Township of Langley

Est. 1873

REGULAR MEETING OF TOWNSHIP COUNCIL

Monday, June 26, 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 – June 26, 2023

That Council adopt the agenda and receive the agenda items of the Regular Council meeting held June 26, 2023.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – June 12, 2023

That Council adopt the Minutes of the Regular Council meeting held June 12, 2023.

2. Public Hearing Meeting – June 12, 2023

That Council adopt the Minutes of the Public Hearing meeting held June 12, 2023.

C. DELEGATIONS

D. PRESENTATIONS

1. Langley RCMP

That Council receive the presentation by Superintendent Adrian Marsden, Officer in Charge, and Chief Superintendent Bruce Singer, providing an update on the Langley RCMP Detachment and RCMP ITEAMS.

E. REPORTS TO COUNCIL

1. 2022 Annual Report and
2022 Statement of Financial Information
Report 23-124
File FIN 0640-22/1830-25

That Council approve the 2022 Annual Report including the 2022 Audited Financial Statements upon receiving and considering submissions and questions from the public; and

That Council approve the 2022 Statement of Financial Information (SOFI).

2. Capital Request: Aldergrove Athletic Park
Covered Gathering Area
Report 23-121
File ENG 6125-20-ATH1

That Council authorize the use of up to $130,000 from the Community Works Fund (Gas Tax) for the design and construction of a covered gathering area at the Aldergrove Athletic Park, augmented with $2,000 in funding from existing replacement tree non-refundable deposit (NRD) funds for planting two trees in association with this project.

3. Capital Request: Driveway Improvements at
George Preston Recreation Centre
Report 23-120
File FCP 0810-20

That Council approve $180,000 from the Capital Projects Reserve to undertake driveway widening improvements at George Preston Recreation Centre.

4. Capital Request: East Aldergrove Piping
Improvements Project
Report 23-122
File ENG 5330-27-091

That Council authorize the use of up to $230,000 from the Water Capital Reserve Fund for costs associated with the East Aldergrove Reservoir Piping Improvements Project (WTR1199).

5. Capital Request: Site Improvements at
Willoughby Community Park
Report 23-128
File FCP 6125-01

That Council approve $950,000 in funding for 2023 from the Capital Projects Reserve to proceed with site improvements at Willoughby Community Park.

E. REPORTS TO COUNCIL

6. Capital Request: Fleet Replacement Program and Electric Vehicle Charging Infrastructure
Report 23-126
File ENG 1280-01

That Council authorize the use of up to $3,446,256 from various internal and external sources for the fleet replacement program and electric vehicle charger infrastructure.

7. Replacement Brookswood Fire Hall #5
Report 23-127
File FCP 0810-20

That Council reaffirm the previously established initial funding envelope of $25 M as the base facility budget for the new replacement Brookswood Fire Hall #5 project; and

That Council direct staff to establish Horne Pit as the location of the new replacement Brookswood Fire Hall #5, at a location immediately west of 200 Street and south of a new 27 Avenue, as shown in the most recent concept site plans and as outlined in this report.

8. Ice and Dry Arenas Facility
Report 23-129
File FCP 0810-20

Initial Funding Envelope and Priority Project:

That Council reaffirm the previously established initial funding envelope of $100 M plus GST as the base facility budget for the new Ice and Dry Arenas Facility at Langley Events Centre, and establish the Ice and Dry Arenas Facility as the first of the Corporate Priority Projects to proceed to construction.

That Council confirm with senior Township staff and all Divisions the importance of the established Corporate Priority Projects, including this new Ice and Dry Arenas Facility, and that staff set corporate work plans accordingly to assist with the planning, procurement, construction, and facility completion as required throughout the project.

Funding Sources

That Council direct staff to allocate an additional $19.306 M in funding for 2023 from the recently received Growing Communities Fund (for a revised total of $23.306 M from the fund) to the new Ice and Dry Arenas Facility.

That Council direct staff to allocate $76.694 M in funding from internal reserves, or other sources as determined by Council, to the new Ice and Dry Arenas Facility.

E. REPORTS TO COUNCIL

Further Review of Concepts and Budget Requirements

That Council direct staff to further explore facility design and construction concepts, potentially resulting in additional costs, and report to Council with the options and possible budget envelope requirements for each concept for Council's further consideration, that:

- results in the least impact on the use of the available land area
- evaluates the potential for underground parking, structured parking, surface parking, or other alternative parking solutions
- aligns potential internal road layouts
- plans for the integration with the Arts Sports and Entertainment District concepts
- further explores and researches the possible use of a district energy system.

User Groups

That staff engage with the Township of Langley's youth-focussed not for profit association Ice and Dry user groups as outlined in this report for input and feedback during the design and construction process for the facility.

That staff receive expressions of interest and review submissions from other organizations or user groups that wish to become involved as potential funding partners in the new facility.

Procurement

That Council authorize the use of the Langley Facilities Society as the procurement and delivery agent for all or portions of the Ice and Dry Arenas Facility project, if utilization of such is deemed by staff to be in the best interests of the Township, and provide the Langley Facilities Society with the appropriate funding as approved by Township Council in annual budgets to perform such delivery.

That, if required, staff be authorized to engage the required consultants or legal counsel to assist with the negotiation, completion and execution of contracts or to represent the Township's interest during the construction process.

Construction

That the Township of Langley waive any requirement for general contractor bonding, or if it is deemed necessary by staff, that the Township serve as the bonding entity for the project or portions of the project.

That the Township of Langley procure the required comprehensive Wrap-Up Liability and Builder's Risk insurance required for the project as additions to the Township's standard annual insurance policies.

E. REPORTS TO COUNCIL

That Council approve the removal of all Township of Langley Fees from the Ice and Dry Arenas Facility project budget (including Building Permit Fees, Development Cost Charge Fees, Community Amenity Contributions, Disposal and Tipping fees, Surveying internal charges, Township Service Connection Fees, and others as required) in the form of either waiving fees where applicable, or internally funding such fees from existing sources.

Five Year Financial Plan

That staff bring forward for Council's consideration the budget approvals required for allowing the new Ice and Dry Arenas facility to be connected to the Township's network and wireless network in the most efficient and cost effective manner possible, including possible routing to allow for the future connection of other planned Township priority projects.

That Council refer budget considerations for furnishings, fixtures and equipment required for the facility, and any potential operating base budget adjustments that may be necessary, to the 2024 and 2025 budget processes when further information is available regarding the design and opening dates of the facility.

That staff adjust the Township's annual budget accordingly to reflect the waiving of fees where applicable, the internal funding of fees, and the insurance policies required during the design and construction period.

Facility Announcement and Celebration

That Council direct staff to schedule a public event to celebrate the beginning of the project, potentially to be held Saturday, July 15, 2023, at Langley Events Centre.

9. Transportation and Mobility Strategy
Terms of Reference Endorsement
Report 23-119
File ENG 8330-20-003

That Council endorse the Terms of Reference for the Transportation and Mobility Strategy in the form presented substantially as Attachment A to this report.

F. BYLAWS FOR FIRST AND SECOND READING

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Rezoning Application No. 100589 (Coastland Engineering Ltd. / 5759 – 240 Street) Bylaw No. 5905 Report 23-123

File CD 11-09-0033

That Council consider the application on an individual basis in the context of Council's November 14, 2022 resolution; and

That Council give first, second, and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Coastland Engineering Ltd.) Bylaw No. 5905 rezoning approximately 18.02 ha (44.55 ac) of land located at 5759 – 240 Street to Suburban Residential Zone SR-3 to facilitate development of 63 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. Provision of a Storm Water Management Plan and securing stormwater management facilities subject to submission, review, and acceptance by the Township of geotechnical and hydrogeological reports to confirm the adequacy of the lands to support the proposed land use;
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
4. Provision of road dedications, widenings, and necessary traffic improvements for 238 and 240 Street, 56, 57, and 58 Avenues (including greenways, and pedestrian connections both within the project and to the future trail network) in accordance with the Township's Master Transportation Plan and Subdivision and Development Servicing Bylaw;
5. Provision of a final tree management plan and trail connections / open space plan, incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection);
6. Dedication of three greenspace lots on the site and a greenspace buffer around the perimeter of the subject site;
7. Registration of restrictive covenants acceptable to the Township:
    a. Identifying the units (minimum 5%) required to comply with the adaptable housing requirements in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan;
    b. Notifying property owners of the proximity of the ALR and of the potential for sound, odour, and airborne impact from natural farm activities;
    c. 15 m wide ALR buffer along 240 Street;

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

d. Prohibiting access to 56 Avenue;

8. Registration of an exterior design control agreement;
9. Compliance with the Community Amenity Contributions Policy, comprising a total voluntary contribution as a described by the applicant in Attachment F to this report and the Township's 5% Neighbourhood Park Land Acquisition Policy in support of the proposed rezoning comprised of:
    a. $8,000,000.00 as a cash contribution instead of providing actual amenity with 100% contributed and deposited into the Community Amenity Contribution fund. 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;
    b. Securing transfer of approximately 3.6 ha (8.9 ac) of land to the Township; and
10. Payment of applicable supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA), and Latecomer charges.

Explanation – Bylaw No. 5905

Bylaw No. 5905 rezones 18.02 ha (44.55 ac) of land located at 5759 - 240 Street to Suburban Residential Zone SR-3 to facilitate development of 63 single family lots.

Mayor's Note: The Mayor will be requesting a motion that the application be referred to a Public Information Meeting for public input to occur in consultation with staff, inclusive of established requirements for notice, venue, format, engagement and feedback with forms to be provided directly to the Township of Langley. Once completed, the application will be forwarded to Council for consideration.

2. Soil Deposit and Removal Bylaw and Policy Amendments
Bylaw No. 5900
Report 23-118
File ENG 5280-14

That Council give first, second, and third reading to Soil Deposit and Removal Bylaw 2013 No. 4975 Amendment Bylaw 2023 No. 5900; and

That Council adopt revisions to Soil Deposit and Removal Policy 05-008 included as Attachment A to this report; and

That Council authorize staff to forward all soil or fill use applications involving the removal of soil, or the deposit of soil or other material having a volume of 600 cubic metres or less, to the Provincial Agricultural Land Commission (ALC) for consideration without the need for Council consideration of referral to the ALC on an individual basis, subject to

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

compliance with the provisions of the Township of Langley Zoning Bylaw, Soil Deposit and Removal Bylaw, and other regulations as applicable.

Explanation – Bylaw No. 5900

Bylaw No. 5900 updates Soil Deposit and Removal Bylaw 2013 No. 4975 by including revisions relating to the updated *Agricultural Land Commission Act* and associated Regulations and corresponding housekeeping changes.

H. BYLAWS FOR CONSIDERATION AT THIRD READING

1. Official Community Plan Amendment and Rezoning Application No. 100254 (Qualico Developments (Aldergrove) Inc. / 2600 Block of 268 Street)
Bylaw No. 5882
Bylaw No. 5883
Report 23-96
File CD 13-19-0312

That Council give third reading to "Langley Official Community Plan Bylaw 1979 No.1842 Amendment (Aldergrove Community Plan) Bylaw 1978 No. 1802 Amendment (Qualico Developments (Aldergrove) Inc.) Bylaw No. 5882"; and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico Developments (Aldergrove) Inc.) Bylaw No. 5883".

Explanation – Bylaw No. 5882

Bylaw No. 5882 amends the "Medium Density Residential" designation of the Aldergrove Community Plan to permit a density of 12.5 units per acre and allow single family units on property located in the 2600 Block of 268 Street.

Explanation – Bylaw No. 5883

Bylaw No. 5883 rezones 3.0 ha (7.4 ac) of land in the 2600 Block of 268 Street to Residential Zone R-1B, Residential Compact Lot Zone R-CL(A), and Comprehensive Development CD-115 Zone to accommodate a residential development consisting of 25 single family lots and 45 townhouse units.

H. BYLAWS FOR CONSIDERATION AT THIRD READING

2. Official Community Plan Amendment and Rezoning Application No. 100238 (1102827 BC Ltd. / 1117488 BC Ltd. / Qualico Mitchell Williams LLP / 21200 Block of 83 Avenue)
Bylaw No. 5890
Bylaw No. 5891
Report 23-98
File CD 08-25-0120

That Council give third reading to "Langley Official Community Plan Bylaw 1979 No. 1842 (Williams Neighbourhood Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335 Amendment (Qualico) Bylaw No. 5890"; and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico) Bylaw No. 5891"

Explanation – Bylaw No. 5890

Bylaw No. 5890 amends the Williams Neighbourhood Plan to add additional area to the Rowhouse/Townhouse designation and to remove additional parking requirements from this designation.

Explanation – Bylaw No. 5891

Bylaw No. 5891 rezones 4.9 ha (12.2 ac) of land located at 21200 Block of 83 Avenue from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-183 to accommodate a maximum of 196 units.

3. Official Community Plan Amendment and Rezoning Application No. 100245 (161884 Canada Inc. / Beedie Group / 5500 Block of 268, 272 and 275 Streets)
Bylaw No. 5885
Bylaw No. 5886
Report 23-95
File CD 14-05-0105

That Council give third reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Gloucester Industrial Park) Bylaw 1988 No. 2556 Amendment (161884 Canada Inc. / Beedie Group) Bylaw No. 5885"; and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (161884 Canada Inc. / Beedie Group) Bylaw No. 5886".

H. BYLAWS FOR CONSIDERATION AT THIRD READING

Explanation – Bylaw No. 5885

Bylaw No. 5885 amends the Gloucester Industrial Park Community Plan by designating the site "Comprehensive Service and General Industrial" and including Development Permit Area designation.

Explanation – Bylaw No. 5886

Bylaw No. 5886 rezones properties located in the 5500 block of 268, 272 and 275 Streets from Rural Zone RU-1 and Rural Golf Course Zone RU-10 to Comprehensive Development Zone CD-185.

I. BYLAWS FOR FINAL ADOPTION

1. **Highway Closure, Dedication Consolidation (22652 Fraser Hwy Holdings Ltd.)**
   Bylaw No. 5855
   Report C23-28
   File ADM PM003139

   That Council give final reading to "Highway Closing and Dedication Removal (22652 Fraser Hwy Holdings Ltd.) Bylaw No. 5855".

   Explanation – Bylaw No. 5855

   Bylaw No. 5855 authorizes the closure and highway dedication removal from a portion of unimproved lane west of 22652 Fraser Hwy.

2. **Development Cost Charge Waiver for Non-Profit Housing**
   Bylaw No. 5901
   Report 23-115
   File MA LSP00014

   That Council give final reading to "Development Cost Charge Waiver for Not-for-Profit Housing Bylaw No. 5901".

   Explanation – Bylaw No. 5901

   Bylaw No. 5901 repeals and replaces Bylaw 2019 No. 5462. Bylaw No. 5901 has a different Bylaw title, and different development eligibility, tenancy eligibility, delegation provisions, waiver amounts, and definitions.

I. BYLAWS FOR FINAL ADOPTION

3. Rezoning Application No. 100650 and Development Permit Application No. 101202 (BMG Projects Inc. / 20486 and 20514 – 80 Avenue) Bylaw No. 5769 Report 22-96

File CD 08-23-0204

That Council give final reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (BMG Projects Inc.) Bylaw No. 5769".

Explanation – Bylaw No. 5769

Bylaw No. 5769 rezones 1.89 ha (4.67 ac) of land at 20486 and 20514 – 80 Avenue from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-77 to accommodate a townhouse development consisting of 67 units.

Development Permit No. 101202

That Council authorize issuance of Development Permit No. 101202 (BMG Projects Inc. / 20486 and 20514 – 80 Avenue) in accordance with Attachment A subject to the following conditions:

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

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

a. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw;
b. Completion of an on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
c. On-site landscaping to be secured by letter of credit at building permit stage;
d. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place; and
e. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

I. BYLAWS FOR FINAL ADOPTION

Clerk's Note: Please note that all development prerequisites listed in the Community Development Division report to Council of February 28, 2022 attached to the Bylaw have been satisfactorily addressed. The written submission opportunity for the Bylaw was provided prior to third reading. Third reading was given on July 25, 2022.

J. CORRESPONDENCE

K. MINUTES OF COMMITTEES

1. Heritage Advisory Committee – June 7, 2023
Council Process Committee – June 12, 2023
File 0540-20

That Council adopt the Minutes from the Council Process Committee meeting held June 12, 2023 and receive the Minutes of the Council Advisory Committee meetings as listed above.

2. Heritage Advisory Committee Recommended Motion
File 0540-20

That Council consider a Public Input Opportunity be provided for the Glover/Mary/Church Mixed Commercial-Residential Development in Fort Langley.

3. Heritage Advisory Committee Recommended Motion
File 0540-20

That Council approve the Heritage Advisory Committee Terms of Reference, as amended. (See Attachment A).

4. Council Process Committee Recommended Motion
File 0540-20

That Council direct staff to report to Council with draft bylaw amendments to Community Standards Bylaw 2019 No. 5448 for Council to consider that for multi-family residential construction and single-family residential subdivision new construction:

- allows for an automatic exemption for concrete placements that commence, including any and all staging activity, no earlier than but permitted to begin at 6:00am maintaining community notification requirements; and
- that the report includes pros and cons of automatic exemptions.

L. MAYOR AND COUNCIL REPORT

M. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

N. ITEMS FROM PRIOR MEETINGS

The following items were deferred at the May 29, 2023 Regular Council meeting:

1. North Williams Sanitary Lift Station
Report 23-83
File ENG 5330-24-082

Moved by Councillor Baillie,
Seconded by Councillor Rindt,
That Council authorize staff to proceed with the tendering and construction of a sanitary lift station to service the Williams Neighbourhood; and

That Council approve receipt of developer funding and creation of a new sanitary sewer capital project for the North Williams Sanitary Lift Station.

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor vanPopta,
That North Williams Sanitary Lift Station be deferred to the June 26, 2023 Regular Council Meeting.
CARRIED

2. Rezoning Application No. 100688 (1317903 BC Ltd. / Johal / 20534 – 71A Avenue and 7091 – 204 Street)
Bylaw No. 5816
Report 23-82
File CD 08-14-0234

Moved by Councillor Rindt,
Seconded by Councillor vanPopta,
That Council give first, second, and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1317903 BC Ltd. / Johal) Bylaw No. 5816 rezoning 0.78 ha (1.93 ac) of land located at 20354 – 71A Avenue and 7091 – 204 Street to Residential Zone R-1A to facilitate the subdivision of 14 single family lots, subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley prior to final reading:

N. ITEMS FROM PRIOR MEETINGS

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, greenways, and necessary traffic improvements in accordance with the Township's Master Transportation Plan, the Subdivision and Development Servicing Bylaw, and the Central Gordon Estate 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 Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection);
5. Registration of restrictive covenants:
    a. Identifying the units (minimum 5% for single family) required to comply with the adaptable housing requirements;
    b. No build covenant on the northern portion of Lot 7 until such time that consolidation with adjacent lands is complete;
6. Registration of a statutory right-of-way over:
    a. The western portion of Lot 1 for the purposes of a green link;
    b. The northern portion of Lot 7 for the purposes of vehicular access; and
    c. The northern portions of Lot 10, 11, and 14 to adequate dimensions to support an interim road design;
7. Completion of a road closure bylaw for the south half of 71A Avenue;
8. Compliance with the Community Amenity Contributions Policy, Willoughby Arterial Road Completion Amenity Policy if applicable, and the requirements of the Willoughby Greenway Amenity Policy; and
9. 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 compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy.

DEFERRAL
Moved by Councillor Martens,
Seconded by Councillor Pratt,
That Rezoning Application No. 100688 (1317903 BC Ltd. /Johal / 20534 – 71A Avenue and 7091 – 204 Street) Bylaw No. 5816 be deferred to the June 26, 2023 Regular Council Meeting.
CARRIED

N. ITEMS FROM PRIOR MEETINGS

The Proposed Booth, Fernridge and Rinn Neighbourhood Plans were referred to staff, with amendments, at the June 12, 2023 Regular Council meeting:

3. Revisions to the Proposed Booth, Fernridge, and Rinn Neighbourhood Plans
Bylaw No. 5795
Bylaw No. 5796
Bylaw No. 5797
Bylaw No. 5798
Bylaw No. 5908
Report 23-125
File MA LRP00014

That Council repeal second reading of "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";

The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rinn Neighbourhood Plan) Bylaw No. 5797";

The "Langley Official Community Plan Bylaw 2017 No. 5300 Amendment (Brookswood-Fernridge Community Plan – Consequential Amendments) Bylaw No. 5798";

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

The revised "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 5796";

The revised "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rinn Neighbourhood Plan) Bylaw No. 5797";

The revised "Langley Official Community Plan Bylaw 2017 No. 5300 Amendment (Brookswood-Fernridge Community Plan – Consequential Amendments) Bylaw No. 5798";

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

The revised draft Brookswood-Fernridge Amendments to the Community Amenity Contributions Policy;

The draft Brookswood-Fernridge Arterial Road Completion Amenity Policy;

N. ITEMS FROM PRIOR MEETINGS

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

That Council give first, second, and third reading to Fees and Charges Bylaw 2007 No. 4616 Amendment Bylaw No. 5908.

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.

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 Brookwood-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.

Explanation – Bylaw No. 5908

Bylaw No. 5908 provides a Neighbourhood Planning Administration Fee for Booth, Fernridge and Rinn.

O. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

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

1. Willoughby Town Centre Lease
(Pollyco (Block B) Holdings Ltd.)

That Council release the direction to staff to terminate the March 11, 2021, lease agreement ("Lease") between The Corporation of the Township of Langley as tenant and Pollyco (Block B) Holdings Ltd. upon receipt of the termination notice by Pollyco (Block B) Holding Ltd.
CARRIED

P. OTHER BUSINESS

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

1. Options for the Aldergrove Twilight Drive-In Theatre

Whereas the Twilight Drive-In Theatre is the only permanent drive-in theatre in the Lower Mainland and provides leisure and entertainment opportunities for Township of Langley residents as well a vital attraction to the Aldergrove area;

Therefore be it resolved that Council directs staff to prepare a report to Council with potential options for Council to consider that could allow the Twilight Drive-In Theatre to remain open and operating in the Township of Langley.

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

2. South of the Fraser Interurban Rail

Whereas:

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

2. Communities south of the Fraser, including Delta, Surrey, Township of Langley, City of Langley, Abbotsford and Chilliwack have a combined population over 1.2 million and there is no public interregional transit connecting these respective Fraser Valley communities; and

P. OTHER BUSINESS

3. Capacity on existing transit routes and Highway #1 continue to be congested within these respective communities south of the Fraser River, and without greater investment in public transit infrastructure and services congestion will continue to worsen;

Therefore be it resolved that Council hereby authorizes the Township of Langley to submit to the Union of BC Municipalities a motion in support of the Province of BC re-activating the interurban rail corridor along the existing rail corridor that connects Surrey, Langley, Abbotsford and Chilliwack.

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 E.1 - Section 90(1) (c) Labour Relations;
Item E.2 - Section 90(1) (k) Negotiations;
Item E.3 - Section 90(1) (e) Property; (k) Negotiations;
Item E.4 - Section 90(1) (e) Property; (k) Negotiations;
Item F.1 - Section 90(1) (i) Solicitor Client-Privilege; and
Item F.2 - Section 90(1) (g) Legal.

R. TERMINATE

Township of Langley
Est. 1873

REGULAR MEETING OF TOWNSHIP COUNCIL

Monday, June 12, 2023 at 1:30pm
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

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

W. Bauer and K. Stepto

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

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

OFFICIAL SWEARING-IN CEREMONY

Jason de Roy was officially sworn-in as the newly appointed Township of Langley Fire Chief.

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – June 12, 2023

Moved by Councillor Martens,
Seconded by Councillor Ferguson,
That Council adopt the agenda and receive the agenda items of the Regular Council meeting held June 12, 2023, as amended.
CARRIED

Clerk's note: Items C.3 and C.4 were added to the agenda, and item J.1 was withdrawn.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – May 29, 2023

Moved by Councillor Martens,
Seconded by Councillor Rindt,
That Council adopt the Minutes of the Regular Council meeting held May 29, 2023.
CARRIED

Councillor Richter opposed

2. Public Hearing Meeting – May 29, 2023

Moved by Councillor Martens,
Seconded by Councillor Rindt,
That Council adopt the Minutes of the Public Hearing meeting held May 29, 2023.
CARRIED

C. DELEGATIONS

1. Zosia Ettenberg
Langley Pos-Abilities Society
File 0550-07

Zosia Ettenberg, Colleen Loewen, and Val van den Broek, Langley Pos-Abilities Society, appeared before Council to discuss Disability Committees, office, and storage spaceThe average cost to provide assistive equipment is $1,000. The Society would like help with an office and storage space and would also like to participate in the Disability Committee.

2. Cecelia Reekie
Ewolemetes té Lalem
File 0550-07

Cecelia Reekie, Ewolemetes té Lalem, appeared before Council to request approval of the Derek Doubleday Arboretum as the permanent site for their Understanding and Reconciliation memorial. Their full proposal will be presented to Council in the fall of 2023.

3. Nal Karbar
4Twenty Cannabis
File 0550-07

Nal Kabar appeared before Council to discuss a cannabis store application at 2426 - 200 Street. He and his wife operate a pharmacy in the Langley Mall. He commented that a cannabis store is needed in this area to

C. DELEGATIONS

service residents in South Langley. He intends to provide 10-12 jobs for local residents. The store will meet all the LCRB standards.

4. Dr. Harpreet Kaler
File 0550-07

Dr. Harpreet Kaler appeared before Council to discuss project No. 07-27-0081 located at 3321 - 200 Street, and 19882 and 19944 - 33A Avenue. He commented that a Rezoning and Development Permit application was submitted in 2017, under the 1987 Community Plan. At the time of the application, Council was proposing changes to the Brookswood Plan but they had not yet been approved. Any revisions to the application due to potential new Community Plans will result in losing density and not allow him to provide the medical clinic that he requires.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

1. 2022 Audited Consolidated Financial Statements
Report 23-105
File FIN 1830-02

Moved by Councillor Martens,
Seconded by Councillor Rindt,
That Council receive and accept the 2022 Audited Consolidated Financial Statements for inclusion in the Annual Report and Statement of Financial Information.
CARRIED

2. Langley Memorial Hospital Delegation Request
Report 23-104
File FIN 1970-04

Moved by Councillor Ferguson,
Seconded by Councillor vanPopta,
That Council approve payment of $32,056.57 for the balance of the 2023 property taxes for the parking lot (PID 024-176-320) owned by the Langley Memorial Hospital Foundation, to be funded from the Council Contingency fund; and

That Council direct staff to amend the Permissive Tax Exemption Bylaw to exclude the $75,000 permissive taxable cap on Regional Hospital parking lots.
CARRIED

E. REPORTS TO COUNCIL

3. Capital Request: Salmon River Uplands Water and Sewer Servicing Plan
Report 23-107
File ENG 5340-01-001 / 5600-01

Moved by Councillor Martens,
Seconded by Councillor Rindt,
That Council authorize the use of up to $50,000 from the Sanitary DCC Fund and $25,000 from the Water DCC Fund for the creation of a utility servicing plan for the Salmon River Uplands.

DEFERRAL
Moved by Councillor Richter,
Seconded by Councillor Kunst,
That Capital Request: Salmon River Uplands Water and Sewer Servicing Plan be deferred for written Public Input.
DEFEATED

Mayor Woodward and Councillors Ferguson, Pratt, Rindt, and vanPopta opposed

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

Councillor Richter opposed

4. Capital Request: Fraser Valley Italo-Canadian Society
Report 23-116
File FCP 6125-01

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That Council approve $250,000 for 2023 from the Capital Projects Reserve and $125,000 for 2023 from the Growing Communities Fund grant to supplement the existing funding allocations for the completion of a covered structure and enhanced accessibility pathways at the Willoughby Community Park Bocce Courts.
CARRIED

Councillor Richter opposed

MEETING RECESSED
The meeting recessed at 3:22pm.

MEETING RECONVENED
The meeting reconvened at 3:30pm.

E. REPORTS TO COUNCIL

5. Capital Request: Ground Water Wells Decommissioning
Report 23-102
File ENG 5600-29

Moved by Councillor Martens,
Seconded by Councillor Rindt,
That Council authorize the use of up to $550,000 from the Water Capital Works Reserve Fund for the decommissioning of Fort Langley Well 2, Brookswood Well 7, Brookswood Well 9, Brookswood Well 10, Murrayville Well 1, and Murrayville Well 2.
CARRIED

Councillors Kunst and Richter opposed

6. Health Services
Report 23-114
File MA LSP00006

Moved by Councillor Pratt,
Seconded by Councillor vanPopta,
That Council endorse the workplan options outlined in this report for supporting health services, including the Primary Care Network, in the Township of Langley.
CARRIED

AMENDMENT
Moved by Councillor Baillie,
Seconded by Councillor Martens,
That the motion be amended to “receive” the workplan options instead of “endorsing” them.
CARRIED

Councillor Richter opposed

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

Councillor Richter opposed

7. 2023 Nuisance Mosquito Control Program
Report 23-108
File ENG 5280-16

Moved by Councillor vanPopta,
Seconded by Councillor Kunst,
That Council receive the 2023 Nuisance Mosquito Control Program Report for information.
CARRIED

E. REPORTS TO COUNCIL

8. Renewed and Updated Standing Resolution for Non-Adhering Residential Use Applications to the Agricultural Land Commission
Report 23-112
File CD 6635-01

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council, pursuant to the requirements of the *Agricultural Land Commission Act*, authorize staff to forward all "Non-Adhering Residential Use" applications to the Agricultural Land Commission for consideration, without the need for further Council consideration on a case-by-case basis, subject to the application complying with the provisions of the Township of Langley Zoning Bylaw, and unless Council consideration is requested in writing by the applicant.
CARRIED

9. Agricultural Land Commission Application No. 100428 (Berezan Management (Farms) Ltd. / 25928 – 16 Avenue)
Report 23-101
File CD 10-12-0021

Moved by Councillor Ferguson,
Seconded by Councillor Pratt,
That Council consider the non-farm use application submitted by Berezan Management (Farms) Ltd. to the Agricultural Land Commission proposing to convert an existing non-operational shrimp aquaculture facility to cold storage for farm products and to construct a new shrimp aquaculture facility at 25928 – 16 Avenue within the Agricultural Land Reserve (ALR) and select one of the following:

a) Refer the application to the Agricultural Land Commission for consideration based on agricultural merits.

DEFEATED

Mayor Woodward and Councillor Baillie, Martens, Richter, and Rindt opposed

F. BYLAWS FOR FIRST AND SECOND READING

1. Official Community Plan Amendment and Rezoning Application No. 100224 and Development Permit Application No. 101297 (Zenterra Latimer Ltd. / 7687 – 200 Street) Bylaw No. 5888 Bylaw No. 5889 Report 23-117

File CD 08-22-0106

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
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 (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 Amendment (Zenterra Latimer Ltd.) Bylaw No. 5888 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Zenterra Latimer Ltd.) Bylaw No. 5889 rezoning 4.96 ha (12.26 ac) of land located at 7687 – 200 Street to Comprehensive Development Zone CD-178 to facilitate the development of approximately 805 apartments and 62 townhouses, 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 including dedication along 200 Street (including greenway) and 198B Street 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. Completion of a subdivision to create one townhouse lot and two apartment lots;
5. Provision of a traffic study addressing the impact of the proposal on the existing surrounding road network and identifying (and securing) any potential upgrades (onsite and offsite) including parking design, signalization of intersections, provision of roundabouts and any other upgrades.
6. Dedication and construction of a 15 m wide greenway on the west side of 200 Street and a 4.5 m wide street greenway on the east side of 198B Street including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details, and security;
7. Registration of a 6 m (19.69 ft) wide statutory right-of-way for the purpose of a public trail on the outer edge of the Streamside

F. BYLAWS FOR FIRST AND SECOND READING

Protection and Enhancement Area on the north-easterly portion of the site;

8. 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);
9. Registration of restrictive covenants acceptable to the Township:
    a. Restricting building on proposed Lot 2 until applicable target community amenity contributions are provided as outlined in Policy 07-166 as amended;
    b. Restricting development on proposed Lot 2 until a Development Permit is issued for the site;
    c. Prohibiting clearing of proposed Lot 2 (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;
    d. Identifying the units (5% of townhouse units and 10% of apartment units) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan;
    e. Establishment and protection of Streamside Protection and Enhancement Areas and acceptance of the streamside enhancement plans, fencing, signage, and security;
    f. Prohibiting parking on internal strata roadways (other than in clearly identified parking spaces);
    g. 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;
10. Registration of a statutory right-of-way for the purpose of public pedestrian corridors over proposed Lots 2 and 3 (northern and central) connecting the 200 Street greenway to 198B Street;
11. Registration of a cross access easement between proposed Lots 2 and 3;
12. Compliance with the Community Amenity Contributions (CAC) Policy, comprising a voluntary contribution estimated at $16.4M based on current rates. Per the applicant's proposal, $4,821,200 will be provided at time of final reading with the remaining approximate contribution of $11,609,433 deferred until issuance of Building Permit (subject to recalculated applicable CAC rates at that time and the Municipal Price Index (MPI));
13. Compliance with the Willoughby Arterial Road Completion Amenity Policy, the Willoughby Greenway Amenity Policy, and the Township's 5% Neighbourhood Park Land Acquisition Policy;
14. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and

F. BYLAWS FOR FIRST AND SECOND READING

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 (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 Amendment (Zenterra Latimer Ltd.) Bylaw No. 5888 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);

That Council, at time of final reading of Rezoning Bylaw No. 5889, authorize issuance of Development Permit No. 101297 subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A";
b. Finalization of landscape plans included in Schedule "B" and in compliance with the Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) and the Township's Street Trees and Boulevard Plantings Policy;
c. Provision of a final tree management plan incorporating tree retention, replacement and protection details in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection);
d. All rooftop mechanical equipment to be screened from view; and
e. All refuse areas to be located in an enclosure and screened.

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

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

F. BYLAWS FOR FIRST AND SECOND READING

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 5888 and 5889.
CARRIED

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Development Cost Charge Waiver for Non-Profit Housing Bylaw No. 5901 Report 23-115

File MA LSP00014

Moved by Councillor Pratt,
Seconded by Mayor Woodward,
That Council give first, second, and third reading to Township of Langley Development Cost Charge Waiver for Not-for-Profit Housing Bylaw No. 5901 pursuant to Section 563 of the Local Government Act.
CARRIED

2. Rezoning Application No. 100687 (S H (Latimer) Development Ltd. / 7538 – 202A Street) Bylaw No. 5894 Report 23-103

File CD 08-23-0111

Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That Council give first, second, and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (S H (Latimer) Development Ltd.) Bylaw No. 5894 rezoning approximately 2.02 ha (5.0 ac) of land located at 7538 – 202A Street to Residential Zone R-1A and Residential Compact Lot Zones R-CL(A), R-CL(SD) and R-CL(RH) to facilitate development of eight rowhouse units, 14 semi-detached units, and 27 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. In accordance with the Latimer Neighbourhood Plan requirements:
    a. Secure a community stormwater detention site to serve the storm catchment area;
3. Completion of a Development Works Agreement (if required) securing off-site servicing to the Southeast Phase of the Latimer Neighbourhood Plan (as required by the Latimer Neighbourhood Plan);
4. Provision of a neighbourhood park and pocket park for the southeast phase of Latimer;

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

5. Provision of road dedications, widenings, and necessary traffic improvements for 202A Street (including greenway), 203 Street, 203B Street, 75 Avenue, 75A Avenue, and associated lanes (including greenway) in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw, and the Latimer Neighbourhood Plan;
6. Dedication and construction of a 4.5 m wide street greenway on the east side of 202B Street including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details, and security;
7. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
8. 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);
9. Registration of restrictive covenants acceptable to the Township:
    a. Restricting development on the proposed R-CL(RH) and R-CL(SD) lots until a Development Permit is issued for the site;
    b. Restricting building on proposed Lots 1 – 4 and 13 until temporary servicing is removed;
    c. Identifying the lots/units (minimum 5% of single family lots) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan;
    d. Prohibiting the development of secondary suites and prohibiting garages from being developed for purposes other than parking of vehicles within units zoned Residential Compact Lot Zones R-CL(RH) and R-CL(SD);
    e. Prohibiting access to 202A Street for proposed Lots 1 – 12;
    f. Registration of a statutory right-of-way to provide temporary access over proposed Lots 13 and 39 until such time as alternative access is provided by the future and ultimate 75 Avenue, 75A Avenue, 76 Avenue, and 203 Street;
    g. Registration of a statutory right-of-way to provide temporary pedestrian access over proposed Lots 13, 22 – 23 until such time as alternative pedestrian access is provided by the future and ultimate 74B Avenue, 76 Avenue, and 203 Street;
10. Compliance with the Community Amenity Contributions Policy, Willoughby Arterial Road Completion Amenity Policy Compliance and the Willoughby Greenway Amenity Policy, and the Township's 5% Neighbourhood Park Land Acquisition Policy; and
11. 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.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Rezoning Application No. 100687(S H (Latimer) Development Ltd. / 7538 – 202A Street) Bylaw No. 5894 be deferred to the July 10, 2023 Regular Council Meeting.
CARRIED

Councillor Richter opposed

3. Rezoning Application No. 100723 and Cannabis Retail Sales Endorsement Application No. 000025 (Nagra / 2426 – 200 Street) Bylaw No. 5876 Report 23-99
File CD 07-23-0066

Moved by Councillor Pratt,
Seconded by Councillor Kunst,
That Council give first, second, and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Nagra) Bylaw No. 5876 amending the Service Station Zone C-6 to permit cannabis retail sales as a permitted use on a portion of a 0.42 ha (1.04 ac) property located at 2426 – 200 Street subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. Confirmation of “fit and proper” stage completed by the Provincial Liquor and Cannabis Regulation Branch;
2. Registration of a 4.5 m wide statutory right-of-way over the west side of the subject property for the purposes of future greenway; and

That Council, at time of final reading of Rezoning Bylaw No. 5876, should the application be endorsed by Council and the provincial Liquor and Cannabis Control Branch to proceed, adopt the following resolution:

“That Council has considered and ENDORSED the request by Sarbjit Nagra to locate a non-medical cannabis retail store at 2426 – 200 Street as meeting the objectives of Cannabis Retail Sales Policy No. 07-410.

In ENDORSING this request, Council deems that it has considered and found acceptable the location of the cannabis retail store; the proximity of the store to other special or recreational facilities and public buildings; the size of the store; potential traffic, noise and parking impacts; zoning; and the impact on the community if the application is approved.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

In ENDORSING this request, Council has considered the views of area residents expressed to Council, the records of which are provided as attachments to this resolution.

ENDORSEMENT of this request is subject to compliance with Municipal Bylaws and Policies and Cannabis Control and Licensing Act Regulations."

DEFERRAL
Moved by Councillor Martens,
Seconded by Councillor Baillie,
That Rezoning Application No. 100723 and Cannabis Retail Sales Endorsement Application No. 000025 (Nagra / 2426 – 200 Street) Bylaw No. 5876 be deferred until following the adoption of the Booth, Rinn, and Fernridge Neighbourhood Plans.
CARRIED

Mayor Woodward and Councillors Kunst, Pratt, and vanPopta opposed

COUNCILLOR DECLARES CONFLICT OF INTEREST
Councillor Kunst declared a Conflict of Interest under Section 100 of the Community Charter due to a family property matter and left the meeting at 4:25pm.

4. Rezoning Application No. 100478 and Development Permit Application No. 100896 (1135881 BC Ltd. / Kasian Architecture / 3321 – 200 Street and 19882 and 19944 – 33A Avenue) Bylaw No. 5874 Report 23-106
File CD 07-27-0081

Moved by Councillor Rindt,
Seconded by Councillor Pratt,
That Council consider the rezoning application and select one of the following:

a) Defer consideration of Bylaw No. 5874 pending adoption of the draft Booth Neighbourhood Plan; or
b) Council give first, second, and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1135881 BC Ltd.) Bylaw No. 5874 rezoning 1.87 ha (4.63 ac) of land located at 3321 – 200 Street and 19882 and 19944 – 33A Avenue to Community Commercial Zone C-2 and Comprehensive Development Zone CD-182 to facilitate the development of 37 townhouses, 60 apartment units, and 3,157 m^2 (33,982 ft^2) of ground floor commercial space, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

G. BYLAWS FOR FIRST, SECOND AND THIRD 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 south half of 33A Avenue and the west half of 200 Street (including 4.5 m greenway) in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw, and the 1987 Brookswood Community Plan;
3. Dedication and construction of a 4.5 m wide greenway on the west side of 200 Street;
4. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
5. Compliance with Age Friendly Amenity Area requirements;
6. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection);
7. Subdivision of the properties into two lots separating the Community Commercial Zone C-2 lot from the Comprehensive Development Zone CD-182 lot;
8. Registration of restrictive covenants acceptable to the Township:
    a. Prohibiting parking on internal strata roadways (other than in clearly identified parking spaces);
    b. Prohibiting garages from being developed for purposes other than the parking of vehicles, and prohibiting the development of secondary suites within individual units;
    c. Identifying a minimum of 5% of townhouse units and 10% of the apartment units in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan;
    d. Registration of a reciprocal access easement;
    e. Prohibiting vehicular access to 200 Street;
9. Compliance with the requirements of the applicable Community Amenity Contributions Policy, and 5% Neighbourhood Park Land Acquisition Policy;
10. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Brookswood-Fernridge Greenway Amenity Policy (if adopted / applicable) Development Works Agreement (DWA), and Latecomer charges; and

That should Council elect to advance Rezoning Bylaw No. 5874 authorize issuance of Development Permit No. 100896 at time of final reading subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A";

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

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. All signage being in compliance with Schedule "A" and the Township's Sign Bylaw;
d. All rooftop mechanical equipment to be screened from view; and
e. All refuse areas to be located in an enclosure and screened.

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

a. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw;
b. Completion of 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.

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council defer consideration of Bylaw No. 5874 until following the adoption of the Booth, Rinn, and Fernridge Neighbourhood Plans.
CARRIED

Councillor Kunst re-entered the meeting at 4:30pm.

5. Strategic Land Loan Authorization Bylaw and Alternative Approval Process
Bylaw No. 5893
Report 23-110
File FIN 1760-20

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council approve purchases of land using long-term debt as the main funding.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

That Council give first, second and third reading to Strategic Land Loan Authorization Bylaw No. 5893 for the purpose of borrowing funds in the amount of $38.38 million for the purchases of land 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 Strategic Land Loan Authorization Bylaw No. 5893 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, September 28, 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 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*.

CARRIED

Councillors Kunst and Richter opposed

COUNCILLOR DECLARES CONFLICT OF INTEREST
Councillor Kunst declared a Conflict of Interest under Section 100 of the Community Charter due to a family property matter and left the meeting at 4:47pm.

H. BYLAWS FOR CONSIDERATION AT THIRD 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

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give third reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan)

H. BYLAWS FOR CONSIDERATION AT THIRD READING

Bylaw 2017 No. 5300 Amendment (Booth Neighbourhood Plan) Bylaw No. 5795";

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 5796";

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 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".

REFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Martens,
That consideration of third reading of the Proposed Booth, Fernridge, and Rinn Neighbourhood Plans be referred to staff to:

A. Revert and reinstate the land use designation of Single Family 4 to Single Family 2 and associated densities of 10,000 sf2 per single family lot for the future Glenwood Neighbourhood Plan area, as outlined within the Brookswood-Fernridge Community Plan Adopted in 2017;

B. Revert and reinstate the land use designation from Single Family 4 to Single Family 2 and associated densities of 10,000 sf2 per single family lot for areas within the proposed Fernridge Neighbourhood Plan south of 24th Avenue and not within close proximity to 200th Street, except within close proximity to the Agricultural Land Reserve;

C. Update the proposed designation of Single Family 1 adjacent to the City of Surrey to Single Family 2 and associated densities of 10,000 sf2 per single family lot;

D. Update the proposed single family designations within close proximity to urban/rural boundaries at the Agricultural Land Reserve to associated densities of 7,000 sf2 and 10,000 sf2 per single family lot, as it may be appropriate for Council to consider;

E. Update the proposed designations along 200th Street between 30th and 20th Avenues to an updated a mix of rowhome and/or townhome development to accommodate some additional single family densities of 7,000 and 10,000 sf2 per single family lots elsewhere, as it may be appropriate for Council to consider;

H. BYLAWS FOR CONSIDERATION AT THIRD READING

F. Update the currently proposed Rinn Neighbourhood Plan to include additional mixed-use Commercial Village on the east side of 208th Street from 40th Avenue to 42nd Avenue, in addition to the proposed townhouse uses at this location, as it may be appropriate for Council to consider;

G. Amend the proposed designation of Single Family 3 to Manufactured Home Park for the Cedar Creek Estates manufactured home park within the Booth Neighbourhood Plan at the northwest corner of 200th Street and 30th Avenue to align with the designations of the four other manufactured home parks within the Fernridge Neighbourhood Plan; and

H. Amend the proposed Community Amenity Contributions Council Policy 07-166:

(1) to include within the Community Amenity Contribution Fund an anticipated quantity of land acquisitions for civic purposes needed due to growth throughout the Township of Langley as it may be appropriate for Council to consider; and
(2) to update Section 5.2(f) for additional residential density of Townhouse / Rowhouse / Duplex and/or Single Family units to cash amounts closer to market value, as it may be appropriate for Council to consider.

AMENDMENT
Moved by Councillor Pratt,
Seconded by Councillor Baillie
That Section E be amended to read as follows:

"Update the proposed designations along 200th Street between 33A and 20th Avenues to an updated a mix of rowhome and/or townhome development, and commercial development, to accommodate some additional single-family densities of 7,000 and 10,000 sf2 per single family lots elsewhere, as it may be appropriate for Council to consider".
CARRIED

AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor Pratt,
That the referral be amended to include Item I to read as follows:
"Amend the October 2022 Horne Pit Conceptual Plan so that it will be primarily retained as a park below (south of) the east-west internal roadway, with the possible location of a firehall and affordable housing located north of the internal roadway."
DEFEATED

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

H. BYLAWS FOR CONSIDERATION AT THIRD READING

AMENDMENT
Moved by Councillor Martens,
Seconded by Councillor Baillie,
That the referral be amended to include sub-section 3 under Item H to read as follows:

"To include a Community Police Office within Brookswood-Fernridge to the Community Amenity Contribution Fund as a listed community amenity".
CARRIED

AMENDMENT
Moved by Councillor vanPopta,
Seconded by Councillor Pratt,
That the referral be amended to include Item I to read as follows:

"Prescribe pervious surfaces and finishes for non-vehicle spaces, such as sidewalks, multi-use pathways, trails, and greenways, public squares and the like, both on public and private property (all residential, commercial, and institutional land uses) and on streetscapes throughout the Brookswood-Fernridge Neighbourhood Plans, as may be practical to appropriate for Council to consider; and

Identify and incorporate design and material standards as part of the Engineering Services Plan for the Neighbourhood Plans in order to facilitate this desired outcome.
CARRIED

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

Councillor Richter opposed

Councillor Kunst re-entered the meeting at 5:30pm

I. BYLAWS FOR FIRST, SECOND, THIRD READING, AND FINAL ADOPTION

1. Zoning Bylaw Amendments – Bicycle Parking and Facility Requirements Bylaw No. 5892 Report 23-100

File CD BA000042

Moved by Mayor Woodward,
Seconded by Councillor Martens,
That Council give first, second, third, and final reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment Bylaw No. 5892 to

I. BYLAWS FOR FIRST, SECOND, THIRD READING, AND FINAL ADOPTION

amend the Township of Langley Zoning Bylaw with respect to bicycle parking and end-of-trip facility requirements.
CARRIED

J. BYLAWS FOR FINAL ADOPTION

1. Highway Closure, Dedication Consolidation (22652 Fraser Hwy Holdings Ltd.)
Report C23-28
Bylaw No. 5855
File ADM PM003139

Item withdrawn.

2. Rezoning Application No. 100653 and Development Permit Application No. 101205 (Castlehill Properties (Yorkson-West) Ltd. / 20333 - 80 Avenue)
Bylaw No. 5805
Report 22-77
File CD 08-26-0161

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council give final reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Castlehill Properties (Yorkson-West) Ltd. Bylaw No. 5805".
CARRIED

Councillor Richter opposed

Development Permit No. 101205

Moved by Councillor Ferguson,
Seconded by Councillor Pratt,
That Council authorize issuance of Development Permit No. 101205 (Castlehill Properties (Yorkson-West) Ltd. / 20333 - 80 Avenue) in accordance with Attachment A subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A";
b. On-site landscaping plans being in substantial compliance with Schedule "B" and in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), the Township's Street Trees and Boulevard Plantings Policy and Age Friendly Amenity Area requirements to the acceptance of the Township;

J. BYLAWS FOR FINAL ADOPTION

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

a. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw;
b. Completion of an on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
c. On-site landscaping to be secured by letter of credit at building permit stage;
d. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place; and
e. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

CARRIED

Councillor Richter opposed

3. Rezoning Application No. 100673 and Development Permit Application No. 101333 (North Arc Properties 76 Ave Ltd. / 19784 and 19808 – 76 Avenue)
Bylaw No. 5811
Report 22-106
File CD 08-22-0105

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council give final reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (North Arc Properties 76 Ave Ltd.) Bylaw No. 5811".
CARRIED

Councillor Richter opposed

Development Permit No. 101333

Moved by Councillor Rindt,
Seconded by Councillor Pratt,
That Council authorize issuance of Development Permit No. 101333 (North Arc Properties 76 Ave Ltd. / 19784 and 19808 – 76 Avenue) in accordance with Attachment A subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A";
b. On-site landscaping plans being in substantial compliance with Schedule "B" and in compliance with Subdivision and Development

J. BYLAWS FOR FINAL ADOPTION

Servicing Bylaw (Schedule I - Tree Protection) and the Township's Street Trees and Boulevard Plantings Policy;

c. Provision of a final tree management plan incorporating tree retention, replacement and protection details in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection);
d. Section 409.9 – Subdivision Requirements of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum lot depth requirement in the Residential Compact Lot Zone R-CL(SD) from 28 m (91.9 ft) to 25.5 m (83.6 ft) for proposed Lots 1 – 6 and 16 – 26 and to 22.6 m (74.1 ft) for Lot 27 as indicated on Schedule C;
e. Section 407.9 – Subdivision Requirements of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum lot depth requirement in the Residential Compact Lot Zone R-CL(RH) from 28 m (91.9 ft) to 25.5 m (83.6 ft) for proposed Lots 7 – 15 as indicated on Schedule C;
f. Section 409.5 – Siting of Buildings and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum front lot line setback for semi-detached dwellings from 2.5 m (8.2 ft) to 0.9 m (2.9 ft) for proposed Lots 2, 4, and 6; to 1.18 m (3.8 ft) for proposed Lots 1, 3, and 5; and to 1.4 m (4.6 ft) for proposed Lots 19, and 21 – 27 to accommodate front stairs as indicated on Schedule C;
g. Section 409.5 – Siting of Buildings and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum side lot line setback (abutting a street) from 2.5 m (8.2 ft) to 2.2 m (7.2 ft) on Lot 27 as indicated on Schedule C;
h. Section 407.5 – Siting of Buildings and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum front lot line setback for rowhouse units from 2.5 m (8.2 ft) to 0.9 m (2.9 ft) for proposed Lots 9 – 15; and to 1.18 m (3.8 ft) for proposed Lots 7 and 8 to accommodate front stairs as indicated on Schedule C;

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

a. Issuance of an Energy Conservation and GHG Emissions Reduction Development Permit;
b. Registration of an easement securing the required visitor parking stalls;
c. Registration of party wall and common elements maintenance agreements on title of all lots;
d. Written confirmation from the owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place;
e. On-site landscaping being secured by a letter of credit at the Building Permit stage;

J. BYLAWS FOR FINAL ADOPTION

f. Submission of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
g. Submission or completion of an erosion and sediment control plan or exemption in accordance with the Erosion and Sediment Control Bylaw; and
h. Payment of supplemental Development Permit fees, Development Cost Charges, and building permit administration fees.

