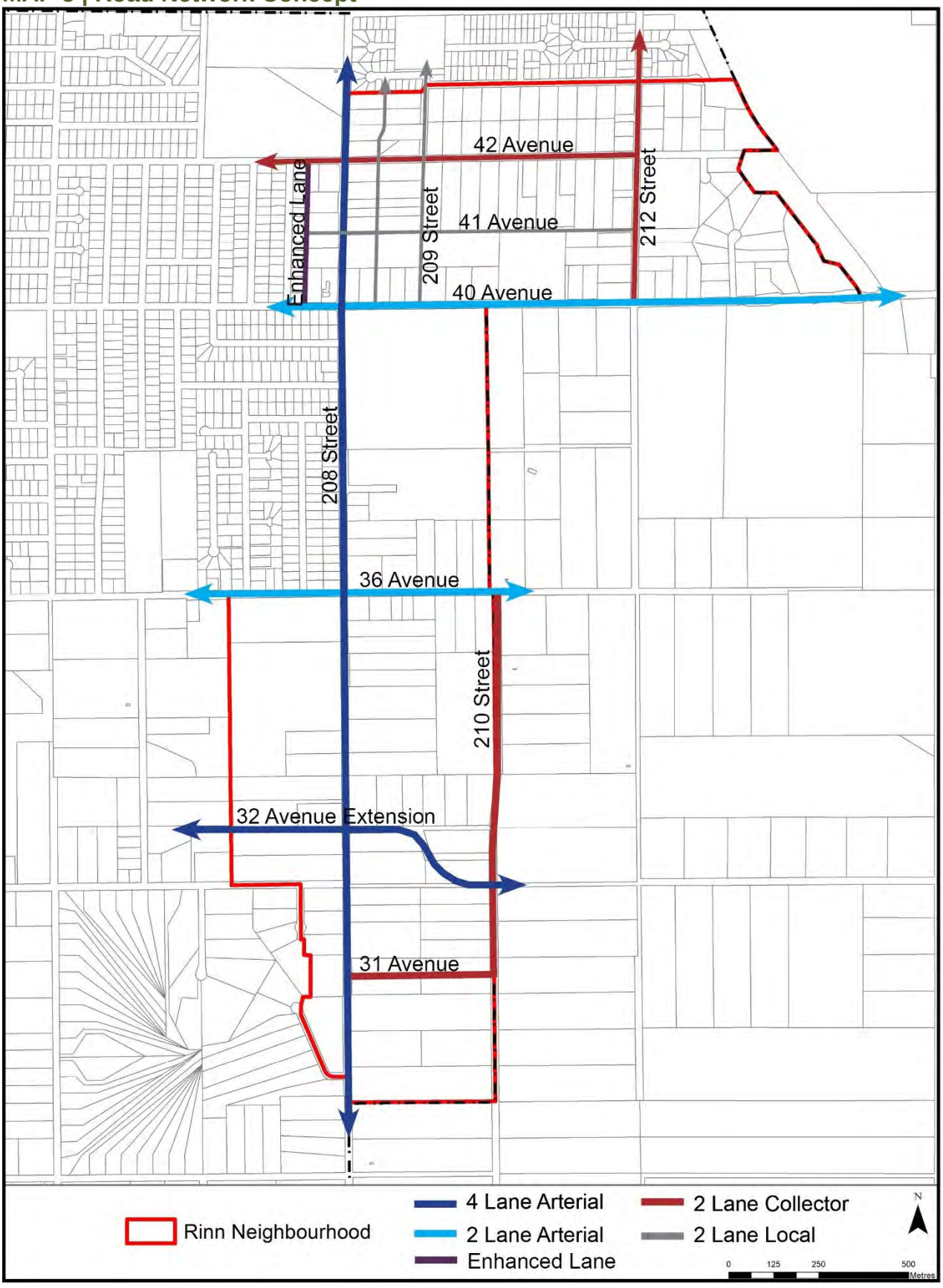
MAP 3 | Environment



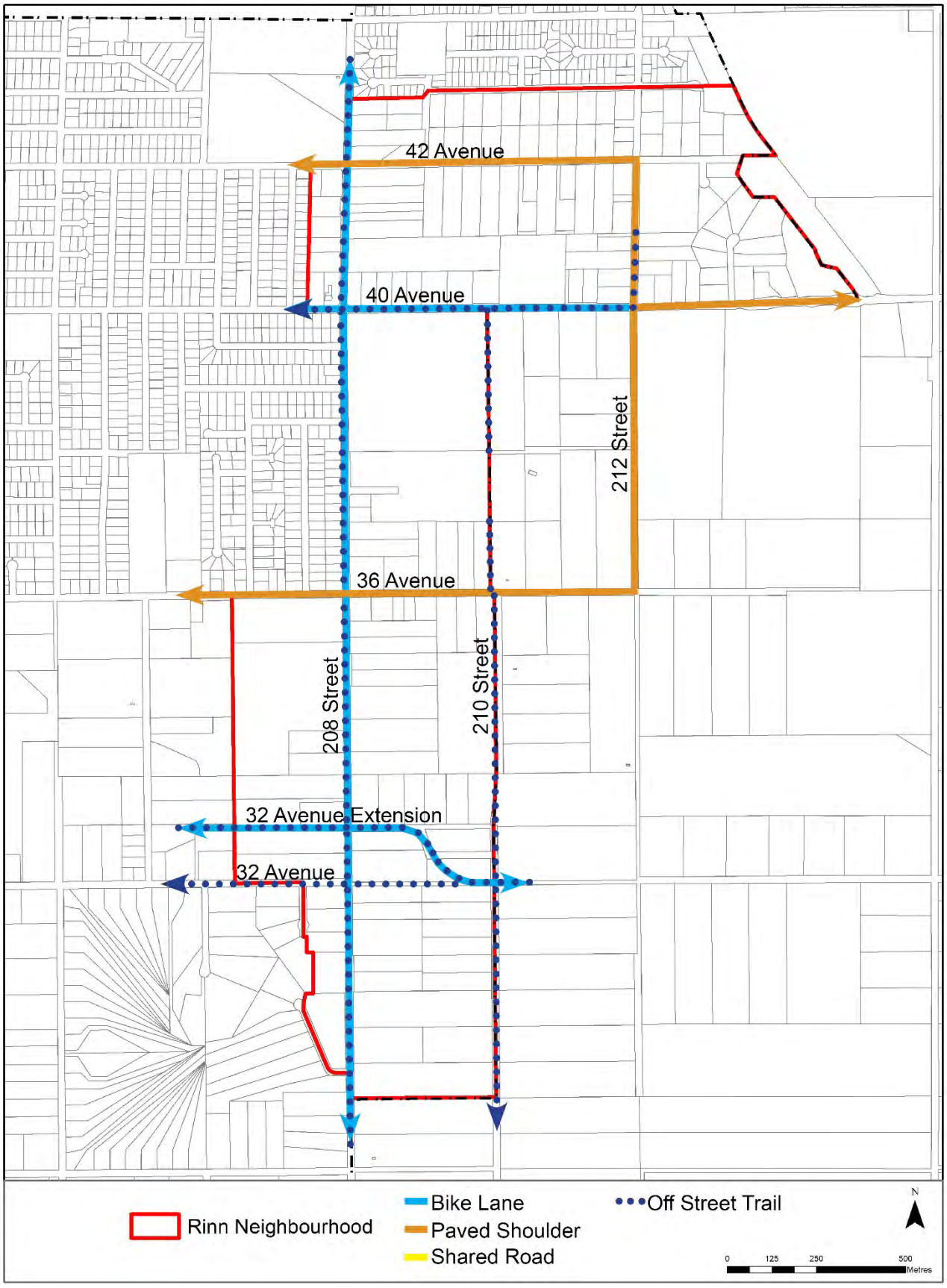
MAP 4 | Habitable Basement Overlay



MAP 5 | Road Network Concept



MAP 6 | Cycling Network Concept



Appendix A

Development Approval Information for Groundwater Protection and Management

1) Provide development approval information, which is requested pursuant to Section 485 (1)(b) *Local Government Act* (*LGA*), shall be submitted with application and payment of a zoning amendment application to the Township of Langley, pursuant to Section 487 (1)(a), *LGA*. The purpose of the development approval information is to ensure development takes place in a manner that protects, restores, sustains, and enhances the quality and quantity of groundwater sources for drinking, irrigation, other approved uses and the overall health of the natural environment and aquatic ecosystem. The entire Booth area lies above an unconfined, water table aquifer that has been identified by various municipal documents and inventories as being highly vulnerable to contamination. This aquifer is the source of municipal and domestic water supply for many residents, including those in surrounding rural areas. The analysis and impact assessment, as well as the conclusions and recommendations of this development approval information will be to identify aquifer protection and recharge measures, and recharge area contamination prevention measures for the aquifer through land use development on the overlying land.

2) The development approval information shall consist of a Hydrogeological Impact Assessment report and an aquafer protection plan containing the following information (this requested information only specifies minimum requirements and the professional preparing the report must utilize their local knowledge, expertise and professional judgment to determine the scope of the undertaking while conducting the technical evaluation in support of the proposed development):
    a. A site plan prepared to scale, based on a legal survey, delineating the proposed development and associated land boundaries, unique features, existing buildings and structures, roads and driveways, topographic features, and significant features identified in the site inventory.
    b. A map showing the ownership and locations of all currently used water wells and surface water within a minimum radius of 1.0 km from the development site.
    c. A site inventory, providing information on existing pre-development conditions, including historical and current land uses.
    d. A description of the hydrogeological system and setting, including the type and characteristics of aquifer(s) present on site, aquifer boundaries, surficial geology, stratigraphy, site cross-sections and soil logs, existing land uses within at least 500m of the site (show on the map), including hydrological and hydrogeological uses and features, as well as identify recharge/discharge areas if any, and changes in the recharge to the underlying aquifers due to the proposed development, changes in hydraulic inter-connectivity between surface water and groundwater features and baseflows to creeks and other waterbodies.
    e. A conceptual model of the groundwater, specific to the site and immediate surrounds.
    f. A description of existing groundwater and surface water users within 1.0 km of the development site.
    g. Methodology and, if applicable, uncertainties and limitations of the report.

h. A description of the proposed work, during or after the development phase, especially the activities that have the potential to adversely impact the local hydrology and groundwater regime. The report should also identify alternative options that will not negatively impact the local environmental and water systems.

i. An impact assessment of:
    i. Identification of all natural features that are potentially at risk from the proposed development and the facilities that will be built as part of this project and show them on a map;
    ii. Cumulative effects analysis;
    iii. Impact to existing groundwater users, water quality and water supply, identification of the potential groundwater issues in the area that may arise from the proposed land use, changes in the local water table depth and peak water table, risk of mounding or ponding and others;
    iv. Impact to surface waterbodies;
    v. Other potential impact implications, such as changes in base flows and recharge quantity, down-gradient water quality changes, and others.

j. Conclusions and recommendations consisting of:
    i. A summary of results and impact assessment;
    ii. An unqualified statement that the proposed development will not adversely impact aquifer(s), existing public and private wells, or surface water bodies in terms of water quality and quantity; or
    iii. Where such a statement cannot categorically be made, specific recommendations on aquifer protection measures and mitigating the likelihood of potential impacts including measures that need to be implemented at pre- and post-development stages, which would result in the requirement being met.

k. Any recommended monitoring requirements, identifying actions that will be taken to ensure all proposed recommendations, activities and actions are completed as described, including the design and implementation of a groundwater monitoring program, groundwater quality protection plan, spill response, fire and contingency plans, and process for resolving any non-compliance.

It is to be noted that after the review of the Hydrogeological Impact Assessment, the Township may request for additional clarifications, site investigations, analysis, etc., in support of the report assumptions and conclusions.

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Township of Langley

Est. 1873

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Langley, British Columbia V2Y 3J1

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tol.ca

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300
AMENDMENT BYLAW NO. 5798

EXPLANATORY NOTE

Bylaw No. 5798 amends the Brookswood-Fernridge Community Plan by aligning the land use, policies, and related amendments with the new Neighbourhood Plans for Booth, Fernridge, and Rinn of the Brookswood-Fernridge Community Plan. Development Permit provisions of the Brookswood-Fernridge Community Plan are also amended removing the Energy Conservation and GHG Emission Reduction Development Permit Area and incorporating new FireSmart BC guidelines for the protection of development, the neighbourhood forests, and groundwater from hazardous conditions associated with wildfires.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (BROOKSWOOD-FERNRIDGE COMMUNITY PLAN) BYLAW 2017 NO. 5300

AMENDMENT BYLAW NO. 5798

WHEREAS it is deemed necessary and desirable to amend the "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300" as amended;

NOW THEREFORE, 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 (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment Bylaw No. 5798".

2. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300" as amended is further amended by:

    a) Deleting subsection "3.4 Residential Cluster Development" from the Brookswood-Fernridge Community Plan Table of Contents and reassign the following subsection as "3.4 Community Character and Identity".

    b) Adding a new subsection "4.5 Single Family 4" following subsection "4.4 Single Family 3" and also subsequently relabeling in sequential order, starting with "4.6 Rowhouse / Townhouse" through to "4.14 Utility";

    c) Adding in Chapter 3. Community Framework, Character, and Identity, the first sentence, the phrase "and its counterpart, transit oriented communities" following the phrase "…planning concept of complete communities" as well as the phrase "combined and comprehensive" before the phrase "policy framework that is the foundation…";

    d) Adding a new sub-subsection immediately following the conclusion of sub-subsection "3.3.1 Complete Communities" that concludes with the phrase "…amenities, utilities and public transit." With the following:

        "3.1.2 Transit Oriented Communities
        A transit oriented community, a subset of the complete communities, also informs the foundation for guiding growth and change. A transit oriented community prescribes an organizing and spatial framework for the arrangement of urban settlements that are predicated on growth centres and corridors. A transit oriented community is a place that, by its spatial arrange and design, contributes to people driving less and walking, cycling, and taking transit more. A transit oriented community is actually a walking and cycling friendly set of neighbourhoods that is focused around frequent transit.";

    e) Retitling sub-subsection "3.1.2 Centres Strategy" as "3.1.3 Centres and Corridors Strategy" as well as the following:

- adding the punctuation and phrase in the first sentence of this sub-subsection " …, and transit oriented" immediately following the phrase "…policy manifestation of a complete";

- adding a new paragraph immediately after the first paragraph of this sub-subsection with the following:

  "Corridors are the connective tissue of the community and its neighbourhoods. Corridors serve as conduits that link together key destinations and the centres that they are located within.";

- adding in the third paragraph of this sub-subsection the words "and corridor"" immediately following "…different components in centres";

f) Amending policies in section "3.2 Community and Neighbourhood Centres" as follows:

- Adding the punctuation and words ", transit oriented" immediately following the words "Foster a complete" and adding the words "Activity Precincts or" immediately following the words "…Community and Neighbourhood" in Policy #1;

- Replacing the word "Centres" in both the first and second sentence with the words "Activity Precincts" in Policy #3;

- Adding the words "businesses in" immediately following the phrase "…local-serving commercial" and replacing the phrase "in the centres" with the word "Precincts" immediately following a capitalized word "Activity" in Policy #4;

- Replacing the word "centres" with the phrase "Activity Precincts" immediately after the phrase "…land use elements in the" and adding the punctuation and words ", transit oriented" immediately after the phrase "…goal of building complete" in Policy #5;

- Replacing the word "Centres" with the phrase "Activity Precincts" immediately following the phrase "…Community and neighbourhood" in Policy #7

g) Amending subsection 3.3 Neighbourhood Areas Beyond the Centres as follows:

- Adding the words "Activity Precincts or" immediately after the phrase "Neighbourhoods beyond the" in the first sentence;

- Adding the punctuation and words ", transit oriented" immediately after the phrase "Foster a complete" and replace the word "centres" with the words "Activity Precincts" in Policy #1;

- Replacing the word "centres" with the words "Activity Precincts" in Policy #2;

h) Deleting Section 3.4 Residential Cluster Development in its entirety;

i) Relabeling Section 3.5 Community Character and Identity as "3.4 Community Character and Identity";

j) Replacing, in Chapter 4. Land Use, second paragraph, last sentence, the phrase "population of 39,000" with the new phrase "population of 74,000" and the bullet points "Rinn – 5,200, Booth – 11,700, Fernridge – 9,000, Glenwood – 3,500, with the following:

- Rinn – 13,500
- Booth – 21,200
- Fernridge – 20,000
- Glenwood – 8,200;

k) Amending Subsection 4.1 General Residential Land Use Policies, by deleting Policy #1 and replacing in its entirety with the following:

"1. Calculate development density for lands designated as Single Family 1, Single Family 2, and Single Family 3, based on minimum lot sizes and other relevant Plan policies of said Land Use Designations. Calculate development density for lands designated as Rowhouse / Townhouse, Apartment, Manufactured Home Park, Commercial Village, and Institutional based on Floor Space Ratio FSR, as defined by the Township of Langley Zoning Bylaw, in relation to developable land area. Land areas (undevelopable areas) dedicated for street, lane and trail rights-of-way, lands dedicated for park spaces (e.g., neighbourhood greenways), lands below the top-of-bank for protected waterbodies and riparian setback areas above (secured through Schedule 3 Development Permit Areas: Streamside Protection and Enhancement of the Township's municipal-wide Official Community Plan, Bylaw 1979 No. 1842) lands to accommodate rainwater detention ponds, and easements/rights-of-way for electrical transmission, gas pipelines and other utilities, are not considered developable land area nor are they included in FSR calculations for determining development density."

l) Amending subsection 4.2 Single Family 1 as follows:

- Adding the phrase "the west side of" immediately before the phrase "…208 Street" and the words "and the" immediately before the phrase "…north of 28 Avenue" in Policy #3;

- Adding the punction and word "; and" immediately following the end of subsection "d" of Policy #3;

- Adding a new subsection "e" of Policy #3, immediately following subsection "d", with the following:

  "accommodation of a road centreline realignment of 208 Street that incorporates the entire and required cross-section of the arterial road on the west (urban) side and none on the east (rural/ALR) side.";

m) Amending Subsection 4.3 Single Family 2 by deleting the text that follows this subtitle in its entirety and replacing it with the following:

"The Single Family 2 designation accommodates single family dwellings with a minimum lot size of 930 m^2 (10,000 ft^2).

Policies:

1. Accommodate single family dwellings on a minimum lot size of 930 m^2 (10,000 ft^2) within areas designated Single Family 2.

2. Permit the area that is both east of 208 Street and north of 43 Avenue to be used as single family dwellings on a minimum lot size of 650 m^2 (7,000 ft^2), despite Policy #1 of this subsection.
3. Incorporate a variety of dimensional measures (e.g., sufficient building setbacks to accommodate medium to large trees on development sites, existing and new generation of tree plantings) and architectural features to support the neighbourhood's sought-after character and identity (see Section 3.5)
4. Incorporate and apply a rear-loaded, street and lane, block and lot pattern.";

n) Amending Subsection 4.4 Single Family 3 by deleting the text that follows this subtitle in its entirety and replacing it with the following:

"Single-Family Residential Three (SF3) Land Use Designation provides an important contribution to housing diversity in the Brookswood-Fernridge area, along with the other residential and mixed-use land uses provided for in this Community Plan. The SF3 Land Use Designation affords the broadest range of character compatible, size efficient low-density housing forms relative to other designations of the Plan including two dwelling units, three dwelling units and four dwelling units on a fee-simple lot, small lot semi-detached, Small Home Courtyard (formerly referenced as Pocket Neighbourhood) housing, manufactured home parks, as well as accessory residential uses such as secondary suites, a part of the principal residence, or a separate Coach House or Laneway Home.

This variety of character compatible, space efficient housing types are intended to accommodate pedestrian-oriented housing with rear lane or other secondary access to maximize on-street parking opportunities, increase opportunities to retain existing trees along streetscapes and front yards, accommodate green rainwater and stormwater infrastructure (GRSI) to treat and manage runoff, provide a high-quality pedestrian and cycling environment, and improve energy efficiency through optimizing envelope and mechanical systems, and the siting and orientation of homes. The accessory forms of housing – a secondary suite (part of the principal residence) or a laneway home serve as a potential mortgage helper and a form of rental housing or small home purchase through strata tenure.

Policies:

1. Provide a diversity of character compatible, space efficient housing types including single family housing, multi-dwelling plexes (2, 3 and 4 units) on a fee-simple lot, Small Home Courtyard, and Manufactured Home Park housing types in areas designated Single Family 3 delineated on **Maps 1** and **2**. Consider accommodating an accessory residential use, in the form of a secondary suite, Coach Home or a Laneway Home.
2. Accommodate single family dwellings (Type A) on lots with a minimum size of 372 m^2 (4,000 ft^2).
3. Consider character compatible, size efficient:

- ✓ Two dwelling units housing type (2–plex, Type B) on lots with a minimum size of 650 m^2 (7,000 ft^2) (strata); A semi-detached dwelling (a two dwelling unit building with each unit located on a separate fee simple lot) version provides a minimum lot size, for each dwelling unit, of 325 m^2 (3,500 ft^2);
- ✓ Three dwelling units housing type (3–plex, Type C) on lots with a minimum size of 790 m^2 (8,500 ft^2); (strata)
- ✓ Four dwelling units housing type (4–plex, Type D) on lots with a minimum size of 860 m^2 (9,260 ft^2) (strata)

4. Consider character compatible, size efficient Small Home Courtyard housing on lots with a minimum size of 1,127 m^2 (12,125 ft^2) and a minimum of 186 m^2 of developable lot area for each principal dwelling unit. No bare land strata; dwelling unit stratification only.
5. Provide for the development of manufactured home parks in the SF3 Land Use Designation.
6. Incorporate and apply a rear-loaded, street and lane, block and lot pattern.";

o) Adding a new Subsection, following the entirety of Subsection 4.4 Single Family 3, with the following:

"Section 4.5 Single Family 4 (SF4)

"The Single Family 4 (SF4) Land Use Designation is to provide moderate-density single family housing in new neighbourhood areas that serve as a transition of scale and density between future neighbourhood areas and existing, established neighbourhood areas. The Single Family 4 Land Use designation accommodates single family dwellings with a minimum lot size of 465 m^2 (5,000 ft^2).

Policies:

1. Accommodate single family dwellings on a minimum lot size of 465 m^2 (5,000 ft^2) within areas designated Single Family 4.
2. Permit the area that is both east of 208 Street and north of 43 Avenue to be used as single family dwellings on a minimum lot size of 650 m^2 (7,000 ft^2), despite Policy #1 of this subsection.
3. Incorporate a variety of dimensional measures (e.g., sufficient building setbacks to accommodate medium to large trees on development sites, existing and new generation of tree plantings) and architectural features to support the neighbourhood's sought-after character and identity (see Section 3.5)
4. Incorporate and apply a rear-loaded, street and lane, block and lot pattern.";

p) Relabeling "Subsection 4.5 Rowhouse/Townhouse" as Subsection "4.6 Rowhouse / Townhouse and relabeling all subsequent subsections through to "4.14 Utility";

q) Amending newly labeled Subsection 4.6 Rowhouse / Townhouse by replacing all the policies with the following:

"Policies:

1. Locate fee-simple rowhome and strata townhome developments in areas designated Rowhouse/Townhouse.

2. Locate rowhouse dwellings, in the form of a principal dwelling and a detached off-street parking structure (garage) that is separated by a rear yard, on lots with a minimum of 216 m^2 for internal lots, 259 m^2 for building end lots and 316 m^2 for corner lots, as defined in the Township of Langley Zoning Bylaw, in Plan areas designated Rowhouse / Townhouse as delineated on **Maps 1** and **2**. No accessory residential uses are provided for this development form.

3. Provide for Conventional Townhome (see policy #2 below) land uses where all buildings and structures together, including townhomes with a primary bedroom on the first storey, have a maximum gross floor area of 0.9 times the net developable lot area for all Plan areas designated Rowhouse / Townhouse as delineated on **Maps 1** and **2**.

4. Provide townhouse dwellings and notwithstanding the definition of "Townhouse" in the Township of Langley Zoning Bylaw, that take the form of either a conventional townhome building, a back-to-back courtyard townhome building, a stacked courtyard townhome building, a stacked back-to-back courtyard townhome building or a hybrid courtyard townhome building.";

r) Amending newly labeled Subsection 4.7 Apartment by replacing all the policies with the following:

"Policies:

1. Provide for apartment land uses where all buildings and structures together have a maximum gross floor area of 1.85 times the net developable lot area for all permitted uses, for all plan areas designated Apartment as delineated on **Maps 1** and **2** This density can be increased by 0.35 times the lot area for buildings that are a minimum of five (5) storeys, up to a maximum of 2.2 times the lot area, and 0.45 times the lot area for buildings that are a maximum of six (6) storeys, up to a maximum of 2.3 times the lot area.

2. Conceal accessory off-street parking, both resident and visitor, and off-street bicycle parking/storage for residents. For an apartment use, concealed parking means an off-street parking use hidden from view and predominantly below the finished grade of the site and, when required due to high water table, hidden from view, within the interior of the buildings footprint, by active uses (e.g., dwelling units, indoor amenity spaces, group children's day care).";

3. Amending newly labeled Subsection 4.8 Manufactured Home Park by deleting the phrase "of 20 units per hectare (8 units per acre)" in Policy #2 and replace it with the phrase "as stipulated in the Township of Langley's *Zoning Bylaw*.";

s) Amending newly labeled Subsection 4.9 Commercial Village as follows:

- Adding the word "The" at the beginning of the second sentence of the first paragraph, immediately before the phrase "Commercial Village…" and deleting the phrase "areas north of 36" and replacing with the phrase "area in the vicinity of 200 Street and 40";

- Deleting the phrase “south of 36 Avenue” in the third sentence of the first paragraph and replacing it with the phrase “in the new neighbourhoods of Booth, Fernridge and Rinn” immediately before the phrase “shall accommodate….” and deleting the phrase “three (3)” and replacing it with the phrase “five (5)”;

- Deleting the phrase “The following policies apply to Commercial Village designated areas north of 36 Avenue:” immediately following the subtitle “Policies:”

  - Amending Policy #1 by deleting the word “at” immediately after the phrase “…Commercial Village area” and replacing it with the phrase “in the vicinity of” and deleting the phrase “and 208 Street and 42 Avenue” immediately after the phrase “40 Avenue”;

  - Amending the pre-policy statement following Policy #1 by deleting the phrase at the end of the sentence “south of 36 Avenue:” and replacing it with “in new neighbourhoods of Booth, Fernridge and Rinn:”;

  - Amending Policy #4 by deleting the phrase “four (4)” and replacing it with “six (6)”;

  - Deleting the entirety of Policy #5 and replacing it with the following:

    “5. Provide mixed-use commercial, residential, and recreational space on lands with a Commercial Village Land Use Designation as delineated on **Maps 1** and **2**. All buildings and structures together must not exceed a gross floor area of 2.3 times the net developable lot area for all permitted uses.”; and

- Deleting the entirety of Policy #6 and relabeling the subsequent Policies in sequential order;

t) Amending newly labeled Subsection 4.10 Convenience Commercial by replacing the entirety of Policy #3 and replacing it with the following:

   “3. Provide for accessory residential uses, in the form of townhomes or apartments, that have a maximum gross floor area of twice the gross floor area of the non-residential use contained within the same building.”;

u) Amending newly labeled Subsection 4.11 Institutional, by deleting the word in Policy #4 “daycares” with and replacing it with the phrase “daycare spaces”;

v) Deleting, in Subsection 6.3 Trees (Urban Forestry), Policies #1 and #2 and relabeling the remaining policies beginning with the number 1 and relabeling in sequential order;

w) Deleting, in Subsection 6.5 Energy and Greenhouse Gas Emissions, Policy #2 in its entirety and relabeling the remaining policies beginning with the number 2 and relabeling them in sequential order;

x) Deleting, in Chapter 10. Development Permit Areas, in the Table 10.1: Development Permit Areas in Brookswood-Fernridge, the entirety of the content in the two cells associated with DPA “D”, and replacing it with “Wildfire Hazard” in the “Type”

column, second cell of the row and “488 1 (a) and (b)” in the “LGA Section” column, third cell in the row.;

y) Amending Subsection 10.1 Development Permit Area A – Residential, Sub-subsection 10.1.3 Guidelines, #1, by deleting the entirety of the second sentence;

z) Amending Subsection 10.5 Development Permit Area D – Energy and Water Conservation and Reduction of Greenhouse Gas Emissions by deleting it in its entirety and replacing it with the following:

“**10.5 Development Permit Area D – Neighbourhood Forest Fire Hazard Reduction**

Category

Section 488 (1) (a) and (b) of the Local Government Act for the protection of development from hazardous conditions, specifically forested areas of all ages and sizes and strive to avoid the contaminating and damaging of the subsurface, Brookswood aquifer and its interconnectedness with surface waterbodies, that are subject to wildland fire risk.