CARRIED

Councillor Richter opposed

K. CORRESPONDENCE

1. Langley Arts Council – Representative Request
File 0540-20

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council receive the correspondence from Lana Hart, President, and Claire Sarfeld, Executive Director, Langley Arts Council, a representative from their charitable organization be appointed to the Agricultural Advisory and Economic Enhancement Committee.

2. Coalition of Child Care Advocates of BC
File 0400-60

Moved by Mayor Woodward
Seconded by Councillor Pratt,
That Council receive the correspondence from Sharon Gregson, Spokesperson $10aDay, Coalition of Child Care Advocates of BC, requesting Council adopt a resolution to urge the Ministry of Education and Child Care to provide multi-year funding to local and Indigenous governments and non-profit organizations to enhance their organizational capacity to coordinate the current grant application process. They further request the resolution include a request to replace the current grant-based application process and that the resolution be forwarded to local area associations and to the 2023 UBCM Convention.

3. Fraser Health – Presentation Request
File 0550-10

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council receive the letter from Dr. Emily Newhouse, Fraser Health, and approve a 15-minute presentation to Council on June 26 or July 24, 2023 to

K. CORRESPONDENCE

discuss heat planning and preparation for reducing public health risks during heat-related weather events.
CARRIED

L. MINUTES OF COMMITTEES

1. Seniors Advisory Committee – May 17, 2023
Agricultural Advisory and Economic Enhancement Committee – May 24, 2023
File 0540-20

Moved by Councillor Martens,
Seconded by Councillor vanPopta,
That Council receive the Minutes of the Council Advisory Committee meetings as listed above.
CARRIED

M. MAYOR AND COUNCIL REPORT

N. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

Councillor Martens reported that she attended a Metro Parks meeting where they discussed fire prevention.

COUNCILLOR DECLARES CONFLICT OF INTEREST
Councillor Rindt declared a Conflict of Interest due to similar business ownership under Section 100 of the Community Charter and left the meeting at 5:42pm.

O. ITEMS FROM PRIOR MEETINGS

1. Winery Lounge and Special Event Area Endorsement Application No. 000062 (Chapter Estates Winery / 1268 - 216 Street) Report 23-109
File CD 10-07-0027

Moved by Councillor Martens,
Seconded by Councillor Pratt,
That Council adopt the following resolution, should it decide to endorse Chapter Estates Winery's request:

"That Council has considered and ENDORSED the request by Chapter Estate Winery to locate a

O. ITEMS FROM PRIOR MEETINGS

116 person winery lounge (53 person interior and 63 person patio) serving the Chapters Estate Winery located at 1268 - 216 Street, Langley, characterized as having liquor service from 11:30 AM to 11:30 PM (7 days a week).

In ENDORSING this request, Council deems that it has considered and found acceptable the location of the winery lounge and the proximity of the winery lounge to other special or recreational facilities and public buildings; the person capacity of the winery lounge; the hours of liquor service of the winery lounge; potential traffic, noise and parking impacts; zoning; and the impact on the community if the application is approved.

In ENDORSING this request, Council has considered the views of area residents expressed to Council through written submission opportunity prior to the April 17, 2023 Council Meeting at the Township of Langley Civic Facility (Fraser River Presentation Theatre), 20338 – 65 Avenue, Langley, BC, the minutes of which and written submissions provided by the public being attached to this resolution.

ENDORSEMENT of this request is subject to compliance with Municipal Bylaws and Policies and Liquor Control and Licensing Act Regulations."

CARRIED

Councillor Rindt re-entered the meeting at 5:46pm.

P. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

The following information has been brought forward from the May 29, 2023 Closed Council meeting for public information:

1. Acquisition of Property at 19757 – 24 Avenue

That Council release the information that the Township is in the process of acquiring the property at 19757 – 24 Avenue.
CARRIED

Q. OTHER BUSINESS

1. Mosquito Control Program

Moved by Councillor Kunst,
Seconded by Councillor Richter,
Whereas the Fort Langley community continues to experience mosquito infestation impacting residents, businesses, pets and livestock;

Whereas the mosquito infestation Fort Langley experienced in 2022 was so severe that residents were unable to enjoy outdoor activities, and local businesses suffered economically;

Whereas Metro Vancouver uses one contractor with 8 employees to undertake nuisance mosquito control in areas of the Township of Langley, City of Surrey, City of Pitt Meadows, District of Maple Ridge, City of Coquitlam and City of Richmond;

Whereas the Metro Vancouver Regional District contractor has indicated Fort Langley as one of the worst areas for infestation in the Metro Vancouver region; and

Whereas residents understand aerial and ground crews are needed to properly address mosquito populations and are concerned that the Metro Vancouver Regional District contractor may not have the capacity to properly address the infestation in Fort Langley;

Therefore be it resolved that Council directs staff to provide a report for both Council and the public about what the aerial and ground crew capacity is and if more can be done to address the concerns of residents regarding the 2023 mosquito season and future seasons; and further

That the report include an update on the 2023 mosquito control plan for the Fort Langley area, including:

1. Preventative measures that have taken place to-date;
2. Monitoring methods, frequency of monitoring, and data collected;
3. Details of aerial and ground treatments scheduled for the upcoming months;
4. Possible ways to increase mitigation efforts, such as an increase in ground crews and blackberry removal to access difficult to reach areas; and
5. Exploring the implementation of public engagement programs like City of Winnipeg's S.W.A.T program, Standing Water Action Team, volunteers dedicated to the removal of standing water on private property, responsible for half of Winnipeg's mosquito population.

Q. OTHER BUSINESS

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Kunst,
That the motion be amended to report on the 2024 mosquito control plan, instead of 2023.
CARRIED

REFERRAL
Moved by Councillor Kunst,
Seconded by Councillor Ferguson,
That the Mosquito Control Program be referred to staff.
CARRIED

R. 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 E.7 - Section 90(1) (e) Property; (k) Negotiations;
Item E.8 - Section 90(1) (e) Property; (k) Negotiations;
Item E.9 - Section 90(1) (e) Property; (k) Negotiations;
Item F.1 - Section 90(2) (b) Intergovernmental Relations;
Item F.2 - Section 90(1) (e) Property; (k) Negotiations;
Item F.3 - Section 90(1) (c) Labour Relations;
Item F.4 - Section 90(1) (e) Property;
Item G.1 - Section 90(1) (e) Property; (k) Negotiations; and
Item H.1 - Section 90(1) (g) Legal.

CARRIED

S. TERMINATE

Moved by Councillor Martens,
Seconded by Councillor Pratt,
That the meeting terminate at 6:01pm.
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, June 12, 2023 at 7:15pm
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

M. Bakken and S. Richardson

W. Bauer and K. Stepto

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Meeting for Public Hearing and Development Permits – June 12, 2023

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council adopt the agenda and receive the agenda items of the Regular Meeting for Public Hearing and Development Permits held June 12, 2023.
CARRIED

B. DEVELOPMENT PERMITS

C. PUBLIC HEARING

1. Official Community Plan Amendment and Rezoning Application No. 100189 and Development Permit Application No. 101239 (Sunmark Townhomes Ltd / 20645 – 74B Avenue and 7521 and 7547 - 208 Street)
Bylaw No. 5843
Bylaw No. 5844
Report 23-97
File CD 08-23-0191

C. PUBLIC HEARING

"Langley Official Community Plan Bylaw No. 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (Sunmark Townhomes Ltd) Bylaw No. 5843"; and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Sunmark Townhomes Ltd.) Bylaw No. 5844"

Explanation – Bylaw No. 5843

S. Richardson explained that Bylaw No. 5843 amends Table 4.1 Residential Housing Mix and Densities of the Yorkson Neighbourhood Plan concerning the unit type and unit mix provisions for lands designated Mixed Residential located at 20645 – 74B Avenue, 7521 and 7547 – 208 Street. The amendment will allow the development of 151 townhouse units and eight fee simple lots (one single family, three rowhouse and four semi-detached lots). 364 Public Notices were mailed out.

Explanation – Bylaw No. 5844

S. Richardson explained that Bylaw No. 5844 rezones 4.56 ha (11.2 ac) portion of land located at 20645 – 74B Avenue, 7521 and 7547 – 208 Street from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-77 and Residential Compact Lot Zones R-CL(A), R-CL(SD), and R-CL(RH) to facilitate development of 151 townhouse units and eight fee simple lots (one single family, three rowhouse and four semi-detached lots).

Development Permit No. 101239

Running concurrently with this Bylaw is Development Permit No. 101239 (Sunmark Townhomes Ltd / 20645 – 74B Avenue and 7521 and 7547 - 208 Street) in accordance with Attachment F 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;
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.

C. PUBLIC HEARING

Submissions from the public:

There were no submissions received from the public.

MOTION
Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
That Council consider third reading of "Langley Official Community Plan Bylaw No. 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (Sunmark Townhomes Ltd) Bylaw No. 5843"; and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Sunmark Townhomes Ltd.) Bylaw No. 5844".
CARRIED

Councillor Richter opposed

MOTION
Moved by Councillor Ferguson,
Seconded by Councillor Pratt,
That Council grant third reading of "Langley Official Community Plan Bylaw No. 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (Sunmark Townhomes Ltd) Bylaw No. 5843"; and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Sunmark Townhomes Ltd.) Bylaw No. 5844".
CARRIED

Councillor Richter opposed

2. Official Community Plan Amendment and Rezoning Application No. 100254 (Qualico Developments (Aldergrove) Inc. / 2600 Block of 268 Street)
Bylaw No. 5882
Bylaw No. 5883
Report 23-96
File CD 13-19-0312
"Langley Official Community Plan Bylaw 1979 No.1842 Amendment (Aldergrove Community Plan) Bylaw 1978 No. 1802 Amendment (Qualico Developments (Aldergrove) Inc.) Bylaw No. 5882"; and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico Developments (Aldergrove) Inc.) Bylaw No. 5883"

C. PUBLIC HEARING

Explanation – Bylaw No. 5882

S. Richardson explained that Bylaw No. 5882 amends the "Medium Density Residential" designation of the Aldergrove Community Plan to permit a density of 12.5 units per acre and allow single family units on property located in the 2600 Block of 268 Street. 47 Public Notices were mailed out.

Explanation – Bylaw No. 5883

S. Richardson explained that Bylaw No. 5883 rezones 3.0 ha (7.4 ac) of land in the 2600 Block of 268 Street to Residential Zone R-1B, Residential Compact Lot Zone R-CL(A), and Comprehensive Development CD-115 Zone to accommodate a residential development consisting of 25 single family lots and 45 townhouse units.

Submissions from the public:

1. D. Kask, a Langley resident, was in attendance and commented that she agrees with the proposal but would like the townhouse complex should be designed to fit into a park setting and that 10-20% of the units should be affordable housing.

The following written submissions were received from the public:

1. D. Kask, a Langley resident, expressing concerns that the townhouse complex should be designed in a way to fit into a park setting as it will be highly visible to everyone attending the park, and that 10-20% of the units should be affordable housing.
2. D. Strauss, expressing concerns about increased traffic and safety, parking, lack of public transit, and snow clearing.

3. Official Community Plan Amendment and Rezoning Application No. 100238 (1102827 BC Ltd. / 1117488 BC Ltd. / Qualico Mitchell Williams LLP / 21200 Block of 83 Avenue)
Bylaw No. 5890
Bylaw No. 5891
Report 23-98
File CD 08-25-0120

"Langley Official Community Plan Bylaw 1979 No. 1842 (Williams Neighbourhood Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335 Amendment (Qualico) Bylaw No. 5890"; and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico) Bylaw No. 5891"

C. PUBLIC HEARING

Explanation – Bylaw No. 5890

S. Richardson explained that Bylaw No. 5890 amends the Williams Neighbourhood Plan to add additional area to the Rowhouse/Townhouse designation and to remove additional parking requirements from this designation. 206 Public Notices were mailed out.

Explanation – Bylaw No. 5891

S. Richardson explained that Bylaw No. 5891 rezones 4.9 ha (12.2 ac) of land located at 21200 Block of 83 Avenue from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-183 to accommodate a maximum of 196 units.

Submissions from the public:

1. J. Meads, Proponent, Qualico Communities, was in attendance and stated that they are proposing to make a commitment of $75,000 to work with the community and staff to identify potential traffic calming solutions on the municipal lane connecting 211 and 212 Street.
2. N. Shepherd, a Langley resident, was in attendance and commented on the traffic and safety concerns in the laneway. She asked for the laneway to be closed on the east end.
3. R. Bailey, a Langley resident, was in attendance and stated her opposition due to increased density, traffic concerns, and overcrowding in local schools.
4. C. Wiens, a Langley resident, was in attendance and commented that densification reduces pressure on farmlands, but expressed safety concerns regarding the entrance to the new complex from the laneway.
5. J. Lymburner, a Langley resident, was in attendance and expressed opposition. He submitted a 191-signature petition against this development due to traffic flow concerns and increasing density.
6. A. Percival, a Langley resident, was in attendance and expressed opposition and further asked to not have the entrance on 83 Avenue and to maintain the single family homes.
7. M. Shean, a Langley resident, was in attendance and asked Council to not build the townhouses as it will drive the bunnies out of the field and the schools will be overcrowded.
8. L. Rohweder, a Langley resident, was in attendance and stated that the original neighbourhood plan with single family homes should not be changed.
9. C. Blight, a Langley resident, was in attendance and commented on not receiving the mail out notification. Staff confirmed that she is not within the 100 meter radius of this application.

C. PUBLIC HEARING

The following written submissions were received from the public:

1. V. Hamilton, a Langley resident, expressing concerns that the main entrance to the development will connect with the laneway.
2. C. Weins, a Langley resident, expressing concerns that the main entrance to the development will connect with the laneway. She would like to see amendments to the road design and traffic calming measures in the laneway between 211 and 212 Street.
3. J. Bruinsma, a Langley resident, expressing concerns that the main entrance to the development will connect with the laneway.
4. A. Rabb, a Langley resident, expressing concerns about increased traffic, parking issues, and overcrowding in local schools.
5. E. Vogt, a Langley resident, expressing concerns about increased traffic, safety, and parking concerns.
6. P. Stefulj, a Langley resident, expressing opposition to increasing the density due to traffic and parking concerns.
7. G. Baker, expressing opposition as the proposal minimizes the completeness and livability of the homes by eliminating parking and increasing the density.
8. Q. Yao, a Langley resident, expressing opposition.
9. A. Rabb, expressing concerns about overcrowding at the local schools, parking, and increased traffic.
10. W. Pruner, a Langley resident, expressing opposition due to increased traffic, lack of green space, school overcapacity, and street parking.
11. S. McMannus, a Langley resident, expressing concerns regarding the entry location shown at the cil-de-sac at the south end of 212 Street.
12. P. Henderson, a Langley resident, expressing opposition.
13. C. Grey, a Langley resident, expressing opposition due to the negative impacts on the headwaters of West Creek, Salmon Creek, and Nahtan Creek and the watershed.
14. L. Pandolfo, a Langley resident, expressing opposition.
15. R. Schaefer, Community Advisor, Ecosystems Management Branch/Fisheries and Oceans Canada, stating that West Creek should be protected as much as possible in order to continue to provide suitable spawning and rearing habitat for salmon, and also protected to help maintain all the other diversity of life that utilizes watershed.
16. N. Bains, expressing opposition due to increased traffic, overcrowding in schools and hospitals, and lack of parking.

C. PUBLIC HEARING

4. Official Community Plan Amendment and Rezoning Application No. 100245 (161884 Canada Inc. / Beedie Group / 5500 Block of 268, 272 and 275 Streets)
Bylaw No. 5885
Bylaw No. 5886
Report 23-95
File CD 14-05-0105

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Gloucester Industrial Park) Bylaw 1988 No. 2556 Amendment (161884 Canada Inc. / Beedie Group) Bylaw No. 5885"; and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (161884 Canada Inc. / Beedie Group) Bylaw No. 5886"

Explanation – Bylaw No. 5885

S. Richardson explained that Bylaw No. 5885 amends the Gloucester Industrial Park Community Plan by designating the site "Comprehensive Service and General Industrial" and including Development Permit Area designation. 253 Public Notices were mailed Out.

Explanation – Bylaw No. 5886

S. Richardson explained that Bylaw No. 5886 rezones properties located in the 5500 block of 268, 272 and 275 Streets from Rural Zone RU-1 and Rural Golf Course Zone RU-10 to Comprehensive Development Zone CD-185.

Submissions from the public:

1. L. Dreves, Langley Field Naturalists, was in attendance and commented on the historical mitigation strategy and habitat compensation. She asked council to reject this proposal and protect the wetlands.
2. C. Weins, a Langley resident, was in attendance and stated that the West Creek wetlands should be saved as a sensitive ecosystem.
3. C. Bishop, a Langley resident, was in attendance and commented on rapid global wildlife decline, climate change, the Township of Langley Wildlife Habitat Conservation Strategy, the Climate Strategy, the Community Forest Management Strategy, and the Sustainability Charter. She asked Council to vote against this proposal.
4. L. Perrin, and Abbotsford resident, was in attendance and commented on the history of the area and the commitment to greenspace. She submitted a 21-signature petition against the proposal.
5. B. Gardner, a Langley resident, was in attendance and expressed her opposition due to ecological reasons. She stated that the

C. PUBLIC HEARING

existing zoning as a community amenity should be maintained. She asked Council to reject the rezoning.

6. S. Rush, a Langley resident, was in attendance and commented on why Council would allow companies to develop greenspace. She asked Council to reject the rezoning.
7. L. Pandolfo, a Langley resident, was in attendance and she stated that the wetlands are home to much wildlife and salmon. She asked Council to save the headwaters of Westcreek.
8. L. Pandolfo, a Langley resident, was in attendance and stated that the wetlands are some of the most valuable ecosystems on earth and that they need to be preserved.
9. D. Kask, a Langley resident, was in attendance and commented on the value of the trees and the wetlands. She asked Council to reject the proposal.
10. A. Guillou, a Langley resident, was in attendance and commented on climate change and the need to preserve wetlands. She stated the entire area should remain as an environmental asset. She asked Council to pause and evaluate the value of this ecosystem.
11. A. Wright, a Langley resident, was in attendance and expressed concerns regarding emissions and the potential of the wetlands to absorb carbon. Rezoning a portion of this land will negatively affect the remaining wetlands. She asked Council to confer with First Nations and environmental experts before making a decision.
12. K. Robertson, a Langley resident, was in attendance and stated that paved surfaces cannot be placed right next to wetlands without negative impact. He asked Council to take a holistic approach. He stated that the land should remain a community amenity.

MEETING RECESSED
The meeting recessed at 9:25pm.

MEETING RECONVENED
The meeting reconvened at 9:32pm.

13. M. Ennis, a Langley resident, was in attendance and stated his opposition due to the Public Hearing process, the loss of the community amenity, and losing the buffer strip between industrial lands and the wetlands.
14. L. Perrin, spoke for a second time and commented on climate mitigation and tree planting.

The following written submissions were received from the public:

1. D. Kask, a Langley resident, expressing concerns regarding the restrictive covenant placed on the “golf course lands” in Gloucester Industrial Park and protecting the large trees and wetland that are at the headwaters of West Creek.

C. PUBLIC HEARING

2. R. and R. Armstrong, stating that the West Creek Headwater Wetland must remain an undisturbed Compensatory Habitat within the Township in perpetuity.
3. L. Perrin, an Abbotsford resident, expressing concerns that the “golf course” lands should remain a greenspace to compensate for the harm done to numerous West Creek tributaries and headwaters wetland and Nathan Creek.
4. R. Olenick, stating that the West Creek Wetlands include habitat critical for coho and other species, and should not be developed.
5. H. Sakurai, a Langley resident, stating that the area proposed for development is within the headwaters of West Creek, a critical habitat comprised of red coded streams and wetlands. The area is a critical habitat for species at risk and is an active spawning ground for salmon.
6. R. Mandelsdor, Director of the Sheet Metal Workers Training Centre which backs onto the rural golf courses, stating that this development will increase traffic and put further stress on street parking.
7. K. Chan, expressing concerns that the proposed rezoning application will destroy the important West Creek Wetlands.
8. S. Langmann, expressing opposition to destroying the wetlands.
9. S. Rush, expressing opposition as wetlands are critical in urban centres.
10. E. Wright, a Langley resident, expressing opposition until a thorough environmental assessment is completed, as well as a Cumulative Effects Impact Study for all of Gloucester Estates, including lands that drain into West Creek, Salmon River, and Nathan Creek.
11. C. Wiens, a Langley resident, expressing concerns that several environmental assessments (including an Integrated Stormwater Management Plan, a Biodiversity Assessment, and a Cumulative Effects Assessment) need to be completed before the area is rezoned.
12. B. Cantelon, sharing a poem written by a young girl regarding saving the wetlands an in particular the West Creek Headwaters.
13. B. Cantelon, a Langley resident, expressing concerns about saving the wetlands.
14. S. Aranas, a Langley resident, stating the wetland should be left undisturbed, not only for the salmon that spawn, but for the health and well-being of the entire community.
15. J. Halliday, a Langley resident, expressing opposition.
16. P. Arnason, a Langley resident, expressing opposition and asking Council to reject this application and protect the lands as green space/wetlands.
17. L. Pandalfo, a Langley resident, stating that the wetlands are some of the most valuable ecosystems on earth.

C. PUBLIC HEARING

18. N. Shah, a Langley resident, expressing opposition.
19. R. Cavanaugh, expressing opposition.
20. B. Gardner, a Langley resident, expressing opposition due to the economic value of these lands under their current zoning and the hidden cost of deviating from that zoning.
21. W. Martin, a Langley resident, expressing opposition.
22. E. Falconer, expressing opposition.

Explanation by the proponent:

I. White, Envirowest Consultants, representing the Beedie Group, was in attendance and commented on the history of the site and previous development. He stated that 40% of the land is proposed to be used for industrial, 60% will be used for ecological and stormwater purposes and given back to the Township. The key design principles are to protect the wetlands with the highest ecological value and to infill the wetlands that have less value. He further stated that the proposed replacement plans are in compliance with the Department of Fisheries.

D. TERMINATE

Moved by Councillor Baillie,
Seconded by Councillor Martens,
That the meeting terminate at 10:16pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 26, 2023 – REGULAR MEETING	**REPORT:**	23-124
FROM:	FINANCE DIVISION	**FILE:**	0640-22/1830-25
SUBJECT:	2022 ANNUAL REPORT AND 2022 STATEMENT OF FINANCIAL INFORMATION		

RECOMMENDATIONS:

That Council approve the 2022 Annual Report including the 2022 Audited Financial Statements upon receiving and considering submissions and questions from the public; and

That Council approve the 2022 Statement of Financial Information (SOFI).

EXECUTIVE SUMMARY:

The 2022 Annual Report must be published prior to June 30, 2023 and must be available to the public for inspection fourteen days prior to an annual meeting wherein Council must consider the report and related submissions and comments from the public.

The consolidated Financial Statements include the operations of affiliated and related Township entities and are prepared in accordance with Public Sector Accounting Standards as recommended by the Public Sector Accounting Board of the Chartered Professional Accountants of Canada.

The Financial Information Act requires Council to approve the 2022 Statement of Financial Information (SOFI) prepared and approved by the Director of Finance. The Statement of Financial Information (SOFI) includes the report of Council and employee remuneration, expenses and benefits as required by the *Community Charter*.
Subsequent to the approval of the SOFI report, staff will forward the resolution, along with the SOFI report, to the Ministry of Community Services as required by the Financial Information Act.

The threshold of $75,000 for the SOFI employee report has not changed for 20 years, not since 2002. If the threshold had increased by the Vancouver average annual Consumer Price Index each year since 2002, the threshold would be $111,254 for 2022. Using the higher threshold, the number of employees in excess would be 157. Using the static threshold, the number of employees with remuneration greater than $75,000 is 407. With all things remaining equal, this number will continue to grow annually so long as the base amount remains unadjusted for inflation.

PURPOSE:

Report No. 23-124 fulfills the *Community Charter* and the Financial Information Act reporting and approval requirements for the 2022 Statement of Financial Information (SOFI) and for the 2022 Annual Report.

DISCUSSION/ANALYSIS:

2022 Annual Report

Sections 98 and 99 of the *Community Charter* require that Council prepare the 2022 Annual Report and make the report available for public inspection. At least fourteen days later, at a Council or other public meeting, Council must consider the 2022 Annual Report and submissions and questions from the public thereon. As required, the 2022 Annual Report includes the following:

- The 2022 Audited Financial Statements
- For each permissive tax exemption provided by Council, the amount of property taxes that would have been imposed on the property if it were not exempted
- A report respecting municipal services and operations for 2022
- A progress report respecting the previous year in relation to the objectives and measures established in that previous year; and
- A statement of municipal objectives and measures

2022 Audited Financial Statements

The consolidated Financial Statements include the operations of affiliated and related Township entities and are prepared in accordance with Public Sector Accounting Standards as recommended by the Public Sector Accounting Board of the Chartered Professional Accountants of Canada.

Statement of Financial Information

The Financial Information Act requires Council to approve the 2022 Statement of Financial Information (SOFI) that must include the following:

- Approval of the SOFI by the Director of Finance
- The audited 2022 Financial Statements
- A Schedule of Debt (included in the 2022 Financial Statements)
- The 2022 Schedule of Council Remuneration, Expenses, Benefits and Contracts (also required by Section 168 of the *Community Charter*)
- The 2022 Schedule of Remuneration and Expenses for Employees with a reconciliation with the amounts reported in the audited 2022 Financial Statements
- A Statement of Severance Agreements that includes the number of agreements commenced during 2022 in respect of employees excluded from coverage under collective agreements and the range of equivalent months' compensation represented by those agreements
- The 2022 Schedule of Payments to Suppliers for Good or Services, including a reconciliation with the total reported in the audited 2022 Statement of Financial Activities
- The 2022 Schedule of Grants or Contributions in excess of $25,000; and
- The 2022 Schedule of Guarantee and Indemnity Agreements.

Subsequent to the approval of the SOFI report, staff will forward the resolution along with the SOFI report to the Ministry of Community Services as required by the Financial Information Act.

The threshold of $75,000 for the SOFI employee report has not changed for 20 years, not since 2002. If the threshold had increased by the Vancouver average annual consumer price index

each year since 2002, the threshold would be $111,254 for 2022. Using the higher threshold, the number of employees in excess would be 157 (21 less than 178 in 2021). Using the static threshold, the number of employees with remuneration greater than $75,000 is 407 (10 more than 397 in 2022). With all things remaining equal, this number will continue to grow annually so long as the base amount remains unadjusted for inflation.

Respectfully submitted,

Sandra Ruff
DIRECTOR
for
FINANCE DIVISION

ATTACHMENT A 2022 Statement of Financial Information (SOFI)
ATTACHMENT B 2022 Annual Report

ATTACHMENT A

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

INDEX

Schedule	Title	Page(s)
A	Statement of Financial Information Approval	2
B	Schedule of Guarantee and Indemnity Agreements	3
C	Schedule of Remuneration and Expenses for Elected Officials	4
D	Schedule of Remuneration and Expenses for Employees	5 - 11
E	Statement of Severance Agreements	12
F	Schedule of Payments to Suppliers for Goods or Services	13 - 22
G	Schedule of Payments Made as Grants or Contributions	23

Copy of 2022 Annual Report (under separate cover) which provides information on:

Assets & Liabilities
Operational Statement
Schedule of Debts

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

STATEMENT OF FINANCIAL INFORMATION APPROVAL

The undersigned, as authorized by the Financial Information Regulation, Schedule 1, subsection 9(2), approves all the statements and schedules included in the Statement of Financial Information, produced under the *Financial Information Act*.

Name: Sandra Ruff, CPA, CA
Position: Director of Finance
Date: June 26, 2023

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

SCHEDULE OF GUARANTEE AND INDEMNITY AGREEMENTS

The Township of Langley has not given any guarantees or indemnities under the Guarantees and Indemnities Regulation.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

SCHEDULE OF REMUNERATION AND EXPENSES - ELECTED OFFICIALS

Name	Position	Remuneration	Expenses
Froese, Jack	Mayor	$ 146,265	$ 6,650
Woodward, Eric	Mayor	73,403	740
Arnason, Petrina	Councillor	58,283	1,714
Baillie, Timothy	Councillor	7,101	344
Davis, David	Councillor	54,790	-
Ferguson, Stephen	Councillor	66,335	4,399
Kunst, Margaret	Councillor	69,134	4,540
Long, Bob	Councillor	54,915	7,292
Martens, Barbara	Councillor	7,101	499
Pratt, Michael	Councillor	7,101	1,049
Richter, Kim	Councillor	61,406	6,072
Rindt, Rob	Councillor	7,101	55
vanPopta, Mistelle	Councillor	7,101	958
Whitmarsh, Blair	Councillor	54,419	357
Grand Total Remuneration and Expenses		**$ 674,454**	**$ 34,669**

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2022	Expenses
Afyounian, M	83,488	572	-
Albrecht, P	87,094	-	502
Alexander, T	85,449	-	887
Allen, D	90,214	-	870
Almasan, A	106,399	1,056	1,171
Andersen, B	92,735	-	-
Anderson, D	143,906	-	832
Andjelic, Z	93,638	-	584
Archibald, R	87,470	-	-
Ardestani, F	144,571	-	1,121
Arnold, D	129,055	-	78
Atkinson, J	125,198	-	1,635
Auline, D	128,830	-	551
Babin, L	112,230	-	-
Baker, R	121,732	-	1,480
Bakken, M	319,700	120,105	14,399
Balchunas, R	74,450	681	2,029
Bandara, K	95,355	196	1,146
Barnaby, S	120,702	-	152
Barry, K	84,250	-	478
Bartlett, T	87,094	-	469
Barton, K	124,108	502	408
Bauer, W	160,920	-	2,100
Beer, S	78,082	-	607
Bell, G	87,620	-	164
Bellosillo, I	90,738	-	105
Beston, K	80,865	-	131
Bieberstein, B	78,890	-	-
Bismel, H	129,502	-	1,768
Bisschop, R	131,959	-	3
Blair, C	217,737	81,513	897
Blair, L	106,692	120	27
Blair, M	139,237	-	952
Blanche, L	87,624	-	754
Blok, D	123,630	-	8
Bond, C	88,158	116	299
Bowden, S	130,454	-	563
Brandolini, T	81,363	-	162
Brar, J	81,106	79	1,996
Brar, R	127,200	-	1,351
Brewer, S	157,389	-	341
Brigden, M	94,222	-	603
Brocklehurst, E	105,113	-	-
Broekhuysen, J	99,189	1,266	11

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2022	Expenses
Bryan, A	93,013	-	-
Buck, J	156,259	-	-
Buckner, T	143,193	-	706
Buckoll, K	76,083	438	-
Bunnett, K	85,886	-	-
Burgin, R	100,763	-	225
Burns, K	96,925	253	442
Burwell, J	113,613	-	-
Cahill, S	135,503	-	-
Cai, L	106,202	-	1,369
Calbick, K	128,830	-	792
Cameron, K	95,633	428	-
Campagna, R	103,884	-	4,280
Campbell, A	118,354	-	990
Candy, C	86,978	429	359
Cantin, P	85,906	-	-
Cesaretti, R	143,914	-	1,496
Chabot, J	94,680	-	566
Chapman, R	108,002	322	971
Cheng, J	75,667	-	277
Chevrier, P	129,352	-	697
Chifan, J	84,066	-	-
Chohan, H	211,925	-	318
Chu, J	161,597	-	2,570
Chung, C	75,814	-	455
Churcher, K	83,573	103	327
Ciparis, S	70,615	47,070	-
Clarke, G	75,329	66	38
Clelland, J	144,947	-	381
Coad, R	119,467	-	1,334
Combe, C	85,156	-	683
Conachey, R	93,316	1,741	1,068
Cook, M	88,542	-	398
Cordeiro, P	162,464	-	2,506
Culhane, J	78,735	-	247
Cunningham, M	103,674	2,447	300
Curr, P	94,652	-	962
Daemi, R	88,985	-	999
Dalstrom, A	148,525	213	-
Darvill, A	130,115	-	-
Darvill, I	109,643	-	9
Davis, M	113,451	-	773
De Jesus, R	80,892	-	-
Dennis, G	90,962	99	1,113

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2022	Expenses
Dhaliwal, S	77,231	-	-
Di Francescantonio, C	86,265	1,769	1,373
Diegel, F	94,286	207	1,145
Dion, K	79,647	492	-
Dionisio, R	82,815	-	-
Dominato, N	78,599	-	47
Dowle, J	78,752	116	222
Doyon, P	108,229	-	-
Duffill, D	121,274	-	1,558
Duncan, J	137,865	-	3,441
Duncan, T	98,431	165	204
Duthie, M	116,601	334	1,022
Duynstee, M	122,139	-	2,602
Dvorak, J	97,926	216	-
Edey, B	137,744	-	339
Egan, L	105,102	-	9
Egelstad, S	115,717	-	400
Eirikson, C	110,766	-	805
Elderkin, J	123,099	-	973
Engbrecht, S	99,668	-	1,071
English, T	81,210	-	146
Farah, B	161,701	1,256	5,454
Farmer, T	85,493	83	277
Farquhar, B	155,694	-	-
Fatkin, J	109,732	-	-
Fegatilli, T	88,603	-	-
Ferguson, B	165,419	-	1,686
Fergusson, L	84,388	-	479
Fong, E	119,314	-	648
Formosa, B	94,641	-	1,068
Forsythe, D	83,074	-	325
Froh, K	109,192	-	2,497
Fulton, D	131,495	-	397
Funk, Z	83,469	23	-
Gaetan, C	118,471	-	387
Gafka, V	143,194	-	1,718
Galick, K	75,513	-	-
Gambicourt, D	85,252	63	233
Gamble, S	202,402	-	5,702
Garma, K	77,524	-	412
Gayger, K	74,672	2,947	-
Gill, K	87,160	-	50
Goulet, C	138,952	-	4,096
Green, C	94,737	-	39

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2022	Expenses
Grewal, J	108,133	-	3,534
Gunn, M	85,908	-	675
Haaf, J	117,049	-	19
Haarstad, E	116,114	-	38
Halldorson, J	105,486	-	11
Halliday, T	88,095	-	862
Halsey, C	100,098	-	45
Hamel, B	90,065	-	2,721
Hansen, J	75,012	-	73
Hanson, T	118,408	-	2,481
Harman, W	111,959	335	162
Hart, A	82,110	856	-
Harvey-Renner, S	217,737	-	1,246
Hazelton, V	159,544	-	401
Heichert, D	129,351	-	49
Helgason, C	86,063	-	641
Henningson, B	76,450	-	638
Hewitson, A	148,811	-	3,502
Hodge, J	143,220	123	8
Holloway, K	98,465	-	1,650
Holtzman, J	81,745	-	-
Hong, A	115,539	-	38
Hood, L	99,079	-	1,356
Hopkins, C	106,494	16	7
Horch, J	121,112	-	856
Houweling, J	78,840	889	-
Ibrahim, K	86,725	-	-
Inkman, K	94,891	-	41
Iori, A	75,234	12	352
Isaak, J	93,765	26	914
Isaak, M	96,307	18	1,652
Jacobs, A	93,203	-	10
Jarvie, C	135,864	-	1,473
Jarvis, D	128,595	-	3,768
Jenkins, R	160,492	-	983
Jensen, A	101,925	-	-
Johal, J	117,726	-	1,877
Johnson, C	121,622	-	1,389
Johnson, L	83,147	46	559
Jones, B	79,137	-	99
Jones, K	84,255	-	260
Jones, S	80,079	633	6
Jongs, K	92,347	1,946	1,493
Jottey, S	91,562	-	47

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2022	Expenses
Kabaroff, R	108,054	-	-
Kanji, K	111,665	134	400
Kavanagh, K	78,831	-	1,825
Keffer, V	94,463	-	217
Kennedy, R	83,947	-	9
Kenward, K	114,401	-	-
Kieu, M	81,560	-	1,318
Kim, S	76,064	-	1,086
King, A	107,323	1,062	206
Kitteringham, G	85,067	-	667
Kraeft, A	79,532	23	-
Lai, L	105,113	-	526
Lakeman, S	142,059	-	3,167
Lalonde, C	118,559	-	1,587
Lane, C	134,159	-	1,555
Lanigan, N	110,434	-	4,605
Larsen, K	161,644	-	1,188
Laverdure, A	88,341	-	2,224
Lawrence, A	86,093	-	692
Lee, P	80,172	-	-
Leong, M	75,852	-	311
Leung, A	90,428	-	1,328
Leung, Y	88,454	-	986
Li, C	121,196	-	1,218
Limb, D	77,643	61	147
Lin, K	80,820	2,151	953
Lind, D	92,072	-	-
Linn, J	138,021	14	1,333
Little, S	118,409	-	1,560
Litven, T	118,217	-	1,594
Liu, J	124,231	-	471
Liu, T	105,993	161	2,072
Lockhart-Kuthe, G	132,009	-	2,500
Long, D	84,513	-	-
Longhi, N	125,421	286	1,792
Macdonald, C	84,360	-	128
MacLachlan, K	76,286	-	563
MacLeod, D	151,244	-	773
Madill, C	130,845	-	92
Magnusson, S	106,778	-	-
Magnusson, T	83,582	-	567
Mahil, K	123,922	-	1,179
Maier, M	86,758	-	-
Mainville, R	81,791	119	87

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2022	Expenses
Makela, J	160,903	-	2,998
Makinen, J	76,415	-	1,068
Maleki Birjandi, E	78,709	-	1,905
Malimon, N	110,350	-	770
Manchester, S	82,772	-	-
March, L	84,462	-	2,648
Marples, P	103,111	-	584
Marshall, C	134,379	-	1,074
Martin, K	79,368	-	-
Martins, P	84,093	1,003	-
Massier, A	99,192	93	277
Mayer, G	108,450	5,050	998
Mayer, S	76,899	-	1,602
McCall, N	77,011	187	950
McCormick, D	130,238	-	471
McCreadie, A	106,314	-	-
McGarvey, N	109,223	-	1,405
McGuckin, R	132,014	-	1,174
McIntosh, J	127,024	-	4
McKinnon, L	88,387	-	54
McLay, S	117,702	-	75
McMichael, A	77,235	-	1,060
McWilliams, K	116,213	56	-
Meneghello, L	117,273	-	181
Meyer, B	124,501	-	1,236
Mihaly, M	119,761	-	4,315
Mikicich, S	118,006	-	1,165
Millington, A	89,598	-	1,068
Milton, J	83,363	625	343
Miskulin, M	104,412	558	-
Moewes, B	116,912	65	-
Moffat, N	80,754	-	-
Moore, C	81,931	-	-
Moore, C	118,116	-	1,582
Morton, L	79,592	154	-
Mowat, S	107,479	-	-
Murdock, D	107,121	-	4
Nagtegaal, J	102,561	-	584
Nam, S	162,334	-	2,108
Neil, S	107,647	95	10
Nelson, R	118,408	-	1,095
Newsham, D	168,926	-	773
Nicol, P	114,104	-	783
Nimmo, M	107,588	-	1,983

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2022	Expenses
Noetzel, M	129,270	-	474
Nordrum, R	78,168	-	-
Norris, T	91,441	-	402
Ohs, A	110,798	-	993
Olesko, R	102,843	-	4
Pachal, J	75,829	-	840
Parent, E	71,526	5,081	75
Parenteau, M	114,421	-	30
Park, J	78,583	-	432
Parker, B	83,072	135	-
Pedersen, A	84,176	1,362	20
Pedersen, K	126,931	-	4
Penner, A	85,404	138	4,082
Peters, B	180,466	5,001	1,705
Picotte, I	75,102	-	1,381
Pilgrim, S	96,177	-	-
Pistilli, B	90,731	-	193
Pittakidis, S	101,889	-	2,106
Poelman, B	98,570	429	285
Pont, J	134,438	-	344
Pukila, A	85,404	-	-
Rai, S	78,267	-	1,470
Ramlu, K	96,567	213	376
Ramsey, J	127,974	-	3,650
Reddick, K	107,349	-	346
Richardson, S	220,094	-	2,679
Rizvi, A	118,408	-	610
Robertson, D	104,761	-	-
Robinson, B	76,596	-	730
Robinson, K	77,665	-	107
Robinson, L	117,447	-	192
Roche, C	118,056	-	2,792
Ross, B	138,468	-	-
Ruff, S	204,087	-	1,548
Ruhl, A	164,855	-	7,052
Sahih, C	86,783	401	731
Sandher, R	102,024	14	625
Saurette, C	109,162	-	-
Savidan, K	98,243	-	13
Savoy, C	118,594	-	-
Scheepmaker, S	217,709	-	190
Scheifele, S	114,434	-	12
Schmidt, K	110,981	-	91
Schmidt, R	76,386	-	143

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2022	Expenses
Schmidt, R	127,836	-	238
Schmirler, R	129,160	-	781
Schultz, V	101,391	5,619	26
Seifi, R	262,018	-	10,462
Seiler, S	77,578	126	1,146
Sekhon, P	118,392	-	367
Senghera, R	129,253	-	36
Sewell, R	105,538	14	-
Shafer, G	80,869	238	1,728
Shamshuddin, A	95,214	156	-
Shergold, J	106,535	-	1,507
Shi, S	97,627	-	83
Shillito, J	118,040	-	221
Shippit, D	104,780	-	-
Shrimpton, G	112,795	-	873
Simhalapathi, K	93,353	5,646	-
Simpson, D	135,459	-	1,254
Smart, R	110,526	-	-
Snowdon, K	149,904	-	1,692
Sobering, J	112,354	276	117
Sparrow, J	132,238	-	1,132
Speers, A	146,299	-	818
St. Andrassy, J	93,638	-	1,476
Stang, M	112,170	-	1,646
Stare, R	187,134	2,501	692
Stebanuk, W	82,854	-	155
Steeple, D	149,199	-	3,413
Steeple, G	115,671	-	462
Steeple, J	107,641	-	3
Stevens, J	89,490	-	1,068
Stewart, C	88,518	-	79
Storie, B	133,377	-	2,451
Strand, K	128,184	-	506
Strandberg, D	86,018	-	651
Suh, D	105,881	132	598
Sun, J	143,722	-	1,875
Sunada, V	109,072	6,459	455
Surendran, A	77,980	135	491
Suvilai, R	86,332	-	1,263
Swystun, G	129,238	-	-
Symons, D	112,247	-	2
Szarapka, J	92,281	715	1,809
Szydlowski, M	103,208	1,466	-
Taylor, M	81,927	-	11

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2022	Expenses
Taylor, P	100,623	480	179
Taylor, R	86,047	-	775
Tekatch, J	114,073	11,710	1,629
Temple, C	81,119	-	1,145
Thomas, B	88,621	-	546
Thomas, L	75,638	-	-
Thompson, A	106,220	-	5
Thompson, K	78,738	-	-
Thompson, K	97,073	-	1,971
Thorpe, M	134,475	-	39
Thurston, S	114,483	-	-
Tian, L	94,799	-	-
Tidder, B	83,133	-	426
Tiutichkin, V	83,665	-	797
Tran, B	87,095	1,359	466
Tulumello, P	217,709	-	477
Ulle, B	125,994	-	233
Uppal, H	83,633	618	972
Van De Leur, D	91,035	-	1,452
Van Luyn, B	97,903	363	-
van Rijn, B	128,535	-	299
Veitch, R	93,602	-	412
Velazquez Martin, A	84,462	11	385
Virk, A	102,341	-	-
Walker, D	128,395	-	1,381
Ward, P	121,570	-	2,867
Ward, T	79,910	-	-
Warnick, J	75,611	-	57
Warren, M	70,009	8,118	-
Waterhouse, S	81,306	-	-
Waters, B	105,130	-	529
Wegesser, B	104,776	-	853
Welfing, R	143,665	-	1,800
Weller, B	118,392	-	101
Whatley, J	82,585	194	5
Whitford, J	117,554	-	4
Whiting, D	88,411	38	-
Wiebe, B	131,006	-	-
Wiens, A	87,094	-	1,068
Wilkshire, G	93,811	-	34
Williams, C	81,418	821	-
Winslade, J	262,616	98,274	3,097
Witzke, R	86,789	-	1,068
Woo, D	129,238	-	1,800

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2022	Expenses
Woodend, A	120,902	-	986
Woods, M	91,827	-	137
Wrayton, D	159,459	-	2,655
Wright, C	140,639	-	1,561
Wynn, J	119,789	-	-
Young, K	142,813	-	865
Yue, C	83,313	-	223
Zandbergen, J	86,138	968	260
Zaremba, J	80,484	-	1,171
Zheltobryukh, I	77,701	-	1,068
Zwaag, R	219,772	-	3,459
Total Remuneration Exceeding $75,000	**$ 44,335,068**	**$ 443,493**	**$ 340,891**
Total Remuneration of $75,000 or less	**$ 32,101,852**	**$ 264,926**	**$ 161,171**
Grand Total Remuneration and Expenses	**$ 76,436,920**	**$ 708,419**	**$ 502,062**

The variance between the Schedule of Remuneration and Expenses and the Salaries, wages and benefits expenses report on the consolidated financial statements are due to various factors including:

- *The Remuneration and Expenses schedule is based on actual cash payments made during the fiscal year whereas the consolidated financial statement amount is based on an accrual basis.*
- *The Remuneration and Expenses schedule is based on total cash payments made during the fiscal year whereas the consolidated financial statement amount exclude any amount paid under capital expenses that are being capitalized.*
- *The Salaries, wages and benefits expenses includes benefits that are recorded at full cost (including overhead allocations) on the consolidated financial statements and includes items such as employer portions of deductions.*

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

STATEMENT OF SEVERANCE AGREEMENTS

There were four(4) severance agreements under which payment commenced between the Township of Langley and it's non-unionized employees during the fiscal year 2022. These totaled 41 months of equivalent compensation.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

Supplier Name	Amount
1097679 BC Ltd	25,000.00
1203222 BC Ltd	70,450.00
1223464 BC Ltd dba Mertin Chevrolet Buick GMC Cadillac Ltd	68,676.86
6893449 Canada Inc	38,075.50
Abbotsford, City of	58,067.99
Absolute Industrial Mechanical Ltd	194,655.94
Ace Link Fence Ltd	153,120.00
Acklands Grainger Inc	26,876.73
Aecom Canada Ltd	185,407.59
Ainsworth Inc	163,659.31
Aird & Berlis LLP	56,047.50
Alder Steel Mart	65,877.59
All Roads Construction Ltd	27,399.69
Allmar Inc	31,320.00
Allstream Business Inc	60,896.80
Alternative Belting Enterprises Ltd	42,113.49
Amazon	41,832.89
Ameresco Canada Inc	62,500.00
ANDREW SHERET LIMITED	27,008.67
Anmore Development Corp	30,799.51
Aon Reed Stenhouse Inc	1,927,938.14
Aplin & Martin Consultants Ltd	370,430.76
Apple Canada Inc	48,119.80
Arbor Pro Tree Services Ltd	163,366.25
Associated Fire Safety Group	46,049.75
Atco Structures & Logistics Ltd	34,178.65
Atlas Pest and Wildlife Control Ltd	39,672.00
ATS Traffic Ltd	174,645.34
Avanti Mechanical Ltd	121,898.79
B&B Contracting (2012) Ltd	83,203.15
B&B Excavation & Shoring Ltd	65,664.33
BA Blacktop Ltd	84,910.45
Barking Crow Maintenance	52,200.00
Barricades and Signs Ltd	226,911.87
BC Communications Inc	31,108.75
BC Hydro	89,415.50
BC Hydro & Power Authority	3,580,853.48
BCI Consulting Inc	67,967.89
Benchmark Estate (2009) Ltd	27,840.00
BI Pure Water (Canada) Inc	235,670.00
Billy Brown Investments Ltd	49,540.34
BioMaxx Wastewater Solutions Inc	188,138.52
Black Mamba Tree Service Inc	77,428.25
Black Press Group Ltd	90,299.74
Blackstone Engineering Ltd	84,975.00
Bortolo and Sons Paving Co Ltd	26,611.00
Bossa Productions	48,000.00
Brogan Fire & Safety	26,208.84
Bunzl Cleaning & Hygiene	74,298.31
Bureau Veritas Canada (2019) Inc	61,338.38