Properties Affected

Unless exempted (see Exemptions Section below) a development permit addressing hazardous condition guidelines (see Guidelines Section below) must be approved before:

- ✓ Subdivision of land;
- ✓ Alteration of land, including but not limited to clearing, grading, preparation for or construction of services, and roads and trails; and/or,
- ✓ Construction of, addition to, or alteration of a building or structure for those properties within 40 metres of Aquatic Conservation and Nature Space designated areas (as delineated on **Map 4**), as well as the expansion or addition of said areas, from time to time.

Justification

Hazardous conditions, specifically wildfire, may in some cases be abated by using appropriate precautionary measures as part of site and building design, construction, and long-term maintenance.

Neighbourhood Forest Fire Hazard Reduction DP Area Guidelines:

1.1 General

As part of the subdivision process, the following guidelines shall be addressed:

a. Provide access in areas of the neighbourhood, as part of subdivision design, that are considered isolated and that have inadequate developed access for evacuation and fire control;

b. Require access points suitable for evacuation and the movement of emergency response equipment are provided. The number of access points and their capacity should be determined during subdivision design and be based on threshold densities of houses and vehicles within the subdivision;

c. Consider, where forested lands abut new subdivisions, requiring roadways to be placed adjacent to those lands. These roads both improve access to the interface for emergency vehicles and provide a fuel break between the wildland and the subdivision;

d. Ensure hydrant locations optimize ability to protect forested parks; and

e. Require that fire hazards on forested lands be mitigated to a level deemed acceptable by a qualified professional in a forest fire hazard assessment before they become the property of the municipality.

f. Development shall be set back a minimum of 10 metres from the top of ridgelines, cliffs or ravines. Variation of the setback may be considered if a wildfire review can justify a change in the setback.

g. Encourage wildfire hazard reduction in a way that is supportive of restoring and enhancing the natural environment.

h. May require the registration of restrictive covenants for areas that have been identified as particularly concerning.

1.2 Buildings

The following provisions shall be registered, at subdivision, either as part of a building scheme or a restrictive covenant.

a. The roof covering must conform to Class A or Class B fire resistance as referenced in the BC Building Code.

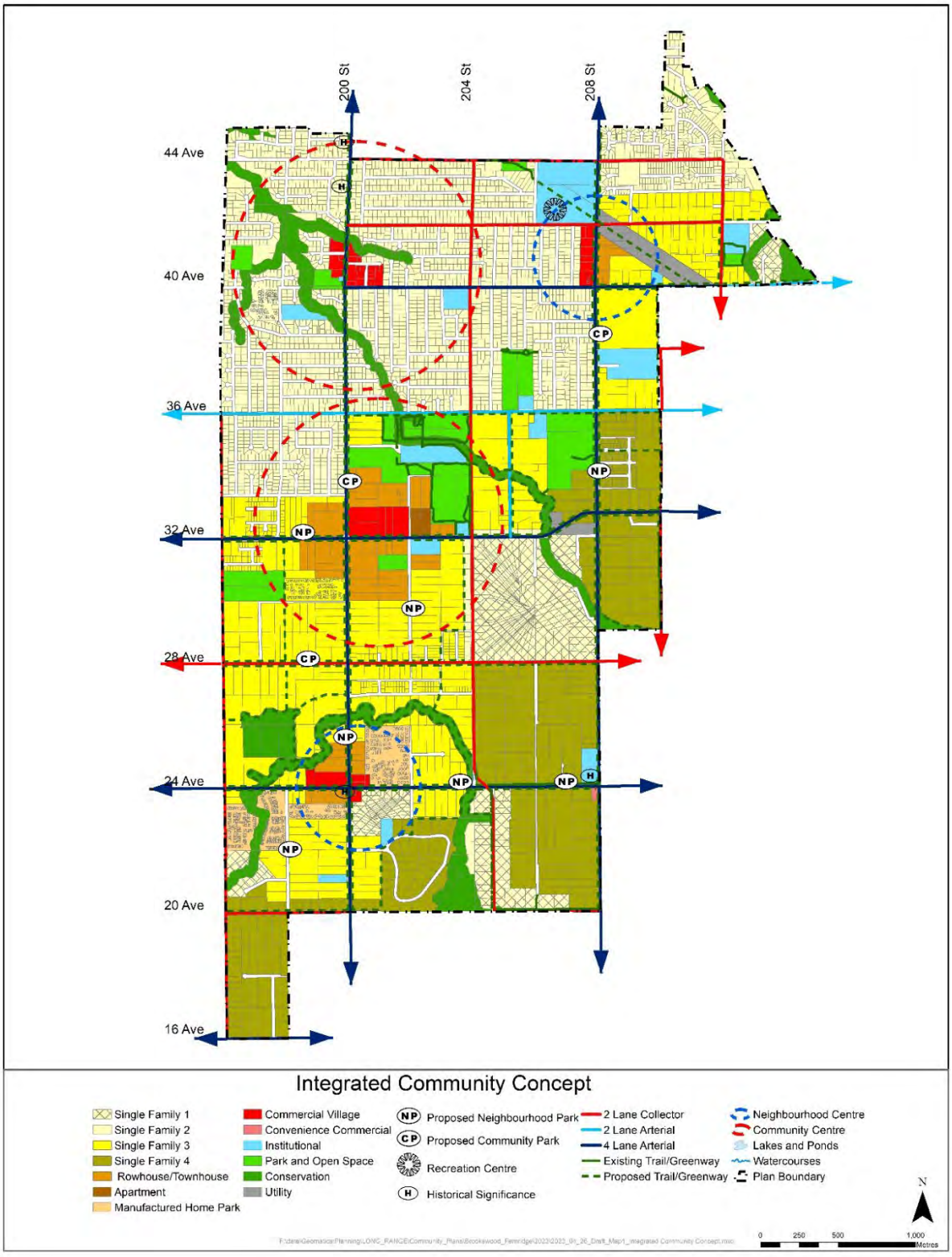
b. Any material used for cladding of exterior walls must be fire resistant. Examples could include stucco, metal siding, brick, cement shingles, or other best practice recommendations.

c. Use fire resistive materials for decks, porches, balconies, and siding, tempered or multi-glazed windows, as well as screening of eaves, attics, roof vents and other exterior openings."

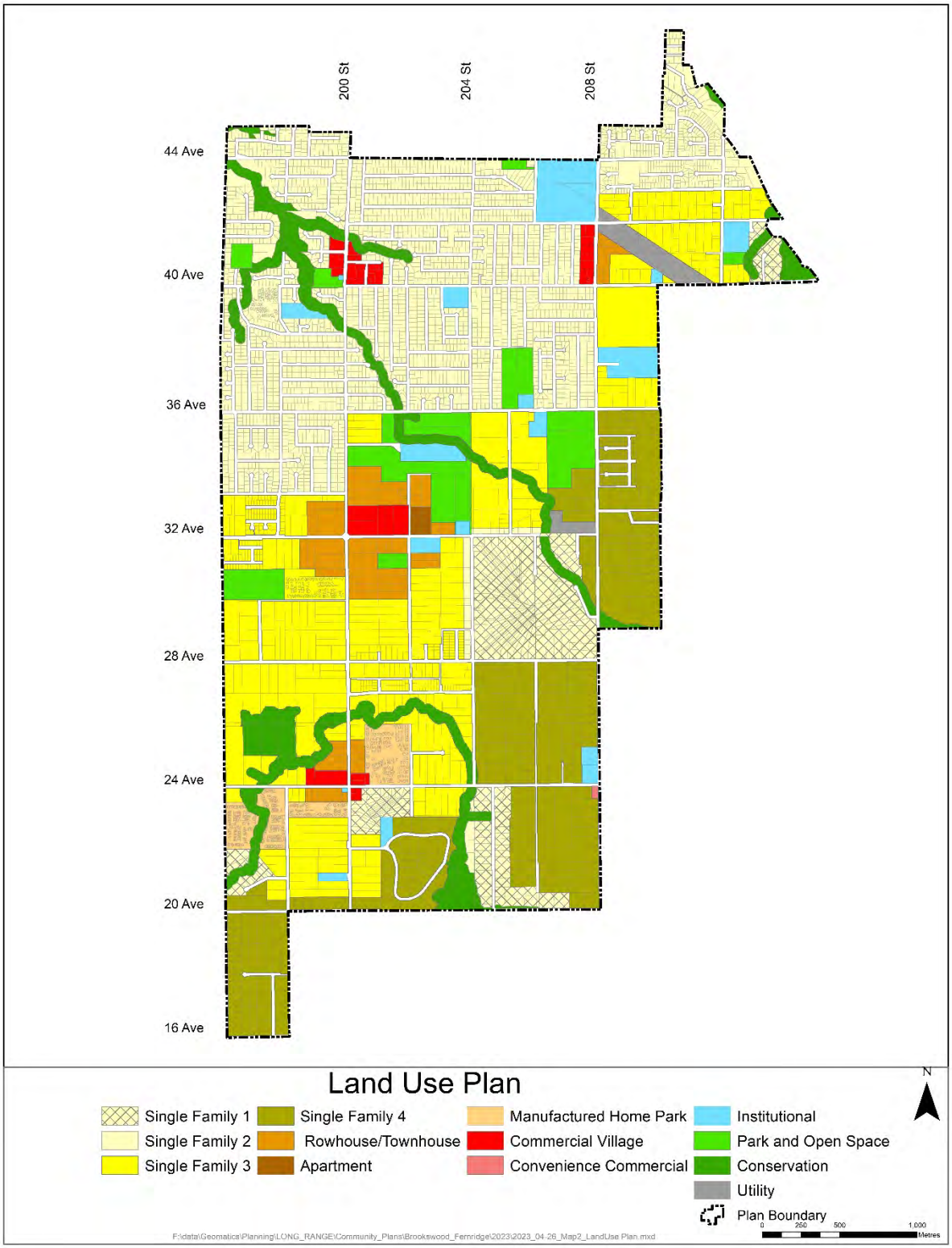
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PUBLIC HEARING HELD the	day of	, 2023
READ A THIRD TIME the	day of	, 2023
ADOPTED the	day of	, 2023

_____ Mayor _____ Township Clerk

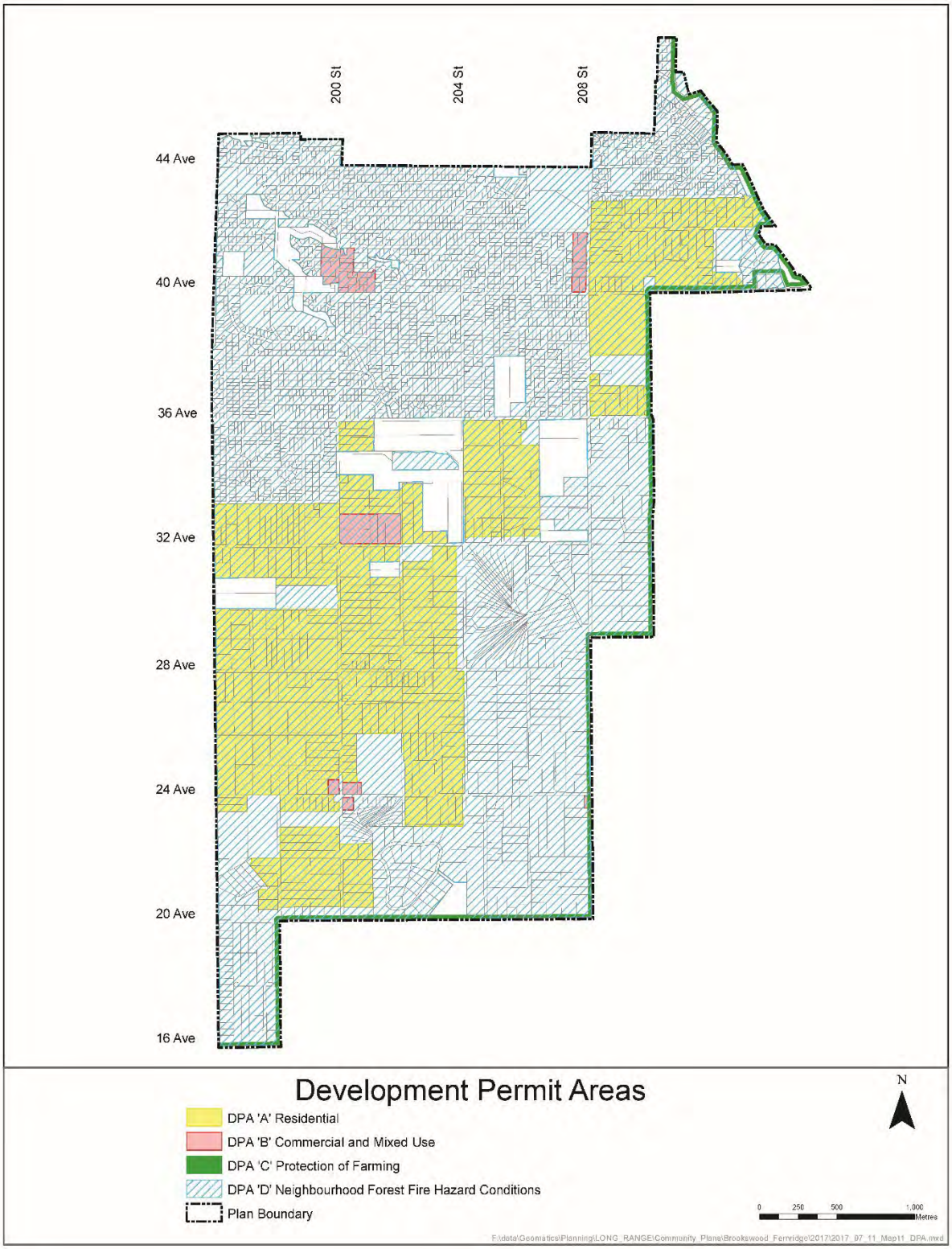
SCHEDULE “A”
BYLAW NO. 5798



SCHEDULE “B”
BYLAW NO. 5798



SCHEDULE 'C'
BYLAW NO. 5798



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	FEBRUARY 27, 2023 - REGULAR MEETING	**REPORT:**	23-25
FROM:	CORPORATE ADMINISTRATION DIVISION	**FILE:**	3900-25
SUBJECT:	ELECTION AND POLITICAL SIGNS BYLAW		

RECOMMENDATION(S):

That Council give first, second and third reading to Election and Political Signs Bylaw No. 5834.

PURPOSE:

At the January 16, 2023 Regular Meeting of Council, Council discussed a proposed updated Election and Political Signs Bylaw. Council referred the proposed bylaw back to staff to make the following changes:

1. Relocate the definition section to the front of the bylaw;
2. Removal of the prohibition on political signs on balconies;
3. Addition of a prohibition on reflective surfaces;
4. Addition of removal of political signs within four days following a local election;
5. Addition of the relevant section of the criminal code for tampering with elections signs; and
6. Reviewing the number of signs per property and placement of signs on boulevards in front of properties.

Staff have made changes to the draft bylaw to include the first five directions. In response to the sixth direction staff have removed all restrictions for the number of signs on a property and deleted the ability for homeowners to use the boulevard in front of their property to place political signs.

The previous report, Report No. 23-05, January 16, 2023 has been attached to this report for Council's information.

Respectfully submitted,

Wendy Bauer
TOWNSHIP CLERK
for
CORPORATE ADMINISTRATION DIVISION

ATTACHMENT A Report No. 23-05, January 16, 2023

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JANUARY 16, 2023 - REGULAR MEETING	**REPORT:**	23-05
FROM:	CORPORATE ADMINISTRATION DIVISION	**FILE:**	3900-25
SUBJECT:	ELECTION AND POLITICAL SIGNS BYLAW		

RECOMMENDATION(S):

That Council give first, second and third reading to Election and Political Signs Bylaw No. 5834.

EXECUTIVE SUMMARY:

At the November 14, 2022 Regular Meeting of Council, Council adopted a resolution directing staff to amend the Election and Political Signs Bylaw 2015 No. 5034 to prohibit election signage placement on all “publicly owned property, roadway or otherwise”. Staff reviewed Election and Political Signs Bylaw 2015 No. 5034 and determined that repealing and replacing the Bylaw would provide a stronger and more easily understood bylaw.

PURPOSE:

The intent of Bylaw 5834 is to repeal and replace the Election and Political Signs Bylaw 2015 No. 5034 to include the direction of Council for the prohibition of election and political signs on public property.

BACKGROUND/HISTORY:

At the November 14, 2022 Regular Council meeting the 2022 Local Government Election Official Report to Council recommended that improvements to the Elections and Political Signs Bylaw were required as "a tremendous amount of Township resources were spent on dealing with elections signs and responding to many complaints from the public".

At that same meeting, Council adopted the following amended resolution:

> Be it resolved that Council hereby directs staff to prepare an amendment to the Election and Political Signs Bylaw prohibiting any and all election signage on Township of Langley or publicly owned property, roadway or otherwise, for Council's consideration.
>
> That the motion include a report from staff on what the adjacent five municipalities are doing in regards to policies and limitations.
> **CARRIED**

DISCUSSION/ANALYSIS:

In response to Council's direction, staff reviewed the public and private property election sign placement requirements in Election and Political Signs Bylaw 2015 No. 5034. It was determined that repealing the Bylaw and replacing it with a new Election and Political Signs Bylaw would produce a clearer bylaw for future election candidates.

As directed, staff also surveyed five surrounding municipalities to ascertain if election or political signs are permitted on public property. The Cities of Langley and Surrey do not allow the posting of election or political signs on any public property. The Cities of Maple Ridge and Pitt Meadows do not allow the posting of signs on property owned, leased or operated by the local government, but do allow signs to be posted on road right of ways. The City of Abbotsford does not allow posting of signs on public property with the exception of the boulevard in front of a private property where the owner has approved the placing.

In reviewing the above local governments' election and political sign requirements as well as other surrounding local government's bylaws, staff have taken instances from all to provide a new political and sign bylaw for Council's consideration.

Several restrictions have been added to clarify or place further restrictions to the placement of signs. For example, the addition of a prohibition of sign placement on balconies and roofs was added, as well as a restriction of machine-readable optical labels (QR codes). The added restrictions have been included as a result of lessons learned from previous elections and restrictions included in other local government bylaws.

As directed by Council, the new bylaw eliminates the placement of election or political signs on public property, with one exception adapted from the City of Abbotsford's bylaw. One sign will be allowed to be placed on a boulevard immediately in front of an individual private property with the permission of the owner. As property owners may not know where the property line and the boulevard meet, it was determined that eliminating the boulevard in front of a property would be difficult and time consuming to enforce. As a result of this exception, restrictions including in the bylaw have been adapted to ensure that should the placement on the boulevard impede public movement or safety, the sign can be removed by Township staff.

Staff have also anticipated that candidates may wish to increase the number of signs placed on a private property. To avoid a property posting multiple of the same candidates' signs, a limit to the number of signs placed on any one private property has been included. In the proposed bylaw one sign per candidate and one sign per political organization can be placed on a private

property with the consent of the owner or the strata corporation in the event that the property contains strata lots.

Many of the requirements of Bylaw No. 5034 remain including all items related to traffic safety should private properties placement result in safety or traffic concerns.

Cost and Resource Allocations:

It is expected the prohibition of election and political sign placement on public property will reduce the utilization of staff time during the election process as significant time was dedicated to the incorrect placement of signs by candidates and those working with them.

Respectfully submitted,

Wendy Bauer
TOWNSHIP CLERK
for
CORPORATE ADMINISTRATION DIVISION

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

CONCURRENCES	
Division / Department	**Name**
Engineering Division	R. Seifi

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

ELECTION AND POLITICAL SIGNS BYLAW NO. 5834

EXPLANATORY NOTE

Bylaw No. 5834 sets out the rules and regulations regarding the placement of election and political signs on both public and private property within the Township of Langley.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

ELECTION AND POLITICAL SIGNS BYLAW NO. 5834

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

Part 1 Citation

1.0 This Bylaw may be cited for all purposes as “Township of Langley Election and Political Signs Bylaw No. 5834”.

Part 2 Definitions:

2.0

Advanced Voting Day	means advance polling day under the Canada Elections Act or advance voting opportunity under the Local Government Act, School Act (BC) or Election Act (BC), whichever is applicable.
Boulevard	means: a) where there is no curb and gutter, the area between the shoulder of the road and the adjacent property line. b) where there is curb and gutter, the area from the back of the curb to the adjacent property line; or c) where there is curb and gutter and a sidewalk, the area from the back of the sidewalk to the adjacent property line.
Candidate	means a person who is a candidate for election pursuant to the Local Government Act, the School Act (BC), the Election Act (BC), or the Canada Elections Act, or a person represented as a candidate on a political sign.
Candidate Representative	means a person who is appointed by a Candidate as a candidate representative for the purposes of the Local Government Act, the Election Act (BC) or the Canada Elections Act.
Centre Median	means an area designated for the segregation of lanes of traffic on a roadway, designated either by lines or landscaping.
Chief Election Officer	means the person appointed by Council as the Chief Election Officer pursuant to the Local Government Act, or the Deputy Chief Election Officer in the absence of the Chief Election Officer.

Council	means the Council of the Township of Langley.
Election or Political Sign	means a temporary sign designed or intended to be displayed in connection with Federal, Provincial, Local Government or School District No. 35 (Langley) elections, by-elections, referendum, or plebiscites.
Engineer	means staff authorized by Council to carry out the power and duties outlined in this bylaw.
General Voting Day	means polling day under the Canada Elections Act or general voting day under the Local Government Act, School Act (BC) or Election Act (BC), whichever is applicable.
Highway	means a common and public highway, street, avenue, road, lane, road allowance, bridge, and viaduct, which is intended for or used by the public for the passage of vehicles, pedestrians, and cyclists, but does not include a private right-of-way on private property.
Park	means Township-owned land or right-of-way used for passive or active recreation including open space, sports fields, pitch and putt golf courses playgrounds, walkways, trails, nature reserves, natural areas, wildlife sanctuaries, greenbelts, conservation areas, buffers, nature interpretation areas, and similar land uses.
Person	includes a property owner, strata corporation, candidate, candidate representative, political organization, or any other person under the direction of such an individual or organization.
Place	means place, erect, affix or attach.
Political Organization	includes: (a) an “elector organization’ within the meaning established in the Local Government Act; (b) a “campaign organizer” within the meaning established in the Local Government Act; (c) a “political party” within the meaning established in the Election Act (BC) or Canada Elections Act; (d) any incorporated or unincorporated organization which promotes or opposes the election of a candidate; (e) any incorporated or unincorporated organization which approves or disapproves of a course of action advocated by a candidate or another political organization;

(f) any incorporated or unincorporated organization which promotes or opposes an issue that is the subject of a referendum or plebiscite; and

(g) any incorporated or unincorporated organization which promotes or opposes a recall or initiative campaign.

Public Property	means all property owned by the Township of Langley and School District No. 35, which are not occupied for residential purposes, excluding all highways.
Roadway Structure	means a bridge, overpass, guardrail, retaining wall, fence, concrete barrier, fire hydrant, street light pole, utility pole, and crosswalk pole.
Shoulder	means where there is no curb and gutter, the area between the edge of the road and a line two metres, fifty centimetres (2.5 m) parallel to the edge of the road.
Sign Face	means the display areas of a political sign on which letter, symbols or pictures appear.
Structure	means a construction of any kind whether fixed to or supported by or sunk into land or water.
Township	means the Corporation of the Township of Langley.
Traffic Control Device	means a sign, line, meter, marking, space, barrier, or device that is painted, placed or erected to guide, regulate, warn, direct, restrict, control or prohibit traffic.

Part 3 Duration and Political Processes

3.0 A person shall not place, or permit to be placed, an election or political sign on public or private property, except in relation to:

Elections / By-Elections:

3.1 Federal elections and by-elections for candidates within the riding, in the Township of Langley, from the time the writ of election is issued until four (4) days after general voting day;

3.2 Provincial elections and by-elections, for candidates within the riding, within the Township of Langley, from the time the writ of election is issued until four (4) days after general voting day; and

3.3 Township of Langley Local Government and School District No. 35 (Langley) Elections and by-elections, from 9:00am on the twenty-first (21st) day prior to general voting day until four (4) days after general voting day.

Referendum or Plebiscites:

3.4 Federal or Provincial referendum or plebiscites, from the day that the text of the question is approved by the Federal Parliament or by the Provincial Legislature, as the case may be, until four (4) days after general voting day;

3.5 Local Government and School District No. 35 (Langley) referendum or plebiscites, from 9:00am on the twenty-first (21st) day prior to general voting day, until four (4) days after the general voting day; and

3.6 Provincial recall or initiative campaigns, from the day that an application for recall or initiative is approved by the Chief Electoral Officer for BC until four (4) days after the final disposition of the matter.

Part 4 Placement of Election or Political Signs on Public Property

4.0 A person must not place, or permit to be placed, an election or political sign on:

a) a highway or right of way;

b) a boulevard, centre median, island, or sidewalk;

c) any roadway structure or traffic control device;

d) a tree, bush, planter, waste or recycling receptacle, newspaper box, mailbox, signpost, bridge or overpass structure;

e) any other public property including land, buildings, structures, parks, gardens or equipment; or

f) overhanging public property.

Part 5 Placement on Private Property

5.0 Election or political signs may be placed on private property in all zones, including single family, two family, multi-family zones, institutional, commercial, and industrial, and any lot in a Rural zone, provided that:

5.1 signs must have the consent of the property owner, occupant, or strata corporation in the case of a parcel containing strata lots, prior to placement.

Part 6 Requirements / Restrictions for Election or Political Signs

6.0 Election or political signs do not require a sign permit, but all election or political signs must adhere to the following requirements and restrictions:

6.1 must have no more than two sign faces;

6.2 each sign face must be no larger than 3 square metres in area nor exceed a maximum height of 1.8 metres;

6.3 must not use the Township of Langley or the School District No. 35 logos, heraldic emblems or similar corporate identifiers for the purpose of any candidate's campaign activities;

6.4 must not be animated, illuminated, reflective, rotating, flashing or have moving lights or other electrical features, including machine readable optical labels;

6.5 must not have attachments such as balloons, kites, an electronic message centre or inflatable devices;

6.7 must not be placed on an existing sign;

6.8 must not be located within 100 metres of a voting place, during Federal, Provincial, Local and School District voting days, including but not limited to advance, general, referendum, and plebiscite voting days;

6.9 must not resemble traffic control devices referred to in the *Motor Vehicle Act* and Regulations under that *Act*;

6.10 must not be placed within five (5) metres of a fire hydrant;

6.11 must not be placed within five (5) metres of a highway where to property is adjacent to an intersection;

6.12 must not be placed in such a way as to create a potential hazard to vehicular, pedestrian or cyclist traffic, and must not obstruct the view of any portion of a traffic control device, signal or intersection or movement of motor vehicles, pedestrians, cyclist or any other traffic;

Part 7 Enforcement of Election or Political Sign Regulations

7.0 If, in the opinion of the Township Engineer, or designate, at his or her sole discretion, an election or political sign erected constitutes a hazard to the safe and efficient movement of vehicular or pedestrian traffic, or otherwise violates any of the above requirements, the Engineer or designate may, immediately and without notice, remove the sign.

7.1 Bylaw No. 5834 allows the Township of Langley to immediately remove signs in violation of the Bylaw.

7.2 Election or political signs removed pursuant to Bylaw No. 5834 will be stored at a Township facility and may be claimed by a candidate or candidate representative, or a person authorized by a candidate or candidate representative.

7.3 Election or political signs removed pursuant to Bylaw No. 5834, and not claimed within four (4) days after the period set out in Part Two of this bylaw, become the property of the Township and may be destroyed or otherwise disposed of by the Township, without notice to any person.

7.4 Defacing, damaging or pulling down election or political signs is a criminal offence under section 325 of the *Canada Elections Act*.

Part 8 Severability

8.0 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.

Part 9 Bylaw No. 5034 Repeal

9.0 The Corporation of the Township of Langley Election and Political Signs Bylaw 2015 No. 5034 and all amendments are hereby repealed.

READ A FIRST TIME the	day of	, 2023
READ A SECOND TIME the	day of	, 2023
READ A THIRD TIME the	day of	, 2023
ADOPTED the	day of	, 2023

Mayor

Township Clerk

Township of Langley
Est. 1873

AGRICULTURAL ADVISORY AND ECONOMIC ENHANCEMENT COMMITTEE

Wednesday, April 26, 2023 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

M I N U T E S

Present:
J. Caldarella, Community Co-Chair
Councillor M. Pratt, Council Co-Chair
Councillor R. Rindt, Council Co-Chair

A. Cheema, B. Holmes, C. Redekop, A. Smith, T. Taylor, and U. Tayyab

Guest:
C. Paulson, Langley Sustainable Agriculture Foundation
R. Blackstone, Langley Sustainable Agriculture Foundation

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

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

J. Caldarella acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Agricultural Advisory and Economic Enhancement Committee - April 26, 2023

Moved by B. Holmes,
Seconded by A. Cheema,
That the Agricultural Advisory and Economic Enhancement Committee approve the agenda and receive the agenda items of the April 26, 2023 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Agricultural Advisory and Economic Enhancement Committee - March 22, 2023

Moved by U. Tayyab,
Seconded by C. Redekop,
That the Agricultural Advisory and Economic Enhancement Committee adopt the Minutes of the March 22, 2023 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

1. Langley Sustainable Agriculture Foundation

C. Paulson provided an overview of the Langley Sustainable Agriculture Foundation:

What is LSAF?

- Founded in 2011 to build knowledge and capacity of agriculture in Langley;
- Volunteer board with up to 17 directors.

Current Projects:

- Langley Learning Farm;
- Grants and Scholarships – in 2022 four grants were awarded for farm projects related to environmental sustainability;
- Fall Workshops.

Past projects:

- Workshops;
- Ecological Services Initiative – payment for ecological services on farmland.

Going forward:

- The challenge of reaching small lot land owners who may not consider themselves to be involved in “agriculture” is shared by the Township, LEPS, Langley Farmers’ Institute, the Farmer’s Market, Young Agrarians, LSAF, and other.
- Is it possible to establish a communications partnership such as a “small lot joint working group”, to develop strategies together to reach landowners?

Discussion ensued and it was decided that this partnership could be rolled into the “Building Relations with the Agriculture Community” Task Force, to be discussed under item F.2

2. Agriculture Inventory and Capabilities Review

V. Gafka, Senior Manager, Economic Investment and Development provided an updated on the Agriculture Inventory and Capabilities Review.

C. DELEGATIONS AND PRESENTATIONS

Background:

- Through contribution funding provided by the Investment Agriculture Foundation of BC, the Township of Langley conducted an agriculture inventory and capacity review study in 2022.
- This study was conducted as there is a significant gap at the local level in understanding the agriculture and equine sectors' true inventory, capacity, and activities.

Some key findings include:

By Activity:

- Population growth has implications on agriculture including cost of land, competition for space, zoning, and farmland protection.
- Primary agriculture is largest component of the value chain.

By Land Use:

- Majority of privately-owned, non-residential zoned land in the Township that is not subject to natural or man-made constraints to agriculture has farm status eligibility.
- Township policies and zoning appear agriculture-activity supportive.

Opportunities can include:

- Improve utilization of unused and underused lands;
- Introduce municipal-level land matching program;
- Emphasize and encourage agritourism.

Some challenges include:

- Cost of land and borrowing;
- Rising costs (farm insurance, land, equipment);
- Permit approval time.

Key Recommendations:

- Sector Engagement and relationship development;
- Planning, policy, and process review;
- Advocacy.

D. REPORTS

E. CORRESPONDENCE

F. WORK PROGRAM

1. Farm Tour Update

M. Gunn provided the following update:

F. WORK PROGRAM

- Date: June 20, 2023
- Theme: Equine
- Tour will begin in Aldergrove
- Travel to farms on a passenger bus
- Light lunch and guest speakers
- 8:30am – 3:30pm
- The Farm Tour will take the place of the June AAEEC meeting.

2. Building Relations with the Agriculture Community

The 2023 AAEEC workplan includes the following item:

> *Initiate the preparation of a workplan for building relationships with the Township Farming community to expand the promotion of agriculture.*

M. Gunn provided the draft Terms of Reference for the task force based on the feedback received at the brainstorming session at the March meeting. (See Attachment A)

J. Caldarella, B. Holmes, A. Smith, and Councillor Pratt volunteered to be on the Task Force.

MOTION
Moved by C. Redekop,
Seconded by B. Homes,
That the Agricultural Advisory and Economic Enhancement Committee receive and endorse the draft Terms of Reference for the Building Agricultural/Rural Connections Task Force, as amended.
CARRIED

COUNCIL
Moved by U. Tayyab,
Seconded by T. Taylor,
That the Agricultural Advisory and Economic Enhancement Committee recommends that Council approve the establishment of the Building Agricultural/Rural Connections Task Force for a duration of 180 days.
CARRIED

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Chamber of Commerce Update

C. Redekop reported that the Chamber has launched a “Women in Business” task force. He further noted that there was an RCMP update event in April, and that

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

the key issues the Chamber is focusing on currently are the impacts of minimum wage and the Federal strike.

2. Farmer's Institute Update

A. Smith reported that the Institute is working on improving their newsletter which is highly viewed, and that communication and engagement with farmers seems to be improving.

3. BC Economic Development Association – 2023 BCEDA Award

V. Gafka reported that the Township of Langley won an award for Economic Recovery and Resiliency. This was a joint project with the City of Surrey, the City of Richmond, and the BC Tech Association. This award recognizes programs, activities, and projects that represent a successful recovery initiative from natural and man-made disasters, including Covid-19, as well as submissions that represent replicable measures undertaken to promote long term resiliency and/or sustainability from future disasters.

I. NEXT MEETING

Date: Wednesday, May 24, 2023
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00 pm

J. TERMINATE

Moved by B. Holmes,
Seconded by C. Redekop,
That the meeting terminate at 8:30pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

Township of Langley
Est. 1873

BUILDING AGRICULTURAL/RURAL CONNECTIONS TASK FORCE

Terms of Reference

1.0 BACKGROUND

The Future of Farming Task Force provided input and feedback into the exploration of the future of farming within the context of the Council-adopted Agricultural Viability Strategy (AVS), with an overall objective to promote the business of farming in the Township of Langley (Township). The recommendations in the completed report, and presented to the Agricultural Advisory and Economic Enhancement Committee (AAEEC) at the end of 2022, suggested that the Township build relationships with the Township farming community to expand the promotion of agriculture and develop a strategy to build relationships and educate the non-farming ALR community.

The approved 2023 AAEEC Work Plan, proposes to create a strategy to build those relationships with the Township agricultural/rural community to expand the promotion of agriculture. As recommended by the Future of Farming Task Force Report, this is a key step towards improving the agricultural information, education and awareness in the Township to the rural community.

In accordance with its Terms of Reference (and the applicable sections of Council Advisory Committee Establishment Bylaw 2008 No. 4700), the AAEEC may establish a task force for a specific purpose (up to a maximum duration of 180 days) to undertake special projects which may require extended consultation, review and planning, subject to prior approval of Council.

2.0 PURPOSE

The purpose of this Task Force is to assist in developing a strategy to engage with the agricultural/rural community. Specifically, the Task Force will assist in:

- Determining the current level of awareness and understanding of the Township's work in the agricultural community – both with the general public and among key stakeholder groups;
- Reviewing the existing agricultural information and communication tools and methods (including the Agricultural Viability Strategy), and assessing their effectiveness in building community awareness and understanding; and
- Providing input on:
    - Appropriate communication methods and formats;

- Relevant content for various audiences;
- Supporting and leveraging the work of partner organizations;
- Online information links; and
- Required resources for sustained education and outreach.

3.0 EXPECTED TERM OF SERVICE

It is anticipated that the work of this Task Force will require a term of 180 days.

4.0 MEMBERSHIP

The Task Force should include a minimum of four volunteers currently serving on the AAEEC and others with expertise or experience in the subject areas such as representatives from the Ministry of Agriculture and Food, Langley Sustainable Agriculture Foundation, Langley Farmers Institute and academia.

5.0 MEETING FREQUENCY / SCHEDULING

It is anticipated that the Task Force will meet approximately six times over the length of its term, but additional meetings may be held if required.

6.0 STAFF SUPPORT

Township staff will facilitate the participation and contributions of the Task Force by:

- providing relevant background information;
- scheduling meetings and preparing agendas;
- attending all meetings to facilitate discussion, provide advice, and obtain input; and
- preparing meeting notes.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (525618 BC LTD.) BYLAW 2017 NO. 5308

EXPLANATORY NOTE

Bylaw 2017 No. 5308 rezones 4.26 ha (10.5 ac) of land located at 3514, 3520, 3560 and 3584 – 200 Street & 20121 – 35 Avenue & 20076 – 36 Avenue to Residential Zone R-1D to permit the subdivision of 43 fee simple single family lots. The Bylaw also adjusts property zoning to reflect addition of land on the east side of the proposed development into Noel Booth Park as Civic Institutional Zone P-1.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (525618 BC LTD.) BYLAW 2017 NO. 5308

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

WHEREAS it is deemed necessary and desirable to Township of Langley Zoning Bylaw 1987 No. 2500" as amended;

NOW THEREFORE, 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 (525618 BC Ltd.) Bylaw 2017 No. 5308".

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

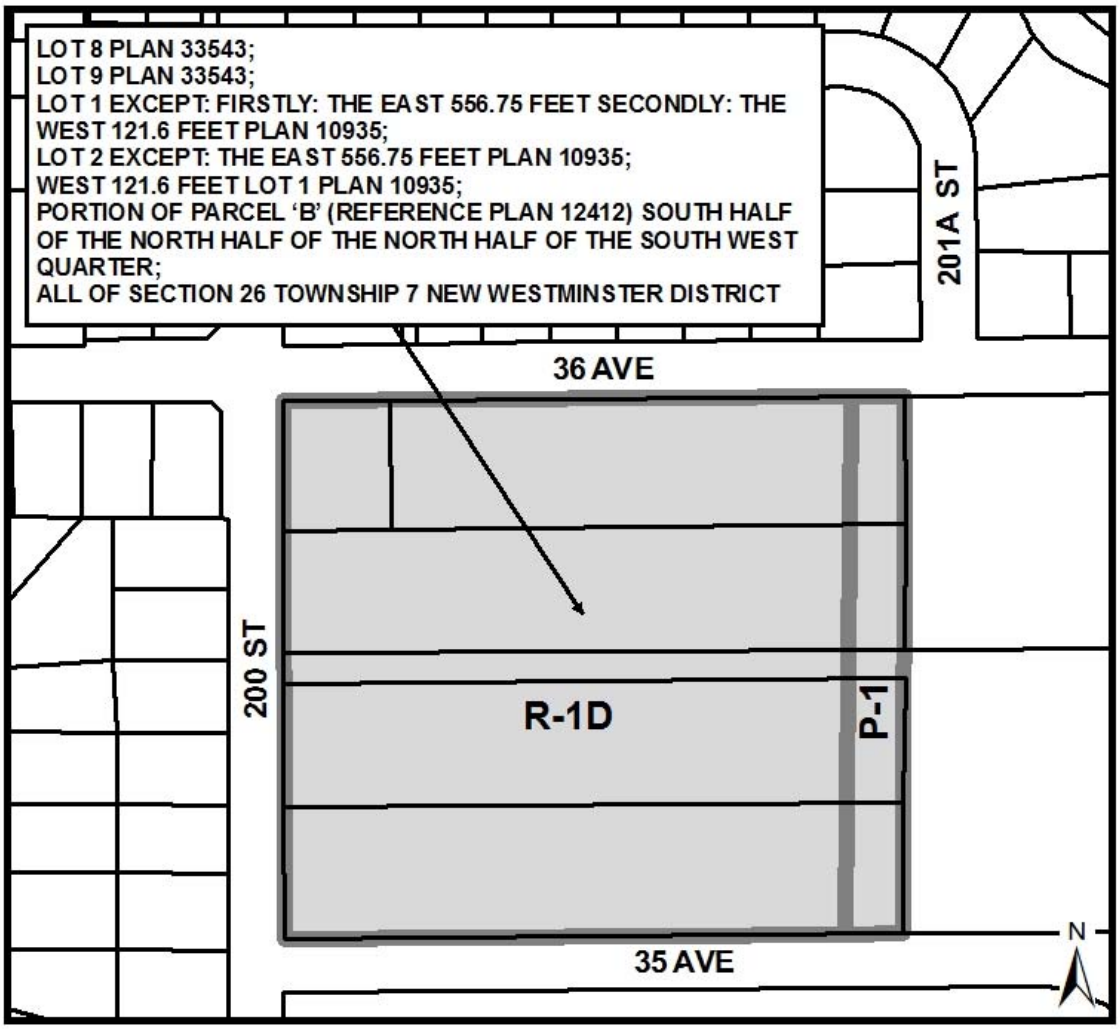
   Lot 8 Plan 33543;
   Lot 9 Plan 33543;
   Lot 1 Except: Firstly: the East 556.75 Feet Secondly: the West 121.6 Feet Plan 10935;
   Lot 2 Except: the East 556.75 Feet Plan 10935;
   West 121.6 Feet Lot 1 Plan 10935;
   Portion of Parcel 'B' (Reference Plan 12412) South Half of the North Half of the North Half of the South West Quarter;
   All of Section 26 Township 7 New Westminster District

   as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Residential Zone R-1D and Civic Institutional Zone P-1.

READ A FIRST TIME the	11	day of	September	, 2017.
READ A SECOND TIME the	11	day of	September	, 2017.
PUBLIC HEARING HELD the	06	day of	November	, 2017.
READ A THIRD TIME the		day of		, 2017.
RECONSIDERED AND ADOPTED the		day of		, 2017.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5308



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY PHASED DEVELOPMENT AGREEMENT

(525618 BC LTD.) BYLAW 2017 NO. 5309

EXPLANATORY NOTE

Bylaw 2017 No. 5309 authorizes the Township of Langley to enter into a phased development agreement with 525618 BC Ltd.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY PHASED DEVELOPMENT AGREEMENT

(525618 BC LTD.) BYLAW 2017 NO. 5309

A Bylaw to enter into a phased development agreement;

WHEREAS under Section 516 of the *Local Government Act* a municipality may enter into a phased development agreement with the owner of land to provide the municipality with amenities, works and services and other things; provide assurances related to future changes to land use regulations; and allow development to proceed in phases over an extended period of time;

AND WHEREAS Council has considered the bylaw in conjunction with the Official Community Plan*;*

NOW THEREFORE, 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 Phased Development Agreement (525618 BC Ltd.) Bylaw 2017 No. 5309”.

2. Appendix "A” is a copy of the phased development agreement.

3. If any section, subsection, sentence, clause or phrase of this Bylaw is for any reason held to be invalid by a court of competent jurisdiction, the invalid portion shall be severed and the holding of invalidity shall not affect the validity of the remainder of the Bylaw.

4. The Township enters into, and the Mayor and Corporate Officer, are authorized to execute that certain form of phased development agreement attached to and forming part of this bylaw as Appendix “A”.

READ A FIRST TIME the	11	day of	September	, 2017.
READ A SECOND TIME the	11	day of	September	, 2017.
NOTICE WAS ADVERTISED ON	27	day of	October	, 2017.
	1 & 2	days of	November	, 2017.
PUBLIC HEARING HELD the	06	day of	November	, 2017.
READ A THIRD TIME the		day of		, 2017.
ADOPTED the		day of		, 2017.

_____ Mayor _____ Township Clerk

PHASED DEVELOPMENT AGREEMENT

THIS AGREEMENT dated for reference _____, 2017

BETWEEN:

525618 BC Ltd.
#145 13737 – 72 Avenue
Surrey BC V3W 2P2

(the "**Developer**")

AND

The Corporation of the Township of Langley
20338-65 Avenue
Langley, BC
V2Y 3J1

(the "**Township**")

THIS AGREEMENT WITNESSES that, pursuant to section 516 of the *Local Government Act*, and in consideration of the promises hereby contained, the parties agree as follows:

A. Definitions

1. In this Agreement

"**Approving Officer**" means the Approving Officer having jurisdiction for subdivision approval under the *Land Title Act* and *Strata Property Act*;

"**Assumption Agreement**" means an assumption agreement under sections 21(7) through (11);

"Lands" means the lands legally described in Schedule A;

"**PDA Bylaw**" means the bylaw authorizing the entering into of this Agreement, being the "Township of Langley Phased Development Agreement Bylaw No. 5309, 2017;

"**Release**" means a release or discharge sufficient to remove a charge or other interest registered against the title to land at the Land Title Office;

"**Section 219 Covenant**" means a covenant that precludes construction of a building on the Lands, other than for servicing infrastructure, until the conditions of use of buildings or land are satisfied in accordance with the covenant, which Section 219 Covenant will be released when the Township has certified in writing that the conditions have been satisfied;

"**Site Plan"** means the plan attached as Schedule "C" to this Agreement;

"**Specified Bylaw Provisions**" means:

(a) any and all provisions of the Zoning Bylaw that are applicable to the Lands as of the date of this Agreement, that regulate:

(i) the use of land, buildings and other structures;

(ii) the density of the use of land, buildings and other structures;

(iii) the siting, size and dimensions of:

A. buildings and other structures; and

B. uses that are permitted on the land; and

(iv) the location of uses on the land and within buildings and other structures;

(v) the shape, dimensions and area, including the establishment of minimum and maximum sizes, of parcels of land that may be created by subdivision; or

(vi) the conditions that will entitle an owner to different density regulations;

(b) the subdivision and development standards set out in the Subdivision Bylaw as of the reference date of this Agreement;

"**Subdivision Bylaw**" means Township of Langley Subdivision and Development Servicing Bylaw No. 4861, 2011 as it stands on the date of this Agreement, a copy of which is certified by Corporate Officer and delivered to each of the Parties as of the reference date of this Agreement;

"**Term**" means ten (10) years from the date of adoption of the PDA Bylaw;

"**Zoning Bylaw**" means Township of Langley Zoning Bylaw No. 2500, 1987 as it stands on the date of this Agreement, a copy of which is certified by the Corporate Officer and delivered to each of the Parties as the reference date of this Agreement;

B. Phases

2. The phasing of the development of the Lands may proceed in accordance with the phasing plan set out in Schedule C.

C. Amenities and Other Terms and Conditions

3. (a) The Developer shall complete and submit to the Township professional engineering assessments for the proposed development on the Lands as necessary, including a geotechnical assessment to confirm suitability of the Lands for the intended use, a review of any potential impacts on the Township's roads, water, sanitary sewer and drainage systems and traffic circulation, prior to final subdivision approval.

(b) If applicable under Provincial enactments, the Developer shall obtain

(i) approval in principle of a remediation plan from the Ministry of Environment prior to the issuance of a development permit in respect of the Lands, and

(ii) a Certificate of Compliance prior to the issuance of the final building permit in respect of the Lands.

(c) The Developer shall concurrently with this Agreement execute and deliver to the Township if requested by the Township, an Indemnity Agreement, satisfactory to the Township Council, protecting the Township from any and all liability or damages arising out of or related to the presence of any contaminated soil on the Lands.

(d) The Developer shall reroute all overhead utility wires underground on the Lands and on any public land adjacent to the Lands.

(e) The Developer shall at all times comply with Best Management Practices from the Ministry of Environment respecting protection of endangered species and species at risk.

4. The Developer at its sole cost shall

(a) transfer land to the Township, in addition to required park land dedications, for public open space pocket parks, and dog off-leash park areas,

(b) provide greenway and multi-use trail improvements,

(c) provide a portion of a new recreation facility,

(d) provide improvements to fire halls, and

(e) provide public art

(the "Amenities") in the Township, all for the benefit of the Township residents. The Developer and Township acknowledge and agree that the maximum liability of the Developer under this section 4 is the amount the parties have agreed to under section 5. These amenities will be located at sites stipulated by the Township in accordance with specifications and standards stipulated by the Township.

5. The Developer agrees that, without limiting section 4, the Developer has elected in lieu of directly providing the Amenities to pay the Township the sum of $788,974.80 on or before the date the Township's Approving Officer approves the subdivision after the reference date of this Agreement to allow new development on the Lands, on the understanding that:

the Township will use the monies solely for one or more of the Amenities; and

(i) the Township will in its sole discretion determine the Amenities to be provided, the location in the Township, and the specifications and standards.

D. <u>Bylaw Changes</u>

6. Changes to the definition of the Specified Bylaw Provisions can only be made by amending this Agreement.

7. Changes made during the Term to provisions of the Zoning Bylaw that fall within the definition of the Specified Bylaw Provisions will not apply to the development of the Lands, including any parcels created therefrom, unless:

(a) the changes fall within the limits established by section 516 of the *Local Government Act*, being:

(i) changes to enable the Township to comply with an enactment of British Columbia or of Canada;

(ii) changes to comply with the order of a Court or arbitrator or another direction in respect of which the Township has a legal requirement to obey;

(iii) changes that, in the opinion of the Township, are necessary to address a hazardous condition of which the Township was unaware at the time it entered into this Agreement; and

(iv) other changes that may be made as a result of an amendment to the *Local Government Act*;

(b) this Agreement has been terminated pursuant to sections 15 or 16; or

(c) the Developer has agreed in writing that the changes apply, in accordance with section 10.

8. Changes made during the Term to provisions of the Subdivision Bylaw that fall within the definition of the Specified Bylaw Provisions will not apply to the development of the Lands, including any parcels created therefrom, unless:

(a) the change is a change to standards for water, sanitary sewer, or storm sewer that are of general application across the Township;

(b) the changes fall within the limits established by section 516 of the Local Government Act, being:

(i) changes to enable the Township to comply with an enactment of British Columbia or of Canada;

(ii) changes to comply with the order of a Court or arbitrator or another direction in respect of which the Township has a legal requirement to obey;

(iii) changes that, in the opinion of the Township, are necessary to address a hazardous condition of which the Township was unaware at the time it entered into this Agreement; and

(iv) other changes that may be made as a result of an amendment to the *Local Government Act*;

(c) this Agreement has been terminated pursuant to sections 15 or 16; or

(d) the Developer has agreed in writing that the changes apply, in accordance with section 10.

9. In the event of the repeal by the Township of the Zoning Bylaw or the Subdivision Bylaw in its entirety, including where that bylaw is replaced by one or more bylaws under the Local Government Act, the Developer and the Township agree that the Specified Bylaw Provisions continue to apply to the Lands for the balance of the term of this Agreement, despite such repeal.

10. (1) The agreement of the Developer that changes to provisions of the Zoning Bylaw and the Subdivision Bylaw that fall within the definition of the Specified Bylaw Provisions will apply to the Lands will only be effective if it is in writing and includes the terms set out in Schedule "D";

(2) Following execution of the agreement that includes the terms set out at Schedule "D", section 7 of this Agreement will continue to apply, and further or subsequent changes made by the Township to its Zoning Bylaw and Subdivision Bylaw that fall within the definition of the Specified Bylaw Provisions will not apply to the development of the Lands unless the Developer agrees in writing that they apply, by way of a further agreement that includes the terms set out at Schedule "D"; and

(3) In the event of the transfer of title to a portion of the Lands, the right of consent of the transferee is limited to the lands acquired by the transferee, and the transferee shall not have any right of consent as regards lands that it has not acquired.

11. Changes made to the provisions of the Zoning Bylaw and Subdivision Bylaw that do not fall within the definition of the Specified Bylaw Provisions will apply to the development of the Lands, including any parcels created therefrom. For certainty, the interpretation of whether a section in the Zoning Bylaw and Subdivision Amendment Bylaw is one of the Specified Bylaw Provisions is not impacted by the headings used in the Zoning Bylaw and Subdivision Bylaw.

12. In the event of the transfer of title of a portion of the Lands, the right of consent of the transferee under section 516 of the *Local Government Act* is limited to the lands acquired by the transferee, and the transferee shall not have any right of consent as regards any land that the transferee has not acquired.

F. Amendment, Termination, Enforcement, Arbitration and Title Transfer

F.1. Amendment

13. (1) No amendment to this Agreement shall be effective unless it is made in writing and is duly executed by the Developer and the Township.

(2) The Township, by resolution without a new public hearing, and the Developer, may agree to "minor amendments" of this Agreement. For the purposes of this Agreement, a "minor amendment" is any amendment other than one that proposes the renewal or extension of this Agreement or changes to any of the following provisions of this Agreement:

(a) the Lands;

(b) the definition of the Specified Bylaw Provisions'

(c) the Term of this Agreement;

(d) the provision of this Agreement regarding what cannot constitute a minor amendment; or

(e) the provisions of this Agreement regarding transfer.

(3) Nothing in subsection (2) prevents the Township from deciding to hold a public hearing in advance of a minor amendment to this Agreement if it so chooses.

(4) A public hearing is required as a precondition to an amendment to this Agreement that is not a minor amendment.

F.2 Term, Termination, Enforcement and Arbitration

(1) Term

14. The Term of this Agreement is ten (10) years from the date of the adoption of the PDA Bylaw, unless otherwise terminated in accordance with the provisions hereof.

(2) Termination

15. The parties may terminate this Agreement by mutual written agreement at any time before the transfer of a subdivided parcel within the Lands to a third party.

16. The Township may, but is not obliged to, terminate this Agreement before the expiry of the Term if the Developer does not, at the time it registers the first Subdivision of the Lands after the reference date of this Agreement at the Land Title Office, also register the Servicing Covenant against the title to each parcel to which it applies.

17. Sections 30 and 33 shall survive the termination of this Agreement.

18. The Developer and the Township agree that neither party may terminate this Agreement before the expiry of the Term, except as provided in sections 15 and 16.