Supplier Name	Amount
C3m Construction Contractor Group Inc	791,857.41
CamCentral Systems Inc	49,952.96
Canada Post Corporation	53,229.48
Canadian Linen and Uniform	68,405.67
Canadian Mattress Recycling Inc	25,506.55
Canadian National	625,942.10
Canadian Pacific Railway Company	25,288.95
Canadian Safety Equipment Inc	36,980.85
Cancon Construction Ltd	175,924.00
Carscadden Stokes McDonald Architects Inc	230,196.69
Carvolth Developments Ltd	517,268.92
Cassian Commercial Services Inc	37,173.75
Cat Valley Contracting Inc	146,500.00
CDW Canada Corp	50,641.25
Cedar Crest Lands (BC) Ltd	1,008,001.94
CEDAR RIM NURSERY LTD	42,905.73
Centaur Products Inc	54,827.40
Central Langley Investments Ltd	256,722.81
CentralSquare Canada Software Inc	283,131.58
Centrix Control Solutions LP	287,416.49
CGI Inc	32,100.00
Cimco Refrigeration	43,249.58
Cinnamon Jang Willoughby	32,500.00
Clarion Tanks Ltd	40,672.87
Cleartech Industries Inc	193,845.81
Cloverdale Paint Inc	38,683.60
Cobra Electric Services Ltd.	1,207,361.20
Combined Systems Inc	37,819.84
Commercial Truck Equipment Corp	74,768.00
Compugen Inc	158,462.26
Concord Excavating & Contracting Ltd	62,411.20
Consolidated Envirowaste Industries Inc	32,830.20
Container West Manufacturing Ltd	95,773.80
Corrosion Service Company Limited	30,675.00
Country Lumber Ltd	143,386.73
Crown Contracting Limited	296,613.95
Crystal Glass Canada Ltd	28,414.88
Cubex Ltd	246,792.00
Cullen Western Star Trucks Ltd	688,644.22
Cummings Trailer Sales & Rentals	31,944.85
Custom Power Generation	83,422.05
Daktronics Canada	30,655.00
Dams Ford Lincoln Sales Ltd	55,787.51
DataFix	62,017.20
DB Perks & Associates Ltd	65,544.06
DCH Excavating Ltd	1,995,701.17
Dentons Canada LLP	128,878.55
Desrosiers, Stephanie	39,555.64
Dexterra Group Inc	354,960.79
Dillon Consulting Limited	43,660.00
DMD & Associates Ltd	68,077.58
Donald Flooring Contract Sales Ltd	47,221.00
Dougness Holdings Ltd	328,653.89
Drake Excavating (2016) Ltd	1,513,425.67
Drive Organizational Development Ltd	44,750.00
Driving Force Inc, The	539,476.02

Supplier Name	Amount
Duncan, Richard James & Sharon Ruth	818,600.00
Dutch Door Hardware Ltd	42,124.14
E Lees & Associates Consulting Ltd	55,456.70
Eagle Builders LP	12,560,072.63
East-West Building Maintenance Ltd	209,764.00
Eaton Industries (Canada) Company	29,378.99
EB Horsman & Son	164,923.39
Eburne, Joshua	36,385.00
E-Comm, Emergency Communications for BC Inc	579,561.16
Econolite Canada Inc	757,114.17
Election Systems & Software Canada ULC	42,566.25
Elite Fire Protection Ltd	136,991.60
Ellingson Brothers Bargreen LLC	27,233.80
EMCO Corporation	459,847.51
Emerald Green Mechanical Ltd	96,690.00
Encom Wireless Data Solutions Inc	77,220.83
Engo Equipment Sales Inc	158,137.44
Envyrozone Inc	78,891.00
ESC Automation Inc	264,961.82
Esri Canada	106,283.10
FABCO Plastics Wholesale Western (BC) Limited	30,311.66
Farm-Tek Turf Services Inc	260,527.73
Farwest Excavation	141,124.61
FGP Solutions Inc	33,700.00
Fields Tree Service Inc	94,094.23
Finning (Canada)	33,706.18
Finning International Inc DBA The Cat Rental Store	107,129.95
Flocor Inc	25,181.42
Flow Engineering Inc	55,751.67
FortisBC	57,458.63
FortisBC-Natural Gas	1,037,640.12
Foxgord Consulting Services Ltd	102,196.25
Frances Andrew Site Furnishings Ltd	39,857.41
Francotyp-Postalia Canada Inc	111,704.36
Fraser Valley Equipment Ltd	85,294.66
Fraser Valley Refrigeration Ltd	159,212.11
Fraser Valley Regional Library	4,702,792.00
Fraser West Developments Ltd	47,500.00
Fred Surridge Ltd	48,859.65
Fricia Construction Inc	37,316.88
G Flath Excavating Ltd	290,615.00
GCL Contracting Inc	1,050,121.94
GDM Greystone Design Management Construction Ltd	168,417.83
GDW Auto Group Limited Partnership DBA Wolfe Mitsubishi	46,074.38
Genesis Restorations Ltd	54,131.41
Genumark Promotional Merchandise Inc	26,900.19
GeoWest Engineering Ltd	90,662.39
GFL Environmental Inc	62,562.19
GFL Environmental Services Inc.	96,809.44
GHD Digital (Canada) Limited	179,370.00
Goertzen Industrial Group Ltd	187,192.16
Golder Associates Ltd	63,897.08
GRAND & TOY	83,227.78
Gravity Union Solutions Ltd	127,905.00
Greater Vancouver Sewerage & Drainage District	11,690,551.70
Greater Vancouver Water District	10,689,801.73

Supplier Name	Amount
Greenizan, Randy	47,785.00
Gregg Distributors LP	74,743.75
GSoft Technologies Inc DBA ShareGate	27,074.27
Guillevin International Co	150,570.50
Habitat Systems Inc	115,340.57
Heritage Office Furnishings Ltd	266,736.64
Hetek Solutions Inc	25,666.05
Hilti Canada Corporation	92,698.10
Hitex North America Ltd	232,928.32
Homan Roofing Ltd	47,937.15
Horizon Landscape Contractors Inc	407,060.11
HS McDonald Contracting	78,000.00
Hyland Software Canada ULC	284,872.66
ICBC	587,748.00
ICONIX Waterworks LP	117,074.53
ICONIX Waterworks LP	31,609.13
IDRS	73,451.02
Image Painting & Restoration Ltd	83,210.00
Infor (Canada) Ltd	190,742.53
Inland Kenworth Partnership	29,051.58
Interprovincial Traffic Services Ltd	822,383.01
Iridia Medical Inc	43,108.28
ISCO Canada Inc	47,613.93
ISL Engineering & Land Services Ltd	378,048.26
Jack Cewe Construction Ltd	974,272.60
Jim Pattison Developments Ltd	74,684.98
JMP Landscaping & Cityscape Solutions Inc	111,999.00
Johnston Davidson Architecture + Planning Inc	213,609.03
Joint Force Tactical Ltd	53,777.10
Justice Institute of BC	29,170.34
Kan Retain-It Contracting Ltd	29,400.00
Kee Bee Services Ltd	28,092.85
Kendrick Equipment (2003) Ltd	36,374.42
Kerr Wood Leidal Associates Ltd	373,528.04
KGC Fire Rescue Inc	49,234.56
KMS Tools & Equipment Ltd	38,791.73
Kone Inc	33,376.10
Konica Minolta Business Solutions (Canada) Ltd	55,655.62
Kotanko, Jolene	63,985.00
KPMG LLP	116,167.50
KTI Limited	54,723.34
Lafarge Canada Inc	6,252,625.12
Lakeview Power Systems Inc	62,874.81
Lanesafe Traffic Control Ltd	1,096,760.66
Langley Animal Protection Society	469,211.74
Langley Concrete & Tile Ltd	445,266.75
Langley Environmental Partners Society	330,892.50
Langley Facilities Society	12,097,898.86
Langley Minor Hockey Association	39,000.00
Langley, City of	804,660.65
LaserNetworks	35,092.71
LED Roadway Lighting Ltd	1,658,668.55
Lehigh Materials a Division of Lehigh Hanson Materials Ltd	123,487.86
Leko Precast Ltd	31,240.80
Lidstone & Company	124,963.61
Long View Systems Corp	318,032.25

Supplier Name	Amount
Luxton Construction Inc	1,855,642.61
M J Pawlowski & Associates	239,850.84
M2K Construction Ltd	238,646.60
Mack Kirk Roofing & Sheet Metal Ltd	82,980.50
Mad Sheep Promotionals	32,507.86
Magnum Concrete Inc	37,721.34
Mainland Construction Materials ULC	450,358.88
Mainroad Maintenance Products	149,947.29
Mar-Tech Underground Services Ltd	298,024.08
Marval North America	45,311.12
McCarthy Tetrault LLP	81,931.84
McDonald & Ross Construction Ltd	3,132,246.20
McElhanney Ltd	351,920.89
McQuarrie Hunter LLP, "In Trust"	2,010,000.00
McRaes Septic Tank Service (FV) Ltd	289,110.00
Merklinger Icemaking Co	78,000.00
Merletti Construction (1999) Ltd	463,299.34
Metro Motors Ltd	773,404.64
Metro Testing & Engineering Ltd	43,328.76
Metro Vancouver Regional District	10,825,760.34
Metropolitan Compounds Inc	37,567.50
Microsoft Canada Inc	537,768.15
Minister of Finance	2,348,675.87
MNP LLP	99,600.00
Modern Purair Vancouver	29,051.00
Modus	73,855.29
Momentive Europe UC	28,226.60
Motion Industries (Canada) Inc	136,949.06
Mpowered Ventures Ltd	37,479.56
Municipal Pension Plan - Employer	6,260,987.51
MWL Demolition Ltd	206,130.00
ND Graphics Inc	48,786.45
Newlands Lawn & Garden Maintenance	181,302.90
Nonis Electrical Services	154,044.38
Norseman Engineering Ltd	60,000.00
Norske Corrosion & Inspection Services Ltd	27,410.00
Norstone Excavating	36,370.00
Norton Rose Fulbright Canada LLP	1,092,499.85
Norton Rose Fulbright Canada LLP, In Trust	10,284,760.64
Nova Pole International Inc	83,262.05
Nucor Environmental Solutions Ltd	118,946.16
Oakcreek Golf & Turf LP	197,232.58
Ocean Marker Sport Surfaces (2014) Ltd	80,580.00
Ocean Pipe, a division of Lehigh Hanson Materials Limited	37,218.52
Open Concept Installations Ltd	28,354.61
Organized Crime Agency of BC	55,577.00
Otter Farm & Home Co-op	91,430.83
P D McLaren Limited	26,215.29
Pacific Ace Sports Surfaces & Equipment Ltd	28,110.00
Pacific Aircraft Services Ltd	1,048,011.88
Pacific Bark Blowers Inc	41,241.00
Pacific Blasting & Demolition Ltd	322,313.00
Pacific Blue Cross - Employer Expense for Benefits	2,465,651.10
Pacific Flow Control Ltd	205,479.08
Pacific Land Resource Group Inc	31,190.11
Paladin Technologies Inc	205,389.42

Supplier Name	Amount
Panther Creative Inc	30,109.90
Parkland Corporation	26,547.47
Parsons Inc	31,805.00
PBX Engineering Ltd	98,230.66
Peninsula Plastics Ltd dba Nova Products	79,089.05
PerfectMind Inc	68,984.02
Petrovalue Products Canada Inc	1,003,973.07
Pioneer Paving Ltd	26,242.00
Piteau Associates Engineering Ltd	31,416.48
Playquest Recreation	170,961.57
Poly Pak	62,418.25
Power Civil Contractors Ltd	197,691.31
PRAIRIECOAST EQUIPMENT	62,371.11
Precise MRM LLC	132,505.59
Precision Auto Services Ltd	33,260.51
Premier Pacific Seeds Ltd	141,155.75
Prime Signs Inc	46,572.65
Profire Emergency Equipment Inc	26,371.59
Progressive Fence Installations Ltd	81,296.37
Pro-Line Fence Ltd	123,220.00
Pro-Shine Fleet Washing Ltd	37,309.50
Prospectus Associates	51,840.00
Province of British Columbia	1,013,523.77
Pyper Infrastructure Management Ltd	33,700.00
Qualichem Industrial Products	27,994.43
Qualico Developments (VCR) Inc	41,193.75
Quantum Lighting Inc	57,134.26
R F Binnie & Associates Ltd	391,329.91
Raintree Landscaping & Maintenance	75,170.00
Read Jones Christoffersen Ltd	52,200.00
Receiver General for Canada	29,269,058.94
Redwoods Golf Course Ltd	58,512.62
Regehr Contracting Ltd	742,183.25
ReMax Little Oak Realty, in Trust	200,000.00
Remdal Painting & Restoration Inc	44,410.00
Resonance Consultancy Ltd	46,737.50
Retro Specialty Contractors Inc	65,827.48
Richco Contracting Ltd	507,429.52
Rimkus Consulting Group Canada Inc	63,506.25
Riteway Tree Service Ltd	95,157.50
RNF Industries Corporation	30,315.00
Roadway Traffic Products Ltd	372,295.80
Rock Hill Productions Inc	27,250.00
ROCKY MOUNTAIN PHOENIX	115,755.50
Rogers Communications Canada Inc	82,147.69
Rogers Wireless	306,227.05
Rollins Machinery Limited	647,927.10
Ronald Simmer dba PATEX Research and Consulting Ltd	26,750.00
Roper Greyell LLP	846,995.68
Rose Security Services	44,473.05
Ross Rex Industrial Painters Ltd	1,237,372.34
Rownd About Roadsawing Ltd	64,318.75
Royal Roads University	79,520.21
rSolutions	54,985.51
S.i. Systems Partnership	103,110.54
Safe Software Inc	26,750.00

Supplier Name	Amount
Sandpiper Contracting LLP	393,685.69
Sartori Environmental Inc	193,137.78
Schindler Elevator Corporation	55,899.45
School District #35 (Langley)	200,013.30
Scooby´s Dog Waste Removal Service Ltd.	152,526.90
Secure-Rite Mobile Storage Inc	44,454.22
Sharezen Consulting Ltd	28,990.25
Shaw Cablesystems GP	51,557.86
Shea-Tech Systems Ltd	30,134.92
Sherine Industries Ltd	36,420.03
Sierra Waste Services Ltd	10,195,128.18
Sigma Safety Corp	25,760.94
Site Lines Architecture Inc	130,550.07
SiteOne Landscape Supply Ltd	34,149.92
Smith Bros. & Wilson (BC) Ltd	2,848,090.03
Softchoice LP	325,160.64
SolidCAD	29,296.61
South Coast British Columbia Transportation Authority	37,900.00
Southern Railway of BC Ltd	254,030.41
Southwest Contracting Ltd	804,262.50
SPARTAN CONTROLS LTD	60,675.45
Spicers Canada ULC	41,283.27
Sportsplex Management Ltd	715,682.82
St Paul Fire & Marine Insurance Company	25,000.00
StageRight Corp	58,588.93
Standard Electric BC Ltd	39,839.45
Stonewater Ventures (No 182) Ltd	232,358.73
Stormtec Filtration Inc	256,669.46
Suncor Energy Products Partnership	2,157,181.38
Super Save Disposal Inc	116,228.86
Super Save Hydro Vac Inc	527,967.50
Superior City Contracting Services Ltd	100,051.00
Superior Propane	113,167.62
Surrey, City of	372,513.36
Sutton Road Marking Ltd	629,686.15
Targa Contracting (2013) Ltd	158,400.00
Target Land Surveying (SurLang) Ltd	56,845.50
Telus	51,455.82
Telus Communications Inc	264,521.72
Telus Communications Inc c/o Telus Services	77,837.95
Ten Feet Sports & Entertainment Ltd	164,871.95
Terralink Horticulture Inc	68,087.14
TFG Landscaping & Maintenance Ltd	40,511.00
TFM Consultants International Ltd	37,653.75
The Get Go Inc dba GGI Road & Traffic	83,218.04
THE HOME DEPOT	92,657.29
Thornley, Kyle Anthony Rodgers (DBA) Metal Mind Forge	44,940.00
Topline Electric Motors Ltd	27,579.79
Tourism Langley Association	46,750.00
Trans Canada Traffic Inc	55,569.88
Trecon Management Ltd	33,977.16
Tricom Building Maintenance Ltd	31,188.39
Triple Three Trading Ltd	28,905.40
Tseng, Miao-Yuean & Tseng, Perry Hsiu-Hsiang Chang	1,262,250.00
Turning Point Technology Services Inc	475,084.95

Supplier Name	Amount
UAP Inc	103,072.57
UBS Industries	63,245.84
Unified Systems Inc	155,676.07
UNIT4 Business Software Corporation	134,594.99
United Pacific Patrol Ltd	48,784.53
United Rentals of Canada Inc	76,245.29
Urban Systems Ltd	284,702.10
Vacterra Hydrovac Inc	62,800.00
Val Mart Door Sales Ltd	101,199.24
Valley Traffic Systems Inc	2,119,827.88
Vancouver Ready Mix Inc	74,240.07
Vane Lawn & Garden Services (1981) Ltd	847,836.04
VDZ + A Consulting Inc	58,214.46
Vector Restoration Ltd	243,623.74
Vesta Properties Ltd	34,440.00
Vulcan Metal Works Ltd	45,873.96
Warrington PCI ITF Forth Gen Holdings Ltd, Lost Lagoon Holdings Ltd, & Berkocorp Properties Corp	65,093.98
Water Street Engineering Ltd	137,805.13
Wedler Engineering LLP	48,736.23
West Creek Farms Ltd	68,293.50
Westburne West	75,723.83
Western Equipment Ltd	31,842.52
Westerra Equipment LP	52,696.94
Whitestar Property Services Ltd	448,633.28
Wilson Management Consulting Ltd	77,962.50
WJM Contracting Ltd	89,814.50
Wolseley Canada Inc	76,731.78
Wood Wyant Canada Inc	144,816.72
Woodfern Holdings Corp	155,000.00
Work Truck West	70,379.55
WorkSafe BC Employer Expense 2022	1,721,257.84
WSP Canada Inc	751,473.67
Wurth Canada Limited	28,548.27
Xerox Canada Ltd	46,962.40
Xylem Canada LP	26,140.88
Yard At A Time Concrete (1988) Ltd	35,171.01
Your Tree Source	35,967.75
Zone West Enterprises Ltd	84,324.31
Total Supplier Payments Exceeding $25,000	**$ 223,410,454**
Total Supplier Payments of $25,000 or less	**$ 6,623,934**
Grand Total Supplier Payments	**$ 230,034,389**

The Schedule of Payment to Suppliers of Goods or Services is prepared on a "cash basis". This total figure will vary significantly from the expenditures shown on the consolidated financial statements that are prepared on a consolidated basis using the accrual method of accounting due to various factors including :

- *Timing differences between the cash basis and accrual method;*
- *There are payments that are not considered expenditures including payments for capital assets, and debt principal repayments;*
- *There are expenditures which do not involve an actual cash disbursement (in addition to accruals), for example amortization and loss on disposal of assets*

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2022

SCHEDULE OF GRANTS OR CONTRIBUTIONS

Association Name		Amount $
Langley Care Foundation		33,000
Langley Meals on Wheels Services Society		168,000
Langley Memorial Hospital Foundation		125,000
Langley Rugby Club		250,000
Langley School District Foundation		36,000
Lookout Housing and Health Society		436,800
Lower Fraser Valley Aboriginal Society		439,300
Salvation Army Gateway of Hope		100,000
Tourism Langley Association		608,450
Total Grants & Contributions Exceeding $25,000	**$**	**2,196,550**
Total Grants & Contributions of $25,000 or less	**$**	**296,716**
Total of All Grants & Contributions	**$**	**2,493,266**



Annual Report 2022

For Fiscal Year Ending December 31 • Published June 2023

Township of Langley
Est. 1873

tol.ca



Table of Contents

Introduction

Mayor's Message 3
2022-2026 Council 4
2022 Committees 5
Administrator's Message 6
Township at a Glance 7

Community Information

Regional Overview 8
Planning for the Future - Priority Projects 9
Aldergrove 9
Brookswood-Fernridge 10
Fort Langley 10
Murrayville 11
Rural Area 11
Walnut Grove 12
Willoughby-Willowbrook 12

Community and Capital Improvement Grants

2022 Recipients 13

Organizational Structure

Organizational Structure 14
Arts, Culture, and Community Initiatives 15
Community Development 15
Corporate Administration 15
Engineering 16
Finance 16
Human Resources 16
Recreation 17
Protective Services - Fire 17
Protective Services - RCMP 17

Strategic Outcomes

We Enhance Our Communities 18
We Care For Our Home 20
We Protect Our Environment 21
We Invest In Our Economy 22
We Serve and Protect 23
We Celebrate and Pay Tribute 24

Development Cost Charges

Report 25

Property Tax Exemptions

2022 Exemptions 26

Financial Report

Financial Statements 28



Mayor's Message

A renewed Mayor and Council to serve Township of Langley residents.

As we emerged from the COVID-19 pandemic, related financial challenges, significant ongoing growth and infrastructure pressures, combined with the uncertainty of an ongoing municipal election, 2022 was a year of anticipation of what the future could hold for the Township of Langley. 2022 saw a renewed sense of where we are and where we need to go as a growing community with so much potential to add housing supply and more residents, new infrastructure investments, all while maintaining our cherished rural character.

Along with my election as a new Mayor after four years on Council, the Township of Langley residents elected with me a new Council team prepared and ready to work together, committed to a series of shared objectives. 2022 saw the election of five new Council members, all with fresh ideas and a commitment to make the Township of Langley a better community.

For the first time since 1993, the incumbent Mayor did not run for re-election. I want to thank Jack Froese for his three terms and 11 years of service. All of us wish him well in the future.

The Township of Langley is now the eighth largest municipality within the Province of British Columbia and sixth largest within Metro Vancouver. We continue to welcome thousands of new residents to our community every year.

2022 became the year we focused on executing a new plan for that growth, with a new Council sworn in to get it done. With that ongoing and anticipated future growth, we have started plans to invest in our community's future, build new recreation facilities, improve our transportation infrastructure and maximize the opportunities that we have, from 200th Street to new development and revitalization in downtown Aldergrove.

In the first meetings of the new Council, we committed to additional staff resources in public safety, with 44 new firefighters, 15 new RCMP members and 10 bylaw officers over the next four years. We transitioned the North Langley and Fort Langley areas to Metro Vancouver water supply. Council outlined new capital project priorities, budget reforms and the need for significant improvements to our development process and building permit timelines.

I want to thank everyone at the Township of Langley, from skilled staff that serve our residents and taxpayers, to our management team, that are caring for the Langley of today, while preparing and planning for the Langley of tomorrow. We have much to do, and in 2022, the work has only begun.

I am pleased to present our 2022 Annual Report on behalf of Township of Langley Council. To learn more, visit us online at **tol.ca** and follow the Township of Langley through regular alerts, eNewsletters and our social media.



Eric Woodward, Mayor

2022-2026 Council



Seated – left to right:

Councillor Kim Richter
Councillor Rob Rindt
Mayor Eric Woodward
Councillor Barb Martens
Councillor Misty vanPopta

Standing – left to right:

Councillor Margaret Kunst
Councillor Tim Baillie
Councillor Michael Pratt
Councillor Steve Ferguson

2022 Committees

Local and regional committees involving Council, employees, and community members are important for representing the Township of Langley on a variety of civic matters and emerging issues.

Council Advisory Committees

- Agricultural Advisory and Economic Enhancement Committee
- Heritage Advisory Committee
- Recreation, Culture, and Parks Advisory Committee
- Seniors Advisory Committee
- Tree Protection Advisory Committee

Legislative Requirement Appointments

- Board of Variance
- Parcel Tax Roll Review Panel

Governance Appointments

- The Mayors' Council on Regional Transportation

Organizational Appointments

- BC Farm Machinery and Agriculture Foundation (AGM only)
- CP Community Advisory Panel
- E-Comm Board of Directors
- FCM Standing Committee
- Fraser Health Municipal Government Advisory Council
- Fraser Valley Regional Library Board
- Healthier Community Partnerships
- Joint School District No. 35/Municipal Liaison Committee
- Langley Local Immigrant Partnership
- Langley Supportive Housing Project Community Advisory Committee
- Langley Sustainable Agriculture Foundation
- Metro Vancouver Indigenous Relations Committee
- Metro Vancouver - Board
- Metro Vancouver - Climate Action
- Metro Vancouver - Electoral Area Committee
- Metro Vancouver - Finance and Intergovernment
- Metro Vancouver - George Massey Crossing Task Force
- Metro Vancouver - Housing Committee
- Metro Vancouver - Liquid Waste
- Metro Vancouver - Mayors Committee
- Metro Vancouver - Regional Parks Committee
- Metro Vancouver - Regional Planning Committee
- Metro Vancouver - Water
- Metro Vancouver - Zero Waste Committee
- Municipal Finance Authority
- Salvation Army Gateway of Hope Community Council
- Tourism Langley Board of Directors
- TransLink Board



Administrator's Message

An outline of the year's achievements and a look ahead to the future is featured in the 2022 Annual Report.

Looking back on 2022, it was a busy, productive year for the Township of Langley as we provided the services, programs, and initiatives our residents and businesses rely on every day, while setting a course for the future.

The Township of Langley is a large municipality. Covering 316 square kilometres, it has a unique mix of six distinct urban communities, vast rural and agricultural land, commercial and retail space, and over one hundred parks, trails, and green spaces. It is now home to over 145,000 residents with more people choosing to call the Township home every day.

Meeting the needs of citizens while caring for the environment and ensuring the health of our economy takes planning and hard work. It requires vision and a course of action set out by Township Council and the dedication and knowledge of skilled and dedicated employees.

Running a vibrant, growing municipality comes with challenges and also exceptional rewards. After COVID-19 we were able to move past those challenges and get back to business in 2022.

As our population continues to grow, safety is our top priority for all residents. We were pleased to open the North Langley Community Police office. We replaced over 7,800 LED streetlight fixtures Township-wide. We upgraded a number of parks around the Township including McLeod Athletic Park and Milner Park and completed the new Fort Langley Spray Park for our residents to enjoy.

Langley Township is the place to do business in the Lower Mainland. As we create desirable neighbourhoods with the housing options and amenities residents are looking for, we also continue to attract, retain, and grow industry, making us one of the top places for work in BC.

As Chief Administrative Officer for the past 27 years, it is my pleasure to present the Township of Langley's 2022 Annual Report. Whether you are a long-time resident or a newcomer, I hope you find this snapshot of our progress and goals, along with a financial and statistical overview of our operations, useful and informative.

Stay connected with the Township through our eNewsletters and social media – visit us online at **tol.ca**.



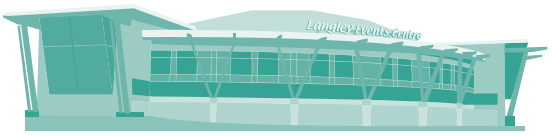
Mark A. Bakken, Chief Administrative Officer

Township at a Glance

The Township of Langley takes pride in offering world-class infrastructure, amenities, and services to provide an exceptional quality of life for those who live, work, play, learn, and do business here.

POPULATION
146,376

40.7
AVERAGE AGE

9


RECREATION CENTRES AND CULTURE FACILITIES

PARKS
86

82
SPORT FIELDS

84
PLAYGROUNDS

7,037
ACTIVE BUSINESS LICENCES

7 FIRE HALLS

46 BRIDGES

PERMISSIVE TAX EXEMPTIONS
$1,485,339

2,498
HOUSING STARTS

34
SANITARY SEWER LIFT STATIONS

52
ELECTRIC VEHICLE CHARGING PORTS
ACROSS THE TOWNSHIP

CONSTRUCTION VALUE IN BUILDING PERMITS
$857 MILLION

COMMUNITY AND CAPITAL IMPROVEMENT GRANTS
$326,654

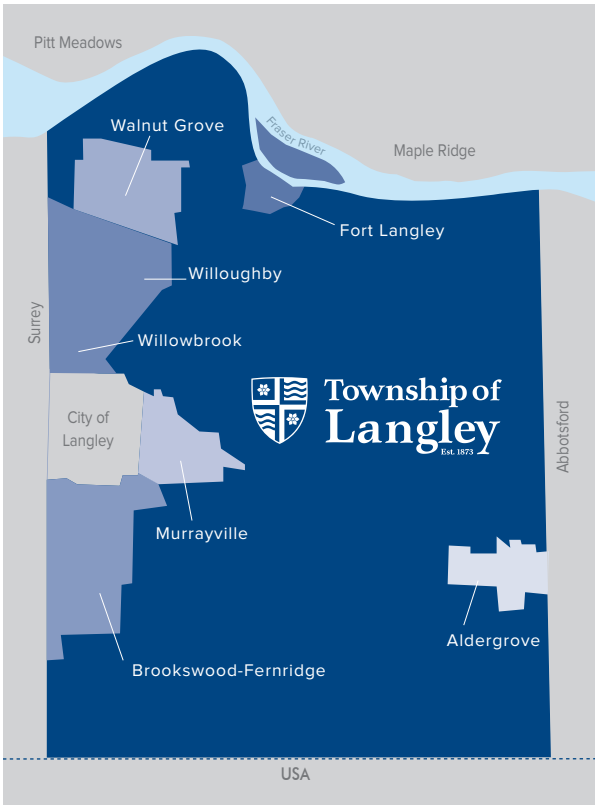
909 KILOMETRES OF ROADWAYS

KILOMETRES OF WATER MAINS
572



Community Information

An exceptional place to live, work, play, learn, and do business, the Township of Langley truly provides something for everyone.



Regional Overview

The Township of Langley acknowledges that we are on the traditional territories of the q̓ic̓əy̓ (Katzie), q̓ʷɑ:n̓ƛ̓ən̓ (Kwantlen), Máthkwi (Matsqui), and se'mya'me (Semiahmoo) First Nations.

We are one of the fastest growing municipalities in Metro Vancouver, and it is easy to see why. With a unique mix of rural and urban lifestyles and landscapes, our community takes great pride in our past and honours our heritage as we create a thriving, sustainable future for generations to come.

Centrally located 45 minutes east of Vancouver in southwestern British Columbia, the Township of Langley is part of both the vibrant Lower Mainland and the agriculture-rich Fraser Valley.

A "community of communities", the Township is home to six urban centres, all with distinct attractions to discover, and surrounded by natural beauty and rural areas. Bordered by the United States to the south and the Fraser River to the north, the Township is crossed by the Trans-Canada Highway.

Incorporated in 1873, the Township of Langley has deep roots in our province's history. It was in Fort Langley – the Birthplace of BC – where Governor James Douglas made the proclamation which created the crown colony of British Columbia in 1858.

To learn more about the Township of Langley, visit **tol.ca** and stay connected through our eNewsletters and social media platforms (follow @LangleyTownship on Facebook, Instagram, Twitter, LinkedIn, and YouTube).

Planning for the Future - Priority Projects

Project	Status
208th Street, 212th Connector and Willowbrook Connector Corridors	Study/Design
200th Street 2040, Visioning for 200 Street for Rapid Transit	Planning
Replacement Fire Hall No 5 in Brookswood-Fernridge	Study/Design
RCMP Detachment Capital Improvements and Long-term Planning	Planning
Aldergrove Community Station House Renovations	In Progress
Donna Gabriel Robins Park	In Progress
Northeast Latimer Park	In Progress
Upgrades for Noel Booth and Walnut Grove Community Parks	Study/Design
Fort Langley Waterfront, Marina Park and Haldi House Project	Planning
216 Street Dieting and Corridor Improvements	Study/Design
Completion of Fraser Highway with Water/Sewer Infrastructure	Planning
New Ice Arenas and Dry Floors Facility at the Langley Events Centre	Study/Design
Smith Soccer Campus	Study/Design
Willoughby Community Centre / Indoor Pool at Yorkson Community Park	Study/Design
Updates to the Williams and Smith Neighbourhood Plans	In Progress
Completion of Neighbourhood Planning for Booth, Rinn and Fernridge	In Progress

Aldergrove

Population: 12,872

Features:

Housing, border crossing, festivals, golf courses, highway access, hotels, industrial area, manufacturing, restaurants, shopping, rural land, and tourist attractions.

Recreation, Culture, and Library Facilities:

Aldergrove Credit Union Community Centre, Aldergrove Kinsmen Community Centre, Aldergrove Library, Otter Co-op Outdoor Experience

Parks:

- Aldergrove Athletic Park
- Aldergrove Kinsmen Heritage Park
- Aldergrove Rotary Park
- Aldergrove Tot Lot
- Bertrand Creek Dog Park
- Creekside Park
- Fraser Greenway
- George E. Ross Park
- Jackman Wetlands Park
- Philip Jackman Park
- Springfield Park
- Vanetta Park



Brookswood-Fernridge

Population: 13,855

Features:

Housing, festivals, natural spaces and conservation areas, restaurants, service businesses, shopping, and tourist attractions.

Recreation, Culture, and Library Facilities:

Brookswood Library, BMX Bike Track, George Preston Recreation Centre

Parks:

- Bell Park
- Brookswood Park
- Brookswood Skateboard Park
- Dale Ball Passive Park
- East Brookswood Park
- Highpoint Park
- Noel Booth Community Park
- Rees-Callard Natural Park
- Wiser Natural Area
- Zazulak Park



Fort Langley

Population: 3,633

Features:

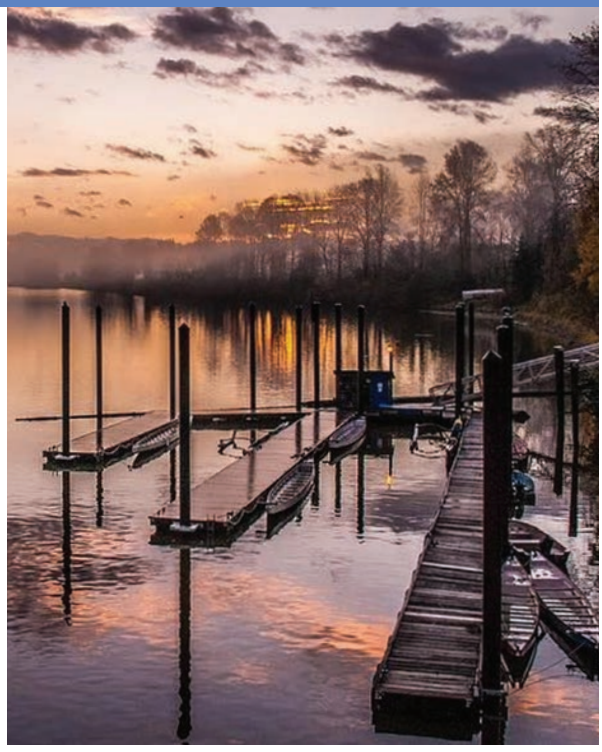
Housing, golf courses, historic landmarks, service businesses, shopping, restaurants, tourist attractions, and trails.

Recreation, Culture, and Library Facilities:

Fort Langley Library, Langley Centennial Museum, Langley Rowing and Paddling Centre

Parks:

- Bedford Landing Plaza
- Fort Langley Community Park
- Fort Langley Spirit Square
- Hudson Bay Park
- Marina Park
- Salmon River Natural Area



Murrayville

Population: 11,398

Features:

Housing, golf courses, historic landmarks, hospital, regional airport, restaurants, service businesses, shopping, and tourist attractions.

Recreation, Culture, and Library Facilities:

Murrayville Library, Rotary Club Interpretive Centre, W.C. Blair Recreation Centre

Parks:

- Arthur Rose Park
- Denny Ross Memorial Park
- Derek Doubleday Arboretum
- Five Corners Park
- James Hill Park
- Jubilee Parkette
- Macklin Corner Parkette
- McLeod Athletic Park
- Murrays Corner Park
- Murrayville Outdoor Activity Park
- Old Yale Park
- Porter Park



Rural Area

Population: 25,657

Features:

Housing, agri-businesses, equestrian centres, farms, golf courses, tourist attractions, trails, cideries, distilleries, and wineries.

Parks:

- Bluff Park
- Brown Park
- Jackman Wetlands Park
- Kelly Lake
- McLellan Natural Forest Park
- McMillan Park
- Milaster Natural Park
- Milner Park
- Municipal Natural Park
- Otter Park
- Ponder Park
- Steele Park
- Williams Park



Walnut Grove

Population: 25,646

Features:

Housing, entertainment, golf courses, highway access, hotels, office towers, restaurants, service businesses, shopping, and tourist attractions.

Recreation, Culture, and Library Facilities:

Dean Drysdale Library, Walnut Grove Community Centre

Parks:

- Alex Hope Park
- Derby Hills Park
- Discovery Town Park
- Dog Off-Leash Park
- Dorothy Peacock Park
- Forest Hills Park
- Holmstead Park
- Hope Redwoods Natural Area
- James Kennedy Park
- McClughan Park
- Telegraph Trail Park
- Topham Park
- Walnut Grove Community Park
- West Langley Park
- Yeomens Heritage Parkette



Willoughby-Willowbrook

Population: 53,315

Features:

Housing, entertainment, highway access, hotels, office towers, restaurants, service businesses, shopping, and transit exchange with parking.

Recreation, Culture, and Library Facilities:

Langley Events Centre, Muriel Arnason Library, Willoughby Stadium, Willoughby Community Park Amphitheatre, The Tennis Centre

Parks:

- Ellens Park
- James Anderson Park
- Langley Meadows Park
- Langley Skateboard Park
- Lynn Fripps Park
- Meadows Edge Park
- R.C. Garnett Park
- Richard Bulpitt Park
- Routley Park
- Warren Place Park
- West Willoughby Park
- Wiggins Place Park
- Willoughby Community Park
- Willowbrook Park
- Woodland Drive Park
- Yorkson Community Park

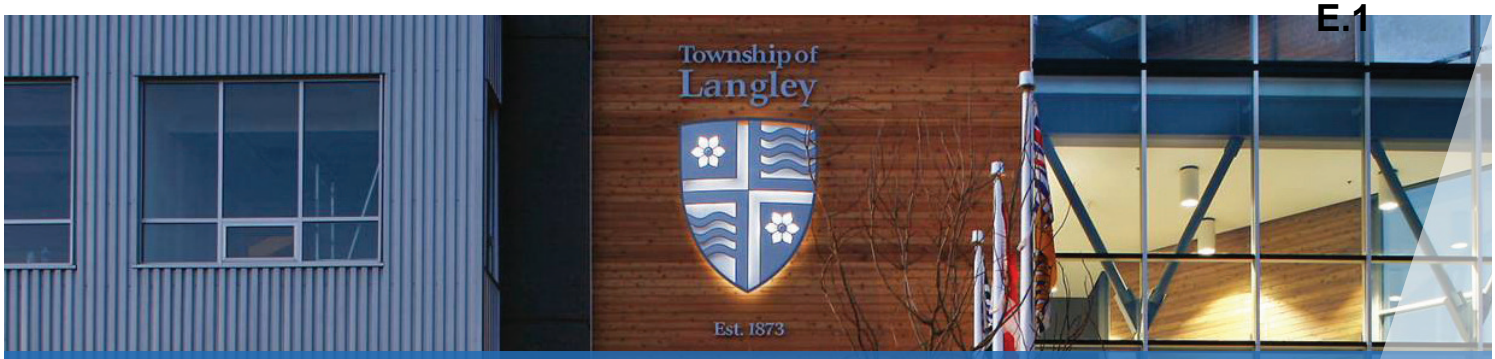


Community and Capital Improvement Grants

The total of all grants to non-profit organizations distributed in 2022 was $977,896.

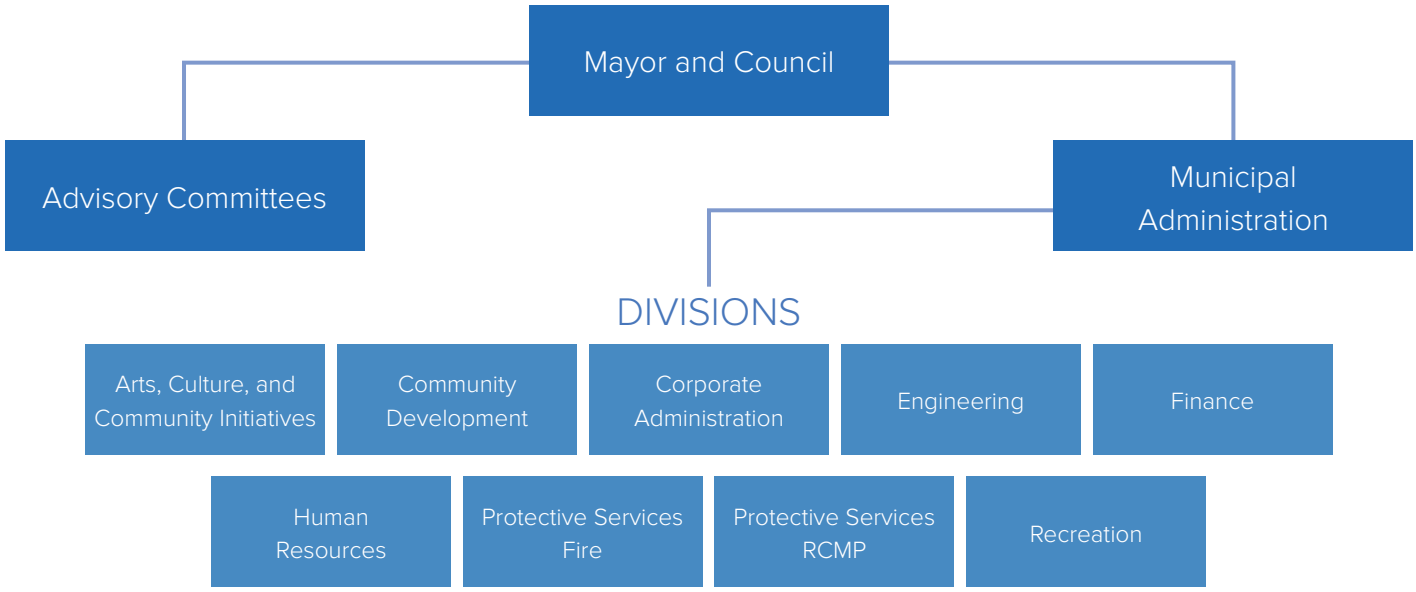
2022 Recipients

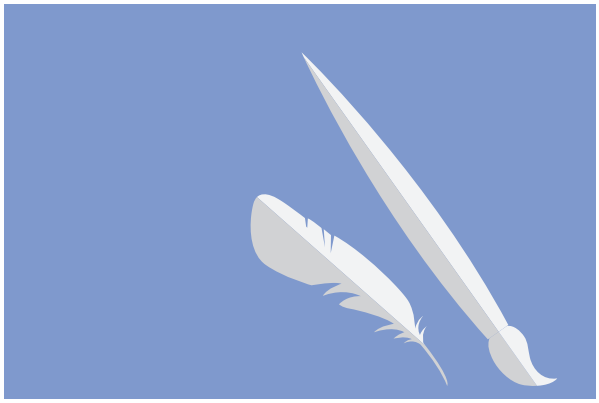
Aldergrove Agricultural Fair and Festival Association
Aldergrove Business Association
Aldergrove Coghlan Hall Society
Aldergrove Community Association
Aldergrove Community Secondary School
Aldergrove Veterans and Seniors Society
Alder Grove Heritage Society
Bard in the Valley
Bball Nationals c/o Front Court Events
BC Aero
BC Farm Museum Association
BC Tennis Association
Brookswood Merchant Association
Brookswood Secondary School
Brookswood Senior Citizens Branch 132
Brookswood Village Merchants
Canadian Museum of Flight
Creative Compass Society
Credo Christian
Derby Reach / Brae Island Parks Association
D.W. Poppy Secondary School
Encompass Support Services Society
Flip City Gymnastics
Fort Gallery
Fort Langley Community Association
Fort Langley Community Improvement Society
Fort Langley Jazz and Arts Festival Society
Fort Langley Lions
Fort Langley Lions Seniors Hall
Fraser Region Community Justice Initiatives Association
Gateway of Hope
Langara College
Langley Animal Protection Society (LAPS)
Langley Arts Council
Langley Care Society
Langley Christian
Langley Community Chorus
Langley Community Farmer's Market
Langley Curling Club
Langley Dance Connections
Langley Events Centre
Langley Fastball Association
Langley Fine Arts School
Langley Fundamental School
Langley Good Times Cruise-In
Langley Hospice Society
Langley Human Dignity Coalition
Langley Literacy Association
Langley Little Theatre
Langley Meadows Community Association
Langley Memorial Hospital Foundation
Langley Minor Lacrosse Association
Langley Mustangs Track & Field
Langley Pos-Abilities Society
Langley Rotary Clubs Charitable Foundation
Langley Rugby Club
Langley Scholarship Committee
Langley Secondary School
Langley Senior Resources Centre
Langley Senior Resources Society
Langley Ukulele Association
Langley Volunteer Bureau
Lower Fraser Valley Aboriginal Society
Milner Community Association
Murrayville Community Hall
R.E. Mountain Secondary
Rotary Club of Aldergrove
Royal Canadian Legion
Special Olympics Langley
Stalew Arts and Cultural Society
The King's School
Valley Therapeutic Equestrian Society
Volunteer Cancer Drivers Society
Walnut Grove Secondary School
Whytecliff Agile Learning Centre
Willoughby Community Hall Association



Organizational Structure

Running a municipality the size of the Township of Langley requires a skilled and committed workforce. As of December 2022, the Township employed 1,373 regular full-time, regular part-time, and auxiliary employees.





Arts, Culture, and Community Initiatives

Working with various community groups, the ACCI division organizes and promotes opportunities in arts and culture that make the Township a vibrant and fun community. It is responsible for the coordination of several annual community events, public art initiatives, the operation of the Langley Centennial Museum, the administration of the community grants program, and the provision of library services through the Fraser Valley Regional Library System.

Staff work with and support numerous volunteer-based not-for-profit stakeholders and community partners to facilitate significant beneficial initiatives and projects in the community, promoting arts, culture, multiculturalism, and heritage. The division also plans and coordinates the Summer Festival Series at the Willoughby Community Park amphitheatre.

Contact Information: 604-532-7562 or artsinfo@tol.ca

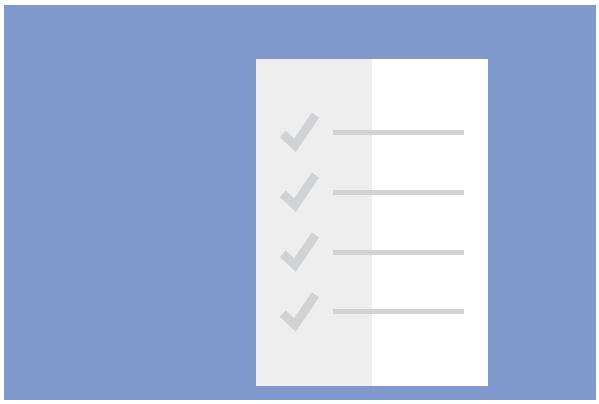


Community Development

Providing leadership for the development of a sustainable community, Community Development is focused on creating neighbourhoods that meet the needs of residents and businesses now and in the future. This division helps manage growth while respecting the environment and protecting our heritage.

Seven departments provide professional services and advice to the public, developers, consultants, staff, and Council. Community Development plans communities, coordinates development and building permit applications, issues business licences, and provides bylaw enforcement services. This division also establishes Development Cost Charges, encourages the use of green features, and ensures new development and infrastructure complies with bylaws, codes, and standards.

Contact Information: 604-533-6034 or cdinfo@tol.ca

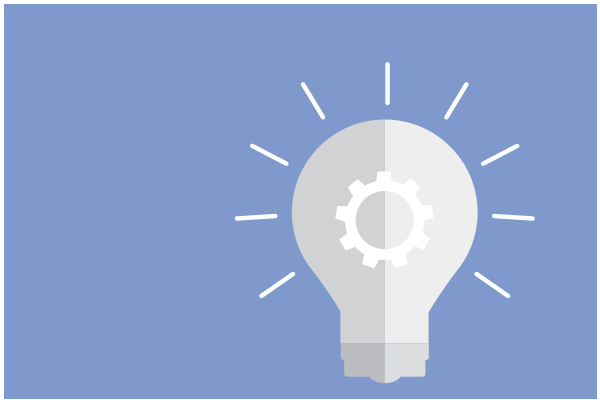


Corporate Administration

Strategic leadership and communication are keys to success. Corporate Administration provides corporate leadership and a wide variety of business functions and services that create the link between Township Council, municipal divisions, and the public.

This division supports Mayor and Council, oversees legislative procedures and requirements, manages municipal land and properties, delivers, and maintains technology, leads communications and marketing, facilitates economic investment and development, supports and administers filming productions, provides logistical and planning support for corporate events, oversees Freedom of Information requests, and manages corporate records.

Contact Information: 604-532-3528 or info@tol.ca

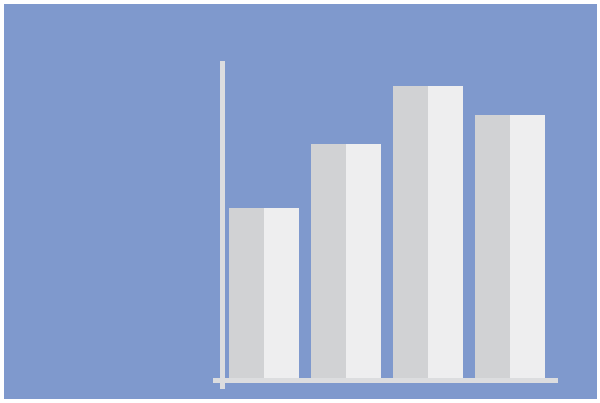


Engineering

Regardless of where you look in the Township of Langley you will see projects and services provided by the Engineering Division. From clean water delivered to homes and waste water flushed away, to garbage, organics, and recycling collection and the conservation of our urban forest, this diversified team does it all.

Staff in five integrated departments work in collaboration for the maintenance of the Township's water, sewer, stormwater, road systems, municipal buildings, airport, parks, trails, cemeteries, and fleet vehicles. Traffic safety, environmental protection through education and public programs, energy conservation, climate change planning, and project design and management for major infrastructure installation make up this division's diverse responsibilities.

Contact Information: 604-533-6006 or enginfo@tol.ca



Finance

Money matters and no one knows this better than the four departments within the Finance Division. In managing the Township's fiscal affairs, this division monitors expenditures, ensures internal financial systems operate effectively, and constantly looks at ways to deliver services more efficiently.

Finance staff ensure that taxes and utility charges are collected, goods and services are purchased, and suppliers and customers get paid. Finance also develops operating and capital budgets, manages liability claims and insurance, and prepares annual and quarterly financial statements and reports.

Contact Information: 604-533-6022 or fininfo@tol.ca

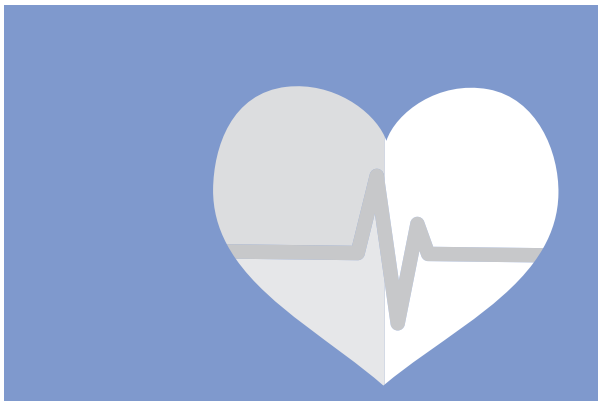


Human Resources

This division takes care of one of our most important assets: our people. Human Resources provides services and resources for employees who are members of the Canadian Union of Public Employees Local 403, the International Association of Firefighters Local 4550, and our exempt and casual employees.

The division provides expertise on people-related issues, recruits employees, provides training, and ensures that a healthy and safe work environment for all employees is maintained. Human Resources also oversees collective bargaining and labour relations, provides job evaluations, organizes employee recognition and wellness programs, and processes payroll, T4s, and benefits.

Contact Information: 604-533-6061 or hrinfo@tol.ca



Recreation

Those looking for a vibrant, healthy, active community will find it right here in the Township of Langley. Whether there is a desire to learn, play, or grow, Recreation has created an abundance of options.

Dedicated staff ensure quality and excellence are at the forefront of this division's operations. Each year, staff create unique options for residents, ensuring there are numerous programs and events for sport and recreation. Whether it is a love of nature, a thirst for fun and entertainment, or the quest for a healthy lifestyle, the Township can accommodate it all. Recreation has created an environment filled with community and recreation centres, indoor and outdoor swimming pools, ice rinks, and more.

Contact Information: 604-533-6086 or rec@tol.ca



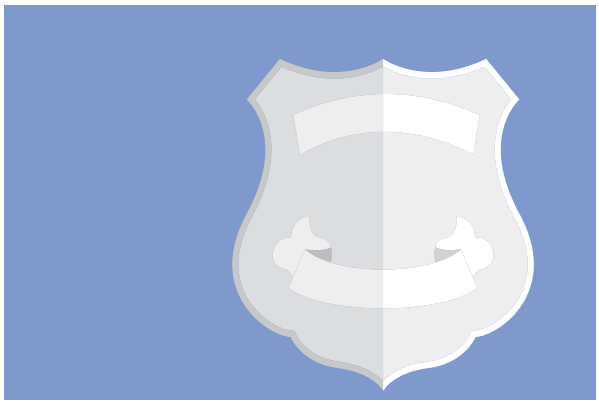
Protective Services – Fire

The Township of Langley's Fire Department is a composite fire service made up of paid-call and career staff. As of December 31, 2022, there were 88 IAFF career suppression firefighters, 110 paid-call suppression firefighters, 12 administrative staff, and 8 chief officers. This division coordinates emergency planning, prevents fires through education and planning, conducts fire investigations, and trains staff, the public, and other agencies.

There are seven fire halls in the Township of Langley:

- Fire Hall 2 – Fort Langley: 23137 – 96 Avenue
- Fire Hall 3 – Aldergrove: 26316 – 30A Avenue
- Fire Hall 4 – Willoughby: 20253 – 72 Avenue
- Fire Hall 5 – Brookswood: 20355 – 32 Avenue
- Fire Hall 6 – Murrayville: 22170 – 50 Avenue
- Fire Hall 7 – Otter: 3876 – 248 Street
- Fire Hall 8 – Walnut Grove: 9580 – 208 Street

Contact Information: 604-532-7500 or fireinfo@tol.ca

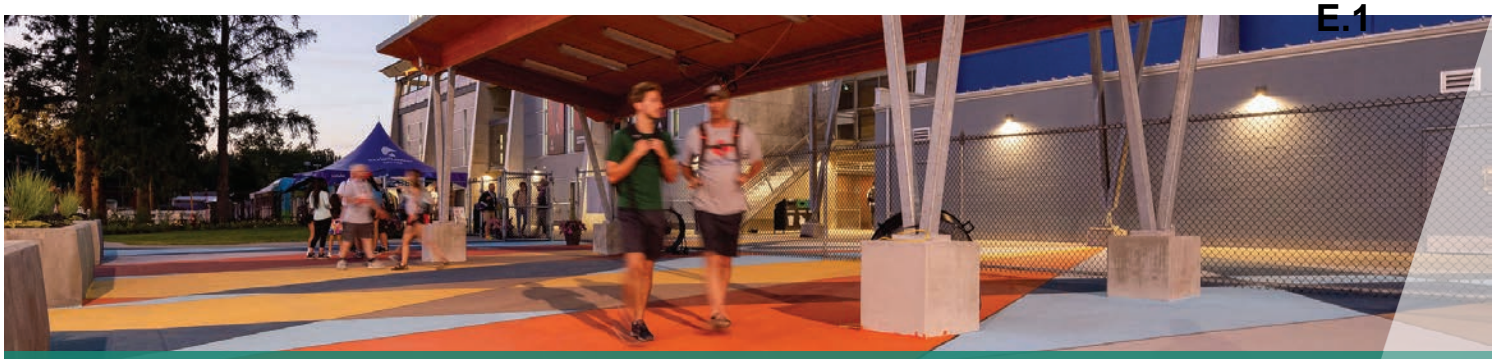


Protective Services – RCMP

Langley RCMP's 2022-2025 strategic plan focuses on four major priorities: policing visibility and safety in the community; collaborating with community partners supporting individuals who are unhoused and/or experiencing a mental health crisis; optimizing cross-jurisdictional response to major incidents; and strengthening the detachment's capacity to respond to Langley's growing and diverse population.

Langley RCMP follows up on over 150 daily calls for service and investigates over 50,000 incidents each year, employing education and enforcement to reduce death and collisions. The detachment holds dedicated, uniformed front-line Watches that are supported by a Community Policing team that addresses incidents involving mental health crises and neighbourhood incidents. They also partner with schools and maintain strong ties with the q̓i ̓c ̓əy̓ (Katzie) and q̓ʷɑ:n̓ƛ̓ən̓ (Kwantlen) First Nations. The detachment houses plainclothes investigative teams, forensics, a traffic accident reconstructionist, and traffic enforcement teams, supported by our municipal Operations Communication Centre, Victim Services, and Administrative Teams.

Contact Information: 604-532-3200 or langleyrcmp@rcmp-grc.gc.ca



Strategic Outcomes

The Township of Langley is a growing, thriving community that more people are choosing to call home.

In the Township of Langley, plans are constantly being made and projects identified to meet the needs of our growing community and lay the foundation for the future

In 2022, ideas were put into action and work was undertaken in all Township communities to create and update facilities, enhance infrastructure, and upgrade road networks and utilities to ensure residents stay safe, active, and on the move.

We Enhance Our Communities

Aldergrove

- Replaced Aldergrove Water Treatment Plant filter tanks

Brookswood-Fernridge

- Repaired Murray Creek slope failure on 44 Avenue

Fort Langley

- Connected Communities project along 96 Avenue, from Edal Street to Wright Street
- Completed Fort-to-Fort Trail repair
- Completed the Fort Langley Spray Park

Murrayville

- Improved the sidewalk at 216 Street and 48 Avenue
- Installed a solar-powered crosswalk at McLeod Athletic Park
- Upgraded McLeod Athletic Park and built the entrance plaza
- Upgraded Derek Doubleday Arboretum parking lot



Rural Area

- Installed a landslide protection barrier on 264 Street
- Replaced box culvert at the 7700-block of Telegraph Trail
- Created a new ball diamond at Milner Park
- Installed a signal and left turn lanes at 272 Street and 16 Avenue

Walnut Grove

- Completed the replacement of the 205 Sanitary Sewer Lift Station
- Completed Structural Reinforcement to Strawberry Reservoir
- Resurfaced Derby Hills Trail
- Widened 216 Street between 88 Avenue and Telegraph Trail, including cycling and pedestrian facilities
- Replaced Yorkson Creek Trail Bridge
- Built McClughan Park Community Garden and picnic shelter

Willoughby-Willowbrook

- Completed multi-use pathway on 72 Avenue, from 203 to 208 Street
- Re-coated the 200 Street pedestrian bridge at 68 Avenue
- Widened 82 Avenue from 204 to 207 Street
- Installed a traffic signal at 203 Street and 62 Avenue

Township-wide

- Replaced over 7800 LED streetlight fixtures
- Installed over 4,000 m of road marking tape at six locations
- Completed intersection marking renewals at 38 locations
- Marked over 700 individual road marking symbols
- Installed over 9,200 reflective “Cat Eye” pavement markers
- Installed signal wraps along Fraser Highway
- Filled 4,100 potholes
- Repaved 180 utility road cuts
- Repaired 269 sidewalk trip hazards
- Replaced and repaved 48 manholes/water valves
- Completed over 74,000 linear metres of crack sealing
- Responded to 500 illegal dumping requests, with over 40 sites requiring hazardous materials clean up
- Maintained over 270 invasive knotweed plant sites
- Installed 33 new triple-stream waste receptacles
- Installed five new full intersection signals, three overhead flashing beacon signals, three signalized crosswalks, eight speed reader feedbacks, and numerous radio repeater installations and upgrades

We Care for Our Home



Our people. Our land. Our history and the future. There are many things we value in the Township of Langley—and several initiatives were undertaken in 2022 to support those as we work towards a thriving future.

Our new Mayor and Council were elected with lots of anticipation and excitement for the next four years.

The Township of Langley launched a video project to highlight stories of Township electric vehicle (EV) owners. This project was fully-funded through Emotive, a province-wide outreach and awareness campaign that encourages the accelerated adoption of EVs. The videos are part of Emotive's #LiveElectric campaign, which features many videos and written stories highlighting EV drivers from across BC.

There was also a pilot program inviting residents and non-profit societies to apply for a sustainability grant through change-making, climate-focused projects.

We held many open houses from a Community Forest Management Strategy where residents learned about the draft strategy for trees and woodlands on public and private lands in the Township to a neighbourhood planning process for Brookswood-Fernridge.

The Township brought back in-person events including Canada Day, Volunteer Awards, Clean Up Langley Day, the Langley Walk and several more.

We launched an age-friendly business recognition program to acknowledge local businesses that make a commitment to age-friendly business practices and are committed to serving customers of all ages and abilities with dignity and respect.

Construction continued on salishan Place by the River. This arts, culture and heritage centre in Fort Langley was envisioned in partnership with the q̓ic̓əy̓ (Katzie), q̓ʷɑ:ńƛ̓əń (Kwantlen), Máthekwi (Matsqui), and se'mya'me (Semiahmoo) First Nations, and will feature various amenities including Indigenous and community museum displays, a library, an art studio, a theatre, classrooms, and more.

We Protect Our Environment



In the Township of Langley, we are building a sustainable community. A place with clean air and drinking water and healthy and inclusive communities; where wildlife and nature thrive; and our local businesses and agricultural systems are strong and robust.

Acknowledging that climate change is a critical issue requiring a swift and cohesive response, Council unanimously approved the Climate Action Strategy in 2021, with targets to reduce greenhouse gas (GHG) emissions by 45% by 2030 and achieve net zero GHG emissions by 2050, through the Township's Big Moves and more than 140 actions to address the changing climate and prepare us for the future.

As the number of electric vehicles on Langley roads grows, the Township is expanding access to efficient and reliable charging options for residents, visitors, and staff. This year, the Township completed a fleet electrification plan that will add more EV chargers throughout the community. In 2022, the Township added its first fully electric truck (Ford F-150 Lightning) and van (Ford E-Transit) to the corporate fleet.

Council unanimously adopted a Community Forest Management Strategy to support the long-term function and health of our natural assets in both urban and rural areas. A Natural Capital Asset Management Plan was also completed.

The Township continues to support the local construction industry's efforts to meet BC Energy Step Code targets by hosting more Builder Forum Series workshops with free seminars featuring industry leaders presenting high-performance building strategies on topics like passive cooling, airtightness, ventilation, and heat pumps. In a related initiative, the Township hosted numerous heat pump webinars and has developed incentives that encourage residents to reduce their energy use and GHG emissions in their homes.

The Township hosted the annual Household Hazardous Waste Plus Collection Event at the George Preston Recreation Centre. Hundreds of residents dropped off household hazardous waste items, resulting in the safe processing of 20,982 kg of hazardous waste material.

Throughout the year, the Township held several popular community sustainability events, including the Township-wide Garage Sale, Water Weeks, Langley Sustainability Series, Clean Up Langley Day, and Langley's World Rivers Day.

We Invest in Our Economy



In today's competitive market, the Township is committed to helping 7,000 businesses in our community remain strong and resilient in this economy by helping them attract new employees with its Business Resilience Program. Initiatives include a business licence renewal campaign, featuring a postcard with top tactics to attract new talent and a QR code directing businesses to a dedicated Business Resilience Program webpage.

Catastrophic events like the COVID-19 pandemic and the devastating 2021 floods across BC's Fraser Valley presented challenges to our agribusiness food system and supply chain. The Township of Langley inventoried our community's agribusinesses, focusing on capacity and capabilities—a project that aligns with the Township's Agricultural Viability Strategy. This project was supported by the Investment Agriculture Foundation made possible through funding provided by the Government of BC and the Government of Canada.

With Council's endorsement in July 2022, the Township of Langley is participating in a two-year pilot initiative led by the BC Agricultural Land Commission and Creative BC to support temporary non-farming land use for the purpose of filming. It will allow eligible owners with farm status to host film productions for up to 60 days per year, subject to municipal permit approvals for productions.

In November 2022, the Township of Langley and the Greater Langley Chamber of Commerce co-led the annual Business Walk through commercial areas in the Willowbrook core to learn more about local businesses through face-to-face discussions. Joined by representatives from local stakeholder organizations, including WorkBC, Langley Local Immigrations Service Society, Langley Seniors Resources Society, Tourism Langley, the RCMP, and senior students from R.E. Mountain Secondary School, the teams visited 114 businesses and conducted over 60 in-person surveys with businesses. The Business Walks started in 2016.

In October 2022, the Township of Langley's Municipal and Regional District Tax renewal application to fund tourism initiatives in our community was endorsed for a five-year period ending in November 2027. This funding is levied on accommodation providers in the Township through revenue generated by visitors to our community. Tourism Langley Association has been the Township's destination marketing organization since 2008.

Economic Impact Assessments (EIA) measure the change in economic activity in a community through direct/indirect/induced spending for major events like the National Track and Field Championships, a three-day sport-hosting event that the Township of Langley hosted in June 2022. The Township-led EIA confirmed its economic success. The event attracted over 2,000 visitors who stayed in overnight accommodations and spent over $2M and directly supported 505 jobs.

We Serve and Protect



When emergencies arise, the Township of Langley's RCMP officers, firefighters, Bylaw Enforcement officers, and members of the Langley Emergency Program take action. While the pandemic continued to shift many safety awareness initiatives, campaigns, workshops and events online or put them on hold, the Township's first responders were kept busy in 2022.

Throughout the past year and looking forward, the Langley RCMP has enjoyed providing support to the exciting and fast-paced changes coming to the local community. This includes rapidly expanding and new neighbourhoods, increased immigration, confirmed Skytrain expansion, and an ever increasing number of festivals and sporting events. Fortunately, the struggles created by COVID-19 have begun to fade, allowing for the reopening of Community Policing Offices, including the newly built North Langley Community Police office, and the community programs to return. This included a three-day kids camp this past July put on by the Langley detachment for kids aged 10-12. The detachment strongly values its working relationships with the Langley School District, First Nations communities, Fire, By-Laws, BC Ambulance, local hospitals, and the local business communities. The principle goal of the detachment remains an immersion with our public, civic, community support, and enforcement partners to work towards facing and bettering today's social, criminal, and safety challenges.

The Township of Langley Fire Department hired nine career fighters and completed two paid call recruit classes resulting in 21 paid call members joining the department in 2022. The fire department completed a request for proposal and ordered two triple combination pumper apparatus which are scheduled to be delivered in the last quarter of 2023. Township of Langley's Emergency Management purchased a cargo trailer to help with disaster/emergency response to transport supplies and purchased more cots and blankets and distributed them between their three storage containers in Aldergrove, Brookswood, and Fort Langley.

As we continue to see record-high temperatures in the summer, Township staff and first responders continue to work hard to mitigate impacts and protect people as well as provide tips on how to keep cool and safe to help community members prepare for the hot weather.

We Celebrate and Pay Tribute



The Township of Langley is proud to recognize and commemorate many things, including our heritage and history, the arts and active living, and the amazing people who make up this community.

2022 saw the return of a large number of events to in-person including Canada Day at the Aldergrove Athletic Park and the Summer Festival Series at the Willoughby Community Park Amphitheatre.

To celebrate BC's Heritage Week, the 100th Fort Langley May Day Parade took place at Fort Langley Park where residents were back celebrating with one another, enjoying live music, food and entertainment.

In the winter, the Township launched Pop'd Arts, a pop-up art gallery in Fort Langley, brought to you by salishan Place by the River. It's an opportunity to showcase local artists in our communities.

The second National Day for Truth and Reconciliation was marked on September 30. Township employees and community members took time to recognize, reflect, and commemorate the longstanding effects of the residential school system. A gathering to honour survivors and those who did not make it home was held at Derek Doubleday Arboretum.

Outstanding volunteers were recognized with the Eric Flowerdew and Pete Swensson Awards at a private in-person ceremony. Residents got moving during the 60th Annual Langley Walk starting at McLeod Athletic Park. Those who left a legacy in our community were recognized with commemorative tree plantings on Arbour Day. Remembrance Day ceremonies were once again held, honouring our fallen soldiers.

The annual Township tradition of Clean Up Langley Day saw residents give our streets, parks, and trails a little love by pitching in to collect litter discarded in public spaces.



Development Cost Charges

For the year ended December 31, 2022 (in thousands of dollars).

Bill 27 (Green Communities), introduced in 2008 by the Province, gives municipalities the option to waive or reduce DCCs for certain types of development such as not-for-profit rental housing, for-profit affordable rental housing, small lot subdivisions designed for low greenhouse gas (GHG) emissions and development designed to result in low environmental impact.

At present, the Township has waived DCCs in 2022 of $2,558, as a result of Bill 27.

The following provides some information about DCC collections and expenditures from 2022 for each of the infrastructure types:

	Roads	Water	Drainage	Sewer	Parks and Parkland	Total
Opening Balances	**$47,302**	**$17,976**	**$5,892**	**$3,397**	**$41,044**	**$115,611**
Receipts	7,224	962	1,387	212	8,152	17,937
Interest	825	325	121	63	739	2,073
Expenditures	(4,949)	(2,519)	(43)	(228)	(5,184)	(12,923)
Closing Balances	**$50,402**	**$16,744**	**$7,357**	**$3,444**	**$44,751**	**$122,698**



2022 Property Tax Exemptions

Community halls, facilities, charitable and not-for-profit organizations

The Community Charter Sections 224, 225, and 226 grant Council the discretion to provide exemption from property taxes for Churches, Charitable and Not-for-Profit organizations in accordance with regulations set out in those sections and subject to the Township's budgetary constraints.

Aldergrove Festival Days Society	$2,058
Aldergrove Food Bank	$4,112
Aldergrove Legion (Pacific #265)	$20,376
Aldergrove Old Age Pensioners Association	$8,612
Aldergrove Veterans & Seniors Society	$5,269
Basketball B.C.	$2,881
BC Amateur Softball Association	$2,087
BC Farm Museum	$25,216
Brookswood Senior Citizens	$11,606
Campbell Valley House of Hope	$13,636
Canadian Museum of Flight	$2,694
City of Surrey	$31,868
Critter Care Wildlife Society	$2.78
Encompass Support Services Society	$4,641
Fernridge Community Hall	$4,446
Flip City Gymnastics	$27,430
Fort Langley Community Improvement Society	$27,257
Fort Langley Lions Club	$1,871
Girl Guides of Canada	$134
Governing Council of the Salvation Army	$4,629
Greater Vancouver Regional District - Pacific Parklands	$6,952
Harmsworth Community Association	$2,460
Horse Council of BC	$3,810
Inclusion Langley Society	$45,566
Langley Animal Protection Society	$24,724
Langley BMX	$608
Langley Community Service Society	$11,807
Langley Elks Lodge #259 Foundation	$3,669
Langley Good Times Cruise In	$4,272
Langley Gymnastics Foundation	$28,021
Langley Lions Society - West Langley Hall	$2,672
Langley Memorial Hospital	$96,955
Langley Players Drama Club	$1,576
Langley Quarter Midget Association	$6,274
Langley Riders Society	$7,359
Langley Rod and Gun Club	$74,252
Langley Rugby Club	$5,189
Meals on Wheels	$10,317
Milner Community Association	$2,219
Murrayville Community Hall	$8,562
National Trust for Land & Culture (BC) Society	$8,659
Nicomekl Enhancement Society	$7,238
Pacific Riding for Developing Abilities	$6,579
Pacificsport Foundation	$1,220
Salvation Army - Gateway of Hope	$16,184
Scouts Canada	$39,245
Sources Community Resources Society	$640
Spartans Foundation	$378
Tourism Langley	$1,713
Wagner Hills Farm Society	$11,450
Willoughby Community Hall	$15,723

Churches

Aldergrove United Church	$2,329
Aldergrove Vineyard Fellowship	$2,887
Anglican Church Anglican Synod Office	$2,061
Apostolic Faith Mission	$4,159
Apostolic Church of God	$2,517
BC Conf Mennonite Brethren Churches	$8,543
Brookswood Baptist Church	$6,673
Christ Covenant Church	$18,297
Christian & Missionary Alliance - Canadian Pacific District	$46,671
Christian Life Assembly	$63,138
Christians Gospel Society	$24,657
Church of Jesus Christ of Latter-Day Saints	$75,160
Congregation of the Assembly of Christians	$2,902
Fort Langley Evangelical Free Church	$7,675
Harvest Baptist Church	$3,230
Hebron Presbyterian Church	$12,563
Holy Nativity Antiochian Orthodox Church	$1,567
Immanuel Lutheran Church	$15,860
Kalgidhar Darbar Sahib Society Inc	$2,505
Langley Christian Assembly Society	$9,320
Langley Immanuel Christ Ref Church	$13,771
Living Waters Church	$2,696
Living Word Fellowship	$4,435
Mennonite Church of BC	$3,579
North Langley Community Church	$38,287
Parish of St Dunstan	$20,198
Priestly Society of St. Pius X	$2,890
Riverside Calvary Church	$12,802
Roman Catholic Archbishop of Vancouver	$50,338
Rose of Sharon Baptist Church	$19,281
Saint Herman of Alaska Orthodox Church Archdiocese of Canada	$6,843
Seventh-Day Adventist Church (BC Conference)	$2,740
Shepherd of the Valley Lutheran Church	$12,623
Southridge Fellowship Baptist Church	$43,772
Trustees of the Congregation of the United Church	$5,383
Trustees Free Reformed Church	$38,656
Trustees of Aldergrove Congregation of Jehovah's Witnesses	$4,065
Trustees of Congregation of Northwest Langley Baptist Church	$24,463
Trustees of the Congregation of Langley Presbyterian Church	$9,845
Trustees of the Congregation of the Canadian Reformed Church of Aldergrove	$9,190
Trustees of the Congregation of the Canadian Reformed Church of Langley	$23,127
Trustees of the Congregation of the Canadian Reformed Church Port Kells	$19,393
Trustees of the Congregation of United Church of Langley	$604
Trustees of Murrayville Congregation of Jehovah's Witnesses	$3,464
Trustees of the Walnut Grove Congregation of Jehovah's Witnesses	$10,538
Truth Tabernacle of Greater Vancouver	$3,026
United Churches of Langley	$8,182
Vietnamese Unified Buddhist	$2,608
Walnut Grove Baptist Church	$15,031
Walnut Grove Lutheran Church of Langley BC	$14,108
Willoughby Christian Reformed Church	$38,540
Windword Ministries	$3,154
Windword Ministries	$3,220

Heritage

Alder Grove Heritage Society	$2,935
Langley Heritage Society	$8,848
Langley Meadows Community Association	$1,018



Financial Report

For the year ended December 31, 2022

Financial Table of Contents

Report from the Director, Finance Division	29
Audited Consolidated Financial Statements	
Independent Auditor's Report	31
Consolidated Financial Statements	34
Notes to the Consolidated Financial Statements	38
Segmented Information Schedule	57
Audited Schedules	
Debt	62
Langley Centennial Museum	64
Unaudited Statistical and Other Information	65

This year the Annual Report and Financial Report will be published together as one document. Once the auditing process has been finalized the Financial Report pages will be added and this Table of Contents will be updated.

Report from the Director, Finance Division

To Mayor Eric Woodward and Members of Council;

I am pleased to present the 2022 Financial Statements and the audit report of our external auditors, KPMG LLP. Pursuant to Section 167 of the *Community Charter*, these statements are prepared and presented to provide sufficient information for readers to understand the financial position and results of Township of Langley operations.

Preparation of the consolidated financial statements is the responsibility of the management of the Township of Langley and Township Council. The financial statements and related information have been prepared in accordance with Canadian public sector accounting Standards as prescribed by the Public Sector Accounting Board (PSAB) of the Chartered Professional Accountants of Canada (CPA).

Management is responsible for the accuracy, integrity, and objectivity of these statements and for implementing and maintaining a system of internal controls to safeguard Township assets and provide reasonable assurance that financial information is reliable.

The role of our external auditors, KPMG LLP, is to conduct an independent examination, in accordance with Canadian generally accepted auditing standards, and to express their opinion on the financial statements. To provide reasonable assurance the financial statements are presented fairly, their examination includes consideration of Township systems of internal control and appropriate tests and procedures. The external auditors have full and free access to Township Council and staff.

KPMG LLP has given the Township an unmodified audit opinion on the Township's financial statements. In their opinion, the consolidated financial statements present fairly, in all material respects, the consolidated financial position of the Township as at December 31, 2022, and its consolidated results of operations, its change in consolidated net financial assets and its consolidated cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Township Net Financial Assets increased by $68.2 million to $124.7 million at December 31, 2022. Increases in property tax revenue, other fees and charges, and proceeds of disposal of tangible capital assets contributed to the increase in financial assets. This was partially offset by the acquisition of tangible capital assets and increases in operating expenses.

Debt and Agreements Payable balance decreased by $11.8 million to $177.1 million. Debt and Agreements Payable is repayable from a combination of Development Cost Charges, future land sales, utility revenue and operating revenue.

Total Tangible Capital Assets for the Township, at historical cost, net of accumulated amortization expense, amounts to $2.2 billion.

Capital asset additions for 2022 amount to $156.1 million. Each year developers construct capital infrastructure that are contributed to the Township. For 2022, this contribution by developers amounts to $85.2 million or 55% of total capital asset additions. As a percentage of total capital additions, 5% or $8.2 million was funded from Development Cost Charge.
Under PSAB requirements, the annual surplus of $170.2 million includes surplus from operations and additional surplus from current investments in capital assets as follows:

- Surplus as a result of recognizing funds received for capital projects as income, net of amortization expense, without recognizing the related capital expense and
- Surplus as a result of recognizing the value of contributed capital assets from developers as revenue in the year the assets are put into service

Accumulated Surplus balance of $2.3 billion (2021 - $2.2 billion) is comprised of four categories as follows:

- Operating Surplus $174.3 million (2021 - $135.6 million)
- Capital Surplus $29.8 million (2021 - $31.8 million)
- Statutory Reserve $99.3 million (2021 - $67.3 million)
- Investment in Tangible Capital Assets $2.04 billion (2021 - $1.94 billion)

At the onset of the COVID-19 pandemic, the Township took measures to mitigate the negative financial impact of the pandemic. While the lifting of restrictions has permitted the Township to return to normal operations, some revenues have not yet reached pre pandemic levels. As well in 2022, the Township managed through economic pressures from supply chain shortages, labour market conditions and unprecedented high inflation.

Despite these challenges, the Township's ongoing economic goals include achieving fiscal stability and health, strengthening our economy, and investing in effective infrastructure. Our financial plans reflect these goals and this year's financial results are in line with financial plans approved by Council.

Sandra Ruff
S. Ruff CPA, CA
Director of Finance

AUDITED

Consolidated Financial Statements

2022

And Independent Auditor's Report thereon

KPMG LLP
PO Box 10426 777 Dunsmuir Street
Vancouver BC V7Y 1K3
Canada
Telephone (604) 691-3000
Fax (604) 691-3031

INDEPENDENT AUDITOR'S REPORT

To the Mayor and Council of Corporation of the Township of Langley

Opinion

We have audited the consolidated financial statements of Corporation of the Township of Langley (the "Township"), which comprise:

- the consolidated statement of financial position as at December 31, 2022
- the consolidated statement of operations for the year then ended
- the consolidated statement of change in net financial assets for the year then ended
- the consolidated statement of cash flows for the year then ended
- and notes and schedules to the consolidated financial statements, including a summary of significant accounting policies

(hereinafter referred to as the "financial statements").

In our opinion, the accompanying financial statements present fairly, in all material respects, the consolidated financial position of the Township as at December 31, 2022, and its consolidated results of operations, its consolidated changes in net financial assets and its consolidated cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the "***Auditor's Responsibilities for the Audit of the Financial Statements***" section of our auditor's report.

We are independent of the Township in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

KPMG LLP, an Ontario limited liability partnership and member firm of the KPMG global organization of independent member firms affiliated with KPMG International Limited, a private English company limited by guarantee.
KPMG Canada provides services to KPMG LLP.

Other Information

Management is responsible for the other information. Other information comprises the information, other than the financial statements and the auditor's report thereon, included in a document entitled "Annual Report 2022".

Our opinion on the financial statements does not cover the other information and we do not and will not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information identified above and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit and remain alert for indications that the other information appears to be materially misstated.

We obtained the information, other than the financial statements and the auditor's report thereon, included in the Annual Report 2022 as at the date of this auditor's report.

If, based on the work we have performed on this other information, we conclude that there is a material misstatement of this other information, we are required to report that fact in the auditor's report.

We have nothing to report in this regard.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Township's ability to continue as a going concern, disclosing as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Township or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Township's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit.

We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion.

  The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Township's internal control.

- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.

- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Township's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Township to cease to continue as a going concern.

- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

- Communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the group entity to express an opinion on the financial statements. We are responsible for the direction, supervision and performance of the group audit. We remain solely responsible for our audit opinion.

KPMG LLP

Chartered Professional Accountants

Vancouver, Canada
June 12, 2023

Consolidated Statement of Financial Position

As at December 31, 2022 *(in thousands of dollars)*

		2022		2021
FINANCIAL ASSETS				
Cash and cash equivalents (Note 3)	**$**	**157,950**	$	261,463
Investments (Note 3)		**399,900**		212,565
Accounts receivable (Note 4)		**78,723**		73,564
Assets held for sale		**2,178**		2,298
		638,751		549,890
LIABILITIES				
Accounts payable and accrued liabilities (Note 5)		**100,426**		75,720
Employee future benefits (Note 17)		**5,514**		5,411
Deposits and prepayments (Note 6)		**87,269**		87,315
Deferred revenue (Note 7)		**21,037**		20,405
Development cost charges (Note 8)		**122,698**		115,611
Debt and agreements payable (Note 9)		**177,091**		188,910
		514,035		493,372
NET FINANCIAL ASSETS		**124,716**		56,518
NON-FINANCIAL ASSETS				
Inventories of supplies		**1,875**		1,404
Prepaid expenses		**2,478**		2,389
Tangible capital assets (Note 10)		**2,211,639**		2,110,169
		2,215,992		2,113,962
ACCUMULATED SURPLUS (Note 11)	**$**	**2,340,708**	$	2,170,480

Contingencies and commitments (Note 14)
Contractual Rights (Note 22)

See accompanying Notes and Schedules to the Consolidated Financial Statements

Sandra Ruff, CPA, CA
Director of Finance

Eric Woodward
Mayor, Township of Langley

Consolidated Statement of Operations

For the year ended December 31, 2022 *(in thousands of dollars)*

	Budget 2022 (Note 2(a) and 20)	**2022**	2021
REVENUE			
Property taxes	$ 160,138	**$ 162,833**	$ 153,920
Fees, rates and service charges	85,257	**117,806**	110,525
Grants and grants in lieu of taxes	51,166	**20,334**	14,251
Service cost recoveries	4,786	**4,590**	6,049
Gain on disposal of assets	-	**44,645**	12,424
Investment income	852	**13,721**	4,694
Local area service contributions	5,427	**-**	122
Contribution from development cost charges (Note 8)	131,776	**12,923**	19,010
Other developer contributions (Note 10(b))	37,313	**86,058**	196,670
Other income	36,392	**7,559**	5,289
	513,107	**470,469**	522,954
EXPENSES			
General government	30,911	**32,364**	29,168
Police protection	45,008	**39,545**	37,599
Fire protection	20,250	**23,229**	19,290
Facilities maintenance	15,985	**15,665**	13,975
Community planning and development	16,360	**13,095**	10,920
Recreation and culture	34,768	**35,723**	25,454
Parks	15,094	**19,346**	17,794
Transportation	33,913	**49,231**	45,283
Stormwater	7,482	**12,596**	12,378
Water	28,185	**33,048**	28,589
Sewer	16,836	**18,025**	17,390
Solid waste	8,087	**8,374**	7,751
	272,879	**300,241**	265,591
ANNUAL SURPLUS	240,228	**170,228**	257,363
ACCUMULATED SURPLUS, beginning of year	2,170,480	**2,170,480**	1,913,117
ACCUMULATED SURPLUS, end of year	$ 2,410,708	**$ 2,340,708**	$ 2,170,480

See accompanying Notes and Schedules to the Consolidated Financial Statements

Consolidated Statement of Change in Net Financial Assets

For the year ended December 31, 2022 *(in thousands of dollars)*

	Budget 2022 (Note 2(a) and 20)	**2022**	2021
ANNUAL SURPLUS	**$** 240,228	**$ 170,228**	$ 257,363
Acquisition of tangible capital assets	(430,756)	**(70,909)**	(52,219)
Developer contributed tangible capital assets	(37,313)	**(85,166)**	(196,162)
Reclassification of assets held for sale	-	**337**	457
Amortization of tangible capital assets	-	**42,684**	41,461
Gain on disposal of tangible capital assets	-	**(37,344)**	(7,251)
Proceeds on disposal of tangible capital assets	-	**48,928**	9,311
	(227,841)	**68,758**	52,960
Acquisition of inventories of supplies	(1,600)	**(1,875)**	(1,404)
Acquisition of prepaid expenses	(2,337)	**(2,478)**	(2,389)
Consumption of inventories of supplies	1,600	**1,404**	1,646
Use of prepaid expenses	2,310	**2,389**	2,268
	(27)	**(560)**	121
CHANGE IN NET FINANCIAL ASSETS	(227,868)	**68,198**	53,081
NET FINANCIAL ASSETS, beginning of year	56,518	**56,518**	3,437
NET FINANCIAL ASSETS, end of year	**$** (171,350)	**$ 124,716**	$ 56,518

See accompanying Notes and Schedules to the Consolidated Financial Statements

Consolidated Statement of Cash Flows

For the year ended December 31, 2022 *(in thousands of dollars)*

	2022	2021
CASH PROVIDED BY (USED IN)		
OPERATING ACTIVITIES		
Annual surplus	**$ 170,228**	$ 257,363
Items not involving cash:		
Amortization of tangible capital assets	**42,684**	41,461
Gain on disposal of tangible capital assets	**(37,344)**	(7,251)
Developer contributed tangible capital assets	**(85,166)**	(196,162)
Change in non-cash operating working capital:	**-**	
Accounts receivable	**(5,159)**	(6,274)
Assets held for sale	**457**	2,390
Accounts payable and accrued liabilities	**24,706**	(37,187)
Employee future benefits	**103**	187
Deposits and prepayments	**(46)**	37,169
Deferred revenue	**632**	5,613
Development cost charges	**7,087**	33,650
Inventories of supplies	**(471)**	242
Prepaid expenses	**(89)**	(121)
Net change in cash from operating activities	**117,622**	131,080
CAPITAL ACTIVITIES		
Cash used to acquire tangible capital assets	**(70,909)**	(52,219)
Proceeds on disposal of tangible capital assets	**48,928**	9,311
Net change in cash from capital activities	**(21,981)**	(42,908)
FINANCING ACTIVITIES		
Issuance of debt and agreements payable	**-**	822
Repayment of debt and agreements payable	**(11,819)**	(9,112)
Net change in cash from financing activities	**(11,819)**	(8,290)
INVESTING ACTIVITIES		
Change in investments	**(187,335)**	(150,993)
CHANGE IN CASH AND CASH EQUIVALENTS	**(103,513)**	(71,111)
CASH AND CASH EQUIVALENTS, beginning of year	**261,463**	332,574
CASH AND CASH EQUIVALENTS, end of year	**$ 157,950**	$ 261,463

See accompanying Notes and Schedules to the Consolidated Financial Statements

Notes to the Consolidated Financial Statements

For the year 2022

Notes to the Consolidated Financial Statements

For the year ended December 31, 2022 (*in thousands of dollars*)

Notes to the consolidated financial statements are an integral part of the consolidated financial statements and explain significant accounting policies and principles underlying the consolidated financial statements. They also provide relevant explanatory information.

1. OPERATIONS

The Corporation of the Township of Langley (the "Township") is incorporated under the Local Government Act of British Columbia. The Township's principal activities include the provision of local government services to residents and businesses in the Township of Langley. These services include administrative, protective, transportation, recreational, parks, library, water, sewer, stormwater, solid waste disposal, and recycling. General resources and operations of the Township are segregated into operating, capital, and reserve funds. The Community Charter of British Columbia requires revenue and expenses to be in accordance with the five-year financial plan adopted annually by Council. The budget for each year of the plan must be balanced so that annual expenses do not exceed the total of revenue, transfers from reserves and surplus, and proceeds from debt.

In March 2020, the COVID-19 outbreak was declared a pandemic by the World Health Organization. This resulted in governments worldwide, including the Canadian federal and provincial governments enacting emergency measures to combat the spread of the virus. The economic conditions and the Township's response to the pandemic continued to have an impact on the Township's operating results and financial position in 2022.

2. SIGNIFICANT ACCOUNTING POLICIES

The consolidated financial statements of the Township are prepared in accordance with Public Sector Accounting Standards as prescribed by the Public Sector Accounting Board ("PSAB") of the Chartered Professional Accountants of Canada.

a) Basis of Consolidation

The consolidated financial statements include the Township's Operating, Capital and Reserve Funds consolidated with Langley Facilities Society (the "Society"), Bedford House Rehabilitation Society ("Bedford House"), and Langley Parks and Recreation Foundation (the "Foundation").

The Society, which is wholly-controlled by the Township, was incorporated on March 12, 2009, and was formed to operate the Langley Events Centre and other Township facilities. Other purposes of the Society include promotion and/or sponsorship of educational, recreational, heritage, cultural, airport operations and assisted housing activities and events within the Township of Langley.

Bedford House, which is wholly-controlled by the Township, was incorporated on January 23, 2017 and was formed to preserve the heritage elements of the building formerly known as the Bedford House Restaurant in Fort Langley, in particular the Jacob Haldi House, through restoration of buildings in the current location of the Bedford House Restaurant, in the vicinity thereof, or otherwise within the Township of Langley. Another purpose of this society is to advocate for the preservation and maintenance of historically significant buildings in local communities. Bedford House has had no transactions, fund balances or activities.

Ten Feet Sports and Entertainment Ltd (the "Subsidiary"), a wholly-owned subsidiary of the Society, was incorporated on April 26, 2010. The purpose of the Subsidiary is to operate the Langley Events Centre and facilitate other events throughout the community.

The University District Housing Society ("UDHS"), which is controlled by the Society, was incorporated on September 17, 2018, and was formed to assist with the application for funding from other levels of government. The UDHS has had no transactions, fund balances or activities to date.

The TOL Facilities and Development Housing Society ("TFDHS"), which is controlled by the Society, was incorporated on April 3, 2019, and was formed to facilitate, acquire, construct, hold, supply, operate, manage and/or maintain affordable housing accommodations and incidental facilities for low and moderate income household and to advocate for legislative and policy change relating to affordable housing accommodations.

Interfund and inter-entity transactions, fund balances, and activities between the above-related entities have been eliminated on consolidation.

Budget Reporting

The budget information presented in the consolidated financial statements reflects the 2022 budget component of the Township's 2022 – 2026 Five-Year Financial Plan adopted by Council Bylaw No. 5773 on April 11, 2022. The operating budgets of all consolidated entities are reflected in the total budget figures for the year.

Operating Funds

These funds include the General, Parks, Transportation, Stormwater, Water, Sewer, and Solid Waste Operating Funds. They are used to record operating costs of services provided by the Township.

Capital Funds

These funds include the General, Parks, Transportation, Stormwater, Water, and Sewer Capital Funds. They are used to record acquisition costs of tangible and non-tangible capital assets.

Reserve Funds

Under the Community Charter, Township Council may, by bylaw, establish reserve funds for specified purposes. Money in a reserve fund, and interest earned thereon, must be expended by bylaw only for the purposes for which the fund was established. If the amount in a reserve is greater than required, Township Council may, by bylaw, transfer all or part of the amount to another reserve.

Trust Funds

These funds account for assets which must be administered as directed by agreement or statute for certain beneficiaries. In accordance with PSAB guidance on financial statement presentation for local governments, trust funds are not included in the Township's consolidated financial statements. Trust funds administrated by the Township are presented in Note 19.

b) Basis of Accounting

The Township follows the accrual method of accounting for revenue and expenses. Revenue is recognized in the year in which it is earned and measurable. Expenses are recognized as they are incurred and measurable as a result of receipt of goods and services and/or the creation of a legal obligation to pay.

c) Cash and Cash Equivalents

Cash and cash equivalents consist of cash, highly liquid money market investments, and short-term deposits with maturities of less than 90 days at acquisition.

d) Investments

Investments are carried at cost which approximates market value and are comprised of money market investments and bonds issued by Canadian Chartered Banks, Credit Unions, and/or government authorities. Most investments are held to maturity and temporary losses or gains in value are not recognized in the consolidated financial statements. Investments are written down if there is an 'other than temporary' decline in value.

e) Assets Held for Sale

Assets held for sale include inventories held for sale and properties which are ready and available to be sold and for which there is a market. They are valued at the lower of cost or expected net realizable value.

f) Non-Financial Assets

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They have useful lives extending beyond the current year and are not intended for sale in the ordinary course of operations.

i) Tangible Capital Assets

Tangible capital assets are initially recorded at cost which includes amounts directly attributable to acquisition, construction, development, or betterment of the asset. The costs of tangible capital assets are amortized on a straight line basis over their estimated useful lives as follows:

Assets	Useful Life (Years)
Land improvements	20–100
Building and building improvements	10–60
Vehicles	8–25
Machinery and equipment	4–30
Roads infrastructure:	
- Base	75–100
- Surface	20–40
Stormwater infrastructure	40-100
Water infrastructure	15-78
Sewer infrastructure	41-78

Gravel pits are treated as land and as such are not amortized.

Tangible capital assets are amortized in the year the asset is acquired or constructed and/or in the year of disposal. Assets under construction are not amortized until the asset is available for productive use.

ii) Contributions of tangible capital assets

Tangible capital assets received as contributions are recorded at their fair value at the date of receipt and the fair value of contributions are recorded as revenue at the date of receipt.

iii) Natural resources

Natural resources that have not been purchased are not recognized as assets in the consolidated financial statements.

iv) Works of art and cultural and historic assets

Works of art and cultural and historic assets are not recorded as assets in the consolidated financial statements.

v) Interest capitalization

The Township does not capitalize interest costs associated with acquisition or construction of a tangible capital asset.

vi) Inventories of supplies

Inventories of supplies held for consumption are recorded at the lower of cost and replacement cost.

g) Deferred revenue

Deferred revenue represents licenses, permits, and other fees collected, where related services or inspections have yet to be performed. Revenue will be recognized in the fiscal year the services are performed.

h) Government Transfers

Restricted transfers from governments are deferred and recognized as revenue as related expenditures are incurred or the stipulations in the related agreement are met. Unrestricted transfers are recognized as revenue when received or if the amount to be received can be reasonably estimated and collection is reasonably assured.

i) Employee Future Benefits

The Township and its employees contribute to the Municipal Pension Plan. These contributions are expensed as incurred. Sick leave and post-employment benefits accrue to some Township employees. Accrued liabilities related to sick leave benefits are estimated based on actuarial calculations of years of service, retirement ages, and expected future salary and wage increases. These liabilities are accrued based on projected benefits as employees render qualifying years of service. Other post-employment benefit liabilities are recognized as a liability and expensed in the period when the event occurs that obligates the Township to provide the benefit.

j) Debt and Agreements Payable

Municipal Finance Authority ("MFA") debt is recorded net of related sinking fund balances. Interest on debt is recorded on an accrual basis. Land acquisition and development agreement debt is valued using a present value calculation of total future payments using a discount percentage that approximates the cost of borrowing through the MFA.

k) Liability for Contaminated Sites

Contaminated sites are a result of contamination being introduced into air, soil, water or sediment of a chemical, organic, radioactive material or live organism that exceeds an environmental standard. Liabilities are recorded net of any expected recoveries.

A liability for remediation of contaminated sites is recognized when a site is not in productive use and the following criteria are met:

i) An environmental standard exists;

ii) Contamination exceeds environmental standards;

iii) The Township is directly responsible or accepts responsibility;

iv) It is expected that future economic benefits will be given up; and

v) A reasonable estimate of the amount can be made.

The liability is recognized as management's estimate of the cost of post-remediation including operation, maintenance, and monitoring that are an integral part of the remediation strategy for a contaminated site.

l) Use of Estimates

The preparation of these consolidated financial statements requires management to make estimates and assumptions that affect amounts reported. Revised estimates may be required, and adjustments will be made in the period that a change in estimate is made. Actual results could differ from estimates, and adjustments will be made in the year of final determination.

m) Segmented Information

A segment is defined as a distinguishable activity or group of activities of a government for which it is appropriate to separately report financial information to achieve the objectives of the standard. Financial information is presented in segmented format in Note 21 and the Segmented Information Schedule.

3. CASH, CASH EQUIVALENTS, AND INVESTMENTS

Cash and cash equivalents are recorded at a cost of $157,950 (2021 - $261,463).

Investments with an initial maturity beyond three months are recorded at amortized cost of $399,900 with a market value of $397,843 (2021 – amortized cost of $212,565 with a market value of $213,554).

Investments maturing within one year of December 31, 2022 have interest rates ranging from 1.35% to 6.15% (2021 - 1.10% to 2.72%); within two to four years have interest rates ranging from 1.46% to 5.99% (2021 – 1.35% to 3.37%); beyond eight years has interest rate at 5.15% (2021 – none).

The following amounts are exclusive of Cemetery Funds (Note 19).

		2022		2021
Cash and cash equivalents	**$**	**157,950**	$	261,463
Investments		**399,900**		212,565
	$	**557,850**	$	474,028

4. ACCOUNTS RECEIVABLE

		2022		2021
Taxes	**$**	**8,816**	$	7,840
Federal Government		**1,802**		887
Provincial Government		**2,403**		1,248
Municipal Finance Authority		**2,354**		2,302
Other local governments		**3,980**		2,681
Other accounts		**13,619**		13,437
Accrued interest and others		**11,218**		5,660
Recoverable work in progress		**4,712**		3,064
Receivables secured letters of credit (a)		**23,053**		29,249
Local Area Service levies receivable (b)		**6,766**		7,196
	$	**78,723**	$	73,564

a) Receivables secured letters of credit balance represents non-interest bearing securities for Development Cost Charge (“DCC”) amounts due from developers within two years on inception. Monies collected upon negotiation of the letters of credit are restricted and can only be expended for DCC purposes (Note 8).

b) Local Area Service levies receivable balance represents amounts due from property owners for specific local improvement projects in their neighborhood. Amounts realized upon collection of these receivables are restricted to repayment of Local Area Service loan balances outstanding.

5. ACCOUNTS PAYABLE AND ACCRUED LIABILITIES

		2022		2021
Trade and other liabilities	**$**	**76,198**	$	58,138
Payroll liabilities		**18,425**		13,056
Collections for other authorities		**5,803**		4,526
	$	**100,426**	$	75,720

6. DEPOSITS AND PREPAYMENTS

The Township holds cash deposits as security to ensure the satisfactory completion of works and other obligations. The Township also encourages prepayment of property taxes and pays interest at rates prescribed by the provincial government.

		2022		2021
Cash deposits held as security	**$**	**66,746**	$	67,668
Prepaid property tax		**20,523**		19,647
	$	**87,269**	$	87,315

The Township also holds irrevocable letters of credit in the amount of $164,011 (2021 - $159,446) as security to ensure satisfactory completion of works within the Township. These letters of credit amounts are not reflected in the consolidated financial statements.

7. DEFERRED REVENUE

		2022		2021
Future works deposit	**$**	**11,269**	$	9,983
South Coast BC Transportation Authority grant		**1,408**		1,309
Government grant		**1,095**		2,214
Langley School Board contribution		**950**		1,100
Trinity Western University contribution		**1,108**		1,283
Other		**5,207**		4,516
	$	**21,037**	$	20,405

8. DEVELOPMENT COST CHARGES

DCC are collected from developers to contribute to capital costs associated with development. In accordance with the Local Government Act, these funds must be deposited into a separate DCC Reserve Fund. DCC amounts collected are deferred and recognized as revenue in the year that related costs are incurred.

		2022		2021
Roads	**$**	**50,402**	$	47,302
Drainage		**7,357**		5,892
Park Land/Development		**44,751**		41,044
Water		**16,744**		17,976
Sewer		**3,444**		3,397
	$	**122,698**	$	115,611
Beginning of year	**$**	**115,611**	$	81,961
Expenditures in Operating		**(4,712)**		(4,138)
Expenditures in Capital		**(8,211)**		(14,872)
Receipts		**17,937**		51,125
Interest		**2,073**		1,535
End of year	**$**	**122,698**	$	115,611

DCC funds consists of restricted investments as well as restricted accounts receivable.

Investments	**$**	**99,645**	$	86,362
Receivables secured letters of credit (Note 4)		**23,053**		29,249
	$	**122,698**	$	115,611

9. DEBT AND AGREEMENTS PAYABLE

		2022	2021
MFA debt, net of sinking fund deposits	a)	**$ 169,042**	$ 176,757
Agreements payable	b)	**8,049**	10,120
Temporary borrowings		**-**	2,033
		$ 177,091	$ 188,910

Estimated future payments on debt and agreements payable for the next five years and thereafter are:

	Principal	Interest	Total
2023	9,130	4,898	14,028
2024	9,357	4,854	14,211
2025	9,546	4,810	14,356
2026	9,730	4,618	14,348
2027	9,959	4,567	14,526
Thereafter	129,369		
	$ 177,091		

a) MFA Debt

The Township obtains debt instruments through the MFA pursuant to security issuing bylaws under authority of the Community Charter to finance certain expenditures. Sinking fund balances managed by MFA are netted against related debt.