(3) Enforcement

19. (a) The Developer and the Township agree that the following enforcement procedures and remedies will be available if the other does not comply with any other section hereof when required:

(i) apart from disputes related to such matters that are referred to in section 20, either party may commence proceedings for a declaration or to otherwise enforce against any breach, and, if successful, will be entitled to recover costs from the other on a solicitor and his own client basis;

(ii) either party may commence proceedings for injunctive relief in connection with a breach, and, if successful, will be entitled to receive costs from the other on a solicitor and his own client basis; and

(iii) the Developer or the Township, as the case may be, will be responsible to the other for the cost, losses and damages that flow from any breach of the terms of the Agreement by the other;

provided however that, in the event of a default in performance of any such sections, each will give the other written notice within thirty days after it becomes aware that any default has occurred, and the other will have thirty days from the date of the written notice to correct the default.

(b) The Developer covenants and agrees that expiry of the Agreement and any termination in accordance with section 15 or 16 or otherwise, does not entitle to recover any portion of the Amenities or to seek restitution in relation thereto or in relation to any other obligation of as performed (and specifically agrees that the Specified Zoning Bylaw Provisions of this Agreement for the period prior to expiry or termination provides sufficient consideration for the Amenities) and the release and indemnity provisions under section 33 apply in this regard.

(c) The Developer covenants and agrees it will not commence or advance a legal proceeding of any kind to seek to quash, set aside, hold invalid this Agreement, or the Zoning Bylaw, or to recover any portion of the Amenities provided under this Agreement, or seek restitution in relation to any of the Amenities provided under this Agreement, and if does any of the foregoing, the Township may provide this Agreement to the Court as a full and complete answer.

(d) Without limitation, paragraphs (b) and (c) apply whether or not the Developer proceeds with any development on the Lands.

(e) The Developer shall execute, deliver and register in the Land Title Office a Covenant under section 219 of the *Land Title Act*, in the form and with the content of Schedule F, concurrently with and conditional upon the adoption of the PDA Bylaw, with the intention that this covenant shall be registered against title to the Lands in order to secure the obligations of the owner of the Lands to use and develop the Lands in accordance with the provisions of this Agreement.

(f) Following termination of this Agreement development of the Lands shall continue to be governed by the section 219 Covenants attached as Schedule B and F.

(4) Interpretation and arbitration

20. (1) In the event of any dispute related to matters under the following provisions:

(a) section 1 and Schedule B and F [terms of section 219 Covenant];

(b) sections 3 and 4 [all issues related to the amenities and other terms and conditions];

(c) section 21 (7) to (10) [Assumption Agreement terms];

and any failure to reach agreement on any matter related thereto, such dispute or disagreement may be submitted by either party to and be finally settled by a single arbitrator pursuant to the *Arbitration Act* (British Columbia), provided that it is understood and agreed that:

(d) the Developer's ability to proceed with construction is not to be delayed while any arbitration related to any of the above matters other than Assumption Agreement terms occurs, but rather the Developer may proceed on the basis of the position it takes on any such matter, provided it first provides security to the Township by way of a clean irrevocable letter of credit securing the reasonable difference in cost of satisfying the matter according to the Developer's position and the costs of satisfying the matter according to the Township's position; and

(e) this section 20 is not intended to, nor is to be construed as, preventing the parties hereto, or either of them, from seeking relief from the courts to establish appropriate terms on which the Developer may proceed with construction pending an arbitration (i.e. regarding the scope of the dedication, obligation, Assumption Agreement terms, etc.);

(2) If the parties cannot agree to a single arbitrator, then such arbitrator shall be chosen by reference to a Judge of the Supreme Court of British Columbia;

(3) The parties shall share equally in the costs of:

(a) referring the choice of an arbitrator to a Judge of the Supreme Court of British Columbia, and

(b) any arbitration;

(4) The determination made by a single arbitrator will be final and binding upon the Developer and the Township; and

(5) The provisions of this section will be deemed to be a submission to arbitration within the provisions of the *Arbitration Act* (British Columbia), except on the question of arbitrator remuneration.

F.3 Rights and obligations upon title transfer

Rights of Developer

21. (1) Nothing in the Agreement in any way limits the right of the Developer to sell all, or any portion of, the Lands.

Rights of transferees – generally

(2) In the event of a sale, the "class of persons" by whom the rights set out in this Agreement may be exercised without further consent by the Township, as contemplated by section 516 of the *Local Government Act*, is any company, partnership, individual or other entity to whom the Developer transfers the Lands, or individual parcels subdivided therefrom, other than companies, partnerships,

individuals or entities that are in receivership or bankruptcy. By signing this Agreement, the Township gives its consent to the assignment of such rights to any party within such 'class of persons' consent, with such rights being as more particularly set out in subsections (4) through (10) inclusive of this section.

(3) A company, partnership, individual or entity that is in receivership or bankruptcy may only exercise the rights set out in this Agreement if it first obtains the consent of the Township to the assignment of such rights.

Obligations of transferees – generally

(4) Further to sections 503 and 516 of the *Local Government Act*, the terms of this Agreement are binding on all persons who acquire an interest in the land affected by this Agreement, with such obligations being as more particularly set out in subsections (5) through (10) inclusive of this section.

Obligations of the Developer and transferee – transfer of the whole of the Lands

(5) In the event of a transfer of the whole of the Lands to a party within the "class of persons" referenced in subsection (2), then:

(a) this Agreement is, effective immediately upon such transfer, assigned to the transferee such as to be a Phased Development Agreement between the Township of the transferee, and enforceable as between the Township and the transferee;

(b) the obligations of the Developer to the Township under this Agreement (as compared to the obligations of the transferee to the Township) will cease if, but only if, the Developer provides the Township with an acknowledgement signed by the transferee that the transferee assumes the obligations of the Developer under this Agreement; and

(c) notwithstanding subsection (b), the Developer will not be released as regards any breach of this Agreement that occurred while the Developer was the owner of or had an interest in the Lands, unless the Township provides the Developer with a release to that effect.

Rights of transferee – transfer of a subdivided portion of the Lands

(6) In the event of a transfer of any subdivided portion of the Lands:

(a) the transferee shall have all right, title, benefit, interest, privilege and advantage of the Developer further to Part E [Bylaw changes and development permits] of this Agreement in respect of the portion of the Lands transferred to the transferee, but only in respect of that portion of the Lands transferred; and

(b) for greater certainty, the agreement of the transferee is not and will not be required under Part E [Bylaw changes and development permits] of this Agreement on the issue of whether a change made to the Specified Bylaw Provisions is applicable to the development of lands other than the portion of the Lands transferred to the transferee;

(c) subject to subsection (8), the transferee:

(i) shall not have any rights under any provision of this Agreement other than those in Part E [Bylaw changes and development permits], as against either the Developer or the Township; and

(ii) notwithstanding subsection (1), the transferee shall have no rights, or remedies against either the Developer or the Township, in the event of the termination of this Agreement further to the provisions hereof.

Obligations of the Developer and the transferee – transfer of a subdivided portion of the Lands

(7) Unless an Assumption Agreement is entered into between the Township, the Developer and the transferee, a transfer of a subdivided portion of the Lands does not in any way affect:

(a) the rights and obligations of the Township as against the Developer (as compared to the transferee) under this Agreement;

(b) the rights and obligations of the Developer (as compared to the transferee) as against the Township under this Agreement; or

(c) the Township's right to terminate this Agreement (and by doing so terminate the rights of the transferee) under section 16 of this Agreement.

(8) An Assumption Agreement under subsection (7), entered into between the Township, the Developer and the transferee, can provide that some or all of the rights and obligations of the Developer to the Township under this Agreement are transferred to the transferee and cease to be rights or obligations of the Developer, as set out in the Assumption Agreement.

(9) Unless otherwise provided for in an Assumption Agreement under subsections (7) and (8), the obligation of the transferee in respect of a subdivided portion of the Lands includes an obligation to:

(a) cooperate fully and promptly execute all documentation that the Developer may require; and

(b) provide all authorizations, access and information that the Developer may require

to facilitate or enable the performance and discharge by the Developer of its rights and obligations under this Agreement.

(10) In the event that a transferee transfers all or any part of the transferee's land to a subsequent transferee, the respective rights and obligations of the transferee and the subsequent transferee in respect of such part of the transferee's land, will, insofar as the matters dealt with in subsections (6), (7), (8) and (9) are concerned, be on the basis as set out in those subsections.

(11) The Township will not act unreasonably in deciding whether to enter into an Assumption Agreement, including considering whether its interests are prejudiced in a substantial practical way.

G. Other

Binding Effect and statutory approval

22. This Agreement shall, subject to section 21, enure to the benefit of and be binding upon the parties hereto, and their respective successors and permitted assigns.

23. This Agreement does not restrict any discretion of the Township's Council or officials under its or their statutory powers, apart from the restrictions expressly provided for herein and as provided for at section 516 of the *Local Government Act*.

24. All obligations of the Developer hereunder are subject to the Developer being able to obtain all bylaw and statutorily required approvals therefor.

Further Acts

25. The Developer and the Township shall do all further acts as may be necessary for carrying out this Agreement, including without limitation execution of all required documentation and alterations required to achieve registration at the Land Title Office.

No Other Agreements

26. This Agreement is the entire agreement between the parties regarding its subject. It is mutually understood, acknowledged and agreed by the parties that the Township has made no representations, covenants, warranties, guarantees, promises or agreements (oral or otherwise) with the Developer other than those contained in this Agreement. For certainty, the parties also acknowledge and agree that they have also entered into covenant agreements, statutory right of way agreements, a development cost charge front-ender agreement, a latecomer agreement and an agreement of purchase and sale.

Time of the Essence

27. Time is of the essence of this Agreement.

Force Majeure

28. All obligations of the parties shall be suspended so long as the performance of such obligation is prevented, in whole or in part, by reason of labour dispute, fire, act of God, unusual delay by common carriers, earthquake, act of the elements, riot, civil commotion or inability to obtain necessary materials on the open market, and the period in which any party is required to perform any such obligation is extended for the period of such suspension. The impact of the Developer's financial circumstances upon the Developer's ability to perform this Agreement does not suspend the Developer's obligations under this Agreement. This provision does not extend the Term.

No Waiver

29. No provision of this Agreement is to be considered to have been waived by a party unless the waiver is expressed in writing by the party. The waiver by a party of any breach by another party of any provision is not to be construed as or constitute a waiver of any further or other breach.

Severability

30. If any part of this Agreement other than Part E [Bylaw changes and development permits] is held to be invalid, illegal or unenforceable by a Court having the jurisdiction to do so, that part is to be considered to have been severed from the rest of this Agreement and the rest of this Agreement remains in force unaffected by that holding or by the severance of that part. In the event that Part E is held to be invalid, illegal or unenforceable by a Court having jurisdiction to do so, such a holding shall not limit such nonconforming use protection as has accrued to the Developer or transferee under section 528 of the *Local Government Act* in connection with the subdivision and development of the Lands in keeping with the Site Plan, including by way of the doctrine of "commitment to use", nor the application of the law related to unjust enrichment.

Interpretation

31. In this Agreement:

(a) the headings and captions are for convenience only and do not form a part of this Agreement and will not be used to interpret, define or limit the scope, extent or intent of this Agreement or any of its provisions;

(b) the word "including" when following any general term or statement is not to be construed as limiting the general term or statement to the specific items or matters set forth or to similar terms or matters but rather as permitting it to refer to other items or matters that could reasonably fall within its scope;

(c) a reference to currency means Canadian currency;

(d) a reference to a statute includes every regulation made pursuant thereto, all amendments to the statute or to any such regulation in force from time to time and any statute or regulation that supplements or supersedes such statute or any such regulation;

(e) a reference to time or date is to the local time or date in Langley, British Columbia;

(f) a word importing the masculine gender includes the feminine or neuter, and a word importing the singular includes the plural and vice versa;

(g) a reference to approval, authorization, consent, designation, waiver or notice means written approval, authorization, consent, designation, waiver or notice; and

(h) a reference to a section means a section of this Agreement, unless a specific reference is provided to a statute.

32. This Agreement is to be construed in accordance with and governed by the laws applicable in the Province of British Columbia.

Indemnity and Release

33.

(a) The Developer shall indemnify and keep indemnified the Township from any and all claims, causes of action, suits, demands, fines, penalties, costs, deprivation, expenses or legal fees whatsoever, whether based in law or equity, whether known or unknown, which anyone has or may have against the Township or which the Township incurs as a result of any loss, damage or injury, including economic loss or deprivation, arising out of or connected with or any breach by the Developer of this Agreement.

(b) The Developer hereby releases, saves harmless and forever discharges the Township of and from any claims, causes of action, suits, demands, fines, penalties, costs, deprivation, expenses or legal fees whatsoever which the Developer can or may have against the Township, whether based in law or equity, whether known or unknown, for any loss, damage or injury, including economic loss or deprivation, that the Developer may sustain or suffer arising out of or connected with this Agreement, including the restrictions and requirements of this Agreement, the provisions of the Amenities and the development of the Lands as contemplated under this Agreement, or any breach by the Developer of any covenant in this Agreement, save and except as a result of any breach by the Township of this Agreement.

(c) The indemnity and release provisions of sections 33 (a) through (c) shall survive the expiry or termination of this Agreement.

Notice

34. A notice, demand, statement, request or other evidence required or permitted to be given hereunder must be written and will be sufficiently given if delivered in person or transmitted by facsimile addressed as follows:

(a) if to the Developer:

525618 BC Ltd.
#145 13737 – 72 Avenue
Surrey, BC V3W 2P2

(b) if to the Township:

The Corporation of the Township of Langley
20338-65 Avenue
Langley, BC V2Y 3J1

Attention: General Manager, Engineering and Community Development

With a copy to:

Lidstone & Company
128 West Pender Street, Suite 1300
Vancouver, BC V6B 1R8

Attention: Don Lidstone, Q.C.

and a party at any time may give notice to the others of a change of address after which the address so specified will be considered to be the address of the party who gave the notice. Any notice, demand, statement, request or other evidence delivered in person will be considered to have been given at the time of personal delivery and any notice, demand, statement, request or other evidence transmitted by facsimile will be considered to have been given to the party to whom it is addressed on the next business day following the date of such transmission.

Execution

35. This agreement may be executed in counterparts, and such counterparts together shall constitute a single instrument.

Costs

36. Every obligation of the Developer under this Agreement must be satisfied by the Developer at its sole cost.

Schedules

37. The following schedules are annexed to and form part of this Agreement:

Schedule "A" – Lands

Schedule "B" – [Intentionally Deleted]

Schedule "C" – Site Plan

Schedule "D" – Form for Agreement to Bylaw Changes

Schedule "E" – [Intentionally Deleted]

Schedule "F" – Enforcement Covenant

IN WITNESS WHEREOF the Parties have executed this Agreement as of the date first written above.

525618 BC LTD.

Per:_____
Authorized Signatory

Per:_____
Authorized Signatory

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Per:_____

Per:_____

SCHEDULE A

LANDS

PID: 006-900-461; Lot 9 Section 26 Township 7 New Westminster District Plan 33543;

PID: 006-900-640; Lot 8 Section 26 Township 7 New Westminster District Plan 33543;

PID: 009-437-894; Lot 1 Except: Firstly: The East 556.75 Feet Secondly: The West 121.6 Feet; Section 26 Township 7 New Westminster District Plan 10935;

PID: 009-437-932; Lot 2 Except: The East 556.75 Feet; Section 26 Township 7 New Westminster District Plan 10935; and

PID: 009-437-851; West 121.6 Feet Lot 1 Section 26 Township 7 New Westminster District Plan 10935

SCHEDULE B

[Intentionally Deleted]

SCHEDULE C

SITE PLAN



SCHEDULE D

FORM FOR AGREEMENT TO BYLAW CHANGES

This AGREEMENT dated for reference the ___ day of ___, ____

BETWEEN:

525618 BC Ltd.
#145 13737 – 72 Avenue
Surrey, BC V3W 2P2

(the "**Developer**")

AND:

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
20338-65 Avenue
Langley, BC V2Y 3J1

(the "**Township**")

WHEREAS:

A. The Township has entered into a Phased Development Agreement authorized by Bylaw No. _____ dated the ___ day of _____, _____ (the "**PDA**");

B. The Developer is the registered owner of the lands described below, being all or part of the lands that are the subject of the PDA:

[set out legal description] (the "**Lands**");

C. The Township has, pursuant to Bylaw No. _____,_____ amended the provisions of its Zoning Bylaw or Subdivision Bylaw as set out below:

[set out the amendments that the Township and the Developer agree apply to the Lands]

(the "**Amended Provisions**")

D. The Developer and the Township wish to agree that the Amended Provisions apply to the Lands;

NOW THEREFORE THIS AGREEMENT WITNESSES THAT:

1. The Developer and the Township hereby agree, further to section 516 of the *Local Government Act*, that the Amended Provisions apply to the development of the Lands.

2. Apart from the amendment of the Amended Provisions, the agreement of the Township and the Developer hereunder is not intended to, and does not, in any way:
(a) limit or otherwise alter the rights and responsibilities of the Developer and the Township under the PDA, which shall continue in full force and effect, and be enforceable by both parties, notwithstanding section 1; or

(b) impact lands that may be the subject of the PDA other than the Lands.

3. Without limiting the generality of section 1, the Township and the Developer, noting that neither the definition of Specified Bylaw Provisions in the PDA, nor the provisions of the PDA relating to the Specified Bylaw Provisions, have been amended, agree and confirm that:

(a) the foregoing agreement in respect of the Amended Provisions does not imply, and shall not be construed as implying, that the Developer has waived the protection that the PDA provides to it in respect of the Specified Bylaw Provisions, apart from the application of the Amended Provisions; and

(b) any further or subsequent changes to the Township's Zoning Bylaw or Subdivision Bylaw made by the Township that fall within the definition of Specified Bylaw Provisions in the PDA, other than the Amended Provisions, shall not apply to the development of the Lands unless the Developer agrees in writing that they apply on the basis set out at sections 2 and 3 of this Agreement.

IN WITNESS WHEREOF the Parties have executed this Agreement as of the date first written above.

525618 BC Ltd. by its authorized signatories

Per: Authorized Signatory

THE CORPORATION OF THE TOWNSHIP OF LANGLEY by its authorized signatories

Per: Authorized Signatory

Per: Authorized Signatory

SCHEDULE E

SPECIFIED BYLAW PROVISIONS

[Intentionally Deleted]

SCHEDULE F

ENFORCEMENT COVENANT

TERMS OF INSTRUMENT - PART 2

W H E R E A S:

A. The Grantor is the registered owner in fee simple of:

PID

(the "**Lands**");

B. The Grantee is the Township of Langley;

C. The Grantor has agreed to develop the Lands in accordance with a Phased Development Agreement dated for reference the ____ day of ____, 2017 and made between the Grantor and the Grantee (the "**Phased Development Agreement**").

NOW THEREFORE, in consideration of the payment of the sum of $10.00 by the Grantee to the Grantor and the premises and the covenants herein contained and for other valuable consideration, receipt and sufficiency of which is hereby acknowledged by the parties, each of the parties hereto covenants and agrees with the other as follows:

1. In this Covenant the following terms have the following meanings:

   (a) "**Development**" means the Development of the Lands contemplated by the Phased Development Agreement and includes an activity that alters the Lands or any vegetation on the Lands in preparation for or in connection with the installation on the Lands of buildings, improvements, works or services, including without limitation, a highway;

   (b) "**Grantor**" means _____; and

   (c) "**Grantee**" means _____.

2. The Grantor covenants with the Grantee that it will construct and cause to be constructed any building or structure on the Lands in accordance with the Phased Development Agreement and the Development Permit issued in respect of the Lands under No. _____.

3. If the Grantor is in breach of an obligation under the Phased Development Agreement, or the Grantee terminates the Phased Development Agreement as a result of a breach of the Phased Development Agreement by the Grantor, the Grantor covenants that it will not further subdivide the Lands, under the *Land Title Act (British Columbia)* or the *Strata Property Act (British Columbia)* or Regulations under those Acts without the consent of the Township.

4. The restrictions and covenants herein contained shall be covenants running with the Lands and shall be perpetual, and shall continue to bind all of the Lands when subdivided, and shall be registered in the Land Title Office pursuant to section 219 of the *Land Title Act*. Notwithstanding the foregoing, the Grantee agrees to discharge this Agreement from title to the Lands (or the applicable portion thereof) forthwith upon the issuance by the Township of an occupancy permit in respect of any building constructed on the Lands (or the applicable portion thereof).

5. The Grantor and the Grantee agree that the enforcement of this Agreement shall be entirely within the discretion of the Grantee and that the execution and registration of this covenant against the title to the Lands shall not be interpreted as creating any duty on the part of the Grantee to the Grantor or to any other person to enforce any provision or the breach of any provision of this Agreement.

6. Nothing contained or implied herein shall prejudice or affect the rights and powers of the Grantee in the exercise of its functions under any public or private statutes, bylaws, orders and regulations, all of which may be fully and effectively exercised in relation to the Lands as if the Agreement had not been executed and delivered by the Grantor.

7. The Grantor hereby releases and forever discharges the Grantee, its officers, employees and agents, of and from any claim, cause of action, suit, demand, expenses, costs and expenses, and legal fees whatsoever which the Grantor can or may have against the said Grantee for any loss or damage or injury, including economic loss, that the Grantor may sustain or suffer arising out of the breach of this Agreement by the Grantor or a party for whom the Grantor is at responsible at law.

8. The Grantor covenants and agrees to indemnify and save harmless the Grantee, its officers, employees and agents, from any and all claims, causes of action, suits, demands, expenses, costs and expenses, and legal fees whatsoever that anyone might have as owner, occupier or user of the Lands, or by a person who has an interest in or comes onto the Lands, or by anyone who suffers loss of life or injury, including economic loss, to his person or property, that arises out of the breach of this Agreement by the Grantor or a party for whom the Grantor is at responsible at law.

9. It is mutually understood, acknowledged and agreed by the parties hereto that the Grantee has made no representations, covenants, warranties, guarantees, promises or agreements (oral or otherwise) with the Grantor other than those contained in this Agreement.

10. This Agreement shall be registered as a first charge against the Lands and the Grantor agrees to execute and deliver all other documents and provide all other assurances necessary to give effect to the covenants contained in this Agreement.

11. The Grantor shall pay the legal fees of the Grantee in connection with the preparation and registration of this Agreement. This is a personal covenant between the parties.

12. The Grantor covenants and agrees for itself, its heirs, executors, successors and assigns, that it will at all times perform and observe the requirements and restrictions hereinbefore set out. Notwithstanding the foregoing, it is understood and agreed by the Grantee that this Agreement shall only be binding upon the Grantor as personal covenants during the period of its ownership of the Lands.

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

14. Wherever the expressions "Grantor" and "Grantee" are used herein, they shall be construed as meaning the plural, feminine or body corporate or politic where the context or the parties so require.

15. The Grantor agrees to execute all other documents and provide all other assurances necessary to give effect to the covenants contained in this Agreement.

16. Time is of the essence of this Agreement.

17. If any part of this Agreement is found to be illegal or unenforceable, that part will be considered separate and severable and the remaining parts will not be affected thereby and will be enforceable to the fullest extent permitted by law.

*, the registered holder of a charge by way of * against the within described property which said charge is registered in the Land Title Office under number *, for and in consideration of the sum of One ($1.00) Dollar paid by the Grantee to the said Chargeholder (the receipt whereof is hereby acknowledged), agrees with the Grantee, its successors and assigns, that the within section 219 Covenant shall be an encumbrance upon the within described property in priority to the said charge in the same manner and to the same effect as if it had been dated and registered prior to the said charge.

IN WITNESS WHEREOF the parties hereto hereby acknowledge that this Agreement has been duly executed and delivered by the parties executing Form C (pages 1 and 2) attached hereto.

Township of Langley

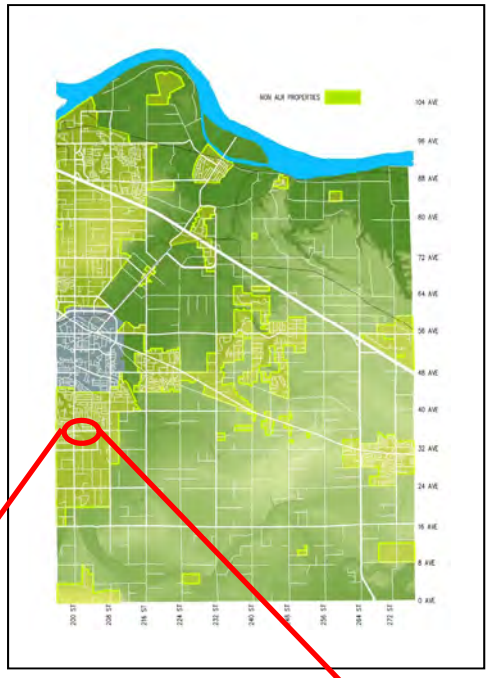
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER, 11, 2017 - REGULAR EVENING MEETING	**REPORT:**	17-95
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	07-26-0150
SUBJECT:	REZONING APPLICATION NO. 100441 (HUB ENGINEERING / 525618 BC LTD. / 3514, 3520, 3560 & 3584 – 200 STREET & 20076 – 36 AVENUE & 20121 – 35 AVENUE)		

PROPOSAL:

Application to rezone 4.26 ha (10.5 ac) of land on the southeast corner of 36 Avenue and 200 Street in the Brookswood-Fernridge Community Plan area to Residential Zone R-1D and Civic Institutional Zone P-1 to accommodate a 43 lot single family residential subdivision.

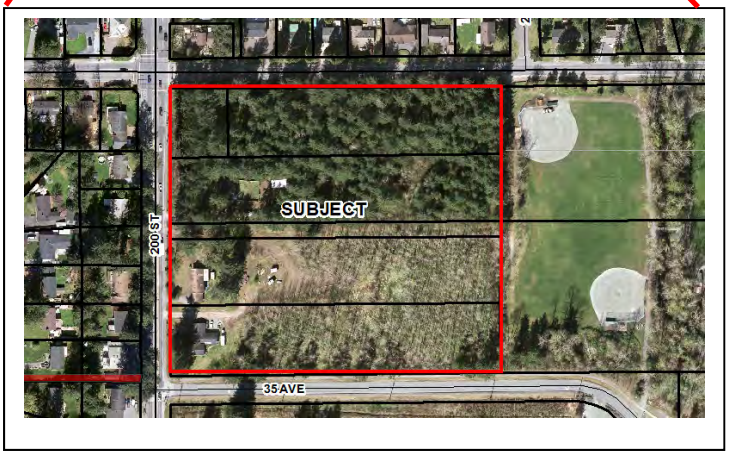


RECOMMENDATION SUMMARY:

That Council give first and second reading to Rezoning Bylaw No. 5308, subject to completion of eleven (11) development prerequisites; and that Council give first and second reading to the accompanying Phased Development Agreement Bylaw No. 5309; and that staff be authorized to schedule the required Public Hearings.

RATIONALE:

The proposal complies with the Brookswood-Fernridge Community Plan and was submitted prior to May 16, 2017 for consideration based on the 1987 plan.