	Interest Rate	Gross Debt	Sinking Fund and Actuarial Adjustments	Net Debt 2022	Net Debt 2021
Stormwater, Bylaw 4752, due 2030	4.50%	$ 1,800	$ 935	**$ 865**	$ 962
Stormwater, Bylaw 4829, due 2031	4.20%	2,292	1,067	**1,225**	1,344
Water, Bylaw 4919, due 2037	2.80%	33,535	6,772	**26,763**	28,199
Water, Bylaw 4920, due 2037	2.80%	7,015	1,416	**5,599**	5,899
General, Bylaw 4455, due 2027	4.82%	3,250	2,192	**1,058**	1,247
General, Bylaw 4556, due 2027	4.82%	11,000	7,418	**3,582**	4,221
Sewer, Bylaw 4750, due 2030	4.50%	8,500	4,417	**4,083**	4,542
Transportation, Bylaw 4751, due 2035	2.20%	8,700	2,455	**6,245**	6,633
Transportation, Bylaw 5232, due 2037	3.15%	11,716	2,332	**9,384**	9,878
Transportation, Bylaw 5233, due 2037	3.15%	13,744	2,735	**11,009**	11,588
General, Bylaw 5346, due 2039	2.24%	7,000	810	**6,190**	6,468
Transportation, Bylaw 5347, due 2039	2.24%	12,950	1500	**11,450**	11,965
General, Bylaw 5507, due 2040	1.28%	1,919	162	**1,757**	1,839
General, Bylaw 5508, due 2050	1.28%	16,398	826	**15,572**	15,989
General, Bylaw 5509, due 2050	1.28%	67,670	3,410	**64,260**	65,983
		$ 207,489	$ 38,447	**$ 169,042**	$ 176,757

9. DEBT AND AGREEMENTS PAYABLE (CONTINUED)

b) Agreements payable

	2022	2021
Parkland, due 2026	**343**	460
Recreation facility, due 2029	**6,940**	7,940
Recreation facility, due 2022	**-**	120
General, due 2040	**-**	778
General, due 2032	**766**	822
	$ **8,049**	$ 10,120

10. TANGIBLE CAPITAL ASSETS

Cost	Balance at December 31 2021	Additions (net of transfers)	Disposals and Reclass of Assets Held for Sale	**Balance at December 31 2022**
Land and improvements	$ 1,082,593	$ 63,230	$ 10,756	$ **1,135,067**
Building and building improvements	235,173	3,860	693	**238,340**
Vehicles, machinery and equipment	73,526	3,788	1,057	**76,257**
Parks infrastructure	108,354	3,601	0	**111,955**
Information technology	14,683	578	295	**14,966**
Roads	581,921	26,051	1,539	**606,433**
Stormwater	298,646	14,508	253	**312,901**
Sewer	156,088	5,902	284	**161,706**
Water	236,884	4,361	1,161	**240,084**
Assets under construction	31,421	30,196	-	**61,617**
Total	$ 2,819,289	$ 156,075	$ 16,038	$ **2,959,326**

Accumulated amortization	Balance at December 31 2021	Amortization	Accumulated Amortization on Disposals	**Balance at December 31 2022**
Land and improvements	$ 2,365	$ 41	$ 0	$ **2,406**
Building and building improvements	95,739	8,133	139	**103,733**
Vehicles, machinery and equipment	39,419	4,353	985	**42,787**
Parks infrastructure	56,608	4,000	0	**60,608**
Information technology	11,256	846	295	**11,807**
Roads	283,912	14,500	1,534	**296,878**
Stormwater	90,402	4,750	118	**95,034**
Sewer	43,642	2,447	221	**45,868**
Water	85,777	3,614	825	**88,566**
Total	$ 709,120	$ 42,684	$ 4,117	$ **747,687**

Net book value	Balance at December 31 2021	**Balance at December 31 2022**
Land and improvements	$ 1,080,228	$ **1,132,661**
Building and building improvements	139,434	**134,607**
Vehicles, machinery and equipment	34,107	**33,470**
Parks infrastructure	51,746	**51,347**
Information technology	3,427	**3,159**
Roads	298,009	**309,555**
Stormwater	208,244	**217,867**
Sewer	112,446	**115,838**
Water	151,107	**151,518**
Assets under construction	31,421	**61,617**
Total	$ 2,110,169	$ **2,211,639**

10. TANGIBLE CAPITAL ASSETS (CONTINUED)

Cost	Balance at December 31 2020	Additions (net of transfers)	Disposals and Reclass of Assets Held for Sale	**Balance at December 31 2021**
Land and improvements	$ 906,702	$ 177,482	$ 1,591	$ **1,082,593**
Building and building improvements	227,267	8,453	547	**235,173**
Vehicles, machinery and equipment	69,115	6,848	2,437	**73,526**
Parks infrastructure	105,162	3,932	740	**108,354**
Information technology	14,052	775	144	**14,683**
Roads	551,323	31,310	712	**581,921**
Stormwater	284,549	14,435	338	**298,646**
Sewer	149,519	6,829	260	**156,088**
Water	230,215	7,157	488	**236,884**
Assets under construction	40,261	(8,840)	-	**31,421**
Total	$ 2,578,165	$ 248,381	$ 7,257	$ **2,819,289**

Accumulated amortization	Balance at December 31 2020	Amortization	Accumulated Amortization on Disposals	**Balance at December 31 2021**
Land and improvements	$ 2,186	$ 180	$ 1	$ **2,365**
Building and building improvements	89,080	7,205	546	**95,739**
Vehicles, machinery and equipment	37,727	3,900	2,208	**39,419**
Parks infrastructure	53,321	3,929	642	**56,608**
Information technology	10,485	915	144	**11,256**
Roads	270,256	14,343	687	**283,912**
Stormwater	85,946	4,607	151	**90,402**
Sewer	41,370	2,385	113	**43,642**
Water	82,028	3,997	248	**85,777**
Total	$ 672,399	$ 41,461	$ 4,740	$ **709,120**

Net book value	Balance at December 31 2020	**Balance at December 31 2021**
Land and improvements	$ 904,516	$ **1,080,228**
Building and building improvements	138,187	**139,434**
Vehicles, machinery and equipment	31,388	**34,107**
Parks infrastructure	51,841	**51,746**
Information technology	3,567	**3,427**
Roads	281,067	**298,009**
Stormwater	198,603	**208,244**
Sewer	108,149	**112,446**
Water	148,187	**151,107**
Assets under construction	40,261	**31,421**
Total	$ 1,905,766	$ **2,110,169**

10. TANGIBLE CAPITAL ASSETS (CONTINUED)

a) Assets under construction

Assets under construction having a value of $61,617 (2021 - $31,421) have not been amortized. Amortization of these assets will commence when the asset is available for productive use.

b) Other Developer Contributions

Other developer contributions include contributed tangible capital assets and non-refundable deposit contributions used to fund capital. Contributed tangible capital assets have been recognized at fair value at the date of contribution. Other developer contributions received during the year are as follows:

		2022		2021
Land and improvements	$	**46,787**	$	161,873
Building and building improvements		**682**		-
Road infrastructure		**18,894**		16,238
Parks infrastructure		**102**		320
Stormwater infrastructure		**13,041**		9,483
Water infrastructure		**2,439**		3,745
Sewer infrastructure		**4,113**		5,011
Total	$	**86,058**	$	196,670
Developer contributed tangible capital assets	$	**85,166**	$	196,162
Non-refundable deposit contributions to tangible capital assets		**892**		508
Total	$	**86,058**	$	196,670

c) Works of Art and Historical Treasures

The Township manages and controls various works of art and non-operational historical cultural assets including buildings, artifacts, paintings, and sculptures located at Township sites and public display areas. These assets are not recorded as tangible capital assets and are not amortized.

d) Write-down of Tangible Capital Assets

There was no write-down of tangible capital assets during the year (2021 - nil).

11. ACCUMULATED SURPLUS

Accumulated surplus consists of individual fund surplus, reserves and reserve funds as follows:

	Operating Funds	Capital Funds	Statutory Reserve Funds (Note 12)	Investment in Tangible Capital Assets (Note 13)	Total
General Fund	$ 106,892	$ 5,791	$ -	$ 1,003,753	$ 1,116,436
Parks Utility	48,137	3,750	-	259,094	310,981
Transportation Utility	5,338	7,710	-	314,954	328,002
Stormwater Utility	(3,327)	5,667	-	219,919	222,259
Solid Waste	1,938	70	-	266	2,274
Sewer Utility	8,664	1,486	-	113,556	123,706
Water Utility	6,653	5,310	-	125,757	137,720
Statutory Reserve Funds	-	-	99,330	-	99,330
Total for 2022	**$ 174,295**	**$ 29,784**	**$ 99,330**	**$ 2,037,299**	**$ 2,340,708**
Total for 2021	**$ 135,551**	**$ 31,835**	**$ 67,292**	**$ 1,935,802**	**$ 2,170,480**

12. STATUTORY RESERVE FUNDS

Statutory reserve funds are used for the replacement or improvement of capital assets. The Local Area Service Reserve Fund is used to fund upfront costs of capital improvement projects initiated by property owners or Council and is repayable with interest by the property owners.

	2022	2021
General Capital	$ **148**	$ 156
Stormwater Capital	**993**	962
Sewer Capital	**22,542**	19,385
Water Capital	**36,724**	34,397
Infrastructure Renewal & Replacement	**1,134**	945
Fire Equipment Capital	**3,895**	2,616
Land Capital Reserve – surplus (deficit)	**10,644**	(20,536)
Parkland Reserve	**-**	8,489
Tax Sale Land	**291**	267
Local Area Service	**16,177**	15,219
Off-Street Parking	**15**	14
Debt Retirement	**6,767**	5,378
	$ **99,330**	$ 67,292
Reserve funds, beginning of year	$ **67,292**	$ 55,573
Contribution from operations	**11,772**	14,007
Other gains, revenue and contributions	**60,637**	14,503
Interest allocated	**2,735**	1,456
Used for capital and operating expenses	**(43,106)**	(18,247)
Reserve funds, end of year	$ **99,330**	$ 67,292

13. INVESTMENT IN TANGIBLE CAPITAL ASSETS

	2022	2021
Balance, beginning of year	$ **1,935,802**	$ 1,723,410
Additions of tangible capital assets	**156,075**	248,381
Reclassification of assets held for sale	**(337)**	(457)
Proceeds on disposal of tangible capital assets	**(48,928)**	(9,311)
Gain on disposal of tangible capital assets	**37,344**	7,251
Recognition of deferred revenue related to tangible capital assets	**325**	325
Amortization expense	**(42,684)**	(41,461)
Cash spent from debt and agreements payable issued	**(11,996)**	(1,314)
Repayment of debt and agreements payable	**11,698**	8,978
Balance, end of year	$ **2,037,299**	$ 1,935,802

	2022	2021
Net book value of tangible capital assets	$ **2,211,639**	$ 2,110,169
Less:		
Debt and agreements payable	**(177,091)**	(188,910)
Deferred revenue – Trinity Western University	**(1,108)**	(1,283)
Deferred revenue – Langley School Board	**(950)**	(1,100)
Add:		
Debt for non-capital expenses	**1,224**	1,343
Debt not spent on tangible capital assets	**3,585**	15,583
Investment in tangible capital assets	$ **2,037,299**	$ 1,935,802

14. CONTINGENCIES AND COMMITMENTS

a) Loan agreements with Metro Vancouver Regional District provide that if at any time scheduled payments provided for in the agreements are not sufficient to meet MFA's obligations in respect of such borrowing, the resulting deficiency becomes the joint and several liability of the Township and all other participants of the MFA.

b) Various lawsuits and claims are pending against the Township. Applicable insured claims have been referred to Township insurers. Management believes the resolution of insured and non-insured claims will not materially affect the consolidated financial position of the Township.

c) The Township has significant future contractual commitments for capital acquisitions and completion of capital construction projects in progress.

   The Township records capital costs incurred to the end of the year as tangible capital assets. To provide for completion of capital projects in progress, unexpended money is set aside as a capital appropriation.

d) The Township has entered into various agreements and contracts with other governments and businesses that extend beyond one year for the provision of operating services and supplies and facility rentals. Agreements and contracts may provide for annual increases or additional payments that may arise due to usage levels or other factors. The Township's five-year financial plan, updated and adopted annually by bylaw following public consultation, provides funding for these obligations. Services provided include policing, fire dispatch, emergency communications, library, animal protection and control, sewage disposal, solid waste and recycling, arena operations, planted area maintenance, tourism, economic development, photocopying, environmental, emergency preparedness and education, and the Society (Langley Events Centre) operations management.

e) The Township, as a member of the Greater Vancouver Water District, the Greater Vancouver Sewerage and Drainage District, and Metro Vancouver Regional District, is directly, jointly, and severally liable with other member municipalities for net capital liabilities of those authorities.

f) The Township is a shareholder of E-COMM Emergency Communications for British Columbia Incorporated ("E-COMM") whose services include: regional 9-1-1 call centre for Metro Vancouver Regional District; Wide Area Radio network; dispatch operations; and records management. In 2019, the Township converted one Class B share to Class A for police services. The Township has one Class B share and two Class A Shares for a total of three shares. E-Comm has 26 Class A shareholders holding 37 Class A shares and has 16 Class B shareholders holding 18 Class B shares. Class A shareholders are part of the E-COMM radio network and are bound by terms and conditions of the Members' Agreement (Special Users Agreement for the RCMP). Class B shareholders are not required to cover E-COMM's financial obligations.

15. COLLECTIONS FOR OTHER GOVERNMENTS

The Township collected and remitted the following amounts on behalf of other government organizations. These amounts are recorded on a net basis in the consolidated financial statements.

		2022		2021
Province of BC for School Taxes	$	**105,381**	$	93,483
Municipal Finance Authority		**17**		13
B.C. Assessment Authority		**3,097**		2,765
Metro Vancouver Regional District		**4,356**		3,641
South Coast British Columbia Transportation Authority		**20,889**		18,677
	$	**133,740**	$	118,579

16. MUNICIPAL PENSION PLAN

The Township and its employees contribute to the Municipal Pension Plan (the "Plan"), a jointly trusteed pension plan. The board of trustees, representing Plan members and employers, is responsible for administering the Plan, including investment of assets and administration of benefits. The Plan is a multi-employer defined benefit pension plan. Basic pension benefits are based on a formula. As at December 31, 2022, the Plan has about 240,000 active members and approximately 124,000 retired members. Active members include approximately 43,000 contributors from local governments of which approximately 1,000 are contributors from the Township.

Every three years, an actuarial valuation is performed to assess the financial position of the Plan and adequacy of plan funding. The actuary determines an appropriate combined employer and member contribution rate to fund the plan. The actuary's calculated contribution rate is based on the entry-age normal cost method, which produces the long-term rate of member and employer contributions sufficient to provide benefits for average future entrants to the plan. This rate may be adjusted for the amortization of any actuarial funding surplus and will be adjusted for the amortization of any unfunded actuarial liability. The most recent actuarial valuation for the Plan as at December 31, 2021 indicated a $3,761,000 funding surplus for basic pension benefits on a going concern basis. The next valuation will be as at December 31, 2024, with results available in 2025.

Employers participating in the Plan record their pension expense as the amount of employer contributions made during the fiscal year (defined contribution pension plan accounting). This is because the Plan records accrued liabilities and accrued assets for the Plan in aggregate, resulting in no consistent and reliable basis for allocating the obligation, assets and cost to the individual employers participating in the Plan.

The Township paid $6,261 (2021 - $6,440) for employer contributions to the Plan, while employees contributed $5,533 (2021 - $5,460) to the Plan in fiscal 2022.

17. EMPLOYEE FUTURE BENEFITS

The Township provides certain benefits to its employees upon retirement. A sick leave benefit accrues to eligible employees who retire from service with the Township at the age of 65. Eligible employees shall be paid all their sick leave credit to a maximum of 75 days multiplied by the daily rate of pay at retirement. Employees who retire before the age of 60 shall have their benefit factored by the percentage of full pension awarded by the Municipal Superannuation Commission. Other post-employment benefits accrue to eligible employees as compensation related to additional hours worked beyond their contractual arrangement that are not payable until retirement, resignation or termination.

		2022		2021
Accrued benefit obligation, beginning of year	$	**4,453**	$	4,615
Current service cost		**311**		324
Interest cost		**108**		95
Long-term disability expense (recovery)		**(36)**		103
Actual benefits paid		**(191)**		(272)
Amortization of actuarial adjustment		**(770)**		(412)
Accrued benefit obligation, end of year		**3,875**		4,453
Unamortized actuarial gain		**1,484**		806
Accrued benefit liability, end of year		**5,359**		5,259
Other post-employment benefit liability		**155**		152
Total Employee Future Benefits	$	**5,514**	$	5,411

The actuarial adjustment will be amortized over a period of 13 years (2021 – 13 years) which is equal to the employee's expected average remaining service lifetime.

Other post-employment benefit liability is calculated based on hours worked and accrued interest for 2022 at 3.50% (2021 – 1.71%). The Township's accrued benefit liability is supported by a report from an independent actuarial consulting firm, and calculated as at December 31, 2022. The Actuary report is based on standard assumptions concerning salary scales, mortality rates, retirement age, and withdrawal rates at the following rates:

	2022	2021
Discount rate	**4.50%**	2.50%
Expected future inflation rate	**2.50%**	2.50%
Expected wage and salary inflation	**2.50%**	2.50%
Expected wage and salary increases	**2.58% - 4.63%**	2.58% - 4.63%

18. SIGNIFICANT TAXPAYERS

The Township has a diverse residential, commercial, industrial, and agricultural property tax base and is not significantly reliant upon property tax revenue from any one large taxpayer.

19. TRUST FUNDS

The Cemetery Care Trust Fund must be administered in accordance with the Cemetery and Funeral Services Act. In accordance with PSAB guidance, trust funds are not included in the Township's consolidated financial statements.

Assets		**2022**		2021
Cash and investments	$	**2,943**	$	2,671
Accrued interest receivable		**22**		6
	$	**2,965**	$	2,677
Equity				
Balance, beginning of year	$	**2,677**	$	2,532
Contributions		**234**		113
Interest revenue		**54**		32
Balance, end of year	$	**2,965**	$	2,677

20. BUDGET DATA

The budget data presented in these consolidated financial statements is based upon the 2022 operating and capital budgets approved by Township Council on April 11, 2022. Amortization was not contemplated on development of the budget and, as such, has not been included. Other entities included are the Society and its subsidiaries, excluding inter-entity transactions. The chart below reconciles the approved budget to the budget figures reported in these consolidated financial statements.

		2022 Budget
Revenue		
Operating Budget Bylaw	$	298,229
Capital Budget Bylaw		442,978
Other entities		7,606
Less:		
Transfer from other funds		(160,820)
Proceeds from new debt		(74,886)
Total Revenue		**513,107**
Expenses		
Operating Budget Bylaw		298,229
Capital Budget Bylaw		442,978
Other entities		6,194
Less:		
Transfer from other funds		(33,816)
Capital expenditures		(430,755)
Debt principal payments		(9,951)
Total Expenses		**272,879**
Annual Surplus	$	**240,228**

21. SEGMENTED INFORMATION

The Township is a diversified municipal government that provides a wide range of services to its citizens, including:

- General Government Services
- Protective Services
- Facilities Maintenance Services
- Community Planning and Development Services
- Recreation, Culture, and Parks Services
- Engineering Services

For management reporting purposes, the government's operations and activities are organized and reported by service areas. Service areas were created for the purpose of recording specific activities to attain certain objectives in accordance with regulations, restrictions, or limitations.

Township services are provided by departments and their activities are reported in these service areas. Departments disclosed in the Segmented Information Schedule, along with the services they provide, are as follows:

General Government Services

General Government Services includes Corporate Administration, Legislative Services, Human Resources, and Finance. Corporate Administration is responsible for carrying out the direction, policies, and priorities set by Council and for providing recommendations to Council consistent with the needs of the community. Legislative Services department provides a secretariat for Council and its Committees. Human Resources provide assistance, advice, and guidance to both managers and employees in fulfilling roles and achieving and accomplishing their goals. The Finance Division manages the Township's financial resources and provides expert financial information, advice, and services while complying with the Community Charter and other legislated services.

Protective Services

Protective Services includes the RCMP and Fire Departments. The RCMP protects and serves the citizens of Langley through the prevention and reduction of crime in partnership with the community.

The Fire Department operates through seven fire halls located throughout the Township. Services are delivered through four main branches of the Fire Service. Professional expertise is provided in the area of fire prevention, emergency operations, fire safety, and emergency planning.

Facilities Maintenance Services

The Facilities Maintenance Division of Engineering is responsible for maintenance on all Township facilities. Centralization of this function facilitates more effective prioritization of maintenance to protect significant assets critical for service delivery.

Community Planning and Development Services

The Community Planning and Development Division provides Council, internal divisions, and the general public with professional advice on community planning and development issues Community Development is also responsible for Bylaw Enforcement.

Recreation, Culture, and Parks Services

Recreation, Culture, and Parks is responsible for the management and provision of leisure services within the Township.

Engineering Services

The Engineering Division delivers municipal transportation, water, sewer, solid waste, and stormwater services. Transportation manages traffic and transportation systems to ensure safe, efficient mobility for pedestrians, cyclists, and vehicles. Water, Sewer, and Drainage Utilities operate and distribute water and network sewer mains, storm sewers, and pump stations. Solid Waste includes waste management including recycling, collection, and disposal.

22. CONTRACTUAL RIGHTS

Contractual rights are rights to economic resources arising from contracts or agreements that will result in revenue and assets in the future. The Township enters into contracts or agreements for various services, and long term leases in the normal course of operations that it expects will result in the realization of assets and revenue in future fiscal years. Contractual rights are not recorded in the consolidated financial statements.

At December 31, 2022, the Township has contractual rights in the following amounts:

Year		Total Contractual Rights
2023	$	20,445
2024		4,249
2025		1,832
2026		2,345
2027		742
Thereafter		7,209
	$	**36,822**

The Township has cost sharing agreements with other government agencies that are not reflected in the above figures as they cannot be quantified. The Township is the recipient of grants from various government agencies. These grants do not guarantee the right to future funding and have not been included in the above figures.

23. COMPARATIVE FIGURES

Certain 2021 figures have been reclassified to conform to the 2022 consolidated financial statement presentation. There is no impact on accumulated surplus or annual surplus in 2021 from these reclassifications.

24. SUBSEQUENT EVENTS

Subsequent to year-end, the Government of British Columbia (the “Province”) publicly announced the Growing Communities Fund that will provide local governments in the province with one-time funding to address the needs of their growing communities. The Township has received $24,306 under this program which will be spent in accordance with the guidelines provided by the Province..

AUDITED

Segmented Information Schedule

2022

Consolidated Financial Activities - Segmented

For the year ended December 31, 2022 *(in thousands of dollars)*

(Refer to Note 21 Segmented Information)

		Protective Service				Recreation, Culture & Parks	
	General Government	Police Protection	Fire Protection	Facilities Maintenance	Community Planning and Development	Recreation and Culture	Parks
Revenue							
Property taxes	$ 24,562	$ 35,444	$ 19,139	$ 16,968	$ (476)	$ 14,023	$ 15,208
Fees, rates and service charges	12,274	294	108	39	15,026	9,707	13,377
Grants and grants in lieu of taxes	4,815	1,345	14	27	1,368	173	(23)
Service cost recoveries	337	4,133	152	138	46	1	-
Gain (Loss) on disposal of assets	44,906	-	-	-	-	-	-
Investment income	9,636	-	-	(260)	-	-	286
Local area service contributions	-	-	-	-	-	-	-
Contribution from development cost charges	-	-	-	-	-	-	5,184
Other developer contributions	36,748	-	-	-	-	-	10,976
Other income	(6,271)	3,953	2,178	554	650	5,987	790
	127,007	45,169	21,591	17,466	16,614	29,891	45,798
Expenses							
Salaries, wages and benefits	17,710	7,735	19,215	6,929	10,148	9,714	6,736
Service and maintenance contracts	957	709	935	3,493	492	10,150	2,891
RCMP contract	-	29,918	-	-	-	-	-
Consulting & professional services	3,032	3	165	392	692	423	885
Insurance	1,423	20	75	-	-	195	-
Material supplies & equipment	335	166	932	2,028	307	1,210	2,621
Information systems maintenance	2,596	6	21	78	46	16	25
Aviation and vehicle fuel	-	487	235	4	29	-	18
Advertising publications	96	-	2	-	6	8	1
Utilities	35	-	-	2,570	1	-	626
Sundry	1,932	21	162	181	280	804	870
Telephone & communications	258	64	75	74	56	55	47
Regional district charges	-	-	-	-	-	4,703	-
Municipal grants	620	-	-	-	1,047	991	-
Debt interest payments	812	44	-	34	-	172	799
Fiscal and other debt charges	252	6	1	-	-	131	-
Internal cost recoveries	175	21	156	(118)	(9)	126	(222)
Loss on disposal of assets	-	-	-	-	-	-	-
Amortization Expense	2,131	345	1,255	-	-	7,025	4,049
	32,364	39,545	23,229	15,665	13,095	35,723	19,346
ANNUAL SURPLUS (DEFICIT)	$ 94,643	$ 5,624	$ (1,638)	$ 1,801	$ 3,519	$ (5,832)	$ 26,452

Engineering							
Transportation	Stormwater	Water	Sewer	Solid Waste	Reserve Funds	2022 Consolidated	2021 Consolidated
$ 28,797	$ 9,168	$ -	$ -	$ -	$ -	$ 162,833	$ 153,920
3,566	319	31,736	22,538	8,822	-	117,806	110,525
11,250	1,391	(14)	(12)	-	-	20,334	14,251
(227)	-	-	-	10	-	4,590	6,049
272	(134)	(336)	(63)	-	-	44,645	12,424
(292)	58	71	466	74	3,682	13,721	4,694
-	-	-	-	-	-	-	122
4,949	43	2,519	228	-	-	12,923	19,010
18,741	13,041	2,439	4,113	-	-	86,058	196,670
(326)	24	-	-	5	15	7,559	5,289
66,730	23,910	36,415	27,270	8,911	3,697	470,469	522,954
12,336	3,492	5,546	2,718	692	-	102,971	89,622
12,396	1,788	1,507	892	7,581	-	43,791	37,080
-	-	-	-	-	-	29,918	29,109
1,349	429	6,415	121	54	-	13,960	10,517
346	-	15	15	-	-	2,089	1,786
7,724	1,572	3,007	688	29	-	20,619	17,877
277	7	83	9	13	-	3,177	2,757
2,579	16	13	10	-	-	3,391	2,676
18	1	6	-	1	-	139	125
1,003	78	395	149	-	-	4,857	4,618
390	132	206	36	3	-	5,017	3,888
78	20	42	20	1	-	790	841
-	-	10,965	10,713	-	-	26,381	24,865
9	-	-	-	-	-	2,667	945
1,318	56	1,135	109	-	-	4,479	4,652
57	-	-	-	-	-	447	315
(7,718)	255	99	99	-	-	(7,136)	(7,543)
-	-	-	-	-	-	-	-
17,069	4,750	3,614	2,446	-	-	42,684	41,461
49,231	12,596	33,048	18,025	8,374	-	300,241	265,591
$ 17,499	$ 11,314	$ 3,367	$ 9,245	$ 537	$ 3,697	$ 170,228	$ 257,363

AUDITED

Schedules

2022

Schedule 1

Debt and Agreements Payable

For the year ended December 31, 2022 *(in thousands of dollars)*

MFA DEBT

By-law	Date of Issue	Issued by	Purpose	Issue	Rate	Maturity
DEBENTURE DEBT						
GENERAL:						
5346	October 9, 2019	M.F.A.	Facility Capital Works	149	2.24%	October 9, 2039
5508	June 1, 2020	M.F.A.	Land Acquisition	151	1.28%	June 1, 2050
5509	June 1, 2020	M.F.A.	Strategic Land Acquisition	151	1.28%	June 1, 2050
STORMWATER:						
4752	April 8, 2010	M.F.A.	Drainage	110	4.50%	April 8, 2030
4829	April 4, 2011	M.F.A.	Drainage	116	4.20%	April 4, 2031
WATER:						
4919	April 7, 2017	M.F.A.	Langley Water Utility	141	2.80%	April 7, 2037
4920	April 7, 2017	M.F.A.	Langley Water Utility	141	2.80%	April 7, 2037
TRANSPORTATION:						
4751	April 8, 2015	M.F.A.	Transportation	131	2.20%	April 8, 2035
5232	October 4, 2017	M.F.A.	Transportation	142	3.15%	October 4, 2037
5233	October 4, 2017	M.F.A.	Transportation	142	3.15%	October 4, 2037
5347	October 9, 2019	M.F.A.	Transportation	149	2.24%	October 9, 2039
***4953		M.F.A.	Transportation			Temporary Borrowing
SEWER:						
4750	April 8, 2010	M.F.A.	Sewer	110	4.50%	April 8, 2030
PARKS:						
4455	November 2, 2007	M.F.A.	Land Acquisition	102	4.82%	December 1, 2027
4556	November 2, 2007	M.F.A.	Land Acquisition	102	4.82%	December 1, 2027
5346	October 4, 2019	M.F.A.	Facility	149	2.24%	October 4, 2039
5507	June 1, 2020	M.F.A.	Park Capital Works	150	1.28%	June 1, 2040
5509	June 1, 2020	M.F.A.	Strategic Land Acquisition	151	1.28%	June 1, 2050
						Total debenture debt
PROPERTY ACQUISITION AGREEMENTS						
GENERAL CAPITAL FUND:						
*	Langley Facilities Society		Recreation Centre			August 7, 2029
	Langley Facilities Society		Recreation Centre			November 1, 2022
GENERAL FUND:						
	March 1, 2020		Facility			February 1, 2040
	December 31, 2021		Facility			February 1, 2032
PARKS UTILITY FUND:						
**	January 3, 2006		Land Acquisition			January 3, 2026

The Township issues long-term debenture debt instruments through the Municipal Finance Authority (MFA) pursuant to security issuing bylaws. Sinking Fund Reserve balances are managed by the MFA and are used to retire the debt instruments. For reporting purposes, the Township nets Sinking Fund Reserve balances against related gross debt.

The MFA Debt Reserve is composed of Cash Reserves and Demand Note Reserves. The MFA retains these reserves in case any municipality defaults on their debt repayment obligations. Upon retirement of the debt and if no municipality has defaulted, the cash will be returned to the Municipality and the demand notes will be cancelled.

*The Society has a Canadian commercial bank loan pertaining to the construction of the Langley Events Centre. The bank loan was refinanced with a fixed rate structure in 2021. The rate will expire in 2022. For estimation purposes, future principal and interest payments assume constant 2021 rates in effect for the duration of the loan.

**Under this agreement, the vendors retained the right to operate the Redwoods Golf Course for 20 years (3 years remain). The vendors must contribute $100 annually to maintain and improve the property. The Township must contribute $50 annually. The Township is also required to make annual repayments at an amount that is variable based on annual property taxes. Interest rates on related debt are approximately 4% to 6%.

***As at December 31,2022, the Township has repaid temporary financing of $2,033 which resulted in zero balance in temporary financing from MFA.

Gross Debt	Sinking Fund and Actuarial Adjustments	**Net Debt 2022**	**Net Sinking Fund Earnings 2022**	**Principal Repayments 2022**	**Interest Expense 2022**	Net Debt 2021
1,500	174	**1,326**	**4**	**56**	**34**	1,386
16,398	826	**15,572**	**13**	**404**	**210**	15,989
43,430	2,190	**41,240**	**34**	**1,071**	**556**	42,346
61,328	3,190	**58,138**	**51**	**1,531**	**800**	59,721
1,800	935	**865**	**31**	**66**	**23**	962
2,292	1,067	**1,225**	**35**	**84**	**34**	1,344
4,092	2,002	**2,090**	**66**	**150**	**57**	2,306
33,535	6,772	**26,763**	**188**	**1,248**	**939**	28,199
7,015	1,416	**5,599**	**39**	**261**	**196**	5,899
40,550	8,188	**32,362**	**227**	**1,509**	**1,135**	34,098
8,700	2,455	**6,245**	**80**	**308**	**191**	6,633
11,716	2,332	**9,384**	**58**	**436**	**369**	9,878
13,744	2,735	**11,009**	**68**	**511**	**433**	11,588
12,950	1,500	**11,450**	**33**	**482**	**290**	11,965
2,033	2,033	**-**	-	2,033	34	2,033
49,143	11,055	**38,088**	**239**	**3,770**	**1,317**	42,097
8,500	4,417	**4,083**	**147**	**312**	**109**	4,542
8,500	4,417	**4,083**	**147**	**312**	**109**	4,542
3,250	2,192	**1,058**	**80**	**109**	**78**	1,247
11,000	7,418	**3,582**	**269**	**369**	**262**	4,220
5,500	636	**4,864**	**14**	**205**	**123**	5,083
1,919	162	**1,757**	**3**	**79**	**25**	1,839
24,240	1,220	**23,020**	**19**	**598**	**310**	23,637
45,909	11,628	**34,281**	**385**	**1,360**	**798**	36,026
209,522	40,480	**169,042**	**1,115**	**8,632**	**4,216**	178,790
		6,940	**-**	**1,000**	**152**	7,940
		-	**-**	**120**	**20**	120
		6,940	**-**	**1,120**	**172**	8,060
		-	**-**	**778**	**46**	778
		766	**-**	**56**	**44**	822
		766	**-**	**834**	**90**	1,600
		343	**-**	**117**	**1**	460
		343	**-**	**117**	**1**	460
Total agreements payable		**8,049**	**-**	**2,071**	**263**	10,120
Total debt and agreements payable		**$ 177,091**	**$ 1,115**	**$ 10,703**	**$ 4,479**	$ 188,910

Schedule 2

Langley Centennial Museum

Statement of Financial Activities

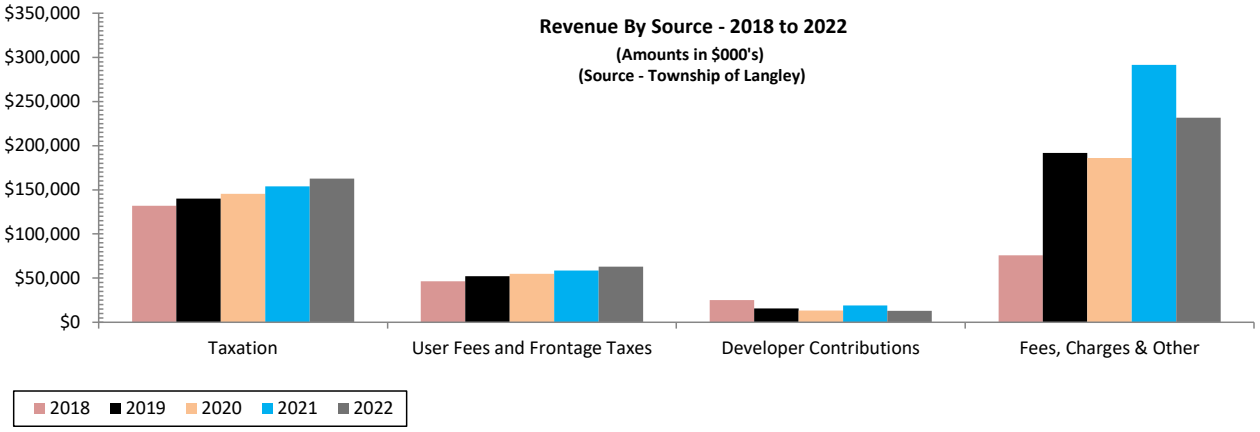
For the year ended December 31, 2022 *(in thousands of dollars)*

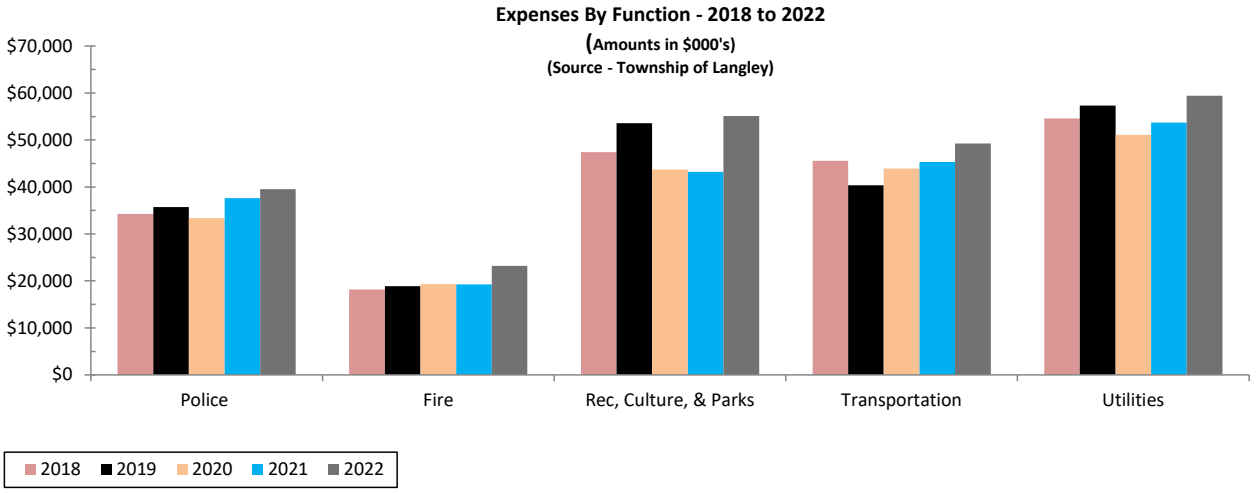
		2022		2021
REVENUE				
Donations, sales and programs	$	**79**	$	182
BC Arts Council grant		**106**		154
Transfer from Reserve		**60**		-
Federal grants - other		**38**		94
Provincial grants - other		**12**		-
Other grants		**-**		3
Township of Langley funding		**592**		473
	$	**887**	$	906
EXPENSE				
Salaries and benefits		**592**		458
Program and events		**80**		68
Exhibit maintenance		**52**		3
Insurance		**15**		15
Purchases for resale		**2**		2
Office supplies and sundry		**13**		10
Utilities		**16**		15
Telephone and internet		**2**		2
Amortization expense		**12**		10
Grounds maintenance		**16**		7
Advertising		**5**		3
Travel		**1**		2
Building maintenance		**11**		82
Artifact additions		**-**		1
Total operating expense		**817**		678
Transfer to Museum Reserve		**70**		228
	$	**887**	$	906
MUSEUM RESERVE				
Balance, beginning of year	$	**831**	$	592
Contribution from Museum operations		**91**		241
Operating expense funded by the Reserve Fund		**(1)**		(2)
Capital expenditure funded by the Reserve Fund		**(514)**		-
Balance, end of year	$	**407**	$	831

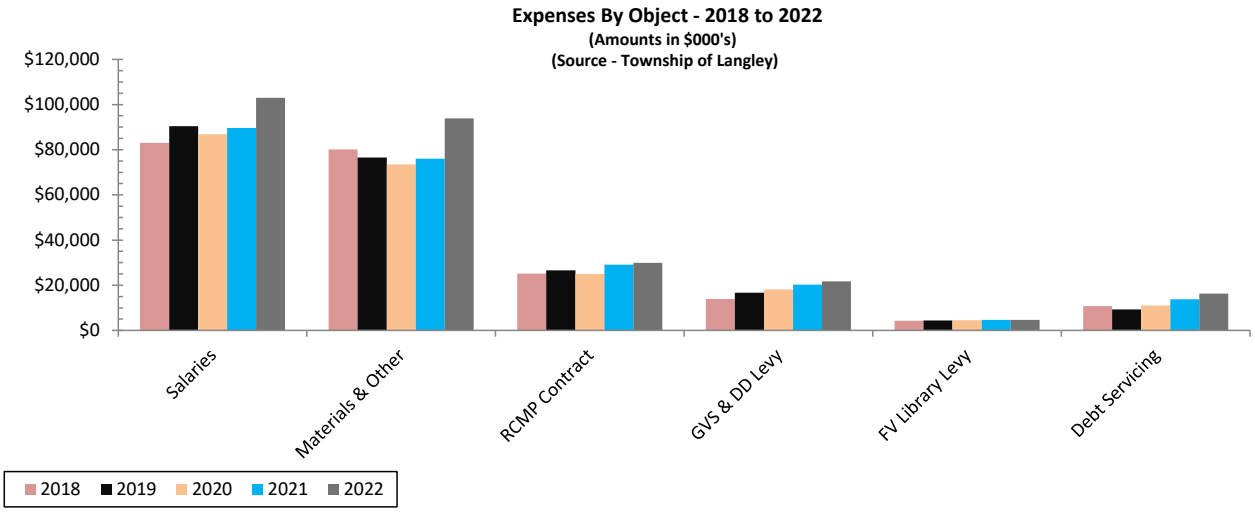
UNAUDITED

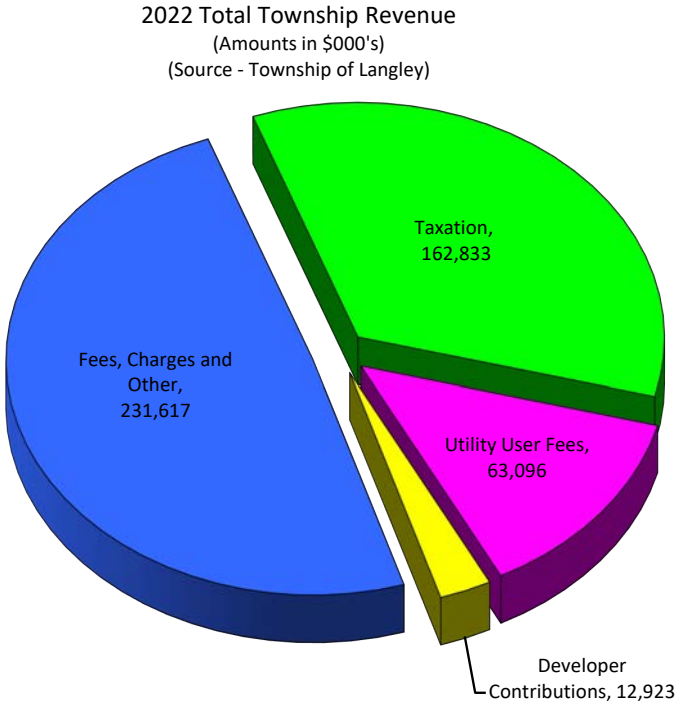
Statistical and Other Information

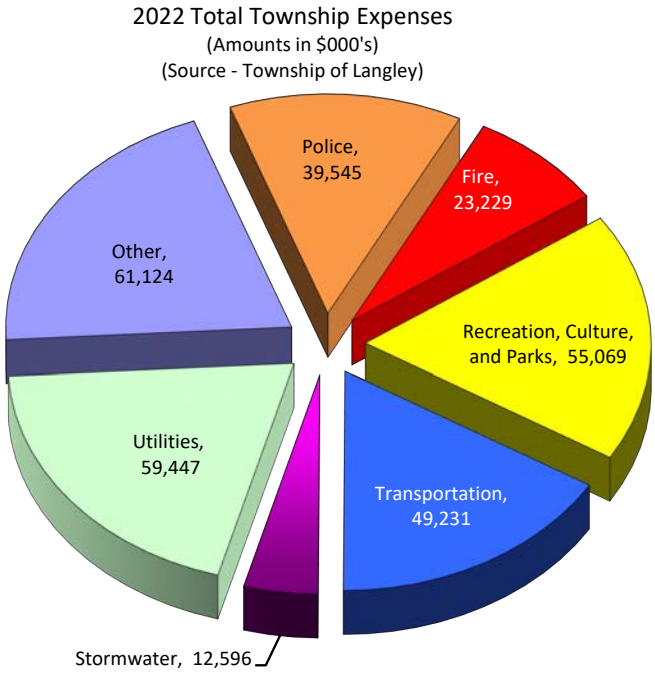
2022


Revenue By Source - 2018 to 2022
(Amounts in $000's)
(Source - Township of Langley)
$350,000
$300,000
$250,000
$200,000
$150,000
$100,000
$50,000
$0
Taxation
User Fees and Frontage Taxes
Developer Contributions
Fees, Charges & Other
2018 2019 2020 2021 2022

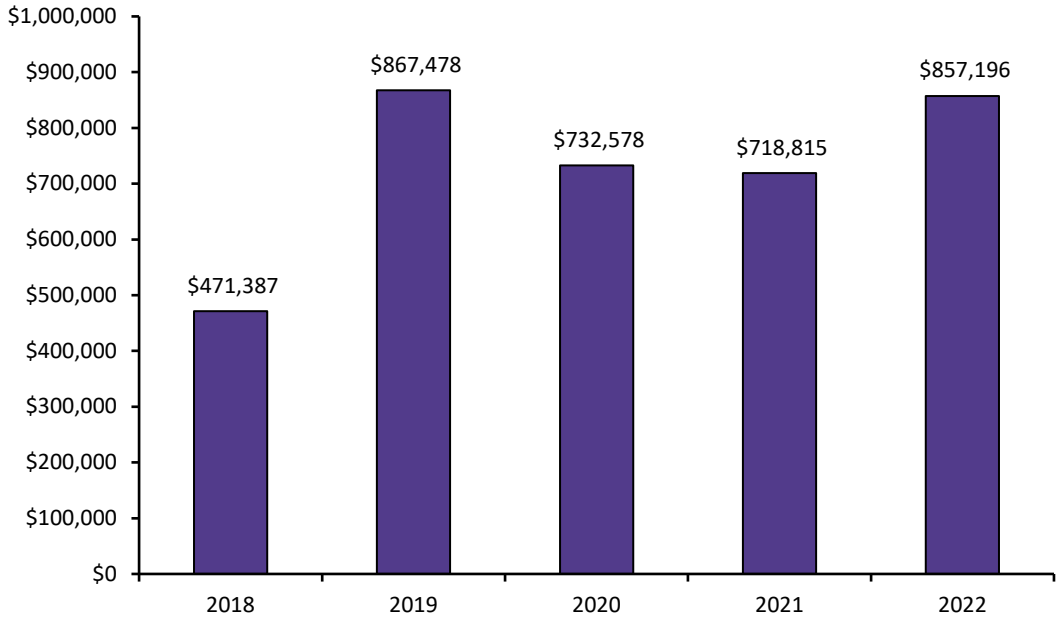

Expenses By Function - 2018 to 2022
(Amounts in $000's)
(Source - Township of Langley)
$70,000
$60,000
$50,000
$40,000
$30,000
$20,000
$10,000
$0
Police
Fire
Rec, Culture, & Parks
Transportation
Utilities
2018 2019 2020 2021 2022


Expenses By Object - 2018 to 2022
(Amounts in $000's)
(Source - Township of Langley)
$120,000
$100,000
$80,000
$60,000
$40,000
$20,000
$0
Salaries
Materials & Other
RCMP Contract
GVS & DD Levy
FV Library Levy
Debt Servicing
2018 2019 2020 2021 2022

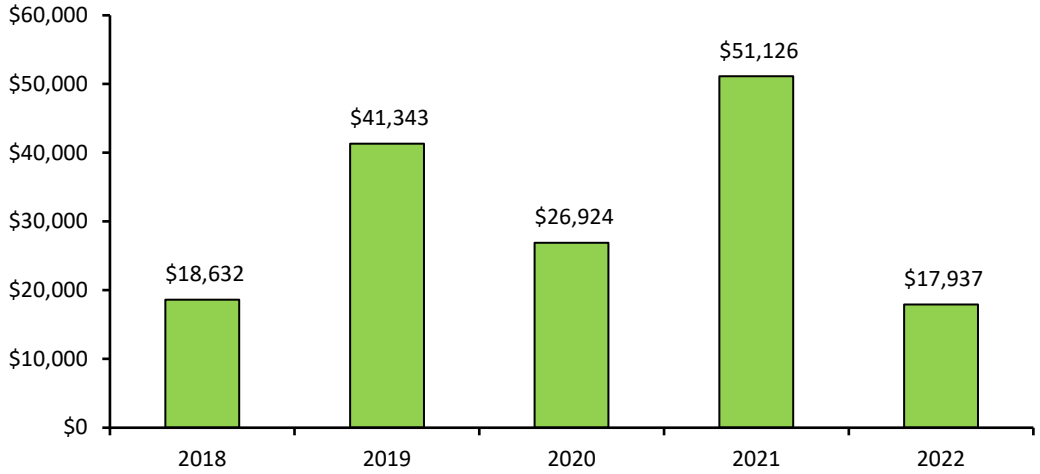

2022 Total Township Revenue
(Amounts in $000's)
(Source - Township of Langley)
Taxation, 162,833
Utility User Fees, 63,096
Developer Contributions, 12,923
Fees, Charges and Other, 231,617

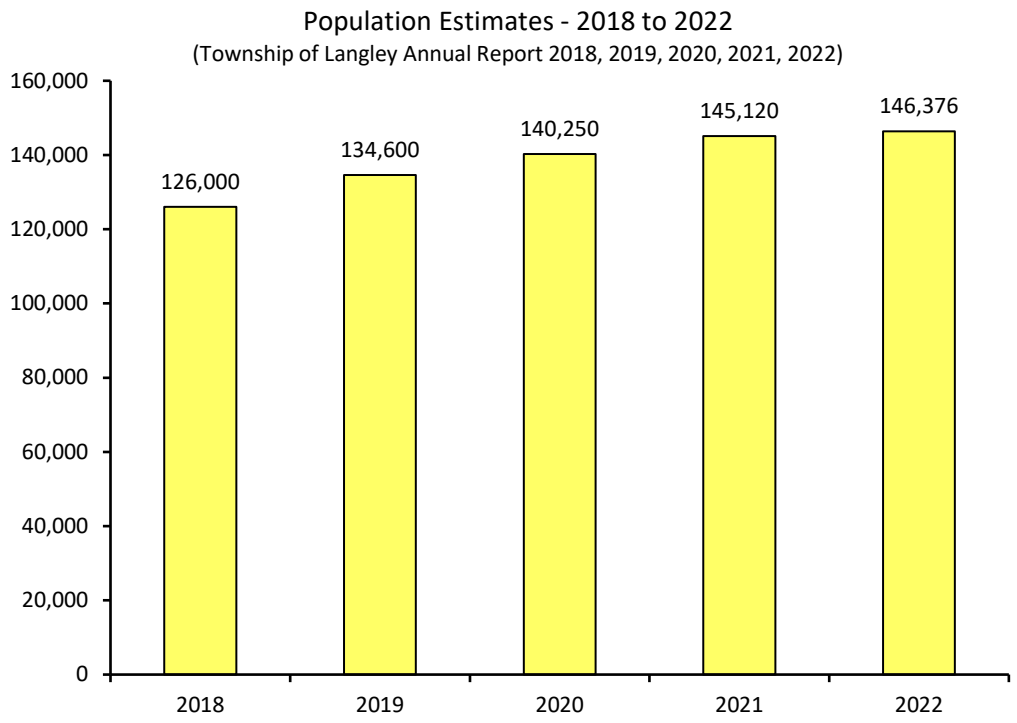

2022 Total Township Expenses
(Amounts in $000's)
(Source - Township of Langley)
Police, 39,545
Fire, 23,229
Recreation, Culture, and Parks, 55,069
Transportation, 49,231
Stormwater, 12,596
Utilities, 59,447
Other, 61,124