RECOMMENDATIONS:

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (525618 BC Ltd.) Bylaw 2017 No. 5308, rezoning 4.26 ha (10.5 ac) of land at 36 Avenue and 200 Street in the Brookswood-Fernridge Community Plan area, to Residential Zone R-1D and Civic Institutional Zone P-1 to accommodate a 43 lot single family subdivision, subject to the following development prerequisites being satisfied 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 to the acceptance of the Township;
2. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw to the acceptance of the Township;
3. Provision of a Stormwater Management Plan demonstrating how the 2, 5, and 100 year post development stormwater flows will be managed to pre-development conditions in accordance with the Anderson Creek Stormwater Management Plan, including provision of detention pond and / or other facilities to the acceptance of the Township;
4. Provision of road dedications, widening's, and necessary traffic improvements for 200 Street, 35 Avenue and 36 Avenue, in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Brookswood-Fernridge Community Plan, to the acceptance of the Township;
5. Provision of a right of way and construction of a 4.5 metre wide street greenway on the east side of 200 Street and the south side of 36 Avenue to the acceptance of the Township, including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security;
6. 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), to the acceptance of the Township;
7. Registration of restrictive covenants acceptable to the Township:
    a. Requiring setbacks to be taken from interior edge of right of way for greenway.
    b. Prohibiting access to 200 Street and 36 Avenue for all proposed lots.
    c. Requiring two (2) lots to be constructed in compliance with the Adaptable Housing Requirements of Schedule 2 in the Township of Langley Official Community Plan
8. Registration of an exterior design control agreement ensuring that high quality building design and site development standards are implemented;
9. Execution and registration of a Phased Development Agreement between the Township and the applicant with respect to Community Amenity Contributions;
10. Provision of an overall layout plan for the area generally bounded by 200 Street to 203 Street and 36 Avenue to 32 Avenue, previously referred to as the B-4 neighbourhood plan area, including roads, greenways, environmental setbacks, land use and conceptual servicing to the acceptance of the General Manager of Engineering and Community Development; and
11. Payment of applicable, 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 give first and second reading to Township of Langley Phased Development Agreement (525618 BC Ltd.) Bylaw 2017 No. 5309; and further

That Council authorize staff to schedule the required public hearing for Rezoning Bylaw No. 5308 and Phased Development Agreement Bylaw No.5309.

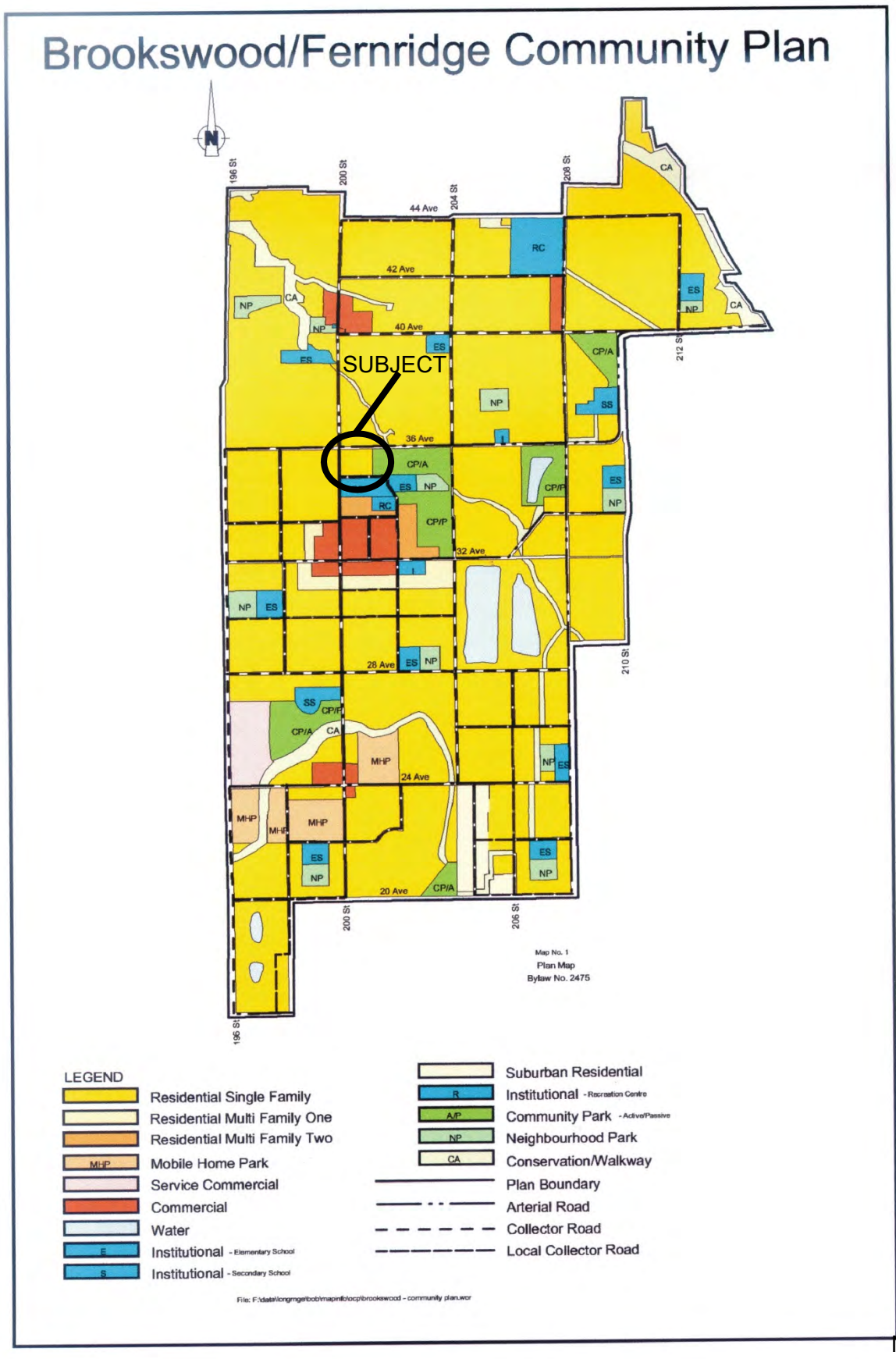
EXECUTIVE SUMMARY:

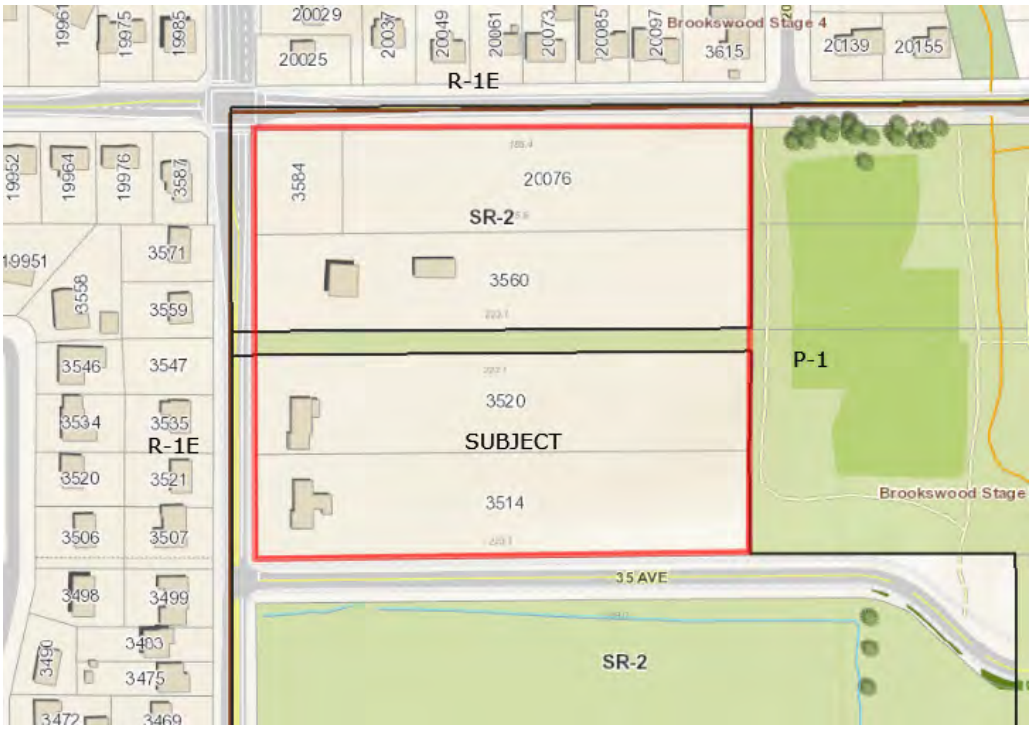
Hub Engineering has applied to rezone 4.26 ha (10.5 ac) of land at the southeast corner of 200 Street and 36 Avenue in the Brookswood-Fernridge Community Plan area to Residential Zone R-1D and Civic Institutional Zone P-1 to accommodate a 43 lot single family residential subdivision. The development application complies with the Brookswood-Fernridge Community Plan. Final reading of the rezoning bylaw is contingent upon completion of the eleven (11) development prerequisites outlined in this report.

PURPOSE:

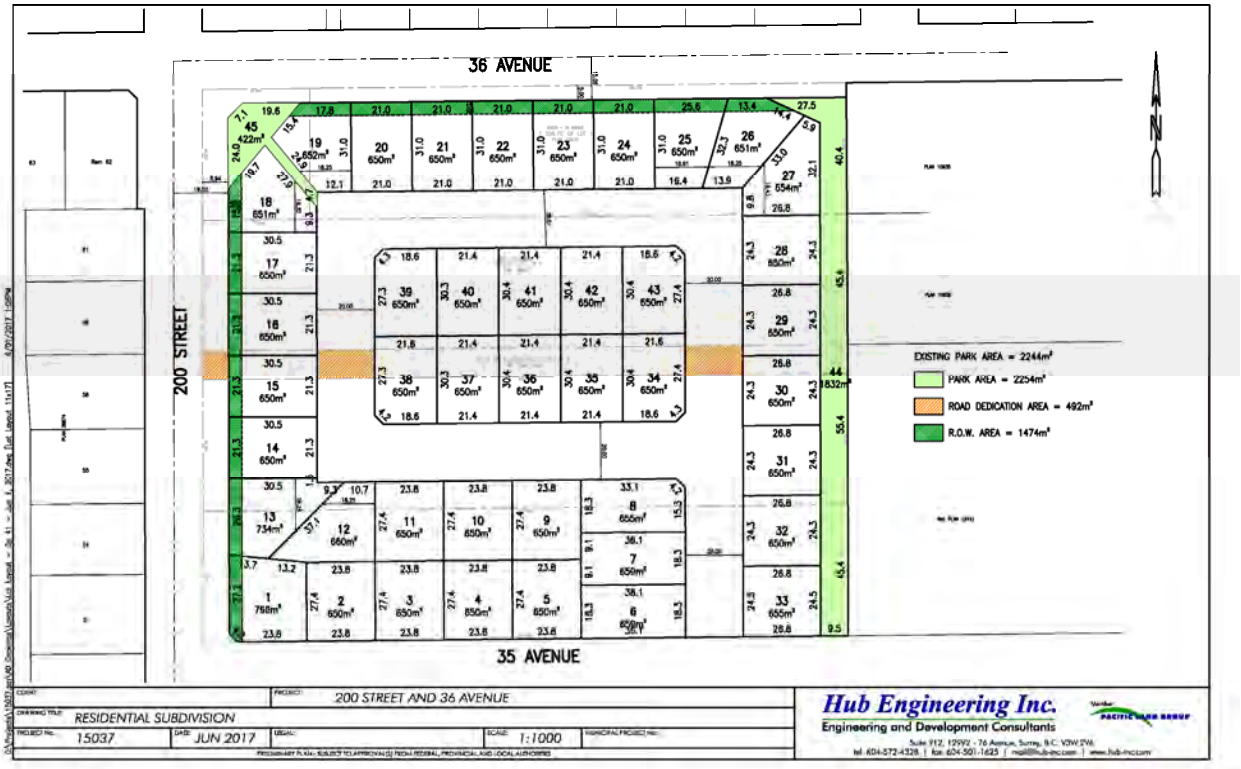
This report is to advise and make recommendations with respect to Rezoning Bylaw No. 5308 and Phased Development Agreement Bylaw No. 5309 in the Brookswood-Fernridge Community Plan.

REZONING APPLICATION NO. 100441
(HUB ENGINEERING / 525618 BC LTD. /
3514, 3520, 3560 & 3584 – 200 STREET &
20076 – 36 AVENUE & 20121 – 35 AVENUE)
Page 4 . . .





ZONING BYLAW NO. 2500



SUBDIVISION PLAN – SUBMITTED BY APPLICANT

Agent:	Hub Engineering Inc. 212-12992 – 76 Avenue Surrey, BC V3W 2V6
Owner/Applicant:	525618 BC Ltd. 145-13737 – 72 Avenue Surrey, BC V3W 2P2 Township of Langley 20338 – 65 Avenue Langley, BC V2Y 3J1
Legal Description:	Lot 8 Plan 33543; Lot 9 Plan 33543; Lot 1 Except: Firstly: the East 556.75 Feet Secondly: the West 121.6 Feet Plan 10935; Lot 2 Except: the East 556.75 Feet Plan 10935; West 121.6 Feet Lot 1 Plan 10935; Parcel 'B' (Reference Plan 12412) South Half of the North Half of the North Half of the South West Quarter; All of Section 26 Township 7 New Westminster District
Location:	3514, 3520, 3560 & 3584 – 200 Street and 20076 - 36 Avenue and 20121 – 35 Avenue
Area:	4.26 ha (10.5 acres)
Existing Zoning:	Suburban Residential Zone SR-2 Civic Institutional Zone P-1
Proposed Zoning:	Residential Zone R-1D Civic Institutional Zone P-1
Minimum Lot Size:	650 m^2
Brookswood-Fernridge Community Plan:	Residential Single Family (650 m^2 minimum lot size)

BACKGROUND/HISTORY:

The application involves five (5) properties zoned Suburban Residential Zone SR-2, and a panhandle portion of a Township owned property which is zoned Civic Institutional Zone P-1. The lands are designated Residential Single Family in the Brookswood-Fernridge Community Plan adopted in 1987.

The designation stipulates a minimum lot size of 930m^2 (10,000ft^2) for the "developed" area of Brookswood (defined as the portion of the Community Plan located north of 33A Avenue, west of 200 Street and north of 36 Avenue, west of 208 Street. The remainder of the "Residential Single Family" designated lands in the Community Plan (including the subject lands), are permitted a minimum lot size of 650m^2 (7,000ft^2) subject to full urban services being provided.

The 1987 Plan provides for a total estimated population of approximately 35,000 people. The plan references the need for more detailed planning work before development can proceed. Accordingly one neighbourhood plan was completed and adopted in 1992 (B-1), for the area generally east of 208 Street and north of 43 Avenue. There were subsequently three (3) other neighbourhood plans (B-2, B-3 and B-4) that were authorized by Council, but did not proceed due to servicing constraints.

In May 2011, in response to a petition signed by property owners and area residents, Council directed staff to proceed with a process to update the existing Community Plan that would enable completion of new Neighbourhood Plans in the area and accommodate subsequent development. Based on this direction in 2012, a planning process was initiated to update the Brookswood-Fernridge Community Plan.

In 2014, the proposed updated Brookswood- Fernridge Community Plan was presented to Council. On March 31, 2014, after the close of the public hearing, Council did not grant third reading to the draft 2014 Plan.

On January 11, 2016 Council directed staff to undertake an update of the Brookswood-Fernridge Community Plan that considers all research, input, and information collected to date, based on a public engagement strategy as determined by Council. Council directed staff to process development applications concurrently with a neighbourhood planning process (to be authorized by Council) based on a public engagement strategy and consider separate Plan areas that create a new Fernridge Community Plan - separate from Brookswood. On April 11, 2016, Council approved the Terms of Reference for the Brookswood-Fernridge Community Plan that outlined the approximate 18 month process for the minor update, including the public engagement details. Council granted first and second reading to the minor update on June 12, 2017, held the public hearing on June 27, 2017 and considered third reading on July 10, 2017 and July 11, 2017. On July 17, 2017 Council passed a motion to host a new public hearing on September 12, 2017.

Consideration of the subject proposal is consistent with Council's January 11, 2016 directive to process development applications concurrently with a neighbourhood planning process. On May 8, 2017 (through its consideration of the Brookswood / Fernridge Community Plan Update Report) Council confirmed that in-stream applications (i.e. those received before the May 16, 2017 Brookswood / Fernridge Community Plan Open House) may continue to be reviewed and considered in the context of the 1987 plan. The subject application was received on July 30, 2015.

DISCUSSION/ANALYSIS:

Hub Engineering Inc. has applied on behalf of 525618 BC Ltd. to rezone 4.26 ha (10.5 ac) of land in the Brookswood-Fernridge Community Plan area to Residential Zone R-1D and Civic Institutional Zone P-1 to accommodate the subdivision of 43 single family residential lots. The subject application is one (1) of six (6) applications that were submitted in late 2015.

Public Consultation:

Although the application predates the Public Information Meeting Policy, the applicants held a Public Information Meeting to present the application to residents. The Public Information Meeting was held on March 22, 2016 at the George Preston Recreation Centre. The proponent has undertaken an iterative design process resulting in the currently proposed subdivision layout in consideration of public input received at the Public Information Meeting. A summary of the meeting and comments are provided as Attachment B to this report.

Description of Property:

Three (3) of the subject properties fronting 200 Street are currently used for suburban residential purposes, each accommodating a single family dwelling. The two (2) properties fronting on 36 Avenue are currently treed and contain no buildings. An access to Noel Booth Community Park from 200 Street bisects the proposed development. Access to the subject lands is presently provided via 200 Street, 35 Avenue, and 36 Avenue.

Adjacent Uses:

North: 36 Avenue, beyond which are 1,100 m^2 (11,600 ft^2) residential lots zoned Residential Zone R-1E, designated Residential Single Family in the Brookswood-Fernridge Community Plan.

South: 35 Avenue, beyond which is a 15 ha (37 ac) Noel Booth Community Park parcel that accommodates a portion of the Noel Booth Elementary School site (parking lot and tennis court). The property is designated School in the Brookswood-Fernridge Community Plan.

East: Noel Booth Community Park which hosts a variety of recreational facilities such as sports fields, baseball diamonds and a water fountain. Anderson Creek traverses the property and the lands are designated Community Park in the Brookswood-Fernridge Community Plan.

West: 200 Street, beyond which are 1,100 m^2 (11,600 ft^2) residential lots zoned Residential Zone R-1E, designated Residential Single Family in the Brookswood-Fernridge Community Plan.

Density:

The Brookswood-Fernridge Community Plan designates the site as Residential Single Family. Although the plan does not define a density range for the Residential Single Family designation, it accommodates a minimum lot size of 650m^2 (7,000ft^2) in this portion of the Plan. The proposed development complies with the minimum lot size requirement of the Plan.

Subdivision:

A preliminary subdivision plan has been submitted in support of the rezoning application, proposing the creation of forty three (43) residential lots with a minimum lot size of 650m^2 (7,000ft^2). The lots are proposed to range in size from 650 m^2 (7,000 ft^2) to 766 m^2 (8,245 ft^2).The layout proposes several new local roads (35A and 35B Avenues, and 200A and 200B Streets). A 4.5 m wide greenway will also be created along 36 Avenue and 200 Street frontages of the site for street greenways. Details of the subdivision will be addressed at the subdivision stage pursuant to the requirements of the Subdivision and Development Servicing Bylaw.

An exterior design control agreement is required to be registered prior to final reading of the rezoning bylaw to ensure that high quality building design and site development standards are implemented.

Adaptable Housing:

In accordance with the Adaptable Housing Requirements outlined in Schedule 2 of the Township of Langley Official Community Plan, a minimum of 5% of the units in single family developments shall provide adaptable housing. Two (2) adaptable units are required and will be secured by registration of a restrictive covenant as a condition of rezoning.

School Sites:

School District 35 has provided comments (Attachment A) and anticipates that the overall development will generate approximately twenty one (21) new students for Noel Booth Elementary School (located approximately 150 m southeast of the site), eleven (11) new students for Brookswood Secondary School (located approximately 1.6 km northeast of the site).

Parks:

The closest park to the proposed development is Noel Booth Community Park, located adjacent to the site. A greenway connection is required on the east side of 200 Street in accordance with the Township's Municipal Trail Network document "Community Connections". A 4.5 metre wide Statutory Right of Way for the greenways on 200 Street and 36 Avenue has been included as a condition of rezoning.

A 422 m^2 (4,542 ft^2) open space is proposed to be integrated into the greenway component at the intersection of 36 Avenue and 200 Street. The proposed development also incorporates the existing 10 m east-west panhandle access (portion of the Noel Booth Community Park property located at 20121 – 35 Avenue) into the subdivision. This land area will be replaced with land on the east side of the development. The portion of land being incorporated into Noel Booth Community Park will be rezoned from Suburban Residential Zone SR-2 to Civic Institutional Zone P-1.

Community Amenity Contributions:

Current Township practice is to determine Community Amenity Contributions in concert with Neighbourhood Planning and Community Planning processes such as the Latimer Neighbourhood Plan in the Willoughby Community Plan Area. As the Brookswood-Fernridge Community Plan Minor Update process has not been concluded, an alternate mechanism to secure Community Amenity Contributions is required. Accordingly, a Phased Development Agreement has been prepared outlining amenity items with a resultant contribution of $78,740 per developable acre.

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, Streamside Protection Bylaw, 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.

Tree Protection / Replacement:

The Integrated Site Design Concept (ISDC) submitted by the applicant indicates that there are 602 significant trees existing on the lands and within the required road dedications / greenway corridors. In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection), a total of 171 replacement trees are required with approximately 48 trees having potential for retention. In addition, approximately 80 street trees are required along the road frontages (in compliance with the Township's Street Tree and Boulevard Plantings Policy). Post development approximately 299 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.

Servicing:

Prior to final reading, the applicant will be required to enter into a Servicing Agreement to secure servicing works such as construction of road works, greenways, tree replacement, a stormwater management plan, and utility upgrades and/or extensions in accordance with the Subdivision and Development Servicing Bylaw (Service Level 1 – Urban : Municipal Sewer and Water System Required) and the Brookswood-Fernridge Community Plan. 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, widening, and necessary traffic improvements for 200 Street and 36 and 35 Avenues will be required in accordance with the Township's Master Transportation Plan, the Subdivision and Development Servicing Bylaw and the Brookswood-Fernridge Community Plan to the satisfaction of the Township. An additional 9 metres is required on the east side of 200 Street and 5 metres is required on the south side of 36 Avenue as part of the development; 20 metres of dedication is required for each of the new roads being proposed within the site.

Development Prerequisites:

Prior to consideration of final reading of the rezoning bylaw, the following prerequisites must be completed:

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 to the acceptance of the Township;

2. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw to the acceptance of the Township;
3. Provision of a Stormwater Management Plan demonstrating how the 2, 5, and 100 year post development stormwater flows will be managed to pre-development conditions in accordance with the Anderson Creek Stormwater Management Plan, including provision of detention pond and / or other facilities to the acceptance of the Township;
4. Provision of road dedications, widening's, and necessary traffic improvements for 200 Street, 35 Avenue and 36 Avenue, in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Brookswood-Fernridge Community Plan, to the acceptance of the Township;
5. Provision of a right of way and construction of a 4.5 metre wide street greenway on the east side of 200 Street and the south side of 36 Avenue to the acceptance of the Township, including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security;
6. 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), to the acceptance of the Township;
7. Registration of restrictive covenants acceptable to the Township:
    a. Requiring setbacks to be taken from interior edge of right of way for greenway.
    b. Prohibiting access to 200 Street and 36 Avenue for all proposed lots.
    c. Requiring two (2) lots to be constructed in compliance with the Adaptable Housing Requirements of Schedule 2 in the Township of Langley Official Community Plan
8. Registration of an exterior design control agreement ensuring that high quality building design and site development standards are implemented;
9. Execution and registration of a Phased Development Agreement between the Township and the applicant with respect to Community Amenity Contributions;
10. Provision of an overall layout plan for the area generally bounded by 200 Street to 203 Street and 36 Avenue to 32 Avenue, previously referred to as the B-4 neighbourhood plan area, including roads, greenways, environmental setbacks, land use and conceptual servicing to the acceptance of the General Manager of Engineering and Community Development; and
11. Payment of applicable, 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.

POLICY CONSIDERATIONS:

On January 11, 2016 Council directed staff to undertake an update of the Brookswood-Fernridge Community Plan that considers all research, input, and information collected to date, (minor update), based on a public engagement strategy as determined by Council; direct staff to process development applications concurrent with a neighbourhood planning process, to be authorized by Council. On April 11, 2016 Council approved the Terms of Reference for the Brookswood-Fernridge Community Plan minor update, outlining the approximately 18 month process for preparing the minor update, including the public engagement details. Council granted first and second reading to the minor update on June 12, 2017, held the public hearing on June 27, 2017 and considered third reading on July 10, 2017 and July 11, 2017. On July 17, 2017 council passed a motion to host a new public hearing on September 12, 2017.

The proposed development is located in an area designated Residential Single Family in the Brookswood-Fernridge Community Plan. The proposed development complies with the land use and density provisions of this plan, as well as the Township's Zoning Bylaw and the Subdivision and Development Servicing Bylaw. Accordingly, staff recommend that Council give first and second reading to Bylaw No. 5308 (subject to eleven (11) development prerequisites), and Phased Development Agreement Bylaw No. 5309 and authorize staff to schedule the required Public Hearings.

Respectfully submitted,

Daniel Graham
PLANNING TECHNICIAN
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	School District 35 Comments
ATTACHMENT B	March 22, 2016 Developer Held Public Information Meeting Comments
ATTACHMENT C	Phased Development Agreement

ATTACHMENT A

Langley Schools

July 28, 2017

Colin Moore
Development Planner
Township of Langley
20338 65 Avenue
Langley, BC V2Y 3J1

RE: Development Application Project No. 07-26-0150 / 525618 BC LTD.

Civic: 3514, 3520, 3560 & 3584 – 200 Street and 20076 – 36 Avenue
Legal: Lot 8 Plan 33543; Lot 9 Plan 33543; Lot 1 Except: Firstly: the East 556.75 Feet Secondly: the West 121.6 Feet Plan 10935; Lot 2 Except: the East 556.75 Feet Plan 10935; West 121.6 Feet Lot 1 Plan 10935; all of Section 26 Township 7 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-7	Secondary 8-12
Single Family Units	**43**	**21**	**11**
Catchment School		Noel Booth	Brookswood

These schools have sufficient capacity to accommodate the number of students generated by this development.

Please advise if you need any other information.

Yours sincerely,

J. David Green, CA
Secretary-Treasurer

April 7, 2016
Hub File: 15037-A3
Township Project #: 07-26-0150

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

Attn: Colin Moore

Re: Public Information Meeting – 3514/3520/3560/3584 – 200 Street & 20076 – 36 Avenue, Langley, BC

The Public Information Meeting for the proposed 46 lot residential subdivision and rezoning of the above referenced properties took place at the George Preston Recreation Center on March 22, 2015 from 6:00pm to 9:00pm. The meeting had an open house type format. At the front of the room there was a sign in table and comment drop box and at the back of the room there were presentation boards set up for public viewing. The Developer's Agent (Hub Engineering - Mike Kompter) and the Township of Langley (Colin Moore) were available to answer questions from the public. A total of 141 people signed in and there were 22 comment sheets received in support of the proposed development, 27 comment sheets received opposed to the proposed development and 28 comment received sheets that were neither in support or opposed to the proposed development but did have some concerns with regards to how the overall community was evolving.

We note the subject properties are located within the undeveloped area of the Brookswood/Fernridge Community Plan which is currently under review. It is our understanding the Township of Langley has initiated the planning process for the undeveloped areas which has been referred to as a "Minor Update" to the Brookswood/Fernridge Community Plan and is anticipated to take approximately 12 – 18 months to complete. We note the subject properties are identified as single family in the current Community Plan and the proposed development meets the minimum lot area requirements as outlined in the current Community Plan. There were many members of the public that were not necessarily against development, however, they were against development moving forward prior to the completion of the "Minor Update" of the existing Brookswood/Fernridge Community Plan. Many members of the public do not want the Brookswood/Fernridge community to be modeled after the Township of Langley's existing Willoughby community or the City of Surrey's existing Clayton Heights community.

During the meeting, it seemed most of the public was seeking clarification with regards to the proposed density and lot layout to ensure preservation of the communities existing character. The overall mood of the meeting was a calm and informative session with very minimal hostility from the community. There were many people excited to hear this area is being looked at for redevelopment and expressed the need for more residential homes in the Brookswood/Fernridge community.

The biggest concerns seemed to be density, affordability, traffic, safety, parking, secondary suites, municipal services (school and hospital capacity), environmental impact, tree retention and moving forward prior to completion of the updated Community Plan. Some members of the public felt the proposed development was too dense while others felt the proposed development was not dense enough. The main reason for wanting less density was to maintain the existing character of the community while the main reason for wanting higher density was to make the proposed residential spaces more affordable for the younger generation. The public had concerns with traffic congestion and pedestrian safety along 35 Avenue, especially during school drop-off and pick-up times as 35 Avenue is the main entrance to Noel Booth Elementary. A few members of the public expressed the need for a

traffic light to be installed at the intersection of 35 Avenue and 200 Street as well as the need for a traffic light to be installed at the intersection of 36 Avenue and 200 Street. There were many members of the public that did not support secondary suites due to parking concerns. The public expressed concern with increasing the density of the overall neighbourhood as it is felt the existing Township facilities such as schools and hospitals are already over capacity. There were concerns with the developments proximity to the creek and many people indicated they would like as many trees retained as possible. In addition, many attendees expressed interest in purchasing a proposed lot.

Overall, there was overwhelming support or neutral sentiment for development of these lands.

Yours truly,

Hub Engineering Inc.

Mike G. Kompter, M.A.Sc, P.Eng
Mgk: kb

Hub Engineering Inc.
Engineering and Development Consultants
Member PACIFIC LAND GROUP
Land Use, Development & Environmental Strategists
#212 – 12992 -76 Avenue,, Surrey, B.C. V3W 1H8 Tel: 604-572-4328 Fax: 604-501-1625 Email: mail@hub-inc.com

March 22, 2016

ATTENDANCE SHEET
Public Information Meeting for:
3214/3520/3560/3584 – 200 Street & 20076 – 36 Avenue, Langley, B.C

Name	Address	E-mail Address/ Phone #
FOIPPA s. 22(1)		

24

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FOIPPA s. 22(1)		

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FOIPPA s. 22(1)		

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Public Information Meeting for:
3214/3520/3560/3584 – 200 Street & 20076 – 36 Avenue, Langley, B.C

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FOIPPA s. 22(1)		

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March 22, 2016

ATTENDANCE SHEET
Public Information Meeting for:
3214/3520/3560/3584 – 200 Street & 20076 – 36 Avenue, Langley, B.C

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FOIPPA s. 22(1)		

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Land Use, Development & Environmental Strategists

March 22, 2016

COMMENTS

Rezoning and Subdivision at:
3214/3520/3560/3584 – 200 Street & 20076 – 36 Avenue, Langley, B.C

Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

Born & Raised in Langley in 1960. We lived at FOIPPA s. 22(1) which was a small 5 acr Hobby Farm. which is now a nice subdivision. My Grand Father had a dairy Farm on FOIPPA s. 22(1) which now a school & multi-Family. I am sorry but I do not see anything wrong with moving Foward. This is something that should have happend in the Brookswood Fernridge area years ago. Where do young people every have a dream of buying a House. We have lived at FOIPPA s. For approx 35 years & it is high Time something has to happen sooner than later. I just cannot believe this has been allowed to happen For So. Long. I am not getting any younger & would like to help my boys out getting established with some form of a House. Please get this done once & for all

Thanks

FOIPPA s. 22(1)

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Member
PACIFIC LAND GROUP
Land Use, Development & Environmental Strategists

March 22, 2016

COMMENTS

Rezoning and Subdivision at:
3214/3520/3560/3584 – 200 Street & 20076 – 36 Avenue, Langley, B.C

Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

We Strongly Agree with Pushy forward with developing this area. We have lived at our property (or will over 36 years and have been waiting for Something to happen in this area. We need more Single family homes in our area. Families need to be able to come in this area to live Right now the young adults can not afford to buy property in this area. I See nothing wrong with Change. Change is good.

I lived at FOIPPA s. 22(1) (till 1980) Since 1966 on 5 acres. You See now that there is a Sub division on it. Lots of Families are able to live on it. Which is great We need this in our area.

I Agree very Strongly in moving forward.

FOIPPA s. 22(1)

FOIPPA s. 22(1)

Langley

What is presented here tonight would appear to be a reasonable and acceptable project. I ask that if accepted ALL efforts be made to keep as MANY trees as possible in keeping with the local area. It would be refreshing to see a new development come to completion with the environment represented in the project by trees.

That would be something to admire. I would not support this project if density were to increase.

Thank you.

Very supportive of finally beginning some development in the Brookwood/Farnrige area.

FOIPPA s. 22(1)

QUITE REFRESHING TO SEE A PLAN WITH DECENT SIZED LOTS. IMPORTANT TO RETAIN OPEN SPACE FOR AQUIFER RECHARGE. PARKING MAY PROVE TO BE AN ISSUE. SHOULD BE A NICE NEIGHBOURHOOD

FOIPPA s. 22(1)

I FULLY SUPPORT THE DEVELOPMENT APPLICATION AND COUNCIL SHOULD APPROVE IT.

FOIPPA s. 22(1)

FOIPPA s. 22(1)

I FOIPPA s. 22(1) of FOIPPA s. 22(1) stred am for Development of Brookswood Area

FOIPPA s. 22(1)

FOIPPA s. 22(1)

FOIPPA s. 22(1) FOIPPA s. 22(1)

FOIPPA s. 22(1)

LANGLEY

- IT'S GOOD TO SEE SOME PROGRESS IN THIS AREA. WE BADLY NEED INFOSTRUCTURE. TRANSIT.

IT'S A START

WE FULLY SUPPORT IT

FOIPPA s. 22(1)

FOIPPA s. 22(1)

I am supportive of this development and I hope council approves it.

There have been far too many delays already

FOIPPA s. 22(1)

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1) LANGLEY.

EXCELLENT PROJECT! PEOPLE NEED HOMES TO LIVE.

YOU HAVE MY FULL SUPPORT.

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1) Langley

We are with development. We are looking for lot to live in same area so that we can downsize but there are not lots avaible, ready to build. As soon as lot comes out I will be buying one for staying here.

We are on well water at current address which we own but city is not able to provide us water because of low pressure and other issues

This area require a proper Rec centre so that we can go and play or exercise.

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I'm speaking as a father of two young children living in Brookswood. I think this development is a great idea. It will encourage the migration of more young families to the area. Also, it will bring more residents and thus a boost to local businesses.

At approximately 7000 sq. ft. the proposed lots are quite large by todays standards. They will allow for the construction of beautiful homes which will comprise a beautiful neighbourhood.

Based on the layout presented here tonight, this looks to be a spacious and well laid out sub division.

~~the addition~~

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1) Langley BC

'Let's Get moving'
Lot size looks adequate,
- little more space for parking.
- need to start developing as there are no lots available, hence prices so high.
- We are definately for development :)

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Name: FOIPPA s. 22(1)

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My feelings are that the development is good but the area should be more dense

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Address: FOIPPA s. 22(1)

I feel lot sizes should be smaller. My concerns are that the land is not being utilized to its maximum potential

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

We support moving forward with development.

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

LOOKS GREAT. PLEASE MOVE FORWARD

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

Looks good to us
Potentially nice neighbourhood
not too much density
How does it fit with potential
new community plan?

We are interested to know what
the future could hold for our property
FOIPPA s. 22(1)

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

Please get this plan started as soon as possible. Go for it !!
Put pressure on our council members !!

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Name: Concerned Resident

Address: FOIPPA s. 22(1) Langley

- Development must happen.
- Traffic Flow must be controled
- Work trucks + employees need to Abide by posted speed Limits
- Please suget to township that as good faith You will ingAll speed bumps in school Zone AND Park Zone.
- It is A Large park that needs lots of speed bumps.
- Pleese

Thank you

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

Just more Forward in Development Plan.

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1) LANGLEY BC FOIPPA s. 22(1)

- ALL PRESENT TREES TO BE CLEARED FROM LAND WITH NONE LEFT TO PRESERVE EXISTING LOCAL NEIGHBOR HOOD
- NO LAND SCAPE BUFFER BETWEEN MAIN ROAD AND DEVELOPMENT
- NO PATHWAYS ALONG ROADWAY FOR PEDESTRIAN TRAFFIC OF KIDS GOING / TO / FROM SCHOOL
- NO PARK SPACE WITHIN COMPLEX
- NO ROAD ACCESS EXCEPT 35 AVE WHICH EVERY MORNING / AFTERNOON IS BACKED UP HALF WAY TO THE ~~PARK~~ SCHOOL WITH SCHOOL TRAFFIC

We would like to development fit in to the area. This a unique area & that is why people live here. The residents are the people who live in this community not the developers. We would like to continue enjoying life in Brookswood & not get chased out.

This development does not quite fit in Need more green space.

FOIPPA s. 22(1)

One of my concerns is the amount of traffic that developments bring. We are on 40th Ave & any development around us will affect us. I am concerned that these houses will not only house one family but will probably have suites.
Traffic problems on the road to Noel South School will increase.
I do not think the development has to be this dense. Although better than some, it is still not ideal in my opinion.
We live on 1/3 acre with a 2500 sq ft home & see the importance of not being sandwiched together close to our neighbours.
I am also concerned about the current trees. I do not believe that planting a few new trees will replace what is already there. If the development ends up going thru then why could some of the current trees not be saved? I know it's easier to just bulldoze everything & start from scratch but easier is not always better. I would like to see the trees (or some) stay. I would like to see bigger lots with houses that don't cover so much of the lot.
In the bigger picture - I am concerned about our hospital wait times, our schools etc.
I would like to see developers that care more about the communities they are creating.

FOIPPA s. 22(1)

Comments for 200th @ 36th development

1) Zoning and lot size is fine and appropriate

2) Lot 11 on the proposed lot plan is nasty and undesireable. I suggest that the southern portion of eastern park dedication be added to adjacent lots and diminish those lot frontages to add one more lot. Take lot 11 and turn it into a greenspace lot on the corner of 36th and 200th. a much more attractive and community minded use of parkspace instead of adding to an already huge park area.

3) The lots fronting onto the laneways have only 2 parking spots on the driveway. Half of these homes statistically will not park in the genage and there is zero off-lot parking available. Owners who have a basement suite will pave entire backyard to create enough parking and guest parking This will be seriously ugly and a perpetuation of the Willoughby travesty of planning ineptness.

FOIPPA s. 22(1)

FOIPPA s. 22(1)

- Concerned with the lanes back - not enough room for parking will result in parking at the school or parking problems

- Concerned with the Noel Booth Elementary school access. The road is already very congested. I have children at the school.

- Noel booth is already close to capacity

FOIPPA s. 22(1)

My kids go to Noel Booth —

* Traffic on 35 is already an issue after school, backed up to school.
* Where are the children going to school? Noel Booth is already almost @ capacity
* Where is everyone parking?
* Hospital is already hours wait & a nightmare.
* traffic is already unsafe down 200th

Concerns re: Development at 200th & 36th Ave

We live in this area & my children go to school at Noel Booth Elementary.

1) Traffic along 35th during the morning & afternoon pick-up times. Traffic already backs up to the schod parking lot., I am concerned re: the safety of our kids & increased traffic

2) The level of density proposed for that lot. Doesn't match the neighborhood for housing & lot sizes. I understand the old OCP has lot sizes being 7000 sq.ft - too small for this community.

We don't WANT another Willoughby or Clayton Heights!

Incorperate existing trees into the lots. Maintain a buffer zone of trees along 200th and 36th. This can be done. It was done when Brooks wood was first developed.

FOIPPA s. 22(1)

FOIPPA s. 22(1)

- IF THIS PROCEEDS THERE ABSOLUTELY NEEDS TO BE A STOPLIGHT AT 55TH AND 200TH
- THERE NEEDS TO BE NO BASEMENTS SO THAT THERE ARE MINIMAL OR NO SUITES.
- THIS NEEDS TO BE DEFERRED UNTIL THE NEW OCP IS IN PLACE
-

WHETHER THIS IS A GOOD IDEA OR NOT SEEMS RATHER IRRELEVANT IN THE FACT THERE IS STILL NO COMMUNITY PLAN ~~PLAN FO~~ FOR BROOKSWOOD/FERNRIDGE SO I FAIL TO SEE HOW THIS PROPOSED DEVELOPMENT WILL FIT INTO THE OVERALL COMMUNITY IF THERE IS NO OFFICIAL COMMUNITY PLAN. CART BEFORE THE HORSE

FOIPPA s. 22(1)

FOIPPA s. 22(1) [redacted]

NO LOTS UNDER 11,000 SQ Feet

ANDREA AYLEN
3632-202 ST.
ANDREAAYLEN@HOTMAIL.COM

1- WHERE IS THE COMMUNITY PLAN FOR THE BROOKSWOOD / FERNRIDGE AREAS? CONCERNED WITH "SPOT ZONING".

2. WHAT IS THE PLAN FOR LOCAL SCHOOLS IE. NOEL BOOTH, BELMONT BROOKSWOOD HIGHSCHOOL.? ETC. AGAIN COMMUNITY PLAN FOR GROWTH

3. AQUIFER + SEWAGE?

4. VERY CONCERNED ABOUT THIS AREA BECOMING ANOTHER WILLOUGHBY * WE DIDN'T MOVE TO THIS AREA FOR HIGH DENSITY HOUSING, SMALL LOTS & 0 TREES.

5. HOSPITAL! AGAIN COMMUNITY PLAN FOR GROWTH.

6. I SEE THE PLANS FOR DEVELOPMENT AND ARE AWARE THERE IS A LOT OF MONEY TO BE MADE - WHERE IS THE INFO FOR THOSE OF US WHO LIVE IN THE AREA - BECAUSE OF BIG LOTS AND WOODED AREAS? YOU WILL COME IN, DEVELOP & THEN LEAVE - WITH DISREGARD TO THE PEOPLE WHO WILL LIVE HERE

FOIPPA s. 22(1)

- Concerned with only access from 35 Ave. This is school entry and increases risk to children. will there be a traffic light.
- ~~Water with new residents etc~~
- What is the plan for increased population in elementary and high school. Concerned ~~~~ Schools will not be addressed until long after large spike in pupils. Dozens of portables is not a solution
- Do not like the lane approach to the development. With anticipated high number of suites, where will everyone park? Prefer no lanes, which results in less congestion
- It is good a road ~~or~~ allowance has been allocated on both 200th & 36. Concern is nothing will be done until long after everyone moves in.
-

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1) Langley BC.

- proper lights need to be installed for added traffic by school + on 200/36 Ave (left turn signals)
- remember you are developing next to a beloved park area and school where children play and go to school not only at Noel Booth, but Belmont & Brookswood Sec. this makes it more dangerous for kids walking + riding to school.
- salmon stream is not far off the development this will be affected.
- property taxes will goup to pay for infrastructure.
- what are the homes going to look like?
- Can Noel Booth handle the influx of kids?

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1) LANGLEY.

ARE THESE DWELLINGS GOING TO BE CARRIAGE OR MULTI FAMILY HOMES?

WHERE ARE THE KIDS GOING TO GO TO SCHOOL? NOEL BOOTH IS AT CAPACITY & OTHERS HAVE BEEN SHUT DOWN.

CLEARCUTTING OF TREES?

PARKING WILL BE OUTRAGEOUS

WILLOUGHBY RELIVED

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Address: FOIPPA s. 22(1)

- should reduce the amount of lots to better fit the neighbourhood
- no ~~secondary~~ secondary suits should be allowed
- dangerous for elementary school with the extra traffic
- Should have a green space in their complex and own park so not to put more pressure on the school
- keep more trees
- ~~no parking~~ not enough parking
- what is this doing for our neighbourhood
- more traffic in our neighbourhood & on our streets and we have no sidewalks

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We are very concerned with the rezoning process where individual developers are attempting to move forward on their own. We want to have an overall community plan rather than this piecemeal way of developing.
(What happened to all of the feedback received / received a year ago? — feedback, concerns and recommendations that resulted via the denial of the proposed rezoning / plan.
This information needs to be given value and consideration in the creation of an alternative community Plan.
We want Council to be proactive and providing leadership in the creation of an updated community plan, rather than setting passively back while individual developers re-zone properties in a manner that will prioritize their self interest rather than the overall needs of the community

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1) FOIPPA s. 22(1)

Why is there no one here from the Township to field some of the questions & concerns. Is anyone even going to read this and/or take these issues into consideration. My fear is that this will not make a difference. It appears the Township in conjunction with the developer has come up with this "plan." Nowhere in the plan is there any awareness of the stress on the already overflowing schools throughout Langley S.D. 35! Or concerns for the children & families moving in & out of Noel Booth school not only in the future when people are in residence how about throughout the building/developing process. It all sounds very poorly thought out, if thought about at all. And then there is the volume of traffic to take into consideration on the very weak out flowing road. Single lane to 32nd & across 32nd to freeway access or travelling north all through a very slow moving, train stopping Langley. And this is only one of the complexes proposed for this area. A much larger one off 32nd & a double the homes east off 36th. Such Craziness. Where will these families be able to take their children to school. And our medical profession is maxed. There are no doctors available to take new patients and then as well there is our small hospital that is continually struggling to keep up. Community centres, libraries, shopping. These are all concerns for the potential new home owners. What about the access traffic, noise as it is in process as well as at completion. Rise in community needs and of course a rise in taxes. More money to the government less needs of the people methi! Doesn't sound like a good idea to me until there is a supportive infastructure

And why don't we have some local developers to speak/work/submit as well

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

- Please move access off 35th.
- Save as many trees as possible
- No legal suites in basements (parking issues)
-

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

Time for the community Plan To be in Place - lived here for 42 years with NO real plan

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Address: FOIPPA s. 22(1)

CONCERNS: * SIDEWALKS ON 36TH, 200TH & 35TH
* TRAFFIC CONGESTION : STUDENT SAFETY AROUND NOEL BOOTH
* TREES - CLEAR CUTTING AREA
* THE ALLOWANCE OF LEGAL SUITES = SMALL AREA + ALOT OF PEOPLE

CONCERN OF IT TURNING OUT LIKE WILLOWBY

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1) LANGLEY

We Need to get this Community Plan in place before the area turns into all 7000 sq ft Lots.

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3214/3520/3560/3584 – 200 Street & 20076 – 36 Avenue, Langley, B.C

Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

Infrastructure (Schools, traffic flow / parking) needs to be in place before more residences.

Learn from the problems Willoughby is facing
& too many people not enough resources.

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Member
PACIFIC LAND GROUP
Land Use, Development & Environmental Strategists

March 22, 2016

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

These public consultations need to be posted in Newspapers so more than the minimum stakeholders can be involved.

The comments forms drop box should be reviewed by township councillors directly not just an edited synopsis submitted by developers

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1) LANGLEY.

- What will be done about the additional traffic of at least 84+ vehicles coming and going adjacent to an elementary school?
- Why do there have to be SO MANY 3 STOREY units built? This does not strike me as "affordable" housing.

Can you not make more greenspace and have more trees to continue the heritage that Brookswood IS

Why must it be corner to corner. Has the township not learned from the WILOUGBY example??

Please, we know there must be progress, but we chose a lifestyle in Brookwood. Is there not a "happy medium"??

BE REASONABLE!!!

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Name: FOIPPA s. 22(1)

Address:

POOR PLANNING

WHAT ABOUT THE

WIDENING OF 200 ST

ENTRENCE FROM 35 IS

DANGEROUS BECAUSE THE

KIDS USE THAT ROAD TO

GET TO SCHOOL

HOW MANY EMPTY SPACES IN

BOOTH DEL BOOTH ?

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Address: FOIPPA s. 22(1)

ONLY ISSUE I HAVE IS THAT THERE SHOULD BE AN OVERALL AREA PLAN COMPLETED. LAST YEARS FAILED PLAN HAS LEFT A VACUME NOW BEING FILLED WITH PATCH WORK DEVELOPMENT

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

Adhere to the tree protection By law!!!.

Audit per tree, Area. And Fine Accordingly.

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

Should Be Smaller LoTs. More Attention Payed To Schools, Hospitals, + Traffic.

SHOULDN'T HAVE THE SAME ROAD TO ENTER THE DEVELOPMENT AND OUR KIDS WALKING TO SCHOOL – HOW MANY KIDS WILL GET RUN OVER + HURT.

NO SUITES TO BE ALLOWED !!!

TOO MANY PROBLEMS TO EVEN TRY TO LIST

WE DON'T WANT ANOTHER WILLOWBROOK!

- HIGH DENSITY.
- No extra Schools.
- No Hospital in South Langley / Langley Memorial is over capacity!
- Look at 2007-09 Records, if there is a Natural Disaster, South Langley will have no Water at all.
- AT A MAJOR intersection, how will people park? PLEASE REMEMBER PEOPLE WILL ILLEGALY HAVE EXTRA SUITES / AT LEAST 4-5 CARS PER HOUSEHOLD.
- NOT INTERESTED IN THE "SARDINE" WAY OF LIVING / MAKE ANOTHER PLAN!

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Name: FOIPPA s. 22(1)

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MORE TRAFFIC NEXT TO A PARK AND ON AN ACCESS ROAD TO A SCHOOL. NOT A GOOD IDEA FINISH WILLOWBY THEN WRECK BROOKSWOOD

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Address: FOIPPA s. 22(1)

I feel like there was a serious lack of looking at the existing community when this development was laid out. It does not match in any way to what already exists here.

Your representative really didn't answer any questions:
- Will there be suites / coach houses on the properties?
- What effect will the traffic have on 35th and Noel Booth School when you add these home owners (and renters) into the population?
- What effect will these people have on traffic on 36th and 200th?
- What effect will these families have on Noel Booth school?
- Can firetrucks fit down those laneways to the houses on the outside of the development?
- Where are paths that get you through the development to 200th + 36th without going all the way to 35th for bikes + pedestrians?
- How does this development fit into the Brookswood / Fernridge OCP that's still being put together?
- Are you selling empty lots or houses?
- What is the environmental impact from this development?

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

Using school road for access
Does not work. No regard
toward childrens safety.
No access 200th
No access 36
What are you thinking?

FOIPPA s. 22(1)

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

- lots too small (bigger lots would be better)
- OCP Plan ?!
- Parking concerns on 36th Ave.
- light installed @ 35th? (already bussel there with elementary school students)

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1) LANGLEY BC

- THIS ~~IT~~ IS NOT THE TYPICAL PLAN FOR NEIGHBORING STREETS, LOTS ARE TOO SMALL. ¼ ACRE SHOULD BE SMALLEST. THIS IS TOO DENSE!!
- WHAT IS THE LANDSCAPE PLAN? COULD YOU NOT USE EXISTING TREES TO BUFFER FROM SOUTH, 36 AVE AND NOEL BOOTH PARK? STICK WITH COMMUNITY TYPE VALUES.
- THIS WILL ~~BE~~ LOOK ODD FROM ALL OTHER SIDES OF ~~WITH~~ PROPERTY WITH OVERLY DENSE HOUSING PLUNKED IN THE MIDDLE OF ¼ ACRE LOTS, ETC.
- DEVELOPERS SHOULDNT BE GIVEN ~~TO~~ PERMISSION TO ~~SCREW UP SO MUCH TOO MUCH HOUSE~~ DIVIDE UP LOTS SO SMALL.
- ~~DEVELOPMENT IS~~
- ~~BAD~~ PEOPLE MOVE TO THIS AREA BECAUSE OF GOOD SIZE LOTS (¼ ACRE AND BIGGER) AND ALSO BECAUSE OF THE TREES! BIG TREES! LIKE THE ONES ON THIS DEVELOPMENT. THIS IS "CLAYTON HEIGHTS" STYLE BUILDING. THIS IS THE TYPE OF DEVELOPMENT BROOKSWOOD AND FERNRIDGE RESIDENSE DO NOT DESIRE, NOR WISH TO SEE EVERY DAY, OR WANT TO LIVE BY. THAT'S WHY WE LIVE WERE WE DO!
- ~~TAKE~~ TAKE THIS DEVELOPMENTT TO WILLOUGHBY! TONS OF LAND LEFT THERE & CLOSER TO TRANSIT.

BIG TREES

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Address: FOIPPA s. 22(1)

- Will there be a light at 35 Ave for school and additional traffic or another entrance to the school.
- will a sidewalk be put in on the south side of 36 Ave.
- will it be clear cut or selective logging.
- will the baseball field flood with runoff
- how many stories and what will the square footage be for the houses.
- sewers or septic.
- will this affect the river in Noel Booth Park or our aquafier.

Prefer 1/4 acre lots to fit the rest of the neighborhood.

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Name: FOIPPA s. 22(1)
Address:

I am COMPLETELY OPPOSED to this concept of a development, let alone CHOPPING down so many trees. I know development is inevitable but that corner is not where to start. 35th would be an absolute nightmare for parents dropping off children. The intersection @ 200/35 would be chaotic + it would be irresponsible to not add a traffic light there.
We will fight this development at long and hard as need be.
Go build somewhere else.

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Name: FOIPPA s. 22(1)

Address. FOIPPA s. 22(1) Langley.

I oppose the scale of development. ~~The~~ Noel Booth Elem. is already full - we do not want portables taking up our field.

The loss of mature trees in that are would be devasting for the creatures who call it home and to what makes Brooksiwood unique.

Would homes have coach houses? Would parking be a nightmare like willoughby?

The traffic and construction (not to mention noise for kids in school) would be very disruptive and dangerous for the kids going to and from School.

Strongly against this development.

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

No worry

Too many people

Inadequate infrastructure

schools, hospital etc.

Salmon stream involved

Wooded area needs to be kept

FOIPPA s. 22(1)

FOIPPA s. 22(1)

NOT IMPRESSED OR HAPPY ABOUT THIS PLAN

REZONING APPLICATION AT 200th & 36th (7000 SQ FT LOTS.)

THIS PROCESS IS LUDICRUS

I want to see ALL Developments @ the same time NOT split into separate entities.

THIS IS UNACCEPTABLE

No Thank you!

Not the right plans

Not the right time

Not the right town.

Leave this out of Brooksuood.

This reminds me of the high density houses in Surrey, and Surrey has more crime then any other city.

Do not turn Brooksuood into that.

This will devalue my Acreage in Brooks wood.

Thank you.

FOIPPA s. 22(1)

No Development till after OCP.

FOIPPA s. 22(1)

Langley BC

FOIPPA s. 22(1)

* TRAFFIC !

* Goodbye Green spaces

* 11000 = 1/4 ACR
not 10000

THIS DEVELOPMENT DOES NOT BLEND IN TO EXISTING NEIGHBOOR HOOD. LOTS NEED TO BE BIGGER WITH WIDE STREETS NOT LANES.