Building Permit Values - 2018 to 2022
(Amounts in $000's)
(Source - Township of Langley)

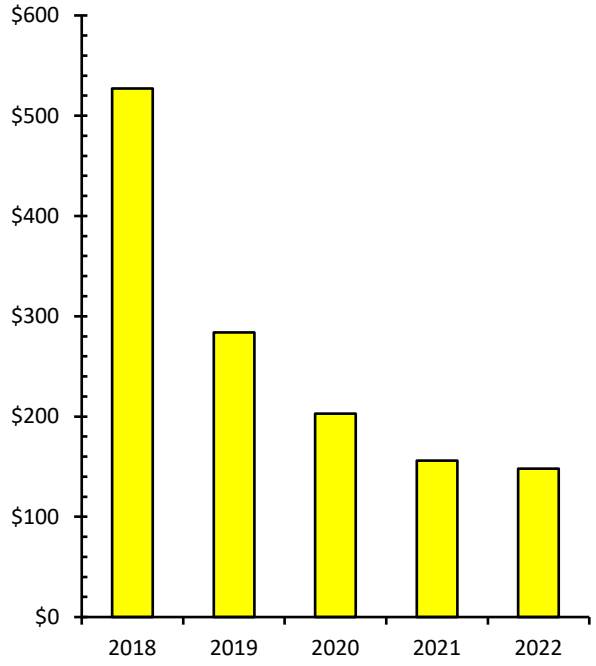


Net Development Cost Charge Receipts - 2018 to 2022
(Amounts in $000's)
(Source - Township of Langley)

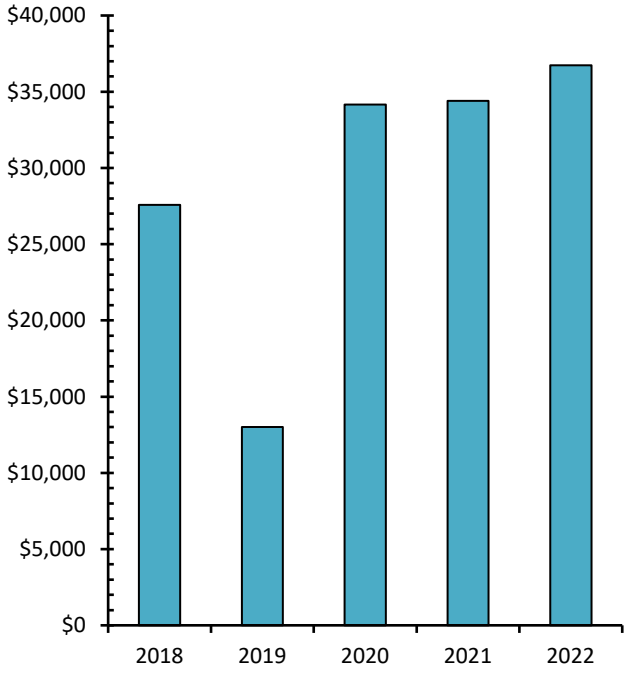



Population Estimates - 2018 to 2022
(Township of Langley Annual Report 2018, 2019, 2020, 2021, 2022)
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
126,000
134,600
140,250
145,120
146,376
2018
2019
2020
2021
2022

General Capital Reserve
2018 to 2022
(Amounts in $000's)



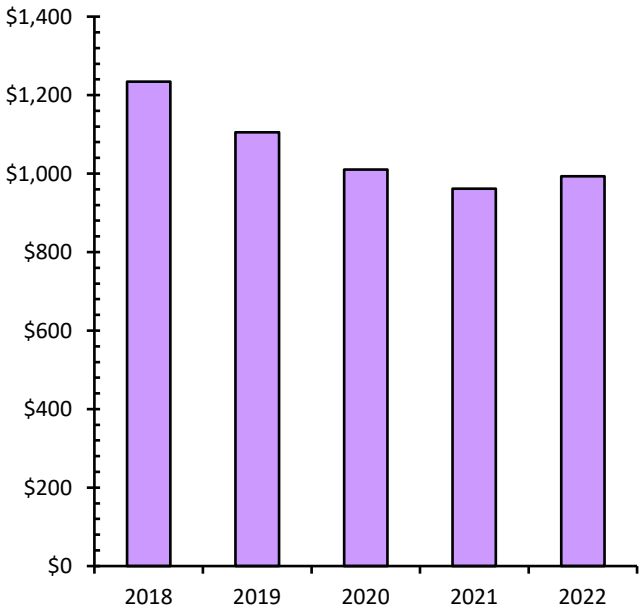
Water Capital Reserve
2018 to 2022
(Amounts in $000's)

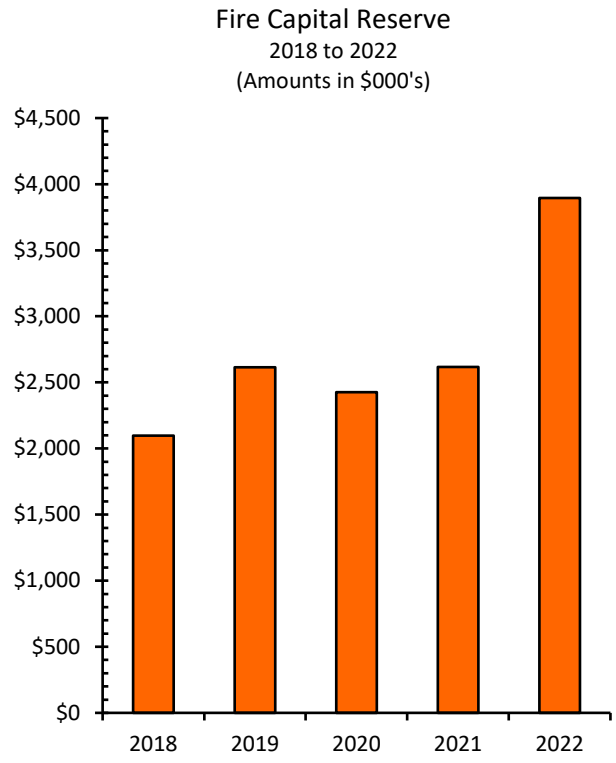


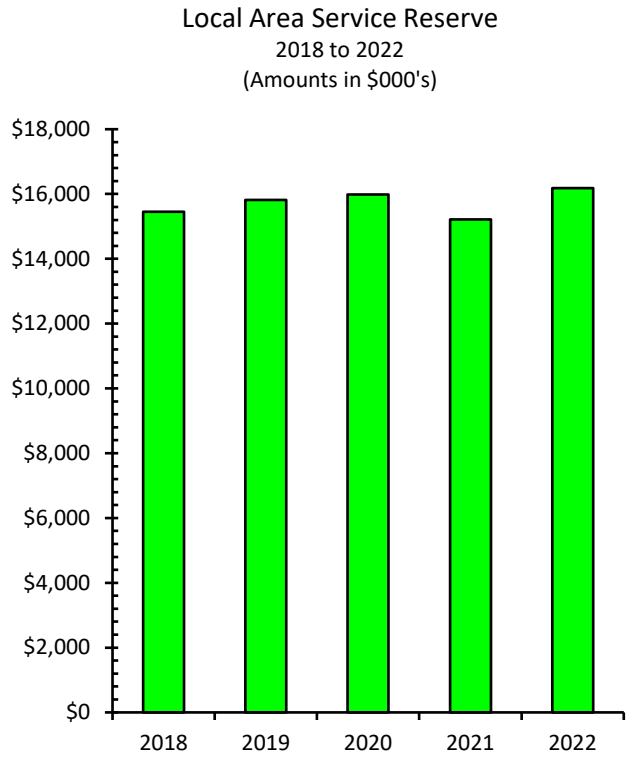
Sewer Capital Reserve
2018 to 2022
(Amounts in $000's)

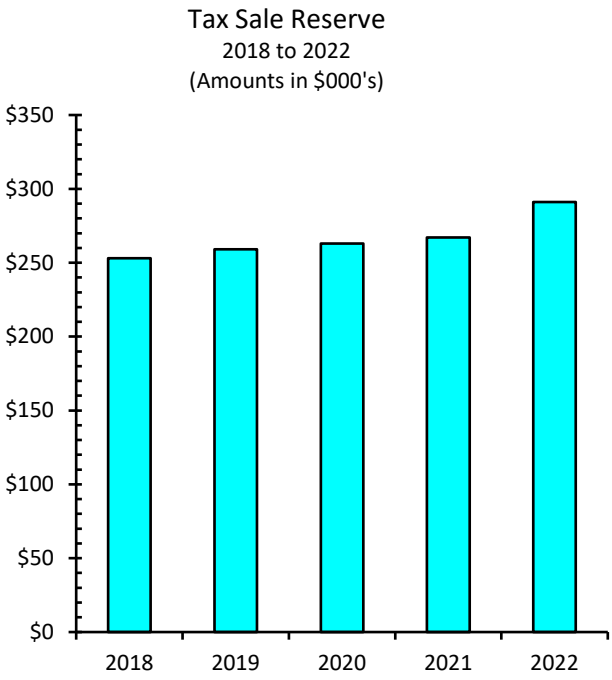


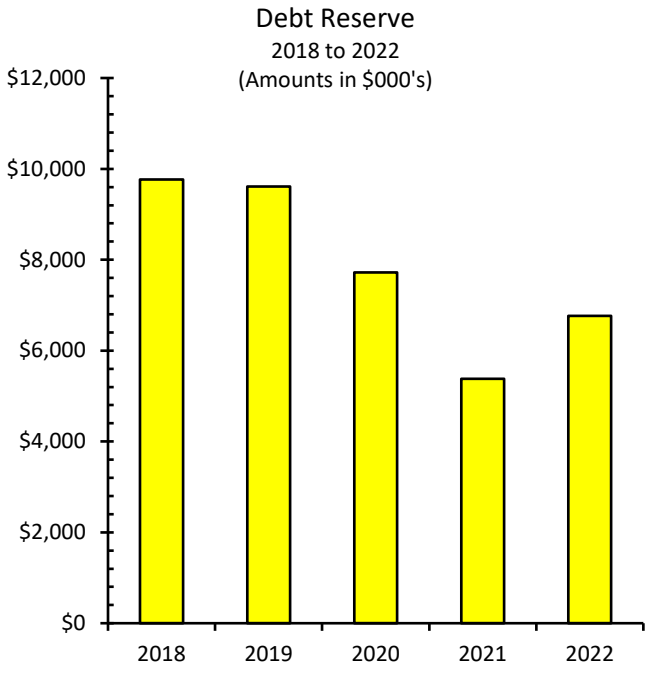
Stormwater Capital Reserve
2018 to 2022
(Amounts in $000's)




Fire Capital Reserve
2018 to 2022
(Amounts in $000's)
$4,500
$4,000
$3,500
$3,000
$2,500
$2,000
$1,500
$1,000
$500
$0
2018
2019
2020
2021
2022


Local Area Service Reserve
2018 to 2022
(Amounts in $000's)
$18,000
$16,000
$14,000
$12,000
$10,000
$8,000
$6,000
$4,000
$2,000
$0
2018
2019
2020
2021
2022


Tax Sale Reserve
2018 to 2022
(Amounts in $000's)
$350
$300
$250
$200
$150
$100
$50
$0
2018
2019
2020
2021
2022


Debt Reserve
2018 to 2022
(Amounts in $000's)
$12,000
$10,000
$8,000
$6,000
$4,000
$2,000
$0
2018
2019
2020
2021
2022

COVID-19 Safe Restart Grant

For the year ended December 31, 2022 (in thousands of dollars)

The Township received a grant of $7,608 under the COVID-19 Safe Restart Grant for Local Governments in November, 2020. The grant was fully drawn by the end of 2022 as shown in the schedule below:

		2022
Opening Balance	$	7,445
Less Operating Costs:		
Communication and public safety		129
Cleaning supplies and services		247
Modification to workplace and facilities		1,626
Payroll costs		320
Staff pandemic response		156
		2,478
Less Facility and Technology Capital Costs:		
IT applications and equipment		306
		306
Less Revenue not Collected:		
Investment income loss		1,189
Recreation revenue decline		3,472
		4,661
Ending Balance	$	-

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 26, 2023 - REGULAR MEETING	**REPORT:**	23-121
FROM:	ENGINEERING DIVISION	**FILE:**	6125-20-ATH1
SUBJECT:	CAPITAL REQUEST: ALDERGROVE ATHLETIC PARK COVERED GATHERING AREA		

RECOMMENDATION:

That Council authorize the use of up to $130,000 from the Community Works Fund (Gas Tax) for the design and construction of a covered gathering area at the Aldergrove Athletic Park, augmented with $2,000 in funding from existing replacement tree non-refundable deposit (NRD) funds for planting two trees in association with this project.

ANALYSIS:

The Aldergrove Athletic Park is a community park located at 26845 – 27 Avenue. The park provides many amenities to residents and visitors which include baseball diamonds, basketball courts, a community garden, mountain bike course, pickle ball and tennis courts, playgrounds, skateboard park, soccer fields, sports box, and trails.

To expand on the amenities offered at the park it is recommended to add a covered area for users to enjoy year-round. The covered gathering area is proposed to be located between the west parking lot and the batting cage, as shown in the maps included as Attachment A and B.

The covered gathering area will include a concrete pad and a roof extension from the batting cage structure. The covered area will be open on three sides with no fixed tables or benches. The design of the structure will consider the existing character of the park and surrounding structures.

Financial Implications:

The design and construction of the covered gathering area is estimated to cost $130,000. In addition, two trees will be planted at a cost of $2,000 proposed to be funded from existing replacement tree NRD funds.

Township of Langley Capital Project Description						
Project Title:	Aldergrove Athletic Park Covered Gathering Area					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$132,000				
Budget Remaining						
Total Projected Cost		$132,000				

Project Description *(Phased Project)	Design and construction of a covered gathering area. Scope of work includes design, permitting, removal and replacement of two trees, site preparation, drainage works, irrigation line relocation, installation of a concrete pad, and a roof extension.			
Project Justification and Consequences of Not Proceeding *(Phased Project)	The provision of a covered gathering area will provide a sheltered area for parks users to enjoy year-round.			
Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	Aldergrove Athletic Park Covered Gathering Area					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Community Works Fund (Gas Tax)		$130,000				
Debt						
Translink						
ICBC						
Other: Non-Refundable Deposit Tree Replacement		$2,000				
Total Currently Funded		**$132,000**				
Total Currently Unfunded						

Respectfully submitted,

Aaron Ruhl
DIRECTOR, PUBLIC WORKS
for
ENGINEERING DIVISION

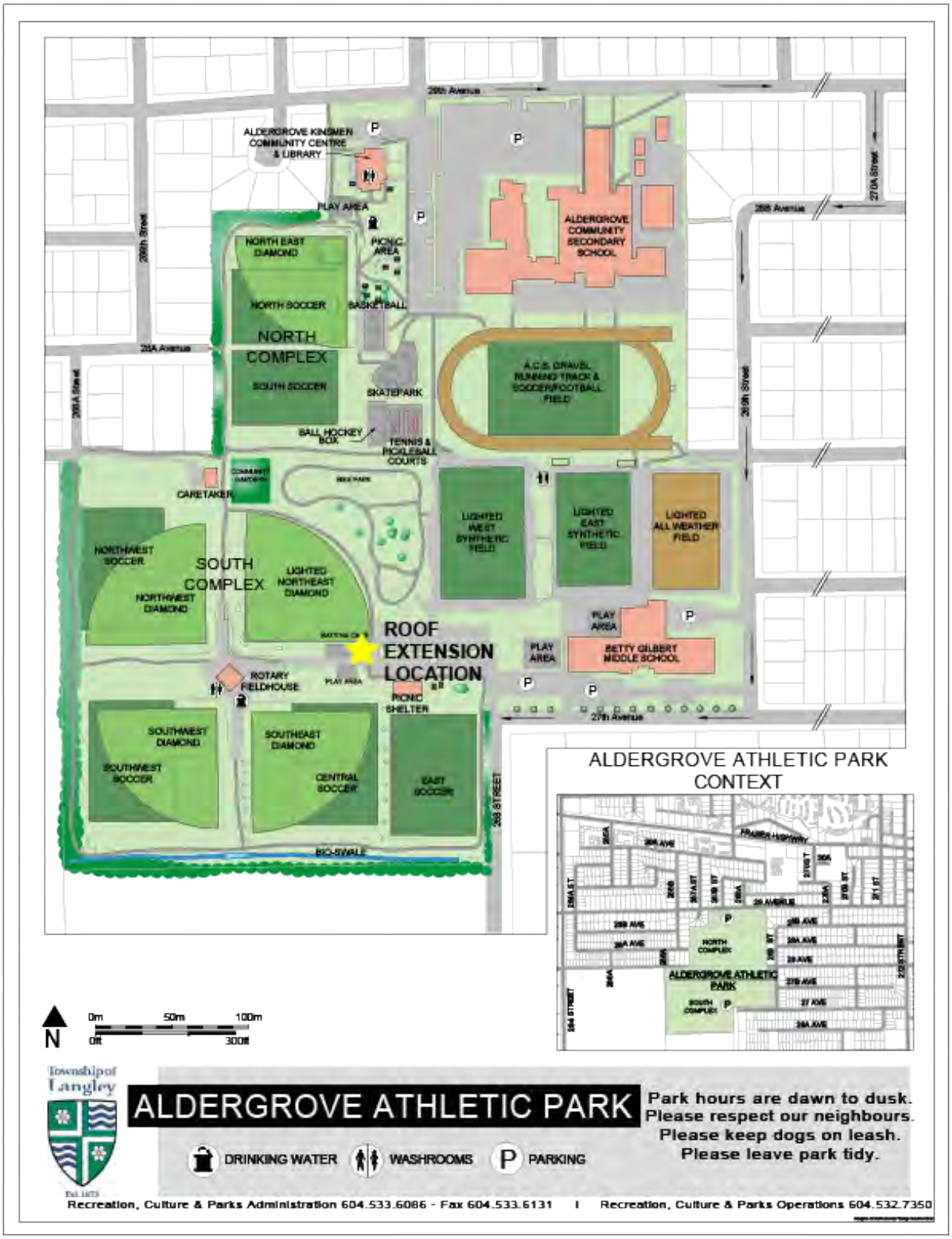
This report has been prepared in consultation with the following listed departments.

CONCURRENCES	
Division / Department	**Name**
FACILITIES AND CORPORATE PROJECTS DIVISION	S. Groves
FINANCE DIVISION	S. Ruff

ATTACHMENT A Park Map

ATTACHMENT B Aerial Map

ATTACHMENT A



ATTACHMENT B



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 26, 2023 - REGULAR MEETING	**REPORT:**	23-120
FROM:	FACILITIES AND CORPORATE PROJECTS DIVISION	**FILE:**	0810-20
SUBJECT:	CAPITAL REQUEST: DRIVEWAY IMPROVEMENTS AT GEORGE PRESTON RECREATION CENTRE		

RECOMMENDATION:

That Council approve $180,000 from the Capital Projects Reserve to undertake driveway widening improvements at George Preston Recreation Centre.

ANALYSIS:

The main driveway off 42 Avenue for the George Preston Recreation Centre is approximately 6 m wide. This makes it challenging for vehicles entering and exiting the site as there is minimal space for passing. Staff have reviewed the location in detail and determined there is the ability to widen the driveway by 1.5 m to the west to allow for one dedicated lane in and one lane out. This is the least disruptive and most cost-effective option.

The scope of work would consist of coordination with BC Hydro to review the overhead distribution line and utility pole relocation, new sidewalk, signage relocation, landscape restoration, drainage improvements, potential removal of three trees due to root impacts from the widening, and other minor driveway and site improvements. These improvements will provide for safer vehicle movements to and from the site.

The estimated budget to undertake these improvements is $180,000. Photos of the site and preliminary design are attached, with costs and funding sources detailed in the following budget sheet.

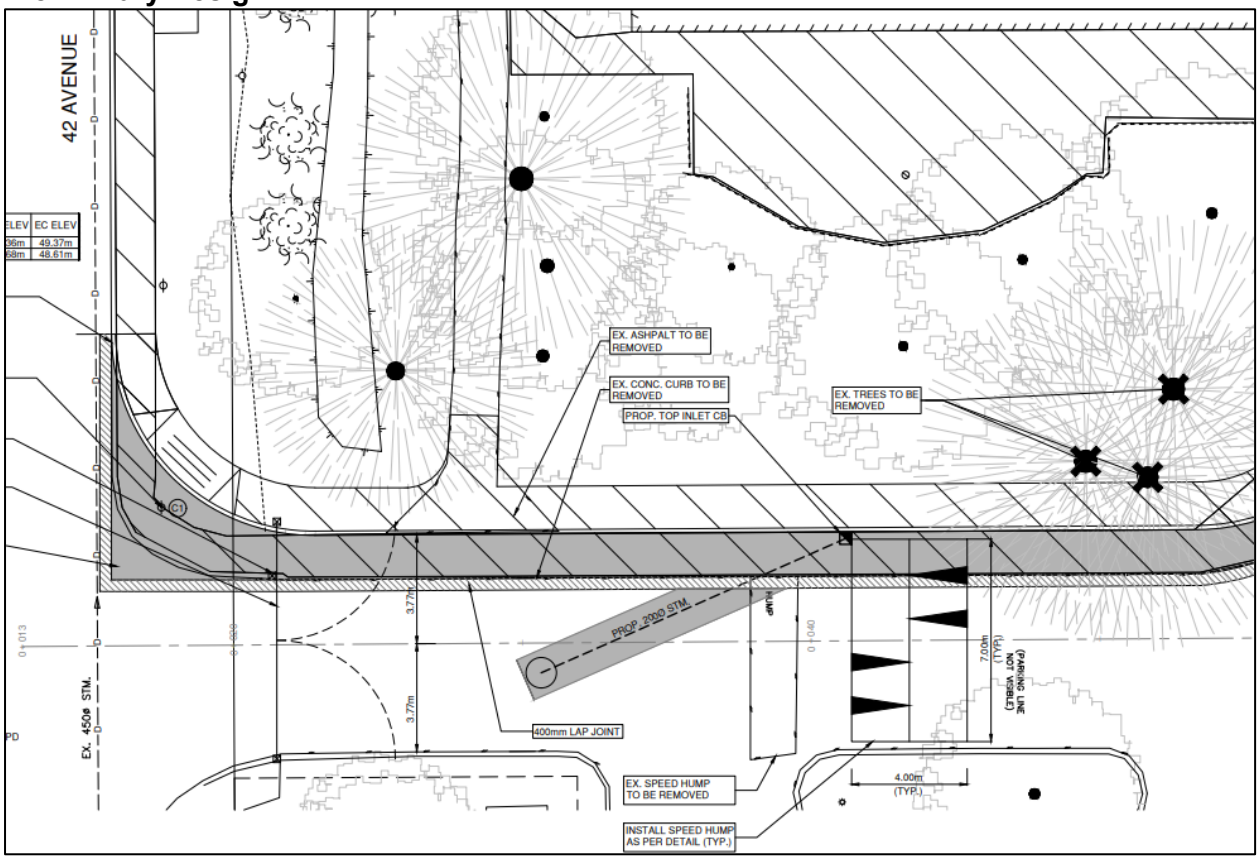
Photo 1: Main Driveway View to the South



Photo 2: Main Driveway Entrance off 42 Ave. (View to the North)



Preliminary Design



Township of Langley Capital Project Description						
Project Title:	GPRC Driveway Improvements					
	Previously funded	2023	2024	2025	2026	2027
Requested Amount		$180,000				
Budget Remaining						
Total Projected Cost		$180,000				

Project Title:	GPRC Driveway Improvements					
Proposed Funding Sources	Previously funded	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve Capital Projects		$180,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded		**$180,000**				
Total Currently Unfunded						

Respectfully submitted,

Harb Chohan
DIRECTOR, FACILITIES
for
FACILITIES AND CORPORATE PROJECTS DIVISION

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

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

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 26, 2023 - REGULAR MEETING	**REPORT:**	23-122
FROM:	ENGINEERING DIVISION	**FILE:**	5330-27-091
SUBJECT:	CAPITAL REQUEST: EAST ALDERGROVE PIPING IMPROVEMENTS PROJECT		

RECOMMENDATION:

That Council authorize the use of up to $230,000 from the Water Capital Reserve Fund for costs associated with the East Aldergrove Reservoir Piping Improvements Project (WTR1199).

ANALYSIS:

The East Aldergrove Reservoir Piping Improvements Project (the Project) increases the resiliency and functionality of the Aldergrove water distribution system and improves water quality for the area. This is achieved through the installation and reconfiguration of the piping system between the Aldergrove Water Treatment Plant (AWTP) and the East Aldergrove Reservoir (EAR), both facilities are shown on the Project Map (Attachment A). The new configuration allows the EAR to have simultaneous inflow from the AWTP while maintaining outflow to ensure water demands can be met. This process also ensures chlorine residuals are maintained within the water system to achieve required water quality parameters.

Community Implications:

As Aldergrove develops, the demand on the water supply system grows. The Project is necessary to ensure the Township can provide water for its residents, businesses, and for firefighting during peak times.

Financial Implications:

Initial funding of $300,000 for the Project was previously approved by Council with works commencing in 2022. Completion of the project was anticipated in 2023, however cost escalations have resulted in the requirement for additional funding. Staff are requesting $230,000 from the Water Capital Reserve Fund to fund this critical infrastructure Project.

Township of Langley Capital Project Description						
Project Title:	East Aldergrove Reservoir Piping Improvements					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$230,000				
Budget Remaining						
Total Projected Cost		$230,000				

Project Description *(Phased Project)	The installation of new piping and reconfiguration of existing piping to allow the East Aldergrove Reservoir to be filled directly from the Aldergrove Water Treatment Plant.			
Project Justification and Consequences of Not Proceeding *(Phased Project)	To ensure the supply of potable water and emergency firefighting water to the Aldergrove Community, the piping system that supplies water to the East Aldergrove Reservoir required upgrades to allow the inflow of source water while maintaining the ability to supply water to the community. This upgraded system ensures resiliency, improved functionality, and dependability of the potable water supply to the Aldergrove Community.			
Project Priority 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):	3	Initial Year of Approval:	2020

Township of Langley Capital Project Description						
Project Title:	East Aldergrove Reservoir Piping Improvements					
Work Breakdown	WTR1199					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Water Capital Works		$230,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded		**$230,000**				

Total Currently Unfunded						

Respectfully submitted,

Dave Jarvis
MANAGER, UTILITIES OPERATIONS
for
ENGINEERING DIVISION

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

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

ATTACHMENT A Project Map



Township of Langley BC
Est. 1873

East Aldergrove Reservoir Dedicated Main

Engineering Services

Date: Monday, June 12, 2023

Imagery Acquisition Year: 2021

0 0.05 0.1 Km

Scale: 1:5,000

The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.

Dedicated main
Water Pipe
Water Structure Type
R Reservoir
P Pump Station
PRV

N

Path: N:\Maps\Custom Maps\Maps for Council\AldergroveWaterTreatment_Plant\AWTP.aprx

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 26, 2023 - REGULAR MEETING	**REPORT:**	23-128
FROM:	FACILITIES AND CORPORATE PROJECTS DIVISION	**FILE:**	6125-01
SUBJECT:	CAPITAL REQUEST: SITE IMPROVEMENTS AT WILLOUGHBY COMMUNITY PARK		

RECOMMENDATION:

That Council approve $950,000 in funding for 2023 from the Capital Projects Reserve to proceed with site improvements at Willoughby Community Park.

EXECUTIVE SUMMARY:

Langley United Soccer Association is the largest user group at Willoughby Community Park, and on behalf of the various field users at the site, for numerous seasons have been requesting various improvements to the site that will assist all youth field user groups.

The selected enhancements that are contemplated in this report address player and spectator issues, and include (with initial projected costs):

A) Warm-up synthetic turf, drainage and fencing to utilize an under-used area that is north of the SouthWest Field, replacing an existing grass and dirt area with synthetic turf ($500k)

B) Seating and sidewalk areas along the west side of the SouthWest field, maintaining selected plantings but allowing for spectator seating areas and safe walking areas between them ($200k)

C) Concession and building upgrades, including required repair and replacement of selected equipment within the park fieldhouse ($200k)

D) Road crossing, creating a raised crosswalk at the entry point between the upper fieldhouse entry and the SouthEast playing field ($50k)

Included within this report are photographs of each general area, and staff recommend approving the requested budget amount to allow work to proceed during 2023 in consultation with LUSA and other user groups.

Project site Photos:

Warm-up Synthetic Turf Field area:



SouthWest Field, Seating Areas:



Concession and building Enhancements:



Crosswalk Enhancements (change to raised standard):



Community Implications:

The Langley United Soccer Association is one of the largest and fastest growing youth soccer clubs in British Columbia. The club has added a record number of new members, and is faced with the unfortunate reality of having to restrict registration due to Township playing fields and facilities being at capacity. Along with the growth and demand on playing fields comes increased pressure for storage of equipment, uniforms, balls, and training systems.

Other primary field users at Willoughby Community Park include the Langley Minor Lacrosse Association (field lacrosse), School District 35 Rugby programs for middle and secondary schools, and the Vancouver FC Canadian Premier League team.

The new Willoughby Stadium at Langley Events Centre in the park is also already attracting significant interest from events, including confirmed 2023 tournaments such as the Youth Soccer Provincials hosted by LUSA this summer, and the Usport National University Rugby Championships this fall.

Providing small enhancements to the Willoughby Community Park infrastructure will demonstrate some progress and commitment to LUSA and will assist all field user groups in the interim period while the Township's new Youth Soccer Campus is under planning and development.

Financial Implications:

Township of Langley Capital Project Description						
Project Title:	IMPROVEMENTS AT WILLOUGHBY COMMUNITY PARK					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$950,000				
Budget Remaining		0				
Total Projected Cost		$950,000				

Respectfully submitted,

Scott Groves
DIRECTOR, CORPORATE PROJECTS
for
FACILITIES AND CORPORATE PROJECTS DIVISION

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

CONCURRENCES	
Division / Department	**Name**
MUNICIPAL ADMINISTRATION	J. Winslade
FINANCE DIVISION	S. Ruff

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 26, 2023 - REGULAR MEETING	**REPORT:**	23-126
FROM:	ENGINEERING DIVISION	**FILE:**	1280-01
SUBJECT:	CAPITAL REQUEST: FLEET REPLACEMENT PROGRAM AND ELECTRIC VEHICLE CHARGING INFRASTRUCTURE		

RECOMMENDATION:

That Council authorize the use of up to $3,446,256 from various internal and external sources for the fleet replacement program and electric vehicle charger infrastructure.

ANALYSIS:

The Township manages a fleet inventory of more than 570 vehicles and large equipment. The Equipment and Fleet department is responsible for planning and scheduling the replacement of vehicles and equipment in the Township's fleet.

Age is one determining factor when scheduling replacements. Each class of vehicle and equipment is assigned an expected life. When a vehicle or piece of equipment is approaching its expected life, a review is undertaken considering the following factors to determine if it should be replaced as part of the next budget process or deferred to future years: age; odometer readings; operating hours; operating and maintenance costs; service downtime due to mechanical, electrical, or other component issues; overall condition; and estimated residual value. Once a vehicle or piece of equipment has been identified for replacement, prior to a budget submission request, it is analyzed for functionality, size, and fit for its intended purpose.

Environmental Implications:

When planning to replace vehicles and equipment, in consultation with the corresponding department, consideration is given to more energy efficient vehicles such as an electric vehicle (EV).

Financial Implications:

During the COVID-19 pandemic, supply chain issues were prevalent causing delays in vehicle and equipment deliveries. These delays remain today and are coupled with rising costs. Consequently, the Township has 11 vehicles which were ordered but have not been delivered and due to delays and cost increases, suppliers are no longer offering price protection resulting in the need for additional capital funding. The following table presents the anticipated 2023 capital requirements:

Anticipated Additional Capital Requirements

Project	Replacement Type	2022 Carry Forward	2023 Request	Total Cost
FLTC1192	Service Truck, Light	$65,000	$37,000	$102,000
FLTC1198	Service Truck, Medium	$100,000	$25,000	$125,000
FLTC1246	Service Truck, Light	$100,000	$28,000	$128,000
FLTC1269	Backhoe	$120,000	$32,000	$152,000
FLTC1271	Full Size Pickup Truck	$60,000	$17,000	$77,000
FLTC1275	Dump Truck, Heavy	$320,000	$70,000	$390,000
FLTC1276	Service Truck, Light	$180,000	$20,000	$200,000
FLTC1277	Dump Truck, Medium	$110,000	$40,000	$150,000
FLTC1282	Tractor, Road	$200,000	$65,000	$265,000
FLTC1286	Compact Pickup Truck	$60,000	$10,000	$70,000
FLTC1287	Compact Pickup Truck	$60,000	$10,000	$70,000
FLTC1291	Radio System Upgrade	$60,000	$40,000	$100,000
	TOTAL	$1,435,000	**$394,000**	$1,829,000

Additionally, there are seven carryforward replacements which have not been ordered due to cost increases, as listed below:

2022 Carry Forwards Requiring Additional Funds

Project	Replacement Type	2022 Carry Forward	2023 Request	Total Cost
FLTC1266	Van, Cargo	$55,000	$65,000	$120,000
FLTC1272	EV – Car/SUV	$60,000	$5,000	$65,000
FLTC1288	EV – Car	$60,000	$5,000	$65,000
FLTC1289	EV – Car	$60,000	$5,000	$65,000
FLTC1279	EV – Car	$60,000	$5,000	$65,000
FLTC1252	EV – Car	$50,000	$15,000	$65,000
FLTC1232	EV – Car	$50,000	$15,000	$65,000
	TOTAL	$395,000	**$115,000**	$510,000

Project FLTC1266 proposes to upgrade from a compact cargo van to a full-size cargo van to meet the operational needs of the Facilities department. All other requests above for 2023 funding are due to industry cost increases.

The following table is the prioritized list of2023 equipment and vehicle replacements:

Proposed 2023 Equipment and Fleet Capital Program

Unit ID	Current Type	Year	Usage	Replacement Type	2023 Request
1354-E043	Boom Lift	2007	6,000 hrs	Like for Like	$180,000
1006-V013	Dump Truck, Heavy	2012	264,000 km	Like for Like	$410,000
470-E022	Tractor, Utility	2000	5,900 hrs	Like for Like	$125,000
1112-V011	Dump Truck, Medium	2014	151,000 km	Like for Like	$160,000
n/a	Transmission Flushing Machine	2000	n/a	Like for Like	$15,000
677-V074	Trailer	2009	n/a	Like for Like	$60,000

1070-V011	Dump Truck, Medium	2011	100,000 km	Like for Like	$180,000
1043-V032	Pick Up Truck, Full Size	2012	145,000 km	Like for Like	$105,000
1206-E051	Mower	2015	850 hrs	Like for Like	$50,000
2189-E071	Compactor for Backhoe	2014	n/a	Like for Like	$16,000
264-V074	Trailer	2008	n/a	Like for Like	$18,000
1075-V042	Van, Cargo	2012	182,000 km	Like for Like	$90,000
1082-V032	Dump Truck, Medium	2013	110,000 km	Like for Like	$160,000
New	A/C Refrigerant Machine	2023	n/a	New	$25,000
				TOTAL	**$1,594,000**

To support the transition from internal combustion engine vehicles to EVs, additional charging infrastructure is required at Township facilities. Currently, the Township's fleet chargers are at or exceeding capacity and more are required to expand the EV fleet in 2023 and beyond as there are not enough charging stations to support the EVs listed in the previous tables. The following EV chargers are proposed:

Proposed 2023 EV Chargers

Location	Number of Chargers	Estimated Cost
Fire Hall 6	6	$300,000
RCMP	13	$438,000
Operations	27	$475,000
Civic Facility	15	$293,000
TOTAL	**61**	**$1,506,000**

Currently, the federal government offers funding through Natural Resources Canada (NRCAN) through the "Zero Emission Vehicle Infrastructure Program" (ZEVIP) where a set amount of funding will be provided for chargers being installed. Staff were recently notified that $315,000 of funding would be awarded under the program for an application made in August 2022. The program stipulates that projects must be completed by April 30, 2025 to be eligible for cost sharing.

Similarly, BC Hydro offers funding to offset the cost of completing civil works related to EV charger installations for chargers that will support medium and heavy-duty vehicles. Under the program, BC Hydro has advised they will provide an estimated $136,000 of funding to support the project. The actual incentive provided will be determined upon project completion and may increase.

Work to install additional charging capacity at the RCMP detachment is currently partially funded by existing budgets and will be scheduled with consideration to other planned improvements at the main detachment. Additional funding is required to complete work at the other locations, a summary of which is listed below:

Proposed 2023 EV Charger Funding

Item	Funding
Total Project Cost	$1,506,000
Existing Budget	$162,744
NRCAN ZEVIP Grant (2023)	$315,000
BC Hydro Grant (2023)	$136,000
Total Secured Funding:	$613,744
Additional Township Funding Required:	**$892,256**

The table below summarizes the 2023 proposed fleet and EV charging capital request:

Summary – Proposed 2023 Capital Funding

Item	Funding Source	Funding
Anticipated Additional Capital Requirements	Public Works Equipment Reserve	$394,000
2022 Carry Forwards Requiring Additional Funds	Public Works Equipment Reserve	$115,000
Proposed 2023 Equipment and Fleet Capital Program	Public Works Equipment Reserve	$1,594,000
Proposed 2023 EV Charger Funding Grant Funding	BC Hydro & NRCAN	$451,000
Proposed 2023 EV Charger Cost Sharing	Climate Action CAC's & RCMP Reserve	$892,256
	TOTAL	**$3,446,256**

Costs and funding sources are detailed in the following capital project sheets.

Township of Langley Capital Project Description						
Project Title:	Service Truck (Light) Replacement: 741-V051					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$37,000				
Budget Remaining	$65,000					
Total Projected Cost	$65,000	$37,000				

Project Description *(Phased Project)	Scheduled replacement of Light Service Truck 741-V051 for Roads.
Project Justification and Consequences of Not Proceeding *(Phased Project)	This is a scheduled replacement of a 2010 light service truck with over 220,000 km that has completed its' cost-effective life cycle. CFWD delivery delays due to COVID and microchip shortages.

Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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):	4	Initial Year of Approval:	2019

Township of Langley Capital Project Description						
Project Title:	Service Truck (Light) Replacement: 741-V051					
Work Breakdown	FLTC1192					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$65,000	$37,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$65,000**	**$37,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Service Truck (Medium) Replacement: 34-V052					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$25,000				
Budget Remaining	$100,000					
Total Projected Cost	$100,000	$25,000				

Project Description *(Phased Project)	Scheduled replacement of medium service truck 34-V052 for Construction (Stormwater).
Project Justification and Consequences of Not Proceeding *(Phased Project)	This is a scheduled replacement of a 2008 Medium Service Truck with over 224,000 km that has completed its cost-effective life cycle. CFWD delivery delays due to COVID and microchip shortages.

Project Priority 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):	4	Initial Year of Approval:	2019

Township of Langley Capital Project Description						
Project Title:	Service Truck (Medium) Replacement: 34-V052					
Work Breakdown	FLTC1198					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$100,000	$25,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$100,000**	**$25,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Service Truck (Light) Replacement: 716-V051					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$28,000				
Budget Remaining	$100,000					
Total Projected Cost	$100,000	$28,000				

Project Description *(Phased Project)	Scheduled replacement of light service truck 716-V051 for Roads Operations.
Project Justification and Consequences of Not Proceeding *(Phased Project)	2009 Dodge chassis service body with over 197,000 km is past its cost-effective life cycle and will be replaced with a more fuel efficient engine/dual fuel that will have 27% GHG reduction and modern safety features. CFWD delivery delays due to COVID and microchip shortages.

Project Priority 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:	2021

Township of Langley Capital Project Description						
Project Title:	Service Truck (Light) Replacement: 716-V051					
Work Breakdown	FLTC1246					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$100,000	$28,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$100,000**	**$28,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Backhoe Replacement: 1138-E013					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$32,000				
Budget Remaining	$120,000					
Total Projected Cost	$120,000	$32,000				

Project Description *(Phased Project)	Scheduled replacement of backhoe 1138-E013 for Parks.			
Project Justification and Consequences of Not Proceeding *(Phased Project)	2013 Kubota backhoe with over 3,200 hours has reached its cost-effective life cycle and will be replaced with a similar type of machine with modern safety features. CFWD delivery delays due to COVID and microchip shortages.			
Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	Backhoe Replacement: 1138-E013					
Work Breakdown	FLTC1269					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$120,000	$32,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$120,000**	**$32,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Pick Up Truck (Full Size) Replacement: 1038-V032					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$17,000				
Budget Remaining	$60,000					
Total Projected Cost	$60,000	$17,000				

Project Description *(Phased Project)	Scheduled replacement of full-size pick-up truck 1038-V032 for Roads.			
Project Justification and Consequences of Not Proceeding *(Phased Project)	2012 Ford F-250 with over 134,000 km has reached its cost-effective life cycle and will be replaced with a dual fuel/LPG that will realize a 27% GHG reduction over the current model. CFWD delivery delays due to COVID and microchip shortages.			
Project Priority 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:	Pick Up Truck (Full Size) Replacement: 1038-V032					
Work Breakdown	FLTC1271					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$60,000	$17,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$60,000**	**$17,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Dump Truck (Heavy) Replacement: 761-V013					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$70,000				
Budget Remaining	$320,000					
Total Projected Cost	$320,000	$70,000				

Project Description *(Phased Project)	Scheduled replacement of heavy dump truck 761-V013 for Construction.
Project Justification and Consequences of Not Proceeding *(Phased Project)	2010 Western Star tandem dump truck with over 307,000 km has reached its cost-effective life, this unit had early EPA-07 tier 2 emissions that was problematic with costly repairs and downtime. CFWD delivery delays due to COVID and microchip shortages.

Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	Dump Truck (Heavy) Replacement: 761-V013					
Work Breakdown	FLTC1275					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$320,000	$70,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$320,000**	**$70,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Service Truck Replacement: 762-V051					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$20,000				
Budget Remaining	$180,000					
Total Projected Cost	$180,000	$20,000				

Project Description *(Phased Project)	Scheduled replacement of service truck 762-V051 for Fleet (Welding).			
Project Justification and Consequences of Not Proceeding *(Phased Project)	2010 Ford F-350 with service truck outfitted for welding has over 88,000 km and has reached its cost-effective life and will be replaced with a fuel efficient dual fuel/LPG that will have 37% GHG reduction and more modern safety features. CFWD delivery delays due to COVID and microchip shortages.			
Project Priority 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:	Service Truck Replacement: 762-V051					
Work Breakdown	FLTC1276					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$180,000	$20,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$180,000**	**$20,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Dump Truck (Medium) Replacement: 1044-V012					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$40,000				
Budget Remaining	$110,000					
Total Projected Cost	$110,000	$40,000				

Project Description *(Phased Project)	Scheduled replacement of F-550 4x4 dump truck 1044-V012 for Roads.
Project Justification and Consequences of Not Proceeding *(Phased Project)	2012 Ford F-550 4X4 with over 120,000 km. This unit is equipped for winter maintenance and will be replaced with a fuel efficient dual fuel/ LPG that will have 37% GHG reduction with more modern safety features. CFWD delivery delays due to COVID and microchip shortages.

Project Priority 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:	Dump Truck (Medium) Replacement: 1044-V012					
Work Breakdown	FLTC1277					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$110,000	$40,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$110,000**	**$40,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Tractor Replacement: 1053-E021					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$65,000				
Budget Remaining	$200,000					
Total Projected Cost	$200,000	$65,000				

Project Description *(Phased Project)	Scheduled replacement of tractor 1053-E021 for Roads.			
Project Justification and Consequences of Not Proceeding *(Phased Project)	2012 John Deere roadside mower with over 8,200 hours has reached its cost-effective life cycle and will be replaced with a newer fuel efficient machine with modern safety features. CFWD delivery delays due to COVID and microchip shortages.			
Project Priority 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:	Tractor Replacement: 1053-E021					
Work Breakdown	FLTC1282					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$200,000	$65,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$200,000**	**$65,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Pick Up Truck (Compact) Replacement: 969-V031					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$10,000				
Budget Remaining	$60,000					
Total Projected Cost	$60,000	10,000				

Project Description *(Phased Project)	Scheduled replacement of pick up truck 969-V031 for Construction.			
Project Justification and Consequences of Not Proceeding *(Phased Project)	2011 Ford Ranger with over 53,718 km has reached its cost-effective life cycle and will be replaced with a Hybrid or full electric vehicle with modern safety features. CFWD delivery delays due to COVID and microchip delays.			
Project Priority 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:	Pick Up Truck (Compact) Replacement: 969-V031					
Work Breakdown	FLTC1286					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$60,000	$10,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$60,000**	**$10,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Pick Up Truck (Compact) Replacement: 970-V031					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$10,000				
Budget Remaining	$60,000					
Total Projected Cost	$60,000	$10,000				

Project Description *(Phased Project)	Scheduled replacement of pick up truck 970-V031 for Pool vehicle.			
Project Justification and Consequences of Not Proceeding *(Phased Project)	2011 Ford Ranger with over 87,000 km has reached its cost-effective life cycle and will be replaced with a hybrid or full electric vehicle with modern safety features. CFWD delivery delays due to COVID and microchip delays.			
Project Priority 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:	Pick Up Truck (Compact) Replacement: 970-V031					
Work Breakdown	FLTC1287					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$60,000	$10,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$60,000**	**$10,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Radio System Upgrade					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$40,000				
Budget Remaining	$60,000					
Total Projected Cost	$60,000	$40,000				

Project Description *(Phased Project)	Public Works' two-radio system update.			
Project Justification and Consequences of Not Proceeding *(Phased Project)	The existing two-radio system is analog which suffered a failure in 2022 impacting the coverage area. It was temporarily repaired while an upgraded digital system is implemented. The digital radio system is independent of other infrastructure providing a communication system for Public Works in events where phone and internet connections are down.			
Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	Radio System Upgrade					
Work Breakdown	FLTC1291					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$60,000	$40,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$60,000**	**$40,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Van Replacement: 937-V042					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$65,000				
Budget Remaining	$55,000					
Total Projected Cost	$55,000	$65,000				

Project Description *(Phased Project)	Scheduled replacement of van 937-V042 for Facilities.
Project Justification and Consequences of Not Proceeding *(Phased Project)	2011 Ford Transit van with over 100,000 km has reached its cost-effective life cycle and will be replaced with a full-size cargo van which will be a fuel efficient vehicle or electric vehicle with modern safety features.

Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	2021

Township of Langley Capital Project Description						
Project Title:	Van Replacement: 937-V042					
Work Breakdown	FLTC1266					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$55,000	$65,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$55,000**	**$65,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	$8,000
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Passenger Vehicle Replacement: 79-V031					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$5,000				
Budget Remaining	$60,000					
Total Projected Cost	$60,000	$5,000				

Project Description *(Phased Project)	Scheduled replacement of vehicle 79-V031 for Fleet.			
Project Justification and Consequences of Not Proceeding *(Phased Project)	2004 Dodge Dakota with over 84,000 km is past its cost-effective life cycle and will be replaced with an electric vehicle with modern safety features. CFWD due to cost increases.			
Project Priority 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:	Passenger Vehicle Replacement: 79-V031					
Work Breakdown	FLTC1272					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$60,000	$5,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$60,000**	**$5,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Van Replacement: 1016-V042					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$5,000				
Budget Remaining	$60,000					
Total Projected Cost	$60,000	$5,000				

Project Description *(Phased Project)	Scheduled replacement of van 1016-V042 for Permit, Licence and Inspection Services.
Project Justification and Consequences of Not Proceeding *(Phased Project)	2012 Ford Transit van with over 76,000 km has reached its cost-effective life cycle and will be replaced with a hybrid or electric vehicle with modern safety features. CFWD due to cost increases.

Project Priority 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:	Van Replacement: 1016-V042					
Work Breakdown	FLTC1288					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$60,000	$5,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$60,000**	**$5,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Van Replacement: 1017-V042					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$5,000				
Budget Remaining	$60,000					
Total Projected Cost	$60,000	$5,000				

Project Description *(Phased Project)	Scheduled replacement of van 1017-V042 for Permit, Licence and Inspection Services.
Project Justification and Consequences of Not Proceeding *(Phased Project)	2012 Ford Transit van with over 134,000 km has reached its cost-effective life cycle and will be replaced with a hybrid or electric vehicle with modern safety features. CFWD due to cost increases.

Project Priority 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:	Van Replacement: 1017-V042					
Work Breakdown	FLTC1289					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$60,000	$5,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	$60,000	$5,000				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Passenger Vehicle Replacement: 1031-V046					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$5,000				
Budget Remaining	$60,000					
Total Projected Cost	$60,000	$5,000				

Project Description *(Phased Project)	Scheduled replacement of passenger vehicle 1031-V046 for RCMP admin staff.
Project Justification and Consequences of Not Proceeding *(Phased Project)	2010 Ford Escape hybrid with over 70,000 km will be replaced with an electric vehicle. CFWD due to cost increases.

Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	Passenger Vehicle Replacement: 1031-V046					
Work Breakdown	FLTC1279					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$60,000	$5,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$60,000**	**$5,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Passenger Vehicle Replacement: 805-V046					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$15,000				
Budget Remaining	$50,000					
Total Projected Cost	$50,000	$15,000				

Project Description *(Phased Project)	Scheduled replacement of passenger vehicle 805-V046 for the RCMP.
Project Justification and Consequences of Not Proceeding *(Phased Project)	2010 Ford Escape hybrid with over 48,000 km has passed its cost-effective life cycle and will be replaced with a more fuel efficient or full electric vehicle with modern safety features. Electric vehicle capacity is being implemented at the RCMP Main Detachment, as a result this vehicle will be ordered when the charging functionality is available. CFWD due to cost increases.

Project Priority 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):	3	Initial Year of Approval:	2021

Township of Langley Capital Project Description						
Project Title:	Passenger Vehicle Replacement: 805-V046					
Work Breakdown	FLTC1252					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$50,000	$15,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$50,000**	**$15,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Hybrid Vehicle Replacement: 804-V046					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$15,000				
Budget Remaining	$50,000					
Total Projected Cost	$50,000	$15,000				

Project Description *(Phased Project)	Replacement of RCMP hybrid vehicle 804-V046.
Project Justification and Consequences of Not Proceeding *(Phased Project)	This is a scheduled replacement of a 2010 hybrid vehicle with over 93,000 km has passed its cost-effective life cycle and will be replaced with a more fuel efficient or full electric vehicle with modern safety features. Electric vehicle capacity is being implemented at the RCMP Main Detachment, as a result this vehicle will be ordered when the charging functionality is available. CFWD due to cost increases.

	Critical	High	Medium	Low
Project Priority Ranking	• 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):	4	Initial Year of Approval:	2020

Township of Langley Capital Project Description						
Project Title:	Hybrid Vehicle Replacement: 804-V046					
Work Breakdown	FLTC1232					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve	$50,000	$15,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$50,000**	**$15,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Boom Lift Replacement: 1354-E043					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$180,000				
Budget Remaining						
Total Projected Cost		$180,000				

Project Description *(Phased Project)	Scheduled replacement of boom lift 1354-E043 for the Langley Events Centre.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Scheduled replacement of a 2007 boom lift with over 6,000 hours that has completed its cost-effective life cycle and will be replaced with a similar machine.

Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	Boom Lift Replacement: 1354-E043					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve		$180,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded		**$180,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Dump Truck (Heavy) Replacement: 1006-V013					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$410,000				
Budget Remaining						
Total Projected Cost		$410,000				

Project Description *(Phased Project)	Scheduled replacement of heavy dump truck 1006-V013 for the Stormwater department.			
Project Justification and Consequences of Not Proceeding *(Phased Project)	Scheduled replacement of a 2012 Western Star dump truck with over 264,000 km that has completed its cost-effective life cycle.			
Project Priority 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:	Dump Truck (Heavy) Replacement: 1006-V013					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve		$410,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded		**$410,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Utility Tractor Replacement: 470-E022					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$125,000				
Budget Remaining						
Total Projected Cost		$125,000				

Project Description *(Phased Project)	Scheduled replacement of utility tractor 470-E022 for the Parks Operations department.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Scheduled replacement of a 2000 New Holland utility tractor with over 5,900 hours that has completed its cost-effective life cycle and will be replaced with a similar type of machine.

Project Priority 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:	Utility Tractor Replacement: 470-E022					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve		$125,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$**	**$125,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Dump Truck (Medium) Replacement: 1112-V011					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$160,000				
Budget Remaining						
Total Projected Cost		$160,000				

Project Description *(Phased Project)	Scheduled replacement of medium dump truck 1112-V011 for the Roads Operations department.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Scheduled replacement of a 2014 Ford F450 dump truck with over 151,000 km that has completed its cost-effective life cycle.

Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	Dump Truck (Medium) Replacement: 1112-V011					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve		$160,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded		**$160,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Transmission Flushing Machine Replacement					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$15,000				
Budget Remaining						
Total Projected Cost		$15,000				

Project Description *(Phased Project)	Scheduled replacement of a transmission flushing machine for the Equipment and Fleet department.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Scheduled replacement of a 2000 transmission flushing machine that has completed its cost-effective life cycle and will be replaced with a similar type of machine.

Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	Transmission Flushing Machine Replacement					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve		$15,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$**	**$15,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Trailer Replacement: 677-V074					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$60,000				
Budget Remaining						
Total Projected Cost		$60,000				

Project Description *(Phased Project)	Scheduled replacement of a trailer for the Roads Operations department.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Scheduled replacement of a 2009 Snake River specialty trailer that has completed its cost-effective life cycle and will be replaced with a similar type of trailer.

Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	Trailer Replacement: 677-V074					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve		$60,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded		**$60,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Dump Truck (Medium) Replacement: 1070-V011					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$180,000				
Budget Remaining						
Total Projected Cost		$180,000				

Project Description *(Phased Project)	Scheduled replacement of medium dump truck 1070-V011 for the Parks Operations department.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Scheduled replacement of a 2011 medium dump truck with over 100,000 km that has completed its cost-effective life cycle.

Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	Dump Truck (Medium) Replacement: 1070-V011					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve		$180,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded		**$180,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Pick Up Truck (Full Size) Replacement: 1043-V032					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$105,000				
Budget Remaining						
Total Projected Cost		$105,000				

Project Description *(Phased Project)	Scheduled replacement of full size pick up truck 1043-V032 for Roads Operations department.
Project Justification and Consequences of Not Proceeding *(Phased Project)	This is a scheduled replacement of a full size 2012 Ford pick up truck with over 145,000 km that has completed its cost-effective life cycle.

Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	Pick Up Truck (Full Size) Replacement: 1043-V032					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve		$105,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded		**$105,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Mower Replacement: 1206-E051					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$50,000				
Budget Remaining						
Total Projected Cost		$50,000				

Project Description *(Phased Project)	Scheduled replacement of rotary mower 1206-E051 for the Parks Operations department.			
Project Justification and Consequences of Not Proceeding *(Phased Project)	Scheduled replacement of a 2015 Toro gang-reel rotary mower with over 850 hours that has completed its cost-effective life cycle and will be replaced with a similar type of machine.			
Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	Mower Replacement: 1206-E051					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve		$50,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded		**$50,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Backhoe Compactor Replacement: 1152-E093					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$16,000				
Budget Remaining						
Total Projected Cost		$16,000				

Project Description *(Phased Project)	Scheduled replacement of backhoe compactor 1152-E093 for the Stormwater department.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Scheduled replacement of a 2014 compactor for backhoe, that has completed its cost-effective life cycle and will be replaced with a similar type of machine.

Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	Backhoe Compactor Replacement: 1152-E093					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve		$16,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded		**$16,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Trailer Replacement: 264-V074					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$18,000				
Budget Remaining						
Total Projected Cost		$18,000				

Project Description *(Phased Project)	Scheduled replacement of trailer 264-V074 for the Roads Operations department.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Scheduled replacement of a Hitchman specialty cement trailer that has reached its cost-effective life cycle and will be replaced with a similar type of machine.

Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	Trailer Replacement: 264-V074					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve		$18,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded		**$18,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Cargo Van Replacement: 1075-V042					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$90,000				
Budget Remaining						
Total Projected Cost		$90,000				

Project Description *(Phased Project)	Scheduled replacement of a cargo van for the Utilities Operations department.
Project Justification and Consequences of Not Proceeding *(Phased Project)	This is a scheduled replacement of a 2012 Ford Transit cargo van with over 182,000 km that has completed its cost-effective life cycle.

Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	Cargo Van Replacement: 1075-V042					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve		$90,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded		**$90,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Dump Truck (Medium) Replacement: 1082-V032					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$160,000				
Budget Remaining						
Total Projected Cost		$160,000				

Project Description *(Phased Project)	Replacement of medium dump truck 1082-V032 for the Stormwater department.
Project Justification and Consequences of Not Proceeding *(Phased Project)	This is a scheduled replacement of a 2013 Ford dump truck with over 110,000 km that has completed its cost-effective life cycle.

Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	Dump Truck (Medium) Replacement: 1082-V032					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve		$160,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded		**$160,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	A/C Refrigerant Machine					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$25,000				
Budget Remaining						
Total Projected Cost		$25,000				

Project Description *(Phased Project)	Purchase of an Air Conditioning Refrigerant Machine for the Equipment and Fleet department.
Project Justification and Consequences of Not Proceeding *(Phased Project)	The refrigerant machine will allow for vehicle air conditioning systems to be recharged by Township staff rather than sending the vehicle to a dealership. This will reduce vehicle downtime.

Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**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:	A/C Refrigerant Machine					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Public Works Equipment Reserve		$25,000				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded		**$25,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	
Climate Action Category	
Climate Action ID	

Township of Langley Capital Project Description						
Project Title:	Corporate Fleet Chargers					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount	$162,744	$1,343,256				
Budget Remaining						
Total Projected Cost	$162,744	$1,343,256				

Project Description *(Phased Project)	Installation of electric vehicle chargers.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Township facilities require expanded charging infrastructure to support the replacement of internal combustion engine vehicles with electric vehicles. Purchase and installation of electric vehicle chargers for: • Fire Hall 6 (6 chargers); • RCMP (13 chargers); • Operations (27 chargers); and • Civic Facility (15 chargers).

Project Priority 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:	Corporate Fleet Chargers					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants: BC Hydro & NRCAN		$451,000				
Development Cost Charges						
Reserve: RCMP Reserve & Operating Reserve	$162,744	$194,000				
Reserve: Climate Action CAC's		$698,256				
Debt						
TransLink						
ICBC						
Other:						
Total Currently Funded	**$162,744**	**$1,343,256**				
Total Currently Unfunded						
Estimated Annual Operating Impact	$51,000					
Climate Action Category						
Climate Action ID						

Respectfully submitted,

Aaron Ruhl
DIRECTOR, PUBLIC WORKS
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff
FACILITIES AND CORPORATE PROJECTS DIVISION	H. Chohan

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 26, 2023 - REGULAR MEETING	**REPORT:**	23-127
FROM:	FACILITIES AND CORPORATE PROJECTS DIVISION	**FILE:**	0810-20
SUBJECT:	REPLACEMENT BROOKSWOOD FIRE HALL #5		

RECOMMENDATIONS:

That Council reaffirm the previously established initial funding envelope of $25 M as the base facility budget for the new replacement Brookswood Fire Hall #5 project; and

That Council direct staff to establish Horne Pit as the location of the new replacement Brookswood Fire Hall #5, at a location immediately west of 200 Street and south of a new 27 Avenue, as shown in the most recent concept site plans and as outlined in this report.

EXECUTIVE SUMMARY:

On May 1, 2023, Council gave first, second, and third reading to the Fire Hall Loan Authorization Bylaw for the purposes of borrowing $25M for the construction of a new Fire Hall in Brookswood. The initial $25-$30M funding envelope was based on a high-level cost estimate and does not include any off-site improvements or modifications to the existing Fire Hall #5.

At its meeting of May 29, 2023, Council approved $2.5M in funding for 2023 from temporary internal borrowing, until debt borrowing is secured, and directed staff to proceed with the necessary site assessments and detailed design planning for the new replacement Fire Hall #5 in Brookswood.

To advance this project efficiently, the next step would be for Council to by resolution confirm the project and initial funding envelope, and to confirm the preferred location of the new Hall. Council has received public input and consideration regarding a potential new fire hall location during the present Horne Pit and Fernridge Neighbourhood Plans consultation process. Based upon the feedback received, staff recommend that Council select the preferred location for the new replacement Fire Hall #5 in Brookswood at this time, while continuing to work towards the conclusion of the overall consultation process.

Selection of the location will allow staff to carry out necessary site work including geotechnical, survey, and further environmental assessments. Staff will also commence detailed design and costing work. The design for the new Fire Hall will build on the previous analysis already completed, be designed to meet the current needs of the fire service, provide room for future growth, and incorporate emerging trends.

It is anticipated that the completion of considerable design work and budget estimates should allow for a report back to Council for further consideration by the end of the 2023 calendar year, as was previously outlined.

NEW REPLACEMENT BROOKSWOOD FIRE HALL #5 LOCATION

Generally, the earlier the Township is able to determine the site location and initial budget envelope, the earlier the Township may commence more effective design for the project, and may also establish enhanced cost certainty around the project's scope more quickly.

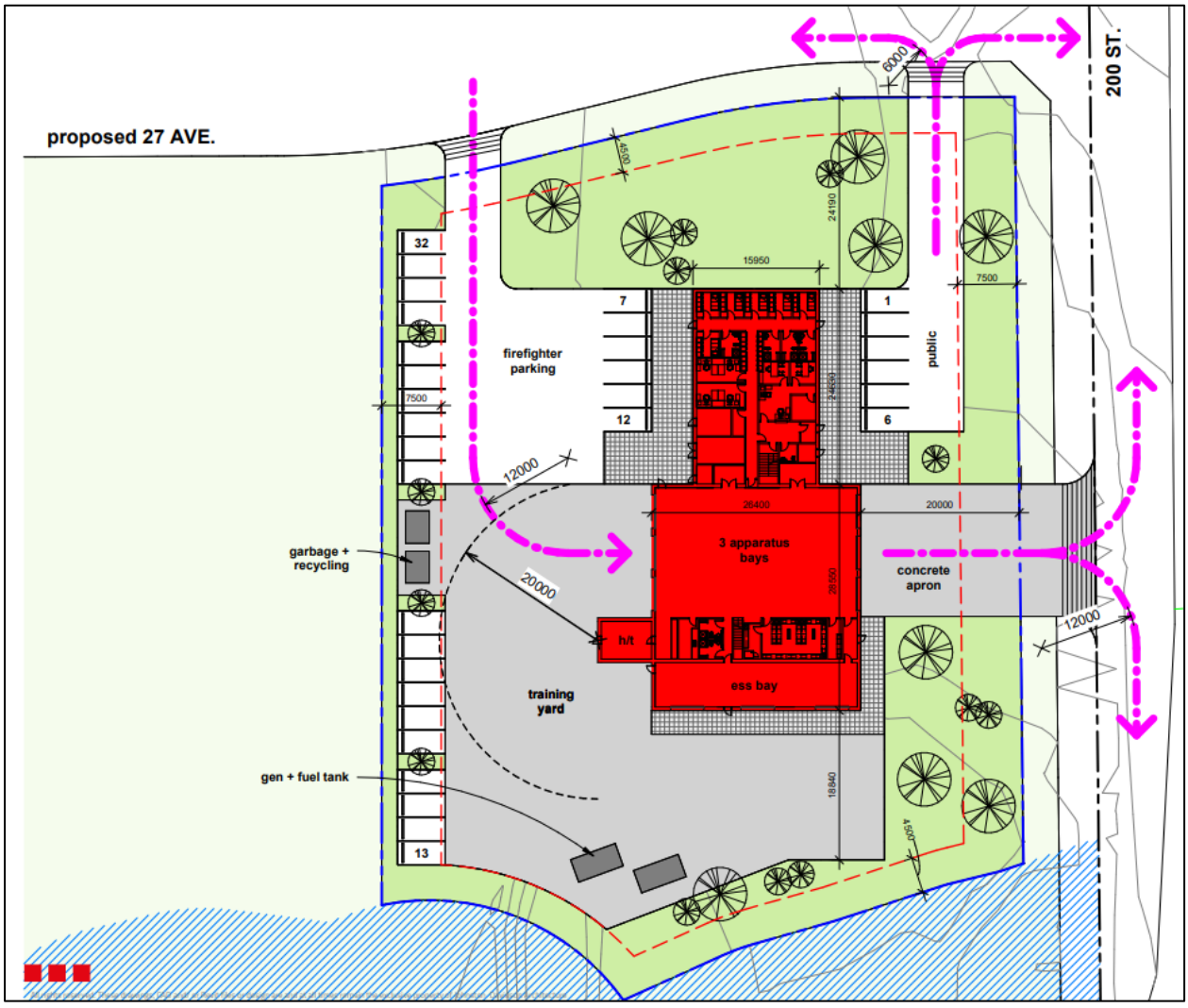
If approved by Council, the new facility will be located at the site known as Horne Pit. The exact size and area required for the Hall and the layout of the facility will be further determined, however the planned location is generally within the area immediately west of 200th Street and south of a new 27th Avenue (the general area shown below in red).



DESIGN TEAM AND COMMUNITY ENGAGEMENT:

Facilities and Corporate Projects staff and the design team will engage primarily with the Township Fire Department's leadership and staff representatives for design and collaboration work. This work will be done in consultation with the Fire Chief, additional representatives from the Township of Langley Fire Department (TLFD) and IAFF, and other Township divisions/departments. Opportunities will also be provided for general community information sharing at various points in time as the project progresses.

The design for the new Fire Hall will build on the previous analysis already completed, be designed to meet the current needs of the fire service, provide room for future growth, and incorporate emerging trends. Very preliminary initial concept plans prepared for a fit test of the site (shown below) were based on the recently completed Township Fire Hall analysis, and will provide a general starting point for further discussion and design work.



FINANCIAL IMPLICATIONS:

A loan authorization bylaw for $25M to fund this facility was given three readings on May 1, 2023, and is currently in progress.

BACKGROUND / HISTORY:

Further background and history for the Council identified Corporate Priority Projects was provided in prior reports, however an abbreviated version specific to the new Replacement Brookswood Fire Hall #5 is as follows:

Initiated at the Council Meeting of November 14 and approved December 12, 2022, was a Community Amenity Contribution Policy Update that includes a fund to assist in funding many community amenities, including a Fire Hall in Brookswood-Fernridge

On December 5, 2022 Council directed staff to include for Council's consideration within the 2023 Budget and Five-Year Financial Plan recreation and public safety capital projects including a replacement fire hall for Brookswood/Fernridge.

On May 1, 2023, Council gave first, second, and third reading to the Fire Hall Loan Authorization Bylaw for the purposes of borrowing $25M for the construction of a new Fire Hall in Brookswood.

At its meeting of May 29, 2023, Council approved $2.5M in funding for 2023 from temporary internal borrowing, until debt borrowing is secured, and directed staff to proceed with the necessary site assessments and detailed design planning for the new replacement Fire Hall #5 in Brookswood.

Respectfully submitted,

Harb Chohan and Scott Groves
DIRECTOR, FACILITIES DIRECTOR, CORPORATE PROJECTS

both for
FACILITIES AND CORPORATE PROJECTS DIVISION

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

CONCURRENCES	
Division / Department	**Name**
MUNICIPAL ADMINISTRATION	M. Bakken
MUNICIPAL ADMINISTRATION	J. Winslade
FINANCE DIVISION	S. Ruff
PROTECTIVE SERVICES DIVISION (FIRE)	J. de Roy

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 26, 2023 - REGULAR MEETING	**REPORT:**	23-129
FROM:	FACILITIES AND CORPORATE PROJECTS DIVISION	**FILE:**	0810-20
SUBJECT:	ICE AND DRY ARENAS FACILITY		

RECOMMENDATIONS:

Initial Funding Envelope and Priority Project:

That Council reaffirm the previously established initial funding envelope of $100 M plus GST as the base facility budget for the new Ice and Dry Arenas Facility at Langley Events Centre, and establish the Ice and Dry Arenas Facility as the first of the Corporate Priority Projects to proceed to construction.

That Council confirm with senior Township staff and all Divisions the importance of the established Corporate Priority Projects, including this new Ice and Dry Arenas Facility, and that staff set corporate work plans accordingly to assist with the planning, procurement, construction, and facility completion as required throughout the project.

Funding Sources

That Council direct staff to allocate an additional $19.306 M in funding for 2023 from the recently received Growing Communities Fund (for a revised total of $23.306 M from the fund) to the new Ice and Dry Arenas Facility.

That Council direct staff to allocate $76.694 M in funding from internal reserves, or other sources as determined by Council, to the new Ice and Dry Arenas Facility.

Further Review of Concepts and Budget Requirements

That Council direct staff to further explore facility design and construction concepts, potentially resulting in additional costs, and report to Council with the options and possible budget envelope requirements for each concept for Council's further consideration, that:

- results in the least impact on the use of the available land area
- evaluates the potential for underground parking, structured parking, surface parking, or other alternative parking solutions
- aligns potential internal road layouts
- plans for the integration with the Arts Sports and Entertainment District concepts
- further explores and researches the possible use of a district energy system.

User Groups

That staff engage with the Township of Langley's youth-focussed not for profit association Ice and Dry user groups as outlined in this report for input and feedback during the design and construction process for the facility.

That staff receive expressions of interest and review submissions from other organizations or user groups that wish to become involved as potential funding partners in the new facility.

Procurement

That Council authorize the use of the Langley Facilities Society as the procurement and delivery agent for all or portions of the Ice and Dry Arenas Facility project, if utilization of such is deemed by staff to be in the best interests of the Township, and provide the Langley Facilities Society with the appropriate funding as approved by Township Council in annual budgets to perform such delivery.

That, if required, staff be authorized to engage the required consultants or legal counsel to assist with the negotiation, completion and execution of contracts or to represent the Township's interest during the construction process.

Construction

That the Township of Langley waive any requirement for general contractor bonding, or if it is deemed necessary by staff, that the Township serve as the bonding entity for the project or portions of the project.

That the Township of Langley procure the required comprehensive Wrap-Up Liability and Builder's Risk insurance required for the project as additions to the Township's standard annual insurance policies.

That Council approve the removal of all Township of Langley Fees from the Ice and Dry Arenas Facility project budget (including Building Permit Fees, Development Cost Charge Fees, Community Amenity Contributions, Disposal and Tipping fees, Surveying internal charges, Township Service Connection Fees, and others as required) in the form of either waiving fees where applicable, or internally funding such fees from existing sources.

Five Year Financial Plan

That staff bring forward for Council's consideration the budget approvals required for allowing the new Ice and Dry Arenas facility to be connected to the Township's network and wireless network in the most efficient and cost effective manner possible, including possible routing to allow for the future connection of other planned Township priority projects.

That Council refer budget considerations for furnishings, fixtures and equipment required for the facility, and any potential operating base budget adjustments that may be necessary, to the 2024 and 2025 budget processes when further information is available regarding the design and opening dates of the facility.

That staff adjust the Township's annual budget accordingly to reflect the waiving of fees where applicable, the internal funding of fees, and the insurance policies required during the design and construction period.

Facility Announcement and Celebration

That Council direct staff to schedule a public event to celebrate the beginning of the project, potentially to be held Saturday, July 15, 2023, at Langley Events Centre.

EXECUTIVE SUMMARY:

The Ice and Dry Arenas Facility at Langley Events Centre project is intended to build multiple ice and dry floor arena sheets to support the enjoyment and development of multiple sports in the Township including ice user groups and dry floor sports. The initial program being considered is desired to be five arenas, targeted to be allocated as three ice and two dry floor, with appropriate support spaces. The facility would include spectator and athlete facilities and complement the other facilities that exist at Langley Events Centre both for general community and user group use, and for tournaments and event hosting. The site location is to the north of Building B at Langley Events Centre, on lands owned by the Township.

Current funding previously approved by Council will allow for further geotechnical investigation and reporting, site survey completion, feasibility studies on structural design models, and design work. With the current funding, it is anticipated that the completion of considerable design work and budget estimates would allow for a report back to Council for further consideration by the end of the 2023 calendar year, as was previously outlined.

However, as staff have proceeded with preparation of documentation for Expressions of Interest and Requests for Proposals, and further considered options for both the design process and ultimately the construction delivery method, an alternative approach may be worth consideration by Council. Based upon this further staff discussion and industry input, it appears there will be significant advantages in timing, the experience and availability of consultants and contractors, collaboration quality, and likely more cost effective results, if the Township were to proceed with the entire project at this time, as opposed to only design work now and then awaiting a future approval and separate process for construction.

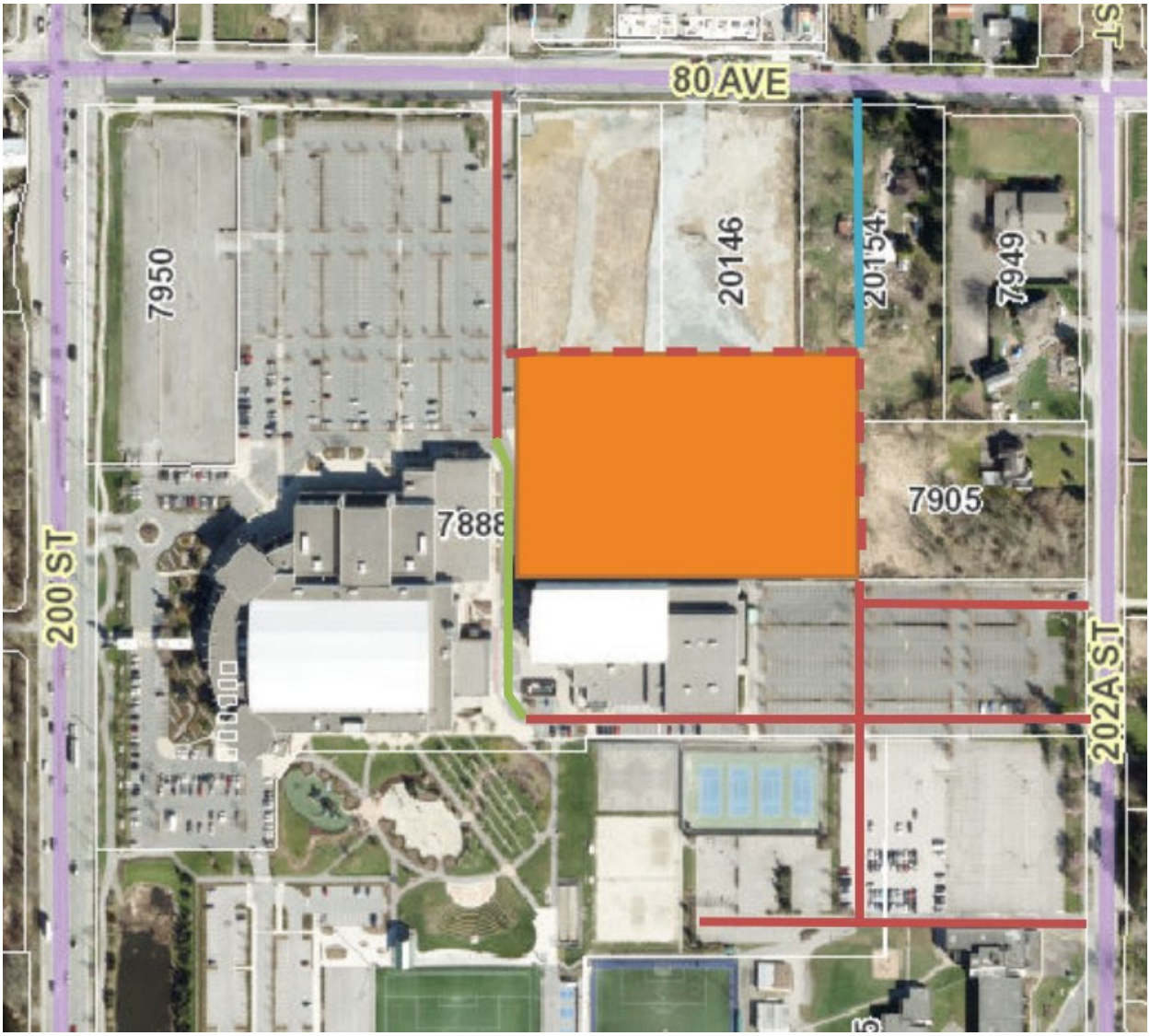
Due to the existing site, the type of facility contemplated, and possible construction methods available, this project has the ability to move quickly from feasibility work into full design and construction. Staff are therefore recommending that Council approve the project proceeding now, thereby facilitating a process for staff to establish quickly the initial core project team, and determining a process for acceleration of the project delivery process, most likely utilizing a Progressive Design-Build approach.

Further information is contained within this report including a location map, potential massing diagrams, graphical representation of what the Arenas could include, rationale and considerations, and the background and history of this Council Priority Project.

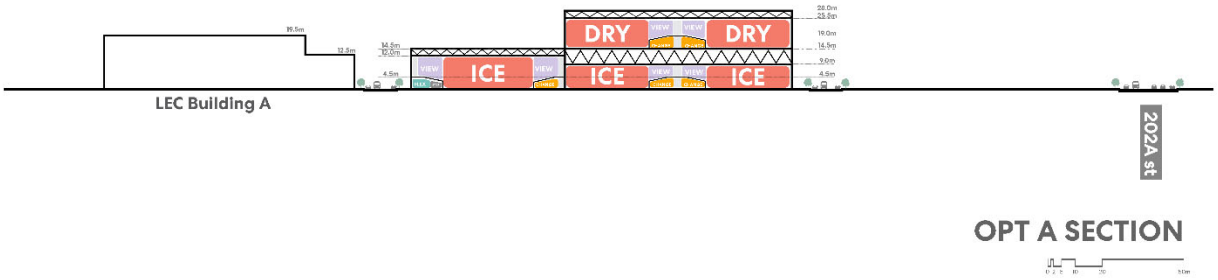
NEW ICE AND DRY ARENAS FACILITY LOCATION

The new facility will be located at Langley Events Centre, 7888 - 200 Street. The layout of the facility and design will be further determined, however the planned location is within the area east of the primary LEC Building and north of the LEC's Building B (the general area shown below in orange).

The entrances to the facility will likely be orientated to the north, with the operations and service entry orientated to the southwest corner. A new internal road layout (shown approximately as below in dashed red lines) will connect to existing LEC parking areas and drive aisles, and eventually will align with further connections to 80th Avenue and 202A Street (one example shown below in blue). The existing connection between the buildings (shown below in green) will be converted to a pedestrian and service only road.

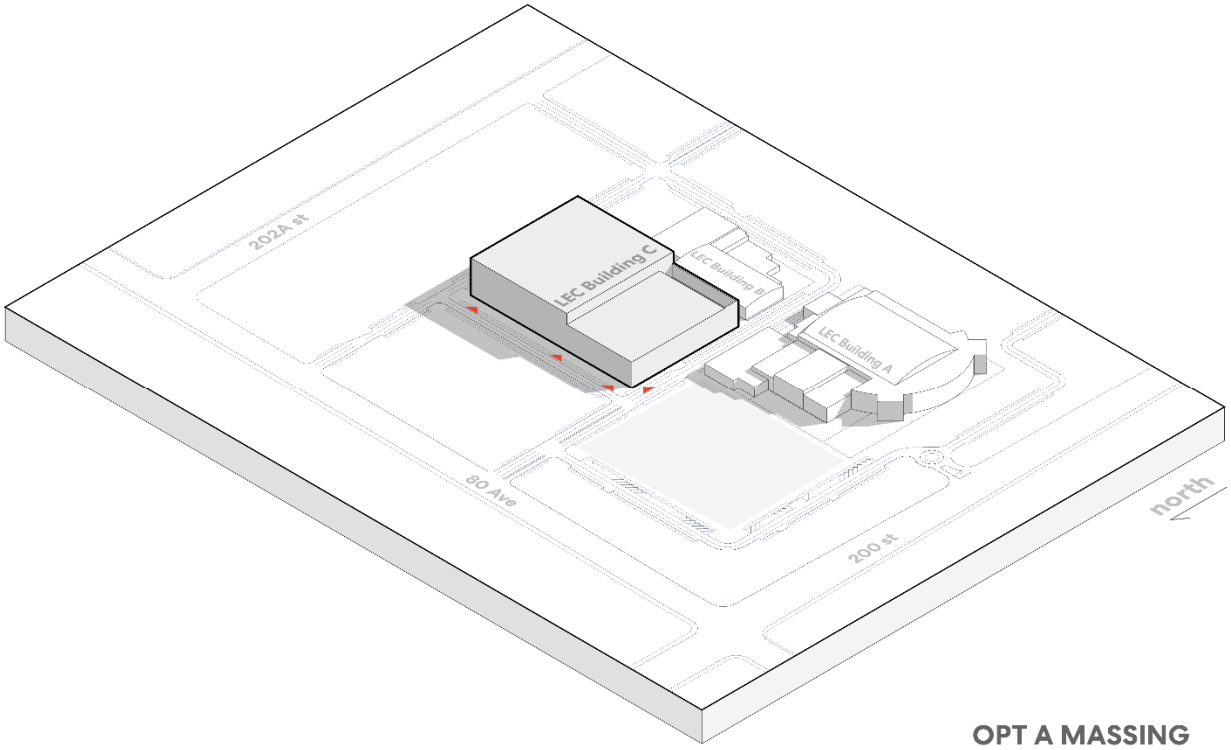


Graphical representation of future Ice and Dry Floor Arenas Facility, having least impact on use of available land areas:



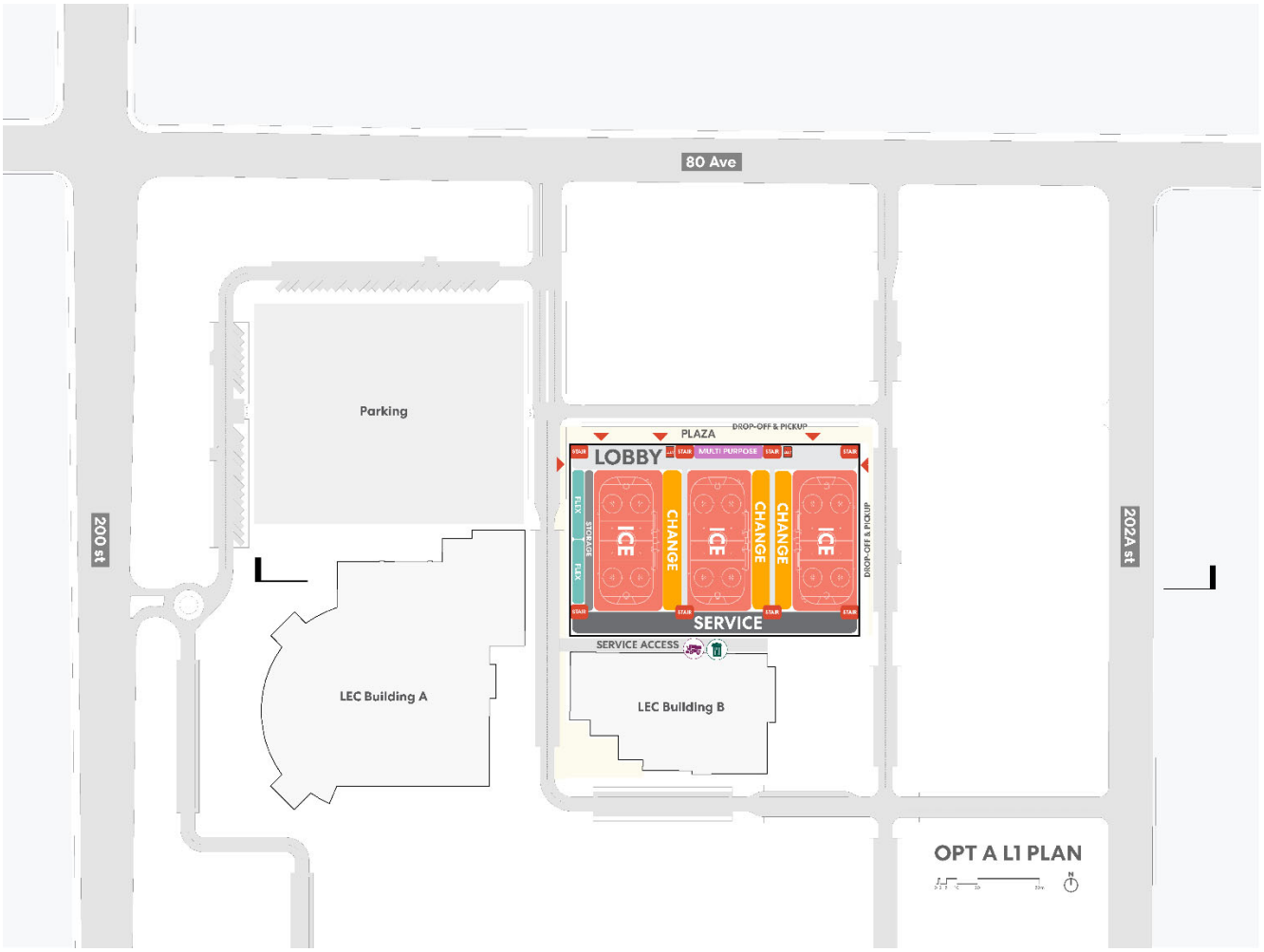
OPT A SECTION

Potential massing diagram of future Ice and Dry Floor Arenas Facility:

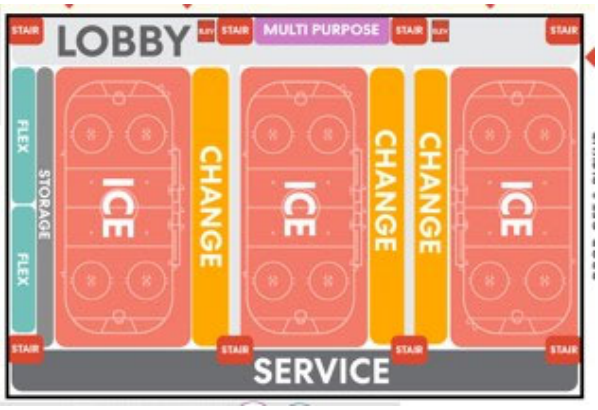


OPT A MASSING

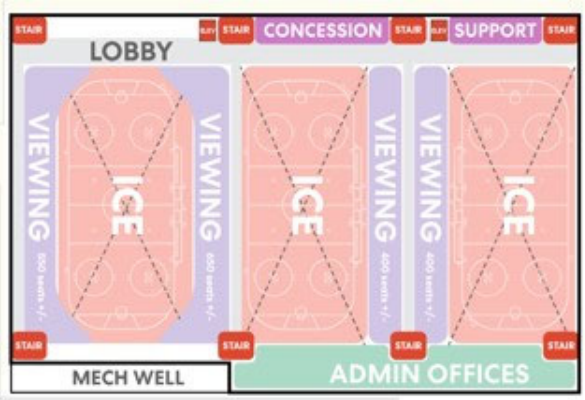
Graphical representation of future Ice and Dry Floor Arenas Facility, having least impact on use of available land areas, ground floor with internal road layouts:



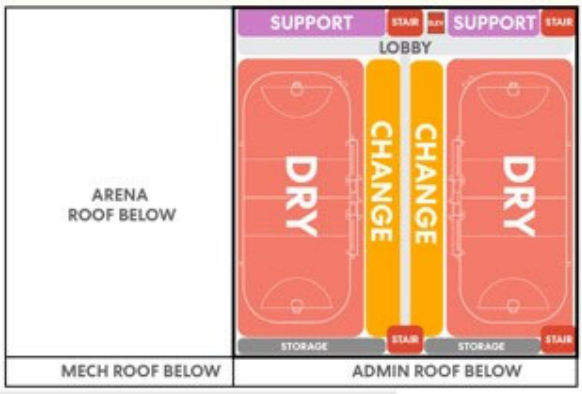
LEVEL 1



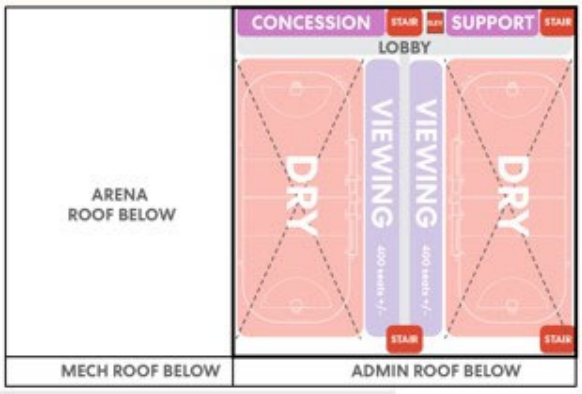
LEVEL 2



LEVEL 3



LEVEL 4



COMMUNITY ENGAGEMENT:

Staff will engage with the Township's user groups expected to be the primary users of the new Ice Arenas (Langley Minor Hockey Association, Langley Girls Ice Hockey Association) and the new Dry Arenas (Langley Minor Lacrosse Association, Valley Ball Hockey Association) to obtain ongoing feedback regarding the facility design. These youth-focussed not for profit associations are long term users of Township indoor arena facilities and are all experiencing unprecedented demand and growth in registrations.

It is anticipated that with the opening of these new ice arena facilities, Langley Minor Hockey and Langley Girls Ice Hockey will be able to relinquish building space and ice hours traditionally utilized by their groups at George Preston Recreation Centre, and possibly Langley Sportsplex, that can then be reallocated to other youth-focussed not for profit organizations also experiencing growth but with offices and specialized facility requirements already existing at those facilities (Langley Skating Club, Langley Speed Skating Club, Fraser Valley Ringette Association). Township Recreation, Arts and Culture Division staff will begin to examine these ice schedules and allocations as the arena construction progresses and as their regular allocation processes advance.

As the Township has experienced in other facilities, there may be other user groups or organizations that will express an interest in either using or contributing financially to the facility, and Township staff will report to Council in the future if any of these may result in a possible increase in scope of the project.

Opportunities will also be provided for general community involvement and information sharing at various points in time as the project progresses.

FURTHER CONSIDERATIONS:

Some additional factors leading to these staff recommendations to proceed at this time include inflation, cost escalation, continued supply chain issues, and general availability and willingness to commit from consultants and contractors. Attempting to mitigate these concerns is important.

Construction cost inflation is a significant challenge facing all areas of the construction industry but specifically non-residential construction. Cost escalation is difficult to predict and has risen rapidly over the past few years. Based on information from industry and current regional projects, the rate of annual escalation can be over 10%. There is no one specific driver that is contributing to these market conditions, rather a confluence of factors.

Generally, the earlier the Township is able to commence further design and works for the individual priority projects, the earlier the Township may establish enhanced cost certainty around the project's scope. Each priority project will have to be evaluated individually based upon many factors for Council to determine an appropriate time to begin construction for each. Staff believe that with the approvals requested in this report for the Arenas, the establishment of a high quality team and collaborative design leading to construction will allow the project to proceed on an as expediated, and as efficient, basis as possible.

The progressive design-build approach will also further explore facility design concepts that result in the least impact on use of the available land area, the potential for underground parking or alternative parking solutions, potential internal road layouts, integration with the Arts Sports

and Entertainment District concepts, and the possible implementation of a district energy system.

FINANCIAL IMPLICATIONS:

The initial funding envelope of $100M for the base facility budget will be funded as per resolution of Council, recommended by staff to be from the following sources:

- $4,000,000 previously approved by Council, and allocated from the Growing Communities Fund
- $19,306,000 additional allocation from the Growing Communities Fund
- $76,694,000 funded from internal reserves or other sources as determined by Council to be included in the 2024-2028 five year financial plan

Projected cash flow (initial analysis):

Township of Langley Capital Project Description						
Project Title:	ICE AND DRY ARENAS FACILITY					
	Previously approved 2023	New 2023	2024	2025	2026	**TOTAL**
Requested Amount	$4.0M	$2.0M	$57.5M	$35.5M	$1.0M	**$100.0M**

BACKGROUND / HISTORY:

Further background and history for this Council identified Corporate Priority Projects was provided in prior reports, however an abbreviated version specific to the Ice and Dry Arenas Facility is as follows:

At its meeting of November 14, 2022, Council directed staff to complete general scope reviews and pre-project work for an array of needed community and recreation amenities, including the new ice and dry floor recreation facility at Langley Events Centre in Willoughby.

Initiated at the Council Meeting of November 14 and approved December 12, 2022, was a Community Amenity Contribution Policy Update that includes a fund to assist in funding many community amenities, including a Recreation Facility at the Langley Events Centre for ice and dry floor recreation.

On December 5, 2022 Council directed staff to include for Council's consideration within the 2023 Budget and Five-Year Financial Plan recreation and public safety capital projects including a new ice and dry floor recreation facility (or facilities) at the Langley Events Centre.

Through late 2022 and early 2023, Council provided further direction and $300,000 in funding to carry out various site analysis, surveys, geotechnical analysis, tree assessments, environmental

assessment reviews, off-site and on-site civil infrastructure information gathering, and site service capacity reviews. The majority of this initial work for four of the Council identified Corporate Priority Projects, including the new Ice and Dry Arenas facility, is complete.

At its meeting of May 29, 2023, Council approved $4M in funding for 2023 from the Growing Communities Fund grant fund, and directed staff to proceed with the planning, site assessments, design and initial procurement process for the new Ice and Dry Arenas Facility at Langley Events Centre.

Further discussion both internally and externally has resulted in staff recommending the more complete approval of the Arenas, as is recommended in this report.

Respectfully submitted,

Jason Winslade
GENERAL MANAGER'
for
MUNICIPAL ADMINISTRATION, FACILITIES AND CORPORATE PROJECTS

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

CONCURRENCES	
Division / Department	**Name**
MUNICIPAL ADMINISTRATION	M. Bakken
FINANCE DIVISION	S. Ruff
FACILITIES AND CORPORATE PROJECTS DIVISION	H. Chohan
FACILITIES AND CORPORATE PROJECTS DIVISION	S. Groves

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 26, 2023 - REGULAR MEETING	**REPORT:**	23-119
FROM:	ENGINEERING DIVISION	**FILE:**	8330-20-003
SUBJECT:	TRANSPORTATION AND MOBILITY STRATEGY TERMS OF REFERENCE ENDORSEMENT		

RECOMMENDATION:

That Council endorse the Terms of Reference for the Transportation and Mobility Strategy in the form presented substantially as Attachment A to this report.

EXECUTIVE SUMMARY:

The Township's 2009 Master Transportation Plan (MTP) and 2015 Cycling Plan no longer reflect the reality of transportation in the Township and provide limited guidance for staff on active and sustainable modes of transportation. The Township is undertaking a comprehensive Transportation and Mobility Strategy (TMS) that will incorporate items such as the Climate Action Strategy (CAS), social equity goals, Vision Zero principles, complete streets, slow streets, active transportation, transit-oriented development, rapid transit, emerging mobility modes, and review policies, guidelines and standards related to transportation. Funding has been approved in 2021 and 2022 budgets for the development of the TMS.

Staff retained a qualified consultant to undertake a Scoping Study for the TMS which was completed in April 2023. The Scoping Study examined evolving transportation patterns in the Township, reviewed existing transportation infrastructure, outlined the challenges and opportunities for mobility, and developed a suggested work plan and engagement approach for the development of the TMS.

Staff issued a Solicitation of Qualifications (SOQ) for the TMS on BC Bid, which closed on May 30, 2023. Staff are shortlisting up to five qualified consultants who will be issued a Request for Proposal (RFP) for the TMS. The RFP includes Terms of Reference (ToR), included as Attachment A, developed using the recommendations of the Scoping Study and reviewed by an internal working group with representatives from various departments. Subject to endorsement by Council, staff will issue an RFP to the shortlisted consultants and would award the project to a successful proponent.

It is anticipated the project will start in September 2023 and may take up to two years to complete. The proposed schedule allows for the development of a comprehensive communications and engagement plan that includes consultation and workshops with the public, stakeholders, Indigenous communities, federal, provincial, and regional agencies, and neighbouring municipalities.

PURPOSE:

This report recommends Council endorsement of Terms of Reference for the development of the Transportation and Mobility Strategy.

BACKGROUND/HISTORY:

The Township's 2009 Master Transportation Plan (MTP) and 2015 Cycling Plan no longer reflect the reality of transportation in the Township and provides limited guidance for staff on active and sustainable modes of transportation. The Township is undertaking a comprehensive Transportation and Mobility Strategy (TMS) that will incorporate items such as the Climate Action Strategy (CAS), social equity goals, Vision Zero principles, complete streets, slow streets, active transportation, transit-oriented development, rapid transit, emerging mobility modes, and review policies, guidelines and standards related to transportation.

In February 2022, staff retained a qualified consultant to undertake a Scoping Study for the forthcoming TMS. The purpose of the Scoping Study was to understand the evolving transportation patterns in the Township, provide an existing condition review of transportation infrastructure in the Township, to outline the challenges and opportunities for mobility in the Township, and develop a suggested work plan and engagement approach for the development of the TMS.

The Scoping Study was developed based on a technical analysis of mobility patterns as well as engagement with the Internal Working Group, which is consisted of Township staff from various departments including Community and Policy Planning, Engineering, Sustainability, Green Infrastructure Services, Parks Design and Development, and the Fire Department among others. The Scoping Study final report was received in April 2023.

The procurement process of the TMS is being undertaken in two phases. Phase 1 includes issuing a SOQ and shortlisting up to five qualified consultants. Staff issued a SOQ for the TMS on BC Bid, which closed on May 30,2023. The shortlisting of submissions is underway. Phase 2 includes issuing a RFP to the shortlisted consultants.

DISCUSSION/ANALYSIS:

A ToR presented as Attachment A to this report, has been prepared which outlines a scope of work and process framework for the TMS. The ToR provides consultants with information on the project background, proposed items to be included in the scope of work, and key plan components. The consultants are expected to prepare a proposal with a work program that outlines steps needed to address the items listed in the scope of work and meet the goals and objectives of the TMS. The ToR was developed consistent with the recommendations of the Scoping Study and reviewed by an internal working group with representatives from various departments.

The purpose of the TMS is to reimagine the future of transportation in the Township. Key outcomes of the TMS planning process would include:

- A long-term vision for the Township's transportation network over the next 25 years and beyond. This vision should express what type of transportation system the Township wants and how the system will improve the quality of life for the Township's residents, visitors, and businesses.
- Goals and objectives for the Township that support and complement the transportation vision and other Township goals and objectives. Goals and objectives should have corresponding Key Performance Indicators (KPIs) with baseline data and targets.
- Plans, policies, and strategies for each mode of transportation including active transportation, transit, new mobility, goods movement, parking and curbside management, land use, and safety.
- Development of new transportation and mobility maps that reflect the plans, policies, and strategies for each mode of transportation.

- Development of urban and rural design guidelines.
- A Road Safety Strategy to be developed in parallel to the TMS is desired as part of this scope of work. A detailed review of available collision data and identifying strategies and mitigation measures to address safety concerns is a required outcome of the TMS.
- Major infrastructure projects that improve the safety and efficiency of the transportation network prioritizing those for walking, cycling, transit and sustainable transportation.
- An implementation plan that includes cost estimates and priorities that reflect the Township's resource availability over the short, medium, and long-term.
- A financial strategy to identify potential funding sources and mechanism.
- Policies and procedures that support the goals of the TMS
- A monitoring strategy to assess progress and results reported out regularly to inform Council and the public.

Proposed Communications and Engagement Plan

A comprehensive Communications and Engagement Plan will be developed in conjunction with Township staff at the outset of the project. The draft ToR outlines an approach including consultation with the following stakeholders.

Throughout the study process, Council will be updated on the progress of the TMS and will be able to review the findings from each phase of work before the next phase begins. The process may also include presentations to Council or Committees.

The internal working group is made up of an interdisciplinary team of Township staff across multiple departments. The internal working group will meet regularly including meeting in advance of reports and presentations at Council or Committee meetings.