CAN YOU PUT THIS DEVELOPMENT IN THE HI POINT NEIGHBOURHOOD? DON'T THINK SO.

FOIPPA s. 22(1)

FOIPPA s. 22(1)

FOIPPA s. 22(1)

FOIPPA s. 22(1)

FOIPPA s. 22(1)

- Not necessary to add such a large development right next to a school ground.
- too many "homes" jammed into a rather small area
- what about parking? - any plans?
- very damaging to the "country setting" of Brookswood
- very much a negative impact on the environment/air quality
- another money grab!

Dev # 36 avenue

- 46 lots - GROSS (1/4") don't tell us they are a 1/4 LOT
- as per "the developer"
- MAIN access off 35th Ave - entrance to Noel Booth School.

- Developer doesn't know size of homes to come in. Bull shit

What is % of have to lot.

DO NOT do these separate attempts it only makes things easier to blow through.

- Do after OCP is Approved - DO NOT

understand how this could even be looked at before approval of OCP. Do you work for us or the developer.

FOIPPA s. 22(1)

FOIPPA s. 22(1)

Ugly BL

This is still spot zoning and does not constitute any part of a larger community plan for Brookswood Fernridge It should not be approved and any and all development in this area should be rejected until such time as a full comm. plan is approved with wide resident support

- No consideration of infrastructure, aquifer, recharge, environment has been integrated into the plan. Where are the non-roadway pike and pedestrian paths and how do they link into the large community

If Council thinks they had opposition to the last OCP attempt opposing this will create a five-storm fight residents

Plan first - develop after.

FOIPPA s. 22(1)

[redacted]

Langley, B.C.

FOIPPA s. 22(1)

[redacted]

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

ABSOLUTELY 100% AGAINST

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Address: FOIPPA s. 22(1)

The Developer knowing that Brookswood residents have been vehemently opposed to high density Development + the destruction of our way of life have a duty to wait until a new community plan is approved before proceeding. At this point I am not in favour.

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1) Langley, BC FOIPPA s. 22(1)

- Open House staff not forthcoming with information
- Major concerns over information presented.
  - access at 35th and the impact to the safety of children of Noel Booth Elementary
  - safety of road at 35 Ave & 200th
  - parking within development - potential to park at school or along 35th is a safety issue to Noel Booth students
  - high potential for suites - double expected population and cars
  - Noel Booth school is at capacity - we don't want our children in portables or loosing special interest rooms (music room, computer room, daycare etc.)
  - Concerned over the size of the lane within development - too small
- No information provided tonight around house suites or design - only max footprint - no info etc
- Concerned about all trees being taken down -
  - this impacts the uniqueness of our community
  - this impact the remaining trees as it weakens them in storms and we will ~~not~~ have more fall

I am against this development as presented tonight.

- concerned if further RF-Zoning down the line allows for smaller lots

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1) Langley

- This is spot zoning at it WORST
- No community plan
- No consideration for the schools hospitals -
- SHOULD NOT GO AHEAD ~~HERE~~ UNTIL OCP PLAN IS IN EFFECT
- NO THOUGHT TOWARDS AQUIFIR
- STOP SPOT ZONING UNTIL OCP IN PLACE

WE DO NOT WANT ANOTHER WILLOUGHBY

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Name: FOIPPA s. 22(1)
Address: FOIPPA s. 22(1) Ave

- THIS IS SPOT ZONING AT IT'S WORST.
- WE WERE PROMISED A COMMUNITY PLAN BEFORE DEVELOPMENT.
- THERE IS NO CONSIDERATION FOR SCHOOLS AND HOSPITALS.
- SHOULD NOT GO AHEAD UNTIL THE PLAN IS IN EFFECT.
- NO THOUGHT TO IMPERVIOUS COVER %
- NO " TOWARDS THE AQUIFER
- STOP THE SPOT ZONING UNTIL OCP PLAN IN PLACE.

- DO NOT WANT ANOTHER WILLOUGHBY

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1) Langley FOIPPA s. 22(1)

The impact of this development as presented on Nor'Wester School will be horrific! Extreme care should be taken by Township council when the proposal is brought before them. It can foresee a suite built in every home, that will further stress all the infrastructure of Brookswood community. As well no wood in Brookswood will be the norm.

In no way should this development be approved with 246 homes on this lot.

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

after reviewing the proposed plan, we feel that the lot sizes are far too small. We feel this plan would require removing too many trees. Keeping the original original lot sizes of ¼ acre min would allow you to keep more trees in your plan. More houses (smaller lots) means more congestion.

Leave Brooksmead Alone!!!

we dont want walnut grove/willoughby up here.

FOIPPA s. 22(1)

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1)

We are very concerned with this proposal. We donot like it. The access road is the road to Noel Booth Elementary. It is very busy as it is. There are small children and their parents who walk, bike, scoot & drive every day. It will not be safe. How will the residents add to this?
Where will all these people park? 46 homes & tenants??
Noel Booth Elementary is almost at capacity now. Where will our kids go to school once the new homes are built?
What if an emergency vehicle needs to get in? Very bad road planning.
What about our beautiful Brooksmood trees?
How safe will it be for our children?
Who owns this land now?
I think we need a meeting (very large) where we can ask our questions and hear the answers to all the questions.
There are many questions left unanswered as there is only 1 person here to answer but we want to hear other peoples questions and the answers.
This is all happening way too fast. We need more answers please

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Name: FOIPPA s. 22(1)

Address: FOIPPA s. 22(1) Langley

We believe there should be no 'spot' zoning allowed prior to a new OCP being completed including a new water (environmental) assessment of the area.

We also have children at Noel Booth Elem. that will be directly affected by the increased traffic.

PHASED DEVELOPMENT AGREEMENT

THIS AGREEMENT dated for reference _____, 2017

BETWEEN:

525618 BC Ltd.
#145 13737 – 72 Avenue
Surrey BC V3W 2P2

(the "**Developer**")

AND

The Corporation of the Township of Langley
20338-65 Avenue
Langley, BC
V2Y 3J1

(the "**Township**")

THIS AGREEMENT WITNESSES that, pursuant to section 516 of the *Local Government Act*, and in consideration of the promises hereby contained, the parties agree as follows:

A. Definitions

1. In this Agreement

"**Approving Officer**" means the Approving Officer having jurisdiction for subdivision approval under the *Land Title Act* and *Strata Property Act*;

"**Assumption Agreement**" means an assumption agreement under sections 21(7) through (11);

"Lands" means the lands legally described in Schedule A;

"**PDA Bylaw**" means the bylaw authorizing the entering into of this Agreement, being the "Township of Langley Phased Development Agreement Bylaw No. 5309, 2017;

"**Release**" means a release or discharge sufficient to remove a charge or other interest registered against the title to land at the Land Title Office;

"**Section 219 Covenant**" means a covenant that precludes construction of a building on the Lands, other than for servicing infrastructure, until the conditions of use of buildings or land are satisfied in accordance with the covenant, which Section 219 Covenant will be released when the Township has certified in writing that the conditions have been satisfied;

"**Site Plan"** means the plan attached as Schedule "C" to this Agreement;

"**Specified Bylaw Provisions**" means:

(a) any and all provisions of the Zoning Bylaw that are applicable to the Lands as of the date of this Agreement, that regulate:

(i) the use of land, buildings and other structures;

(ii) the density of the use of land, buildings and other structures;

(iii) the siting, size and dimensions of:

A. buildings and other structures; and

B. uses that are permitted on the land; and

(iv) the location of uses on the land and within buildings and other structures;

(v) the shape, dimensions and area, including the establishment of minimum and maximum sizes, of parcels of land that may be created by subdivision; or

(vi) the conditions that will entitle an owner to different density regulations;

(b) the subdivision and development standards set out in the Subdivision Bylaw as of the reference date of this Agreement;

"**Subdivision Bylaw**" means Township of Langley Subdivision and Development Servicing Bylaw No. 4861, 2011 as it stands on the date of this Agreement, a copy of which is certified by Corporate Officer and delivered to each of the Parties as of the reference date of this Agreement;

"**Term**" means ten (10) years from the date of adoption of the PDA Bylaw;

"**Zoning Bylaw**" means Township of Langley Zoning Bylaw No. 2500, 1987 as it stands on the date of this Agreement, a copy of which is certified by the Corporate Officer and delivered to each of the Parties as the reference date of this Agreement;

B. <u>Phases</u>

2. The phasing of the development of the Lands may proceed in accordance with the phasing plan set out in Schedule C.

C. <u>Amenities and Other Terms and Conditions</u>

3. (a) The Developer shall complete and submit to the Township professional engineering assessments for the proposed development on the Lands as necessary, including a geotechnical assessment to confirm suitability of the Lands for the intended use, a review of any potential impacts on the Township's roads, water, sanitary sewer and drainage systems and traffic circulation, prior to final subdivision approval.

(b) If applicable under Provincial enactments, the Developer shall obtain

(i) approval in principle of a remediation plan from the Ministry of Environment prior to the issuance of a development permit in respect of the Lands, and

(ii) a Certificate of Compliance prior to the issuance of the final building permit in respect of the Lands.

(c) The Developer shall concurrently with this Agreement execute and deliver to the Township if requested by the Township, an Indemnity Agreement, satisfactory to the Township Council, protecting the Township from any and all liability or damages arising out of or related to the presence of any contaminated soil on the Lands.

(d) The Developer shall reroute all overhead utility wires underground on the Lands and on any public land adjacent to the Lands.

(e) The Developer shall at all times comply with Best Management Practices from the Ministry of Environment respecting protection of endangered species and species at risk.

4. The Developer at its sole cost shall

(a) transfer land to the Township, in addition to required park land dedications, for public open space pocket parks, and dog off-leash park areas,

(b) provide greenway and multi-use trail improvements,

(c) provide a portion of a new recreation facility,

(d) provide improvements to fire halls, and

(e) provide public art

(the "Amenities") in the Township, all for the benefit of the Township residents. The Developer and Township acknowledge and agree that the maximum liability of the Developer under this section 4 is the amount the parties have agreed to under section 5. These amenities will be located at sites stipulated by the Township in accordance with specifications and standards stipulated by the Township.

5. The Developer agrees that, without limiting section 4, the Developer has elected in lieu of directly providing the Amenities to pay the Township the sum of $788,974.80 on or before the date the Township's Approving Officer approves the subdivision after the

reference date of this Agreement to allow new development on the Lands, on the understanding that:

the Township will use the monies solely for one or more of the Amenities; and

(i) the Township will in its sole discretion determine the Amenities to be provided, the location in the Township, and the specifications and standards.

D. <u>Bylaw Changes</u>

6. Changes to the definition of the Specified Bylaw Provisions can only be made by amending this Agreement.

7. Changes made during the Term to provisions of the Zoning Bylaw that fall within the definition of the Specified Bylaw Provisions will not apply to the development of the Lands, including any parcels created therefrom, unless:

(a) the changes fall within the limits established by section 516 of the *Local Government Act*, being:

(i) changes to enable the Township to comply with an enactment of British Columbia or of Canada;

(ii) changes to comply with the order of a Court or arbitrator or another direction in respect of which the Township has a legal requirement to obey;

(iii) changes that, in the opinion of the Township, are necessary to address a hazardous condition of which the Township was unaware at the time it entered into this Agreement; and

(iv) other changes that may be made as a result of an amendment to the *Local Government Act*;

(b) this Agreement has been terminated pursuant to sections 15 or 16; or

(c) the Developer has agreed in writing that the changes apply, in accordance with section 10.

8. Changes made during the Term to provisions of the Subdivision Bylaw that fall within the definition of the Specified Bylaw Provisions will not apply to the development of the Lands, including any parcels created therefrom, unless:

(a) the change is a change to standards for water, sanitary sewer, or storm sewer that are of general application across the Township;

(b) the changes fall within the limits established by section 516 of the Local Government Act, being:

(i) changes to enable the Township to comply with an enactment of British Columbia or of Canada;

(ii) changes to comply with the order of a Court or arbitrator or another direction in respect of which the Township has a legal requirement to obey;

(iii) changes that, in the opinion of the Township, are necessary to address a hazardous condition of which the Township was unaware at the time it entered into this Agreement; and

(iv) other changes that may be made as a result of an amendment to the *Local Government Act*;

(c) this Agreement has been terminated pursuant to sections 15 or 16; or

(d) the Developer has agreed in writing that the changes apply, in accordance with section 10.

9. In the event of the repeal by the Township of the Zoning Bylaw or the Subdivision Bylaw in its entirety, including where that bylaw is replaced by one or more bylaws under the Local Government Act, the Developer and the Township agree that the Specified Bylaw Provisions continue to apply to the Lands for the balance of the term of this Agreement, despite such repeal.

10. (1) The agreement of the Developer that changes to provisions of the Zoning Bylaw and the Subdivision Bylaw that fall within the definition of the Specified Bylaw Provisions will apply to the Lands will only be effective if it is in writing and includes the terms set out in Schedule "D";

(2) Following execution of the agreement that includes the terms set out at Schedule "D", section 7 of this Agreement will continue to apply, and further or subsequent changes made by the Township to its Zoning Bylaw and Subdivision Bylaw that fall within the definition of the Specified Bylaw Provisions will not apply to the development of the Lands unless the Developer agrees in writing that they apply, by way of a further agreement that includes the terms set out at Schedule "D"; and

(3) In the event of the transfer of title to a portion of the Lands, the right of consent of the transferee is limited to the lands acquired by the transferee, and the transferee shall not have any right of consent as regards lands that it has not acquired.

11. Changes made to the provisions of the Zoning Bylaw and Subdivision Bylaw that do not fall within the definition of the Specified Bylaw Provisions will apply to the development of the Lands, including any parcels created therefrom. For certainty, the interpretation of whether a section in the Zoning Bylaw and Subdivision Amendment Bylaw is one of the Specified Bylaw Provisions is not impacted by the headings used in the Zoning Bylaw and Subdivision Bylaw.

12. In the event of the transfer of title of a portion of the Lands, the right of consent of the transferee under section 516 of the *Local Government Act* is limited to the lands acquired by the transferee, and the transferee shall not have any right of consent as regards any land that the transferee has not acquired.

F. Amendment, Termination, Enforcement, Arbitration and Title Transfer

F.1. Amendment

13. (1) No amendment to this Agreement shall be effective unless it is made in writing and is duly executed by the Developer and the Township.

(2) The Township, by resolution without a new public hearing, and the Developer, may agree to "minor amendments" of this Agreement. For the purposes of this Agreement, a "minor amendment" is any amendment other than one that proposes the renewal or extension of this Agreement or changes to any of the following provisions of this Agreement:

(a) the Lands;

(b) the definition of the Specified Bylaw Provisions'

(c) the Term of this Agreement;

(d) the provision of this Agreement regarding what cannot constitute a minor amendment; or

(e) the provisions of this Agreement regarding transfer.

(3) Nothing in subsection (2) prevents the Township from deciding to hold a public hearing in advance of a minor amendment to this Agreement if it so chooses.

(4) A public hearing is required as a precondition to an amendment to this Agreement that is not a minor amendment.

F.2 Term, Termination, Enforcement and Arbitration

(1) Term

14. The Term of this Agreement is ten (10) years from the date of the adoption of the PDA Bylaw, unless otherwise terminated in accordance with the provisions hereof.

(2) Termination

15. The parties may terminate this Agreement by mutual written agreement at any time before the transfer of a subdivided parcel within the Lands to a third party.

16. The Township may, but is not obliged to, terminate this Agreement before the expiry of the Term if the Developer does not, at the time it registers the first Subdivision of the Lands after the reference date of this Agreement at the Land Title Office, also register the Servicing Covenant against the title to each parcel to which it applies.

17. Sections 30 and 33 shall survive the termination of this Agreement.

18. The Developer and the Township agree that neither party may terminate this Agreement before the expiry of the Term, except as provided in sections 15 and 16.

(3) Enforcement

19. (a) The Developer and the Township agree that the following enforcement procedures and remedies will be available if the other does not comply with any other section hereof when required:

(i) apart from disputes related to such matters that are referred to in section 20, either party may commence proceedings for a declaration or to otherwise enforce against any breach, and, if successful, will be entitled to recover costs from the other on a solicitor and his own client basis;

(ii) either party may commence proceedings for injunctive relief in connection with a breach, and, if successful, will be entitled to receive costs from the other on a solicitor and his own client basis; and

(iii) the Developer or the Township, as the case may be, will be responsible to the other for the cost, losses and damages that flow from any breach of the terms of the Agreement by the other;

provided however that, in the event of a default in performance of any such sections, each will give the other written notice within thirty days after it becomes aware that any default has occurred, and the other will have thirty days from the date of the written notice to correct the default.

(b) The Developer covenants and agrees that expiry of the Agreement and any termination in accordance with section 15 or 16 or otherwise, does not entitle to recover any portion of the Amenities or to seek restitution in relation thereto or in relation to any other obligation of as performed (and specifically agrees that the Specified Zoning Bylaw Provisions of this Agreement for the period prior to expiry or termination provides sufficient consideration for the Amenities) and the release and indemnity provisions under section 33 apply in this regard.

(c) The Developer covenants and agrees it will not commence or advance a legal proceeding of any kind to seek to quash, set aside, hold invalid this Agreement, or the Zoning Bylaw, or to recover any portion of the Amenities provided under this Agreement, or seek restitution in relation to any of the Amenities provided under this Agreement, and if does any of the foregoing, the Township may provide this Agreement to the Court as a full and complete answer.

(d) Without limitation, paragraphs (b) and (c) apply whether or not the Developer proceeds with any development on the Lands.

(e) The Developer shall execute, deliver and register in the Land Title Office a Covenant under section 219 of the *Land Title Act*, in the form and with the content of Schedule F, concurrently with and conditional upon the adoption of the PDA Bylaw, with the intention that this covenant shall be registered against title to the Lands in order to secure the obligations of the owner of the Lands to use and develop the Lands in accordance with the provisions of this Agreement.

(f) Following termination of this Agreement development of the Lands shall continue to be governed by the section 219 Covenants attached as Schedule B and F.

(4) Interpretation and arbitration

20. (1) In the event of any dispute related to matters under the following provisions:

(a) section 1 and Schedule B and F [terms of section 219 Covenant];

(b) sections 3 and 4 [all issues related to the amenities and other terms and conditions];

(c) section 21 (7) to (10) [Assumption Agreement terms];

and any failure to reach agreement on any matter related thereto, such dispute or disagreement may be submitted by either party to and be finally settled by a single arbitrator pursuant to the *Arbitration Act* (British Columbia), provided that it is understood and agreed that:

(d) the Developer's ability to proceed with construction is not to be delayed while any arbitration related to any of the above matters other than Assumption Agreement terms occurs, but rather the Developer may proceed on the basis of the position it takes on any such matter, provided it first provides security to the Township by way of a clean irrevocable letter of credit securing the reasonable difference in cost of satisfying the matter according to the Developer's position and the costs of satisfying the matter according to the Township's position; and

(e) this section 20 is not intended to, nor is to be construed as, preventing the parties hereto, or either of them, from seeking relief from the courts to establish appropriate terms on which the Developer may proceed with construction pending an arbitration (i.e. regarding the scope of the dedication, obligation, Assumption Agreement terms, etc.);

(2) If the parties cannot agree to a single arbitrator, then such arbitrator shall be chosen by reference to a Judge of the Supreme Court of British Columbia;

(3) The parties shall share equally in the costs of:

(a) referring the choice of an arbitrator to a Judge of the Supreme Court of British Columbia, and

(b) any arbitration;

(4) The determination made by a single arbitrator will be final and binding upon the Developer and the Township; and

(5) The provisions of this section will be deemed to be a submission to arbitration within the provisions of the *Arbitration Act* (British Columbia), except on the question of arbitrator remuneration.

F.3 Rights and obligations upon title transfer

Rights of Developer

21. (1) Nothing in the Agreement in any way limits the right of the Developer to sell all, or any portion of, the Lands.

Rights of transferees – generally

(2) In the event of a sale, the "class of persons" by whom the rights set out in this Agreement may be exercised without further consent by the Township, as contemplated by section 516 of the *Local Government Act*, is any company, partnership, individual or other entity to whom the Developer transfers the Lands, or individual parcels subdivided therefrom, other than companies, partnerships, individuals or entities that are in receivership or bankruptcy. By signing this Agreement, the Township gives its consent to the assignment of such rights to any party within such 'class of persons' consent, with such rights being as more particularly set out in subsections (4) through (10) inclusive of this section.

(3) A company, partnership, individual or entity that is in receivership or bankruptcy may only exercise the rights set out in this Agreement if it first obtains the consent of the Township to the assignment of such rights.

Obligations of transferees – generally

(4) Further to sections 503 and 516 of the *Local Government Act*, the terms of this Agreement are binding on all persons who acquire an interest in the land affected by this Agreement, with such obligations being as more particularly set out in subsections (5) through (10) inclusive of this section.

Obligations of the Developer and transferee – transfer of the whole of the Lands

(5) In the event of a transfer of the whole of the Lands to a party within the "class of persons" referenced in subsection (2), then:

(a) this Agreement is, effective immediately upon such transfer, assigned to the transferee such as to be a Phased Development Agreement between the Township of the transferee, and enforceable as between the Township and the transferee;

(b) the obligations of the Developer to the Township under this Agreement (as compared to the obligations of the transferee to the Township) will cease if, but only if, the Developer provides the Township with an acknowledgement signed by the transferee that the transferee assumes the obligations of the Developer under this Agreement; and

(c) notwithstanding subsection (b), the Developer will not be released as regards any breach of this Agreement that occurred while the Developer was the owner of or had an interest in the Lands, unless the Township provides the Developer with a release to that effect.

Rights of transferee – transfer of a subdivided portion of the Lands

(6) In the event of a transfer of any subdivided portion of the Lands:

(a) the transferee shall have all right, title, benefit, interest, privilege and advantage of the Developer further to Part E [Bylaw changes and development permits] of this Agreement in respect of the portion of the Lands transferred to the transferee, but only in respect of that portion of the Lands transferred; and

(b) for greater certainty, the agreement of the transferee is not and will not be required under Part E [Bylaw changes and development permits] of this Agreement on the issue of whether a change made to the Specified Bylaw Provisions is applicable to the development of lands other than the portion of the Lands transferred to the transferee;

(c) subject to subsection (8), the transferee:

(i) shall not have any rights under any provision of this Agreement other than those in Part E [Bylaw changes and development permits], as against either the Developer or the Township; and

(ii) notwithstanding subsection (1), the transferee shall have no rights, or remedies against either the Developer or the Township, in the event of the termination of this Agreement further to the provisions hereof.

Obligations of the Developer and the transferee – transfer of a subdivided portion of the Lands

(7) Unless an Assumption Agreement is entered into between the Township, the Developer and the transferee, a transfer of a subdivided portion of the Lands does not in any way affect:

(a) the rights and obligations of the Township as against the Developer (as compared to the transferee) under this Agreement;

(b) the rights and obligations of the Developer (as compared to the transferee) as against the Township under this Agreement; or

(c) the Township's right to terminate this Agreement (and by doing so terminate the rights of the transferee) under section 16 of this Agreement.

(8) An Assumption Agreement under subsection (7), entered into between the Township, the Developer and the transferee, can provide that some or all of the rights and obligations of the Developer to the Township under this Agreement are transferred to the transferee and cease to be rights or obligations of the Developer, as set out in the Assumption Agreement.

(9) Unless otherwise provided for in an Assumption Agreement under subsections (7) and (8), the obligation of the transferee in respect of a subdivided portion of the Lands includes an obligation to:

(a) cooperate fully and promptly execute all documentation that the Developer may require; and

(b) provide all authorizations, access and information that the Developer may require

to facilitate or enable the performance and discharge by the Developer of its rights

and obligations under this Agreement.

(10) In the event that a transferee transfers all or any part of the transferee's land to a subsequent transferee, the respective rights and obligations of the transferee and the subsequent transferee in respect of such part of the transferee's land, will, insofar as the matters dealt with in subsections (6), (7), (8) and (9) are concerned, be on the basis as set out in those subsections.

(11) The Township will not act unreasonably in deciding whether to enter into an Assumption Agreement, including considering whether its interests are prejudiced in a substantial practical way.

G. Other

Binding Effect and statutory approval

22. This Agreement shall, subject to section 21, enure to the benefit of and be binding upon the parties hereto, and their respective successors and permitted assigns.

23. This Agreement does not restrict any discretion of the Township's Council or officials under its or their statutory powers, apart from the restrictions expressly provided for herein and as provided for at section 516 of the *Local Government Act*.

24. All obligations of the Developer hereunder are subject to the Developer being able to obtain all bylaw and statutorily required approvals therefor.

Further Acts

25. The Developer and the Township shall do all further acts as may be necessary for carrying out this Agreement, including without limitation execution of all required documentation and alterations required to achieve registration at the Land Title Office.

No Other Agreements

26. This Agreement is the entire agreement between the parties regarding its subject. It is mutually understood, acknowledged and agreed by the parties that the Township has made no representations, covenants, warranties, guarantees, promises or agreements (oral or otherwise) with the Developer other than those contained in this Agreement. For certainty, the parties also acknowledge and agree that they have also entered into covenant agreements, statutory right of way agreements, a development cost charge front-ender agreement, a latecomer agreement and an agreement of purchase and sale.

Time of the Essence

27. Time is of the essence of this Agreement.

Force Majeure

28. All obligations of the parties shall be suspended so long as the performance of such obligation is prevented, in whole or in part, by reason of labour dispute, fire, act of God, unusual delay by common carriers, earthquake, act of the elements, riot, civil commotion or inability to obtain necessary materials on the open market, and the period in which any party is required to perform any such obligation is extended for the period of such suspension. The impact of the Developer's financial circumstances upon the Developer's ability to perform this Agreement does not suspend the Developer's obligations under this Agreement. This provision does not extend the Term.

No Waiver

29. No provision of this Agreement is to be considered to have been waived by a party unless the waiver is expressed in writing by the party. The waiver by a party of any breach by another party of any provision is not to be construed as or constitute a waiver of any further or other breach.

Severability

30. If any part of this Agreement other than Part E [Bylaw changes and development permits] is held to be invalid, illegal or unenforceable by a Court having the jurisdiction to do so, that part is to be considered to have been severed from the rest of this Agreement and the rest of this Agreement remains in force unaffected by that holding or by the severance of that part. In the event that Part E is held to be invalid, illegal or unenforceable by a Court having jurisdiction to do so, such a holding shall not limit such nonconforming use protection as has accrued to the Developer or transferee under section 528 of the *Local Government Act* in connection with the subdivision and development of the Lands in keeping with the Site Plan, including by way of the doctrine of "commitment to use", nor the application of the law related to unjust enrichment.

Interpretation

31. In this Agreement:

(a) the headings and captions are for convenience only and do not form a part of this Agreement and will not be used to interpret, define or limit the scope, extent or intent of this Agreement or any of its provisions;

(b) the word "including" when following any general term or statement is not to be construed as limiting the general term or statement to the specific items or matters set forth or to similar terms or matters but rather as permitting it to refer to other items or matters that could reasonably fall within its scope;

(c) a reference to currency means Canadian currency;

(d) a reference to a statute includes every regulation made pursuant thereto, all amendments to the statute or to any such regulation in force from time to time and any statute or regulation that supplements or supersedes such statute or any such regulation;

(e) a reference to time or date is to the local time or date in Langley, British Columbia;

(f) a word importing the masculine gender includes the feminine or neuter, and a word importing the singular includes the plural and vice versa;

(g) a reference to approval, authorization, consent, designation, waiver or notice means written approval, authorization, consent, designation, waiver or notice; and

(h) a reference to a section means a section of this Agreement, unless a specific reference is provided to a statute.

32. This Agreement is to be construed in accordance with and governed by the laws applicable in the Province of British Columbia.

Indemnity and Release

33.

(a) The Developer shall indemnify and keep indemnified the Township from any and all claims, causes of action, suits, demands, fines, penalties, costs, deprivation, expenses or legal fees whatsoever, whether based in law or equity, whether known or unknown, which anyone has or may have against the Township or which the Township incurs as a result of any loss, damage or injury, including economic loss or deprivation, arising out of or connected with or any breach by the Developer of this Agreement.

(b) The Developer hereby releases, saves harmless and forever discharges the Township of and from any claims, causes of action, suits, demands, fines, penalties, costs, deprivation, expenses or legal fees whatsoever which the Developer can or may have against the Township, whether based in law or equity, whether known or unknown, for any loss, damage or injury, including economic loss or deprivation, that the Developer may sustain or suffer arising out of or connected with this Agreement, including the restrictions and requirements of this Agreement, the provisions of the Amenities and the development of the Lands as contemplated under this Agreement, or any breach by the Developer of any covenant in this Agreement, save and except as a result of any breach by the Township of this Agreement.

(c) The indemnity and release provisions of sections 33 (a) through (c) shall survive the expiry or

termination of this Agreement.

Notice

34. A notice, demand, statement, request or other evidence required or permitted to be given hereunder must be written and will be sufficiently given if delivered in person or transmitted by facsimile addressed as follows:

(a) if to the Developer:

525618 BC Ltd.
#145 13737 – 72 Avenue
Surrey, BC V3W 2P2

(b) if to the Township:

The Corporation of the Township of Langley
20338-65 Avenue
Langley, BC V2Y 3J1

Attention: General Manager, Engineering and Community Development

With a copy to:

Lidstone & Company
128 West Pender Street, Suite 1300
Vancouver, BC V6B 1R8

Attention: Don Lidstone, Q.C.

and a party at any time may give notice to the others of a change of address after which the address so specified will be considered to be the address of the party who gave the notice. Any notice, demand, statement, request or other evidence delivered in person will be considered to have been given at the time of personal delivery and any notice, demand, statement, request or other evidence transmitted by facsimile will be considered to have been given to the party to whom it is addressed on the next business day following the date of such transmission.

Execution

35. This agreement may be executed in counterparts, and such counterparts together shall constitute a single instrument.

Costs

36. Every obligation of the Developer under this Agreement must be satisfied by the Developer at its sole cost.

Schedules

37. The following schedules are annexed to and form part of this Agreement:

Schedule "A" – Lands

Schedule "B" – [Intentionally Deleted]

Schedule "C" – Site Plan

Schedule "D" – Form for Agreement to Bylaw Changes

Schedule "E" – [Intentionally Deleted]

Schedule "F" – Enforcement Covenant

IN WITNESS WHEREOF the Parties have executed this Agreement as of the date first written above.

525618 BC LTD.

Per:_____
Authorized Signatory

Per:_____
Authorized Signatory

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Per:_____

Per:_____

SCHEDULE A

LANDS

PID: 006-900-461; Lot 9 Section 26 Township 7 New Westminster District Plan 33543;

PID: 006-900-640; Lot 8 Section 26 Township 7 New Westminster District Plan 33543;

PID: 009-437-894; Lot 1 Except: Firstly: The East 556.75 Feet Secondly: The West 121.6 Feet; Section 26 Township 7 New Westminster District Plan 10935;

PID: 009-437-932; Lot 2 Except: The East 556.75 Feet; Section 26 Township 7 New Westminster District Plan 10935; and

PID: 009-437-851; West 121.6 Feet Lot 1 Section 26 Township 7 New Westminster District Plan 10935

SCHEDULE B

[Intentionally Deleted]

SCHEDULE C

SITE PLAN



SCHEDULE D

FORM FOR AGREEMENT TO BYLAW CHANGES

This AGREEMENT dated for reference the ___ day of ___, ____

BETWEEN:

525618 BC Ltd.
#145 13737 – 72 Avenue
Surrey, BC V3W 2P2

(the "**Developer**")

AND:

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
20338-65 Avenue
Langley, BC V2Y 3J1

(the "**Township**")

WHEREAS:

A. The Township has entered into a Phased Development Agreement authorized by Bylaw No. _____ dated the ___ day of _____, _____ (the "**PDA**");

B. The Developer is the registered owner of the lands described below, being all or part of the lands that are the subject of the PDA:

[set out legal description] (the "**Lands**");

C. The Township has, pursuant to Bylaw No. _____,_____ amended the provisions of its Zoning Bylaw or Subdivision Bylaw as set out below:

[set out the amendments that the Township and the Developer agree apply to the Lands]

(the "**Amended Provisions**")

D. The Developer and the Township wish to agree that the Amended Provisions apply to the Lands;

NOW THEREFORE THIS AGREEMENT WITNESSES THAT:

1. The Developer and the Township hereby agree, further to section 516 of the *Local Government Act*, that the Amended Provisions apply to the development of the Lands.

2. Apart from the amendment of the Amended Provisions, the agreement of the Township and the Developer hereunder is not intended to, and does not, in any way:
(a) limit or otherwise alter the rights and responsibilities of the Developer and the Township under the PDA, which shall continue in full force and effect, and be enforceable by both parties, notwithstanding section 1; or

(b) impact lands that may be the subject of the PDA other than the Lands.

3. Without limiting the generality of section 1, the Township and the Developer, noting that neither the definition of Specified Bylaw Provisions in the PDA, nor the provisions of the PDA relating to the Specified Bylaw Provisions, have been amended, agree and confirm that:

(a) the foregoing agreement in respect of the Amended Provisions does not imply, and shall not be construed as implying, that the Developer has waived the protection that the PDA provides to it in respect of the Specified Bylaw Provisions, apart from the application of the Amended Provisions; and

(b) any further or subsequent changes to the Township's Zoning Bylaw or Subdivision Bylaw made by the Township that fall within the definition of Specified Bylaw Provisions in the PDA, other than the Amended Provisions, shall not apply to the development of the Lands unless the Developer agrees in writing that they apply on the basis set out at sections 2 and 3 of this Agreement.

IN WITNESS WHEREOF the Parties have executed this Agreement as of the date first written above.

525618 BC Ltd. by its authorized signatories

Per: Authorized Signatory

THE CORPORATION OF THE TOWNSHIP OF LANGLEY by its authorized signatories

Per: Authorized Signatory

Per: Authorized Signatory

SCHEDULE E

SPECIFIED BYLAW PROVISIONS

[Intentionally Deleted]

SCHEDULE F

ENFORCEMENT COVENANT

TERMS OF INSTRUMENT - PART 2

W H E R E A S:

A. The Grantor is the registered owner in fee simple of:

PID

(the "**Lands**");

B. The Grantee is the Township of Langley;

C. The Grantor has agreed to develop the Lands in accordance with a Phased Development Agreement dated for reference the ____ day of ____, 2017 and made between the Grantor and the Grantee (the "**Phased Development Agreement**").

NOW THEREFORE, in consideration of the payment of the sum of $10.00 by the Grantee to the Grantor and the premises and the covenants herein contained and for other valuable consideration, receipt and sufficiency of which is hereby acknowledged by the parties, each of the parties hereto covenants and agrees with the other as follows:

1. In this Covenant the following terms have the following meanings:

   (a) "**Development**" means the Development of the Lands contemplated by the Phased Development Agreement and includes an activity that alters the Lands or any vegetation on the Lands in preparation for or in connection with the installation on the Lands of buildings, improvements, works or services, including without limitation, a highway;

   (b) "**Grantor**" means _____; and

   (c) "**Grantee**" means _____.

2. The Grantor covenants with the Grantee that it will construct and cause to be constructed any building or structure on the Lands in accordance with the Phased Development

Agreement and the Development Permit issued in respect of the Lands under No. _____.

3. If the Grantor is in breach of an obligation under the Phased Development Agreement, or the Grantee terminates the Phased Development Agreement as a result of a breach of the Phased Development Agreement by the Grantor, the Grantor covenants that it will not further subdivide the Lands, under the *Land Title Act (British Columbia)* or the *Strata Property Act (British Columbia)* or Regulations under those Acts without the consent of the Township.

4. The restrictions and covenants herein contained shall be covenants running with the Lands and shall be perpetual, and shall continue to bind all of the Lands when subdivided, and shall be registered in the Land Title Office pursuant to section 219 of the *Land Title Act*. Notwithstanding the foregoing, the Grantee agrees to discharge this Agreement from title to the Lands (or the applicable portion thereof) forthwith upon the issuance by the Township of an occupancy permit in respect of any building constructed on the Lands (or the applicable portion thereof).

5. The Grantor and the Grantee agree that the enforcement of this Agreement shall be entirely within the discretion of the Grantee and that the execution and registration of this covenant against the title to the Lands shall not be interpreted as creating any duty on the part of the Grantee to the Grantor or to any other person to enforce any provision or the breach of any provision of this Agreement.

6. Nothing contained or implied herein shall prejudice or affect the rights and powers of the Grantee in the exercise of its functions under any public or private statutes, bylaws, orders and regulations, all of which may be fully and effectively exercised in relation to the Lands as if the Agreement had not been executed and delivered by the Grantor.

7. The Grantor hereby releases and forever discharges the Grantee, its officers, employees and agents, of and from any claim, cause of action, suit, demand, expenses, costs and expenses, and legal fees whatsoever which the Grantor can or may have against the said Grantee for any loss or damage or injury, including economic loss, that the Grantor may sustain or suffer arising out of the breach of this Agreement by the Grantor or a party for whom the Grantor is at responsible at law.

8. The Grantor covenants and agrees to indemnify and save harmless the Grantee, its officers, employees and agents, from any and all claims, causes of action, suits, demands, expenses, costs and expenses, and legal fees whatsoever that anyone might have as owner, occupier or user of the Lands, or by a person who has an interest in or comes onto the Lands, or by anyone who suffers loss of life or injury, including economic loss, to his person or property, that arises out of the breach of this Agreement by the Grantor or a party for whom the Grantor is at responsible at law.

9. It is mutually understood, acknowledged and agreed by the parties hereto that the Grantee has made no representations, covenants, warranties, guarantees, promises or agreements (oral or otherwise) with the Grantor other than those contained in this Agreement.

10. This Agreement shall be registered as a first charge against the Lands and the Grantor agrees to execute and deliver all other documents and provide all other assurances necessary to give effect to the covenants contained in this Agreement.

11. The Grantor shall pay the legal fees of the Grantee in connection with the preparation and registration of this Agreement. This is a personal covenant between the parties.

12. The Grantor covenants and agrees for itself, its heirs, executors, successors and assigns, that it will at all times perform and observe the requirements and restrictions hereinbefore set out. Notwithstanding the foregoing, it is understood and agreed by the Grantee that this Agreement shall only be binding upon the Grantor as personal covenants during the period of its ownership of the Lands.

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

14. Wherever the expressions "Grantor" and "Grantee" are used herein, they shall be construed as meaning the plural, feminine or body corporate or politic where the context or the parties so require.

15. The Grantor agrees to execute all other documents and provide all other assurances necessary to give effect to the covenants contained in this Agreement.

16. Time is of the essence of this Agreement.

17. If any part of this Agreement is found to be illegal or unenforceable, that part will be considered separate and severable and the remaining parts will not be affected thereby and will be enforceable to the fullest extent permitted by law.

*, the registered holder of a charge by way of * against the within described property which said charge is registered in the Land Title Office under number *, for and in consideration of the sum of One ($1.00) Dollar paid by the Grantee to the said Chargeholder (the receipt whereof is hereby acknowledged), agrees with the Grantee, its successors and assigns, that the within section 219 Covenant shall be an encumbrance upon the within described property in priority to the said charge in the same manner and to the same effect as if it had been dated and registered prior to the said charge.

IN WITNESS WHEREOF the parties hereto hereby acknowledge that this Agreement has been duly executed and delivered by the parties executing Form C (pages 1 and 2) attached hereto.

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JULY 11, 2022 - REGULAR MEETING	**REPORT:**	22-75
FROM:	ENGINEERING DIVISION	**FILE:**	5400-20-008
SUBJECT:	216 STREET SCHOOL ZONE FRONTING TOPHAM ELEMENTARY SCHOOL		5460-02-005

RECOMMENDATION:

That Council direct staff to proceed with implementation of traffic calming measures on 216 Street fronting Topham Elementary School, consistent with the TransLink approval and as provided for in the 2022 capital budget.

EXECUTIVE SUMMARY:

As requested by Council, staff submitted a request to TransLink for permission to install a 30km/h speed zone fronting Topham Elementary and Park on 216 Street which is part of the Major Road Network (MRN). Staff submitted the request to TransLink who deferred a decision until Phase 2 of the 216 Street Corridor Study was completed.

In a November 5, 2020 memorandum titled "216 Street School Zones," Council was advised that the portion of 216 Street from 88 Avenue to 96 Avenue is part of the TransLink MRN. Section 21 of the South Coast British Columbia Transportation Authority (SCBTA) Act includes "Limits on Municipal Authority". This includes a requirement to obtain TransLink approval for any actions, such as a 30km/h speed zone, that would have an impact on capacity of the MRN.

Staff provided TransLink a copy of the final Phase 2 of the 216 Street Corridor Study and TransLink has provided an approval letter dated May 13, 2022 (Attachment A) that includes several conditions. This included a 30km/h school zone from 91 Avenue to 100 m north in effect between 8:00am and 5:00pm including a requirement for road dieting consistent with the Phase 2 Study recommendations. Other conditions include consultation with TransLink and other stakeholders, meeting TAC lane width guidelines, no vertical traffic calming measures, and the continued use of speed reader boards.

Subject to Council approval, staff will develop a conceptual plan in consultation with TransLink and other stakeholders to include curb extensions and recommended minimum lane widths and signs fronting Topham Elementary School and Park on 216 Street that will be effective from 8:00am to 5:00pm. As TransLink's approval pre-dates Council direction to explore opportunities to extend speed zone hours fronting schools to 24 hours per day, further referral to TransLink would be necessary to seek approval to extend hours beyond the current 8:00am to 5:00pm.

Following the receipt of input from stakeholders, the final plan will be developed and implemented using funds from RDS1277 216 Street Improvements – Highway 1 to 96 Ave approved by Council in the 2022 budget. Construction is targeted for completion by September subject to TransLink approval and the availability of materials and supplies.

PURPOSE:

To provide an update on the 30km/h school zone fronting Topham Elementary.

BACKGROUND/HISTORY:

At its October 26, 2020 Regular Afternoon Meeting, Council passed the following resolution:

> *"That Council receive the 216 Street Corridor Study (Telegraph Trail to 96 Avenue) for information"*
>
> *"That a 30km/h speed zone be implemented in the area of the two elementary schools"*

In a November 5, 2020 memorandum titled "216 Street School Zones," Council was advised that the portion of 216 Street from 88 Avenue to 96 Avenue is part of the TransLink MRN. Section 21 of the SCBTA Act stipulates "Limits on Municipal Authority". This includes a requirement to obtain TransLink approval for any actions, such as posting of a 30km/h speed zone, that would have an impact on capacity of the MRN.

As Topham Elementary School is on a portion of 216 Street (91 Avenue to 9200 Block) that falls within the MRN, on November 2, 2020 staff submitted a request to TransLink for a 30km/h speed zone, as requested by Council. A response was received by TransLink on November 23, 2020 confirming that TransLink approval is required for the requested speed limit reduction. TransLink deferred their decision until after Phase 2 of the 216 Street Corridor Study was completed at which time staff could re-engage discussions with TransLink. On December 20, 2021, staff forwarded communications to TransLink advising of the completion of Phase 2 of the 216 Street Corridor Study and provided TransLink with the completed Phase 2 Study for consideration of the requested 30km/h speed zone. TransLink approval was subsequently granted subject to conditions, as outlined in more detail below.

DISCUSSION/ANALYSIS:

On May 13, 2022, staff received approval from TransLink for the MRN capacity change of a speed limit reduction on 216 Street fronting Topham Elementary (see Attachment A). The approval noted the MRN capacity change with a 30 km/h school zone that would apply to Topham Elementary and Park from 91 Avenue to 190 m to the north subject to the following conditions:

- *The 30km/h speed zone will be implemented at Township's discretion.*
    - *The 216 Street Corridor Study noted the implementation of 30km/h zone can be considered once the road design can support the adherence of the 30km/h speed limit.*
    - *Township must consult with TransLink as road dieting plans (both temporary and permanent) are being developed.*
    - *Traffic calming measures would exclude vertical deflections due to their negative impact on the operations of emergency services, commercial trucks, and buses along this arterial truck and transit route. The use of vertical deflections on this arterial corridor is inconsistent with Transportation Association of Canada (TAC) guidelines and the Township Traffic Calming Policy.*
- *TAC guidelines on lane widths recommended for travel lanes regularly used by buses and larger trucks must be met.*
- *The school speed zone is applicable during the hours between 8:00am and 5:00pm on regular school days. Township shall inform TransLink if current school zone hours and/or applicable days are being expanded.*
- *Continued use of the speed reader boards on both approaches to Topham Elementary School along 216 Street.*

While not applicable to the Township's request for the 30 km/h speed zone, TransLink also noted the following special conditions that are required prior to implementing some of the other corridor improvements including:

- *No new traffic signals shall be added along this corridor prior to consultation with TransLink.*
    - *The 216 Street Corridor Study recommends a new traffic signal be implemented at the intersection of 216 Street and 91 Avenue in year 2035 to accommodate school-related demand.*
    - *MRN Capacity Change Approval will be required for this signal, per SCBCTA Act should it be warranted in the future.*
- *No new crosswalks shall be added along this corridor prior to consultation with TransLink.*
    - *The 216 Street Corridor Study suggests that a crosswalk could be required before 2035 at 92 Avenue. MRN Capacity Change Approval will be required for any new crosswalks on 216 Street per SCBCTA Act should crosswalks be warranted in the future.*
- *Township will engage with goods movement stakeholders on changes being proposed such as BCTA and the Port of Vancouver.*

These other measures and conditions noted by TransLink will be considered as part of further development and refinement of the preferred road configuration option identified in Phase 2 of the 216 Street Corridor Study, anticipated to commence later this year. The public consultation, design, and construction of these ultimate works will take another one to two years and is subject to Council approval of funding for construction in the 2023 budget.

In order to implement the 30 km/h speed zone in a more a timely fashion, staff propose the installation of temporary road dieting measures on 216 Street fronting Topham Elementary and Park. Staff will proceed with the following:

- Developing a conceptual plan for temporary road dieting, to visually narrow the road fronting the Topham Elementary and Park with minimum 3.3 m travel lane widths as per TransLink and TAC guidelines.
- The conceptual plan will include a northbound left turn lane into the school due to high traffic volumes for this movement during school pick-up and drop-off times.
- The conceptual plan will include temporary curb bulges and delineators at the intersection of 91 Avenue and curb bulges on the west side of 216 Street fronting the school/playground where on-street parking is currently not permitted, while accommodating the minimum travel lane widths required by TransLink and TAC guidelines.
- The conceptual plan will include signs for a 30 km/h school zone from 91 Avenue to approximately 190 m to the north fronting the school and park that will be effective from 8:00am to 5:00pm as per TransLink approval and as allowed by the BC Motor Vehicle Act (MVA).
- The conceptual plan will be submitted to TransLink and other Stakeholders for their information and input such as ICBC, the RCMP, the BC Trucking Association, and the School District.
- The conceptual plan will be finalized with consideration of input received and submitted to TransLink for their approval.

Subject to TransLink's approval of a conceptual temporary road dieting plan fronting Topham Elementary and Park including a 30 km/h school zone, the works will be constructed utilizing funds approved by Council in the 2022 budget (RDS1277 216 Street Improvements – Highway 1 to 96 Ave). Staff are targeting to have these works completed prior to the beginning of the school year in September, subject to TransLink's approval of the temporary road dieting plan and the availability of materials and supplies.

Staff have also prepared a Council Report, “Schools and Playgrounds,” in response to a Council request on the feasibility of extending the hours of 30 km/h school and park zones beyond 8:00am to 5:00pm on school days. Subject to Council endorsement and the necessary bylaw changes as noted in that report, staff will submit a request to TransLink to extend the 30 km/h speed zone fronting Topham Elementary School and Park to be consistent with the recommendations of the “Schools and Playgrounds” Report to Council.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION
for
ENGINEERING DIVISION

ATTACHMENT A TransLink Approval Letter

TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500

www.translink.ca

South Coast British Columbia
Transportation Authority

May 13, 2022

Township of Langley
20338 - 65 Avenue
Langley, BC V2Y 3J1

Attn: Paul Cordeiro
Manager, Transportation Engineering

Dear Mr. Cordeiro:

RE: MRN Capacity Change – Speed Limit Reduction on 216 Street

This letter provides TransLink's formal response to the Township of Langley's request to implement a 30km/h School Zone on the portion of the MRN fronting Topham Elementary and Park between 91 Avenue and the edge of the playing field at a length of approximately 190m to the north, as outlined in a letter dated November 2, 2020 (refer to Appendix A – Township of Langley MRN Change Request Letter).

It is our understanding that there is an associated Council motion that was passed on October 26, 2020 to reduce the posted speed limit from 50 km/h to 30 km/h fronting Topham Elementary and Park (same section as described above). The Township has undertaken the 216 Street Corridor Study (by Urban Systems, dated November 2021) which was provided to TransLink for information in association with the capacity change request (refer to Appendix B - 216 Street Corridor Study).

Per section 21(1) of the South Coast British Columbia Transportation Authority Act ("SCBCTA Act"), municipalities are required to obtain TransLink's approval for road alterations that would reduce the capacity of any part of the Major Road Network (the "MRN") to move people.

TransLink has conducted a review and does not have concerns with the requested MRN Capacity change, based on the following conditions:

- The 30km/h speed zone will be implemented at Township's discretion.
  - The 216 Street Corridor Study noted the implementation of 30km/h zone can be considered once the road design can support the adherence of the 30km/h speed limit.
  - Township must consult with TransLink as road dieting plans (both temporary and permanent) are being developed.
  - Traffic calming measures would exclude vertical deflections due to their negative impact on the operations of emergency services, commercial trucks, and buses along this arterial truck and transit route. The use of vertical deflections on this arterial corridor is inconsistent with Transportation Association of Canada (TAC) guidelines and the Township Traffic Calming Policy.

- TAC guidelines on lane widths recommended for travel lanes regularly used by buses and larger trucks must be met.
- The school speed zone is applicable during the hours between 8:00am and 5:00pm on regular school days. Township shall inform TransLink if current school zone hours and/or applicable days are being expanded.
- Continued use of the speed reader boards on both approaches to Topham Elementary School along 216 Street.
- No new traffic signals shall be added along this corridor prior to consultation with TransLink.
  - The 216 Street Corridor Study recommends a new traffic signal be implemented at the intersection of 216 Street and 91 Avenue in year 2035 to accommodate school-related demand. MRN Capacity Change Approval will be required for this signal, per SCBCTA Act should it be warranted in the future.
- No new crosswalks shall be added along this corridor prior to consultation with TransLink.
  - The 216 Street Corridor Study suggests that a crosswalk could be required before 2035 at 92 Avenue. MRN Capacity Change Approval will be required for any new crosswalks on 216 Street, per SCBCTA Act should crosswalks be warranted in the future.
- Township will engage with goods movement stakeholders on changes being proposed such as BCTA and the Port of Vancouver.

Based on the information provided to TransLink and the conditions set out above, TransLink approves the implementation of a 30km/h School Zone on the portion of the MRN fronting Topham Elementary and Park between 91 Avenue and the edge of the playing field at a length of approximately 190m to the north, pursuant to section 21(1) of the SCBCTA Act.

This approval does not apply to any other road reconfiguration or road dieting improvements along 216 Street. The Township shall engage and consult with TransLink on other future changes along 216 Street between 88 Avenue and 96 Avenue which potentially impact MRN people-moving capacity. This approval is limited and should not be construed as an approval or opinion of any nature whatsoever on the proposed design, engineering construction, funding application or any other matter with respect to the proposed improvements.

If you have any further questions, please do not hesitate to contact Vivian Law at 604.765.5478 or by email at Vivian.Law@translink.ca.

Yours truly,

Shezana assko, P.Eng., PMP
Director, Infrastructure Programs

Enclosure:
Appendix A: Township of Langley MRN Change Request Letter
Appendix B: 216 Street Corridor Study

Township of Langley

Est. 1873

APPENDIX A

Appendix A

Page 1 of 2

November 2, 2020

File No. 5460-02-005
5260-26-016

Sany R. Zein, M.Eng., P.Eng.
Vice President, Infrastructure Management and Engineering
TransLink (South Coast British Columbia Transportation Authority)

Dear Sany R. Zein:

Re: 216 Street School Signs

At its Regular Meeting of October 26, 2020 Township Council received a staff report on the 216 Street Corridor Study (Telegraph Trail to 96 Avenue), a portion of which (88 Avenue to 96 Avenue) is part of the TransLink Major Road Network (MRN). As TransLink was consulted as stakeholder in the Study due to the MRN designation of 216 Street, the staff report including Phase 1 of the 216 Street Corridor Study, completed by Urban Systems Limited (USL), can be found at the following link for your information.

https://go.tol.ca/Council/CouncilMtg/AgendaPkg/2020_10_26%20Regular.pdf

At its Regular Meeting of October 26, 2020, Township Council also passed the following motion:

"That a 30km/h speedzone on 216 Street be implemented in the area of the two elementary schools."

As noted in the Council report, 216 Street between 88 Avenue and 96 Avenue is part of the TransLink Major Road Network (MRN). Section 21 of the South Coast British Columbia Transportation Authority (SCBTA) Act includes Section 21 "Limits on Municipal Authority" which states the following:

21 (1)*Despite the Community Charter, the Vancouver Charter or any other enactment, a municipality must not, without the approval of the authority, take, authorize or permit any action that would reduce the capacity of all or any part of the major road network to move people.*

(1.1)For the purpose of subsection (1), an action would reduce the capacity of all or any part of the major road network to move people if the action would result in the alteration of a roadway, as that term is defined in section 119 of the Motor Vehicle Act, of a major road, or of the traffic control conditions on a major road, in such a way that fewer persons would be able to travel on the major road network in a given time period than were able to travel on the major road network in a comparable time period before the taking of the action.

Re: 216 Street School Signs
Page 2...

Based on Section 21 of the SCBTA, it is our understanding that the Township of Langley (Township) cannot implement changes to the traffic control on an MRN road, such as 216 Street, including the installation of 30 km/h School Zones without TransLink permission. The frontage of Topham Elementary and Park is on 216 Street between 91 Avenue and 93 Avenue, within the MRN, and is currently signed as a School Area with a 50 km/h speed limit.

Accordingly, as directed by Council, the Township formally requests TransLink's permission to install a 30km/h School Zone on the portion of the MRN on 216 Street fronting Topham Elementary and Park. Please review the Township's request and advise the undersigned in writing of TransLink's decision. If you have any questions or would like to discuss further, I can be reached at 604-533-6183 or at pcordeiro@tol.ca.

Yours truly,

Paul Cordeiro, M.Sc., P.Eng.
MANAGER, TRANSPORTATION ENGINEERING

Copies to: Mayor and Council
Mark Bakken, Chief Administrative Coordinator
Ramin Seifi, GM, Engineering and Community Development
Matt Craig, Senior Manager, Transportation & Land Use Planning, TransLink