The Stakeholder Advisory Committee will be made up of community and agency members such as TransLink, provincial agencies (such as MoTI), ICBC, railway companies (CP Rail, CN Rail, and Southern Rail), BC Trucking Association, Emergency Services, Fraser Health, School District 35, Chamber of Commerce/Business Associations, Metro Vancouver, neighboring municipalities, and other applicable government or agency members.

The Township is located on the traditional territories of the Coast Salish People and wishes to acknowledge its growing relationships with the q̓ʷɑ:n̓ƛəṅ (Kwantlen), q̓iċəy̓ (Katzie), Máthekwi (Matsqui), and se'mya'me (Semiahmoo) Indigenous communities. The Township is proposing to engage with Indigenous communities to discuss a potential Memorandum of Understanding towards finding ways in which the TMS can support a safer and more accessible transportation network.

Proposed Work Program

The TMS planning process will likely consist of five phases which are outlined in the ToR. Pending Council endorsement of the ToR, the planning process would commence in September 2023 and would be scheduled for completion by August 2025. The planning process is summarized as follows:

<u>Phase 1: Lay the Foundations: 2-3 months</u>

The purpose of Phase 1 is to ensure that the TMS begins on the right track and both the Township's and the consultant's project teams are set up for success. This includes project meetings to clarify project goals and objectives; collecting and reviewing relevant background information and data; initiating communications and engagement activities; and establishing a clear understanding of how to work together.

Phase 2: Deeper Dive: 5-6 months

The purpose of Phase 2 is to document the Township's existing transportation system including current issues and challenges and to identify the opportunities and challenges facing the Township's transportation system over the next 25 years and beyond.

Phase 3: Looking Forward: 2-3 months

The purpose of Phase 3 is to begin envisioning the future of the Township's transportation system. This includes developing a vision for the transportation system that is consistent with other local plans and strategies, along with supporting goals and objectives to guide the plan and targets to monitor progress.

Phase 4: Planning for Tomorrow: 6 months

Phase 4 is the 'what' of the TMS, with the purpose of exploring the possibilities for each mode, network, or element within the Township individually before developing an integrated plan that reflects the aspirations and directions for each mode.

Phase 5: Moving Forward: 3-6 months

The purpose of Phase 5 is to provide the Township with the 'how' to implement the projects identified to meet the vision and goals.

Throughout the development process of the TMS, Council will be informed at each milestone and their feedback will be incorporated into the TMS.

Financial Implications

Funding was previously approved in the 2021 and 2022 budgets for a total of $600,000. The available funding should be sufficient for the preparation and delivery of the TMS.

Subject to endorsement of the ToR by Council, staff will issue an RFP to shortlisted consultants. Staff will review submissions and award the project to the consultant who has demonstrated the knowledge, skills, and abilities to undertake the TMS; provided a work plan that meets the goals and objectives of the TMS; and followed the Township procurement policy. It is anticipated the proposal process will conclude with a consulting team in place for project start-up in September 2023.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

ATTACHMENT A Draft Terms of Reference

ATTACHMENT A

DRAFT TERMS OF REFERENCE

Engineering Consulting Services for Transportation and Mobility Strategy

1.0 PROJECT BACKGROUND

The Township of Langley (Township) is the eighth largest municipality in British Columbia and is one of the fastest growing municipalities in Metro Vancouver. The Township Master Transportation Plan (MTP) was completed in 2009, and no longer reflects the reality of transportation in the Township and provides limited guidance for staff on active and sustainable modes of transportation. The current MTP does not address issues such as climate action and safety, and has not been integrated with other Township plans, goals, and strategies. The Township 2015 Cycling Plan is outdated and needs to be updated as well. The Township is planning to complete a comprehensive Transportation and Mobility Strategy (TMS) with a greater scope than the previous MTP and Cycling Plan.

The successful Proponent Team will perform data collection, research, travel demand modelling, community engagement services and document production leading to the creation of a new TMS for the Township.

The Proponent is responsible for managing their project team and reporting to the Township at key milestones. The Proponent is also responsible for timely communication with Township staff, and developing and maintaining all documentation (i.e. notes, minutes, presentations) from internal and external meetings.

The work to be performed consists of multiple phases over an approximate 18-to-24-month period and key features of the suggested scope of work are outlined in further detail below.

2.0 STUDY PURPOSE AND SCOPE OF WORK

The purpose of the TMS is to reimagine the future of transportation in the Township. The scope of the project will include, but is not limited to, the following:

- Provide a renewed transportation vision and goals that will guide the Township's transportation investments and decision-making. The TMS will include supporting strategies, policies, targets, and objectives.
- Align with the Township's existing and upcoming plans, policies, and initiatives, as well as regional priorities and targets.
- Help achieve broader goals related to climate change and environmental sustainability.
- Incorporate a social equity lens throughout the TMS process to understand the needs and safety concerns of all users.
- Understand current and future mobility patterns.
- Develop plans, policies, strategies, and guidelines to achieve the Township's vision and goals.
- Develop transportation demand management strategies, policies, and guidelines.
- Develop a Township-wide transportation network including roads, active transportation (on and off street), micromobility, transit, and goods movement.
- Integrate provincial and regional plans such as Metro 2050, Transport 2050, Ten Year Investment Plan, BRT Action Plan, etc.
- Collaborate with federal, provincial, regional, and local agencies to deliver transportation infrastructure plans and other initiatives to improve both the efficiency and safety of the network.
- Increase the mode share of sustainable forms of transportation such as walking, cycling, transit, micromobility, equestrians, and Zero Emissions Vehicles (ZEVs).
- Align transportation and land use to create a vibrant, sustainable, and thriving community.

- Develop a strategy and implementation plan to improve traffic safety on Township roads, in line with Vision Zero principles. Potentially incorporating initiatives such as Slow Streets and traffic calming approaches.
- Update design criteria including opportunities to integrate active transportation, for all ages and abilities with concepts such as green infrastructure, complete streets, and slow streets, recognizing the different context of urban and rural roads, and identify where special study areas may need to be created.
- Ensure the Township's transportation system supports the movement of people, goods, and services, building off the existing reports and studies completed within the region, and understanding the impact of planned projects. This includes rail and highways projects, along with plans of neighbouring municipalities.
- Develop a comprehensive Communications and Engagement Plan with workshops, on-line consultation, public open houses, and community outreach through social media to engage community members and stakeholders.
- Ensure that Township Council remains informed and engaged throughout the process and their feedback is incorporated into the TMS.
- Engage with indigenous communities to gain a better understanding of traditional land use and how TMS could support a safer and more accessible transportation network to meet their needs.
- Outline a phasing and implementation plan identifying high priority initiatives.
- Develop a high-level financial strategy to outline potential costs, funding sources and opportunities to fund infrastructure improvements.
- Identify high-level operational impact of the implementation plan.
- Develop an approach to monitor the implementation and effectiveness of the TMS.

3.0 COMMUNICATIONS AND ENGAGEMENT PLAN

A Communications and Engagement Plan should be developed in conjunction with Township staff at the outset of the project. The Communications and Engagement Plan should follow the internationally accepted core values of the International Association of Public Participation (IAP2).

The Communications and Engagement Plan should include, but not limited to, the following Components:

1. Key audiences to be engaged during the TMS process, including Township Council, Township staff, existing and proposed committees, stakeholders, Indigenous communities, the community members, and the media
2. Goals and objectives
3. Key Messages
4. Project Spokespeople (To be determined)
5. Stakeholder Register (To be determined)
6. Internal Working Group, Stakeholder Advisory Committee, including structure, members, roles, and Terms of Reference (To be determined)
7. Tools and Techniques
8. Measures of Success

Throughout the study process, Township Council should be well informed of the progress of the TMS and be able to review the findings from each phase of work before proceeding to the next phase while also balancing staff time commitments and resource requirements associated with Council engagement. The process may also include presentations to existing Council and/or Committees.

The already-established Internal Working Group is made up of an inter-disciplinary team of staff from across Township departments. The Internal Working Group will meet regularly throughout the process, including potential meetings in advance of reports and presentations at Council and/or Committee meetings.

The Stakeholder Advisory Committee would be made up of community and agency stakeholders, such as TransLink, provincial agencies (such as MoTI), ICBC, Railway companies (CP Rail, CN Rail, and Southern Rail), BC Trucking Association, Emergency Services, Fraser Health, School District

#35, Chamber of Commerce/Business Associations, Metro Vancouver, neighboring municipalities, and other applicable government or agency stakeholders.

The Township is on the traditional territories of the Coast Salish People, and wishes to acknowledge its growing relationships with the q̓ʷɑ:n̓ƛ̓ən̓ (Kwantlen), q̓ic̓əy̓ (Katzie), Máthekwi (Matsqui), and se'mya'me (Semiahmoo) indigenous communities. As such, the Township will engage with indigenous communities to discuss a potential Memorandum of Understanding towards finding ways in which the TMS can support a safer and more accessible transportation network to meet their needs.

Specific tasks and deliverables that are anticipated as part of the Communications and Engagement Plan and outlined for each round of engagement could include, but are not limited to:

- Social media and website content;
- Pop-up engagement;
- Targeted stakeholder engagement;
- In-person and virtual open houses;
- In-person and virtual stakeholder workshops;
- Community surveys;
- Community signs; and
- Advertising on bus shelters.

The consultant will be required to develop an Engagement Summary Report at the conclusion of each phase of the project, summarizing what was done, what was learned, and how that input will be used to inform next steps in the process. It is anticipated that there will be at least four rounds of community and stakeholder engagement:

4.0 WORK PROGRAM

The key features of the proposed work program are outlined in further detail below. The intention of the steps listed is to guide the Proponents in understanding the objectives of the Township and are not all-inclusive. The successful Proponent is required to perform other work required in order to produce the required deliverables listed below and described in Section 2.0, Study Purpose and Scope of Work, to a professional standard.

PHASE 1: LAY THE FOUNDATIONS

The purpose of Phase 1 is to ensure that the TMS begins on the right track and both the Township's and the consultant's project teams are set up for success. This includes a project team meeting to clarify project goals and objectives; collecting and reviewing relevant background information and data; initiating communications and engagement activities; and establishing a clear understanding of how to work together.

Specific activities anticipated in Phase 1 should include, but not be limited to:

a) Holding a project kick-off meeting.
b) Collecting and reviewing background data and information to become familiar with the Township's transportation network.
c) Identifying additional data collection requirements. It is important to note that the Township is currently working to fill data gaps. This information will be available for the TMS.
d) Outlining challenges and opportunities faced by the Township with a growing and aging population.
e) Developing a Communications and Engagement Plan.
f) Ongoing project management, including regular meetings with the Township's project manager.

PHASE 2: DEEPER DIVE

The purpose of Phase 2 is to document a detailed understanding of the Township's existing

transportation system, including current issues and challenges, and to identify the opportunities and challenges facing the Township's transportation system over the next 25 years and beyond.

Specific activities anticipated in Phase 2 should include, but not be limited to:

a) Collecting any additional data based on any data gaps and requirements identified in Phase 1.
b) Confirming existing and future population and employment forecasts for an ultimate horizon year of 2050 along with an interim horizon year of 2035. This will be done with the recognition of the Township's mode share targets and the relationship between land use and transportation.
c) Developing a Travel Demand Model that considers all modes of transportation and reflects mode shift with an ultimate horizon year of 2050 along with an interim horizon year of 2035.
d) Utilizing big data (probe data) for speed and travel pattens to understand hot spot locations, speed issues, origin / destination, trip generation, trip distance, and trip duration information by mode. It will be important to recognize the different context within rural and urban areas of the Township. This information can also speak to general trends seen in transportation due to the COVID-19 pandemic (such as the impact of more people working from home).
e) Developing a community profile (growth, land use, demographics, housing, transportation patterns, etc.) including an equity analysis of areas with higher equity-seeking populations building on the guiding principle of social equity. A review of the existing land use plan will be required to identify any issues and opportunities associated with the current plan and the impact it may have on transportation. It will be important to understand how the current land use plan may support or challenge the Township achieving transportation related goals and targets.
f) Conducting an existing conditions inventory and assessment including infrastructure as well as support programs and policies for all modes of transportation (walking, rolling, cycling, new mobility, transit, driving, equestrians, parking and curbside management, traffic calming, goods movement (including existing regional studies and projects focused on rail), etc.).
g) Developing a Road Safety Strategy is part of the TMS scope of work with the goal of moving towards Vision Zero. Reviewing top collision locations and corridors should be reviewed to identify general strategies and mitigation measures to address common safety issues in both the urban and rural context. Along with more specific recommendations for the top collision locations and corridors. Additionally, key performance indicators (KPIs) will be provided.
h) Summarizing best practices and emerging trends in mobility. Including ride hailing, carshare, shared e-bikes and scooters, e-commerce, micro-transit, autonomous vehicles, and existing modes being electrified (EVs, buses, trucks, e-bikes, and e-scooters), smart vehicle technologies and new services being introduced.
i) Executing the first round of community and stakeholder engagement focused on understanding existing conditions, opportunities, and challenges.
j) Reviewing and understanding the Township's financial planning framework and approach to implementation to better inform the planning process and messaging to community members and stakeholder.
k) Identifying issues and opportunities for all modes of transportation (including new mobility), building off the information collected through this phase of work.
l) Identifying Township priorities building off the challenges and opportunities highlighted in Phase 1. the analysis completed to date, and the input received through the first round of community and stakeholder engagement.
m) Engaging with Mayor and Council.
n) Preparing a Phase 2 Summary Report.

PHASE 3: LOOKING FORWARD

The purpose of Phase 3 is to begin envisioning the future of the Township's transportation system. This includes developing a vision for the transportation system that is consistent with other local plans and strategies, along with supporting goals and objectives to guide the plan and targets to monitor progress. The TMS should also develop targets, including but not limited to a sustainable mode share target

This should also include developing measurable and tangible KPIs for goals and objectives that will

demonstrate commitment to a sustainable future that will contribute toward other environmental and social goals.

Specific activities anticipated in Phase 3 should include, but not be limited to:

a) Developing a shared vision, goals, and objectives for transportation in the Township building on existing planning and policy documents from the Township and regional agencies.
b) Developing targets for transportation in the Township and how they will align with existing Township planning documents including the Climate Action Strategy (CAS) and the findings of the Road Safety Strategy. It is anticipated that there will be targets identified specifically for mode share and transportation safety with others to be identified through the planning process.
c) Assessing and confirming what's needed to achieve the vision, goals, objectives, and targets.
d) Preparing a Phase 3 Summary Report outlining the vision, goals, objectives, targets, and KPIs.
e) Engaging with Mayor and Council.

PHASE 4: PLANNING FOR TOMORROW

Phase 4 is the 'what' of the TMS, with the purpose of exploring the possibilities for each mode, network, or element within the Township individually before developing an integrated plan that reflects the aspirations and directions for each mode. This will allow candidate projects for each mode and network to be identified, developing a comprehensive understanding of the gaps, and projects needed, to address network gaps.

Specific activities anticipated in Phase 4 should include, but not be limited to:

a) Identifying the gaps for each mode of transportation, including new mobility, and land use planning building off the review of the existing transportation inventory and conditions.
b) Assessing the travel demands and market potential for each mode of transportation considering the expected growth scenario. Conduct a sensitivity test for higher-than-expected growth.
c) Updating the Township's road classification map and categories and developing urban and rural design guidelines following complete streets principles. The Township anticipates that special study areas are likely to be identified.
d) Identifying support programs and policies for each mode of transportation, including active transportation, transit, new mobility, equestrians, goods movement, parking and curbside management, and safety. The Township would also like to see the development of an e-mobility strategy that would increase the use of micromobility and other electrified devices in the Township. Supporting programs and polices should aim to support and address the challenges and opportunities highlighted in previous phases.
e) Identifying recommendations and provide feedback on the Township's existing land use plan with recommendations focused on better integrating transportation and land use and creating conditions that enable the Township to achieve their mode share targets.
f) Executing the second round of community and stakeholder engagement focused on collecting input and feedback on the proposed vision, goals, targets, and ideas regarding support programs and policies for each mode of transportation.
g) Developing a preferred long-term network plan for each mode of transportation, highlighting potential infrastructure projects.
h) Identifying candidate projects as part of the long-term network plan for each mode of transportation to meet transportation demands to 2050.
i) Executing the third round of community and stakeholder engagement focused on the draft long-term network plan for each mode of transportation and candidate projects.
j) Engaging with Mayor and Council.
k) Preparing a Phase 4 Summary Report.

PHASE 5: MOVING FORWARD

The purpose of Phase 5 is to provide the Township with the 'how' to implement the projects identified to meet the vision and goals. In addition, this phase ensures that the TMS has a long-term vision but also is affordable and implementable over the short- to medium-term. This phase includes developing cost estimates along with an implementation strategy identifying a phasing plan, and financial strategies that are in line with the Township's available resources.

Specific activities anticipated in Phase 5 should include, but not be limited to:

a) Developing order-of-magnitude cost estimates (Class D) for all proposed infrastructure projects.
b) Identifying funding sources and Development Cost Charges (DCC) eligible projects.
c) Developing a phasing strategy including short, medium-, and long-term priorities. It is anticipated that this will be done through the development of a prioritization framework and based on input received through community and stakeholder engagement.
d) Developing a monitoring plan to measure progress towards achieving the identified vision, goals, and targets of the plan based on the KPIs identified.
e) Develop the draft TMS to share with the Township for review and feedback.
f) Executing the fourth round of community and stakeholder engagement focused on presenting the draft TMS for final input and feedback.
g) Finalizing the TMS based on feedback received through community and stakeholder engagement.
h) Presenting the final TMS to Council for adoption.

5.0 KEY PLAN COMPONENTS

While the content of the TMS will change and respond to input provided though communications and engagement, the general structure, schedule, and key plan components are outlined below.

The TMS can be divided by modes or by themes, but the consultant must provide commentary on how they are overcoming any disadvantages of their choice to structuring the document.

The updated TMS should include, but not limited to:

- Communications and public engagement to develop an in-depth understanding of stakeholder and public aspirations, with a specific focus on developing a meaningful, creative, and inclusive engagement program that has an explicit focus on diversity, equity, and inclusion.
- Data collection and modelling to provide the Township with relevant data on transportation in the Township along with a transportation demand model (TransLink's Regional Travel Demand Model RTM 3.6) with an ultimate horizon year of 2050 with interim horizons of 2035. The successfully Proponent is to collect available Township data and any additional data needed.
- A long-term vision for the Township's transportation network over the next 25 years and beyond. This vision should express what type of transportation system the Township wants and how the system will improve the quality of life for the Township's residents, visitors, and businesses.
- Goals and objectives for the Township that support and complement the transportation vision and other Township goals and objectives. Goals and objectives should have corresponding KPIs with baseline data and targets.
- Plans, policies, and strategies for each mode of transportation, including active transportation, transit, new mobility, goods movement, parking and curbside management, land use, and safety.
- Development of new transportation and mobility maps that reflect the plans, policies, and strategies for each mode of transportation.
- Development of urban and rural design guidelines.
- A Road Safety Strategy to be developed in parallel to the TMS is desired as part of this scope of work. A detailed review of available collision data and identifying strategies and mitigation measures to address safety concerns is a required outcome of the TMS.
- Major Infrastructure projects that improve the safety and efficiency of the transportation network, prioritizing those for walking, cycling, transit and sustainable transportation.

- An implementation plan that includes cost estimates and priorities that reflect the Township's resource availability over the short, medium, and long-term.
- A financial strategy to identify potential funding sources and mechanism.
- A monitoring strategy to assess our progress, and results reported out regularly to inform Council and the public.

6.0 SCHEDULE

The TMS is anticipated to have a schedule of approximately 18-24 months. The anticipated schedule for each phase of work is shown below:

- Phase 1 – Lay the Foundations: 2-3 months
- Phase 2 – Deeper Dive: 5-6 months
- Phase 3 – Looking Forward: 2-3 months
- Phase 4 – Planning for Tomorrow: 6 months
- Phase 5 – Moving Forward: 3-6 months

Proponents should note that the Target Dates outlined in the Schedule C-3 are there as a guide for the seamless progression of the project through the project phases, but the Target Date set for Total Completion of this project is not a guide and must be adhered to and met.

7.0 DELIVERABLES

A number of deliverables will be expected with the TMS, including, but not limited to:

- Data collection
- Travel demand modelling
- Communications and Engagement Plan including public and stakeholder engagement
- Consultation with indigenous communities
- Development of plans, policies, and strategies for transportation and mobility
- Road classification maps
- Active Transportation Network map
- Transit Network map
- Truck Route map
- Urban and rural design guidelines
- Transportation Demand Management Strategy
- Road Safety Strategy
- Implementation Plan
- Financial Strategy
- Monitoring Strategy
- TMS documents
  - Public friendly version
  - Technical version

All data submitted becomes the property of the Township. Any agreements or licenses required for electronic data shall be included in the proposal.

8.0 REFERENCE DOCUMENTS

The successful Proponent will be provided with all available background information, including but not limited to the following resources:

Township Documents and Initiatives:

- Township Rural Community Plan (1993)
- Community Connections (1994)
- Sustainability Charter (2008)
- Master Transportation Plan (2009)
- Official Community Plan (2013)

- Community and Neighbourhood Plans and Engineering Services Plans (ESPs)
- Cycling Plan (2015)
- Low Carbon Mobility Plan: Electric Vehicles (2019)
- Subdivision and Development Servicing Bylaw (2022)
- Highway and Traffic Bylaw (2019)
- Development Cost Charges Bylaw (2020) and DCC Bylaw update planned for 2023
- Climate Action Strategy (CAS) (2021)
- Housing Action Plan (2021)
- Age- and Dementia-friendly Action Plan (2021)
- Zoning Bylaw (2023)
- Other relevant studies within the Township
    - Transportation and Mobility Strategy Scoping Study (report available upon request)
    - 16 Ave Corridor Study (2016)
    - North Langley Truck Route Study (2018)
    - 216 St Corridor Study (2021)
    - 196 St Skytrain Station Transit Oriented Development (underway)
    - Transit Priority Study – Connections to Carvolth Exchange (underway)
    - 200 St for 2040 (underway)
    - Potential future studies

Regional Documents and Initiatives:

- South of Fraser Transit Plan
- TransLink: Regional Cycling Strategy
- Experience the Fraser
- Mayor's Council 10-Year Vision for Metro Vancouver Transit and Transportation
- Robert Banks Trade Area Study
- Fraser River Trade Area Study
- Metro Vancouver: Regional Greenways 2050
- TransLink: Transport 2050
- Metro Vancouver: Metro 2050
- Regional Transportation Investments (Ongoing)
- Neighbouring Municipal Transportation Plans (Ongoing)
- MoTI's upgrade and maintenance schedules (Ongoing)
- BRT Action Plan (underway)

Provincial and Federal Documents & Initiatives:

- Agricultural Land Commission Act
- Province of BC: Move. Commute. Connect
- BC Active Transportation Design Guide
- Surrey Langley SkyTrain
- Vision Zero (ongoing)
- Guide to Edge Planning
- Government of Canada: National Active Transportation Strategy

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 26, 2023 - REGULAR MEETING	**REPORT:**	23-123
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	11-09-0033
SUBJECT:	REZONING APPLICATION NO. 100589 (COASTLAND ENGINEERING LTD. / 5759 – 240 STREET)		

PROPOSAL:

Application to rezone approximately 18.02 ha (44.55 ac) of land located at 5759 – 240 Street to Suburban Residential Zone SR-3 to facilitate development 63 single family lots.

RECOMMENDATION SUMMARY:

That Council give first, second, and third reading to Bylaw No. 5905 subject to 10 development prerequisites being satisfied prior to final reading.

RATIONALE:

The proposed development is compatible with the objectives of the Rural Plan.

RECOMMENDATION:

That Council consider the application on an individual basis in the context of Council's November 14, 2022 resolution; and

That Council give first, second, and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Coastland Engineering Ltd.) Bylaw No. 5905 rezoning approximately 18.02 ha (44.55 ac) of land located at 5759 – 240 Street to Suburban Residential Zone SR-3 to facilitate development of 63 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. Provision of a Storm Water Management Plan and securing stormwater management facilities subject to submission, review, and acceptance by the Township of geotechnical and hydrogeological reports to confirm the adequacy of the lands to support the proposed land use;
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
4. Provision of road dedications, widenings, and necessary traffic improvements for 238 and 240 Street, 56, 57, and 58 Avenues (including greenways, and pedestrian connections both within the project and to the future trail network) in accordance with the Township's Master Transportation Plan and Subdivision and Development Servicing Bylaw;

5. Provision of a final tree management plan and trail connections / open space plan, incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection);
6. Dedication of three greenspace lots on the site and a greenspace buffer around the perimeter of the subject site;
7. Registration of restrictive covenants acceptable to the Township:
    a. Identifying the units (minimum 5%) required to comply with the adaptable housing requirements in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan;
    b. Notifying property owners of the proximity of the ALR and of the potential for sound, odour, and airborne impact from natural farm activities;
    c. 15 m wide ALR buffer along 240 Street;
    d. Prohibiting access to 56 Avenue;
8. Registration of an exterior design control agreement;
9. Compliance with the Community Amenity Contributions Policy, comprising a total voluntary contribution as a described by the applicant in Attachment F to this report and the Township's 5% Neighbourhood Park Land Acquisition Policy in support of the proposed rezoning comprised of:
    a. $8,000,000 as a cash contribution instead of providing actual amenity with 100% contributed and deposited into the Community Amenity Contribution fund. 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;
    b. Securing transfer of approximately 3.6 ha (8.9 ac) of land to the Township; and
10. Payment of applicable supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA), and Latecomer charges.

EXECUTIVE SUMMARY:

In 2021 Council considered a previous rezoning application for the subject 18.02 ha (44.55 ac) property located at 5759 – 240 Street to facilitate a 39 lot single family subdivision (Attachment A). After consideration by Council, the applicant requested to defer further consideration of the application to allow reconsideration of the trail networks, trees, landscaping, and buffers on the site. Since then, the previous owner has sold the property to a new property ownership group and the application has been revised to propose 63 single family lots with 20% of the site (3.6 ha (8.9 ac)) open space dedicated to the Township.

To facilitate the subdivision, the revised proposal seeks to rezone the subject parcel to Suburban Residential Zone SR-3.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Rezoning Bylaw No. 5905.

REFERENCE:

Owners:	1079307 BC Ltd. 18272 – 70 Avenue Surrey BC V3S 6Z1 1318611 BC Ltd. 9760 – 190 Street Surrey BC V4N 3M9 1318612 BC Ltd. 6167 – 180A Street Surrey BC V3S 4L7 1318617 BC Ltd. 208, 8078 – 128 Street Surrey BC V3W 4E9 1318663 BC Ltd. 20722 – 80 Avenue Langley BC V2Y 1X6 131664 BC Ltd. 128, 7947 – 209 Street Langley BC V2Y 0Y6
Agent:	Coastland Engineering and Surveying Ltd. 101, 19292 – 60 Avenue Surrey, BC V3S 3M2
Legal Description:	Lot 1 Section 9 Township 11 New Westminster District Plan 67456
Location:	5759 – 240 Street
Area:	18.02 ha (44.55 ac)
Official Community Plan:	Rural
Rural Plan:	Salmon River Uplands
Existing Zoning:	Rural Zone RU-1
Proposed Zoning:	Suburban Residential Zone SR-3
Agricultural Land Reserve:	Not in ALR

BACKGROUND/HISTORY:

As outlined in the previous Council Report (Attachment A), the site was subject to a previous rezoning application to facilitate a 39 lot single family subdivision. The attached report outlines the history of development within the Tall Timber neighbourhood as well as previous Council resolutions pertaining to the area. Since Council considered the previous rezoning request, the prior owner sold the property to a new ownership group that has revised the proposal to seek rezoning to permit subdivision into 63 single family lots with 20% (3.6 ha (8.9 ac)) of the lands of open space dedicated to the Township.

DISCUSSION/ANALYSIS:

- Coastland Engineering and Surveying Ltd. has applied on behalf of the new ownership group to rezone the subject property from Rural Zone RU-1 to Suburban Residential Zone SR-3 to accommodate the development of 63 single family lots.
- The developer has proposed to dedicate approximately 20% (3.6 ha (8.9 ac)) of the site as open space consisting of a greenspace buffer around the perimeter of the site as well as three "Green Space" lots central to the site.
- Two new local road connections to 240 Street are proposed to provide a local road network.

Adjacent Uses:

	Existing Use	Rural Community Plan Designation	Existing Zoning
North:	58A Avenue, beyond which is a residential subdivision (Tall Timber Estates) accommodating single family lots	Salmon River Uplands (not within the ALR)	Suburban Residential Zone SR-1 (Land Use Contract 93C)
South:	56 Avenue, beyond which are single family lots	Salmon River Uplands (both within and not within the ALR)	Suburban Residential Zone SR-1
East:	240 Street, beyond which are rural lots	Salmon River Uplands (within the ALR)	Rural Zone RU-1
West:	A residential subdivision (Tall Timber Estates) accommodating single family lots	Salmon River Uplands (not within the ALR)	Suburban Residential Zone SR-1 (Land Use Contract 93C)

Policy Review:

- The subject property is designated Rural in the Official Community Plan (OCP) and the Regional Growth Strategy (RGS), and Salmon River Uplands in the Rural Plan with both designations intended to preserve the rural character of the area. The proposed Suburban Residential SR-3 zoning with a 1,765 m^2 (0.436 ac) minimum lot size is consistent with the policy context from the OCP, Rural Plan, and RGS.

Density:

- The subject site is approximately 18.02 ha (44.55 ac) in size with the proposal to subdivide into 63 single family lots ranging in size from 1,765 m^2 (0.436 ac) to 2,590 m^2 (0.640 ac) resulting in a gross density of 3.5 units per hectare (1.41 units per acre).

Zoning Amendment:

- Bylaw No. 5905 proposes to rezone the subject property from Rural Zone RU-1 to Suburban Residential Zone SR-3.

Community Amenity Contributions:

- In consideration of Section 5.2(g) of the Community Amenity Contribution Policy, the applicant proposed to provide a voluntary community amenity contribution as described by the applicant in support of the proposed rezoning application comprised of:
    - $8,000,000 as a cash contribution (Attachment F)

Tree Protection / Replacement:

- The applicant has provided updated tree information that indicates:
    - 4212 onsite trees; and
    - 2205 trees (53%) within the proposed open space dedications.
- Provision of a final tree management plan, including tree retention, replacement, protection details and security is listed as development prerequisite.

Landscaping / Open Space:

- A greenspace buffer ranging from 10 m (33 ft) to 15 m (49 ft) is proposed around the entire site to provide a buffer to the surrounding properties. Dedication of the buffer is noted as a development prerequisite.
- Three greenspace areas are located central to the site to accommodate tree retention and additional open space improvement opportunities. Provision of the greenspace areas and securing of works pursuant to an accepted open space plan is noted as a development prerequisite.
- Finalization of landscaping details will be undertaken as part of the detailed subdivision application review and has been included as a development prerequisite.

Policy Considerations:

On November 14, 2022, Council passed the following resolution regarding the Salmon River Uplands:

> *Be it resolved that Council hereby directs staff to prepare a Report to Council outlining the potential timelines, scope and other recommendations as may be appropriate to review the Salmon River Uplands area within the Township of Langley's Rural Community Plan including, but not necessarily limited to, minimum parcel sizes, desired long-term character of the area and the establishment of an appropriate area-based Community Amenity Contribution policy framework for residential development within the Rural Community Plan (the "Review");*
>
> *That Council hereby directs staff to schedule Council consideration and staff processing of community plan amendments, rezonings, and development permits within the Salmon River Uplands area to be coincidental with the Review until a potential update as heretofore referenced has been duly considered by Council; and further*
>
> *That Council considers any residential subdivision in the Salmon River Uplands area to be contrary to the public interest if subdivided under current minimum parcel sizes and before the Council addresses minimum parcel sizes in relation to the Review.*

Staff recommend Council consider the subject application on an individual basis in the context of the following:

- Council on April 17, 2023 (subsequent to the November 14, 2022 resolution) passed a resolution to enter into a Memorandum of Understanding (MOU) with Metro Vancouver pertaining to the Salmon River Uplands as part of the Metro Vancouver 2050 adoption process that provides land use policy direction in the area including:
    - "low density forms of residential" in the Rural regional land use designation of Metro 2050 will be interpreted as permitting minimum lots sizes equivalent to half (½) acre lots."
    - "lot-size variances to accommodate site topographic, environmental, or other land use constraints, as appropriate. These considerations may be considered on a case-by-case basis by the Township of Langley."

Consistent with the MOU, the subject site is approximately 18.02 ha (44.55 ac) in size with the proposal to subdivide into 63 single family lots ranging in size from 1,765 m^2 (0.436 ac) to 2,590 m^2 (0.640 ac) resulting in a gross density of 3.5 units per hectare (1.41 units per acre).

The proposal is consistent with rural residential uses identified in Salmon River Uplands designation of the Rural Plan. The proponent is advancing a Community Amenity Contribution of $8,000,000, a 20% land dedication, and associated tree preservation and has requested Council consider the application on its individual merits at this time.

The proposed rezoning will facilitate subdivision of the existing property into 63 single family lots and is compatible with the objectives of the Official Community Plan, Rural Plan, Metro Vancouver Regional Growth Strategy, and with the proposed Suburban Residential SR-3 zoning.

Staff recommend Council give first, second, and third reading to Bylaw No. 5905 subject to 10 development prerequisites.

Respectfully submitted,

Colin Moore
SENIOR PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	October 4, 2021 Report to Council (with Attachment A only)
ATTACHMENT B	Aerial Context Map
ATTACHMENT C	Rural Plan Map
ATTACHMENT D	Zoning Bylaw No. 2500 Map
ATTACHMENT E	Preliminary Site Plan Submitted by Applicant
ATTACHMENT F	Proposed CAC letter by Applicant

ATTACHMENT A

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	OCTOBER 4, 2021 – REGULAR MEETING	**REPORT:**	21-111
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	11-09-0033
SUBJECT:	REZONING APPLICATION NO. 100589 (NEUFELD / 5759 – 240 STREET)		

RECOMMENDATION:

That Council consider the information contained in this report and give first and second reading to Bylaw No. 5717, subject to 11 development prerequisites, as outlined in the June 14, 2021 Report to Council (Report: 21-68) being completed prior to final reading; and that staff be authorized to proceed with the next steps, including the scheduling of a public input opportunity.

EXECUTIVE SUMMARY:

At its Regular Meeting held on July 26, 2021, Council considered first and second reading of Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Neufeld) Bylaw 2021 No. 5717 rezoning 18.0 ha (44.5 ac) related to land located at 5759 – 240 Street from Rural Zone RU-1 to Suburban Residential Zone SR-1, to facilitate a residential development consisting of 39 rural single family lots.

Council did not grant first and second reading, but rather passed the following resolution:

> *"That 1st & 2nd reading be deferred for a staff report and presentation to Council to consider the history, rural character, and development of the entire Tall Timbers area, to properly review and consider the substantial public input for trail connections, additional tree and wildlife protection and other community improvements; and further to provide more time for members of Council to properly consult with staff on this proposal."*

Based on Council direction, this report brings forward for Council's consideration requested information as well as material included in the June 14, 2021 Report to Council (Attachment A).

PURPOSE:

This report is in response to Council direction and aims to provide information regarding history, rural character, and development of the Tall Timbers area, trail connections, tree and wildlife protection, and other community improvements.

BACKGROUND/HISTORY:

At its Regular Meeting held on July 26, 2021, Council considered first and second reading of Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Neufeld) Bylaw 2021 No. 5717 rezoning 18.0 ha (44.5 ac) of land located at 5759 – 240 Street to Suburban Residential Zone SR-1 to facilitate a development consisting of 39 rural single family lots and resolved as follows:

> *"That 1st & 2nd reading be deferred for a staff report and presentation to Council to consider the history, rural character, and development of the entire Tall Timbers area, to properly review and consider the substantial public input for trail connections, additional tree and wildlife protection and other community improvements; and further to provide more time for members of Council to properly consult with staff on this proposal."*

A June 14, 2021 Report to Council (Attachment A) includes additional information as well as the subject bylaw and previously established proposed development prerequisites for Council's consideration.

DISCUSSION/ANALYSIS:

Information regarding history, rural character, development of the Tall Timbers area, trail connections, tree and wildlife protection, and other community improvements is outlined in the sections below.

Tall Timbers Area

Based on historic land development and marketing gathered, the area referenced as Tall Timbers is generally bounded by 61 Avenue, 56 Avenue, 236 Street and 232 Street (Attachment B). Utilizing a post-ALR timeframe for the lands, the following sections provide summary information relating to land use regulations and development leading to the current zoning, land use designation, and application status.

<u>Rural Character / Plan Designations</u>

The rural character of the lands has been recognized historically as designated in the following chronological Planning documents.

1979 Official Community Plan
Rural Residential / Agricultural (Sec. 3.0): '"country estate" rural residential form that developed throughout the Municipality, although concentrations of this type of development are found in the Salmon River Uplands and Western Langley. This latter form has typically occurred at densities of less than one dwelling unit per acre'.

1993 Rural Plan
Salmon River Uplands (Sec. 5.7.1): 'The Salmon River Uplands shall be maintained for rural residential and agricultural uses. A more detailed plan will be prepared setting out policies for future growth, subdivision and agriculture in this area.'

2016 Official Community Plan
Rural Plan (Sec. 2.2.6): 'Areas designated as Rural are intended to maintain the existing rural residential character of the area. Rural residential development and agricultural uses are

permitted in conformity with the provisions of the Rural Plan and the Zoning Bylaw, unless otherwise approved by the Agricultural Land Commission. Development at gross densities based on the current Zoning Bylaw is permitted within the Salmon River Uplands area as defined in the Rural Plan, subject to the approval of the Agricultural Land Commission where applicable.'

Agricultural Land Commission (ALC) / Land Use Contract (LUC) 93

Based on available information from the Agricultural Land Commission (ALC), the subject lands were 'included within the Agricultural Land Reserve Plan of the Central Fraser Valley Regional District as designated by the Provincial Agricultural Land Commission on the 24th day of April 1974.'

The existing Tall Timbers subdivision ('Lot 32' – Attachment C) of 14.69 ha (36.3 ac) was subsequently removed from the ALR in 1977. A Land Use Contract (LUC 93) (and subsequent amendments) facilitating the current approximate one-third acre (1300 m^2 / 13,993 ft^2 / .32 ac) subdivision on 'Lot 32' was finalized in 1979. The first phase of 36 lots (Attachment D) received final approval in 1979 with the second phase of 40 lots approved in 1983 (Attachment E).

LUC 93 (as amended) also provided for agricultural uses on the 43.97 ha (108.6 ac) northern portion of 'Lot 31' and a golf course on the southerly 18.12 ha (44.77 ac) of a 'hooked' 'Lot 31'.

LUC 93 (as amended) was removed from the 'Lot 31' lands (total 62 ha (153 ac)) on August 7, 1980 and the lands were subsequently considered by Council for exclusion from the ALR in 1984 and 1985. At that time Council endorsed the exclusion from the ALR, which was subsequently granted by the provincial ALC, upon appeal, in July of 1986.

The 'Lot 31' lands were then included as part of a rezoning application advanced to Council on November 17, 1986 (Rezoning Bylaw No. 2502) proposing to rezone the 'Lot 31' lands and the property to the northwest into 183 single family lots with a 1,340 m^2 (0.33 ac) minimum lot size. Council supported the application in principle subject to resolution of density, design, servicing, park, open space, and development cost contribution matters.

Based on the information provided in the November 17, 1986 Report to Council, development in the Salmon River Uplands was based on a 'one-acre gross density' with minimum lot size of 3,716 m^2 (0.92 ac) as per the Subdivision and Development Control Bylaw at the time.

On March 16, 1987 the 1986 rezoning proposal was revised to achieve a 3,716 m^2 (0.92 ac) gross density by adjusting the proposal to accommodate 273 lots with a minimum lot size of 1,200 m^2 (0.29 ac). The proposal also included park and open space on a third property to the northwest, which was located in the ALR and subject to ALC approval (Attachment F).

Council granted first and second readings to Rezoning Bylaw No. 2502 on April 6, 1987 and denied third reading on June 1, 1987. The 'Lot 31' lands were 'unhooked' in 1984 and were included as Rural Zone (RU-1) in the Township's 1987 Zoning Bylaw.

Current Applications

There are three (3) current development applications in the Tall Timbers area as described below.

Neufeld / 5759 - 240 Street (18.0 ha (44.5 ac))

1. ToL Project # 11-09-0033 / RZ100589 (Attachment G) to rezone the subject lands from the current Rural Zone (RU-1) to proposed Suburban Residential Zone (SR-1) to accommodate a rural residential development consisting of 39 rural single family lots (minimum lot size 3,716 m^2 (0.92 ac)). This application was advanced to Council for consideration of first and second readings on June 14, 2021 (Attachment A) with Council deferring the matter until the proponent undertook a public information meeting. Council considered the application again on July 26, 2021 and deferred the application until an in-person public hearing can be accommodated.

2. ToL Project # 11-09-0033 / SA101251 (received August 21, 2021) (Attachment H) to subdivide pursuant to the existing Rural Zone ((RU-1), minimum lot size 1.7 ha (4.2 ac)) to create a 10 lot rural residential subdivision. This application is currently under staff review and discussion with the applicant.

Infinity / 23700 Block - 56 Avenue (43.6 ha (107.8 ac))

3. ToL Project # 11-09-0034 / RZ100637 (Attachment I) to rezone the subject property from Rural Zone (RU-1) to Suburban Residential Zone (SR-1) to accommodate a residential development consisting of 44 rural single family lots (minimum lot size 3,716 m^2 (0.92 ac)). This application is pre-Council and currently under staff review.

Trail Connections

The Township's Official Community Plan (OCP) Map 12 – Recreational Greenway Plan (Attachment J) indicates a community connection east-west on 64 Avenue and a secondary community connection east-west on 56 Avenue. Although the Plan does not specify a north-south connection in the Tall Timbers area, staff as part of the development application review process have sought to secure additional connections as noted below.

With respect to the subject Neufeld / 5759 - 240 Street (ToL Project # 11-09-0033 / RZ100589), a walkway is proposed to connect existing Tall Timbers pedestrian facilities from the westerly extent of proposed internal roadways to an existing walkway at the southerly end of 237A Street (Attachment J). However, staff note additional trail connections are proposed as part of Infinity / 23700 block - 56 Avenue (ToL Project # 11-09-0034 / RZ100637) adjacent to the proposed north-south vehicular access to the site as well as along the Salmon River (Attachment K).

Tree Protection

The Township's Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) requires applicants to provide: a) an Integrated Site Design Concept; b) a Tree Survey; c) a Tree Evaluation Report; and d) a complete Tree Summary Schedule. This information is prepared by an arborist or landscape architect and is informed by site conditions as well as the form of development for staff review with a summary included in the staff Report to Council.

With respect to the subject Neufeld / 5759 - 240 Street (ToL Project # 11-09-0033 / RZ100589) application, the tree management plan submitted by the applicant indicates that 6,281 significant trees exist on the subject site, with 2,198 proposed for retention. In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), no replacement trees are required. Post development approximately 2,198 trees will be in place on the subject site. Final tree retention, protection, and replacement plans are subject to the final acceptance of the Township with this requirement included in the list of development prerequisites to be completed prior to final reading of the subject rezoning bylaw.

Wildlife Protection

Streamside

Township of Langley (Township) Official Community Plan Bylaw No. 1842 Schedule 3 Development Permit Areas: Streamside Protection and Enhancement (OCP Schedule 3) was adopted to establish and maintain undisturbed naturally vegetated zones along watercourses. The required widths of these no-disturbance zones, referred to as "Streamside Protection and Enhancement Development Areas" (SPEA), follows the Township watercourse classification system (Class A, Class B, Class C) which is based on channel type, water flow, and fish presence.

Although the subject Neufeld / 5759 - 240 Street (ToL Project # 11-09-0033 / RZ100589) does not contain any watercourses, the Infinity / 23700 block - 56 Avenue (ToL Project # 11-09-0034 / RZ100637) encompasses portions of the Salmon River, a Class A (red-coded, fish bearing) watercourse that supports populations of regionally important salmonid species including rainbow trout, coastal cutthroat trout, pink salmon, coho salmon, and chum salmon. Other fish species documented within the Salmon River include three-spined stickleback, pumpkinseed, and prickly sculpin. Accordingly, the applicant has submitted a Streamside Development Permit application to address Streamside Protection and Enhancement Development Area (SPEA) requirements.

Terrestrial/Wildlife Habitats

British Columbia is divided into 14 distinct Biogeoclimatic Zones based on vegetation, soils, and climate. The Township is located within the Coastal Western Hemlock (CWH) Biogeoclimatic Zone. The CWH zone contains the greatest diversity and abundance of habitat elements of all zones in the province with the greatest diversity of birds, amphibians, and reptiles found within the Fraser Lowland portion of this zone. Wildlife and species-at-risk and their habitats are managed under provincial and federal legislation, including the provincial Wildlife Act and federal Species-at-Risk Act. While the Township does not manage wildlife/species-at-risk, the Township requires applicants to provide wildlife/species-at-risk information as part of a streamside development permit application submission. This information requirement is to ensure proponents consider these requirements early in the development application process to inform site planning and implementation (e.g., conducting bird nest surveys prior to site clearing).

Community Improvements

With respect to the subject Neufeld / 5759 - 240 Street (ToL Project # 11-09-0033 / RZ100589) application, the proponent has advanced their application based on applicable bylaw standards and available policy context including the Community Amenity Contributions (CAC) Policy. The CAC Policy (adopted by Council on July 23, 2018 and subsequently revised on April 15, 2019 and November 18, 2019) is applicable to the subject residential rezoning application. The Policy specifies target contribution amounts based on unit types. The applicant has reviewed the Policy and has agreed to provide the current target contribution amounts specific to this development, which are $6,808 per single family lot for a total amount of $265,512.

Policy Considerations:

The proposed Neufeld / 5759 - 240 Street (ToL Project # 11-09-0033 / RZ100589) rezoning will facilitate subdivision of the existing property into 39 rural single family lots. The proposed rezoning is compatible with the objectives of the Official Community Plan, Rural Plan and Metro Vancouver Regional Growth Strategy and with the proposed Suburban Residential SR-1 zoning.

Staff recommend that Council give first and second reading to Bylaw No. 5717 subject to 11 development prerequisites as indicated in the June 14, 2021 Report to Council (Attachment A) and authorize staff to schedule the written submission opportunity.

Respectfully submitted,

Stephen Richardson
DIRECTOR, DEVELOPMENT SERVICES
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	June 14, 2021 Report to Council
ATTACHMENT B	Tall Timbers Area
ATTACHMENT C	Plan 54464
ATTACHMENT D	Plan 57565
ATTACHMENT E	Plan 65826
ATTACHMENT F	1987 Site Layout (ToL Project # 11-09-0006 / Goodbrand)
ATTACHMENT G	Neufeld Site Layout (ToL Project # 11-09-0033 / RZ100589 / 5759 - 240 Street)
ATTACHMENT H	Neufeld Site Layout (ToL Project # 11-09-0033 / SA101251 / 5759 - 240 Street)
ATTACHMENT I	Infinity Site Layout (ToL Project # 11-09-0034 / RZ100637 / 23700 Block - 56 Avenue)
ATTACHMENT J	OCP Map 12 – Recreational Greenway Plan
ATTACHMENT K	Current Proposed Trail Network: Neufeld (ToL Project # 11-09-0033 / RZ100589) and Infinity (ToL Project # 11-09-0034 / RZ100637)

~~ATTACHMENT A~~

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	JUNE 14, 2021 - REGULAR MEETING	**REPORT:**	21-68
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	11-09-0033
SUBJECT:	REZONING APPLICATION NO. 100589 (NEUFELD / 5759 - 240 STREET)		

PROPOSAL:

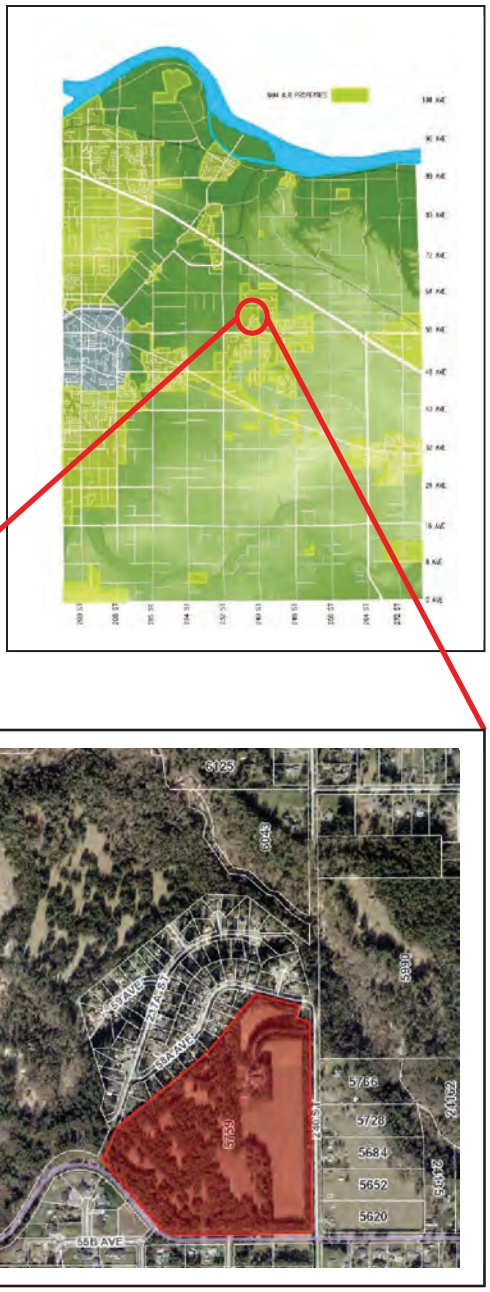
Application to rezone an 18.0 ha (44.5 ac) property located at 5759 – 240 Street to Suburban Residential Zone SR-1 to accommodate a residential development consisting of 39 rural single family lots.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaw No. 5717 subject to 11 development prerequisites being completed prior to final reading and that staff be authorized to proceed with the written submission opportunity.

RATIONALE:

The proposed development is compatible with the objectives of the Rural Plan.



RECOMMENDATIONS:

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Neufeld) Bylaw 2021 No. 5717 rezoning 18.0 ha (44.5 ac) of land located at 5759 – 240 Street to Suburban Residential Zone SR-1 to facilitate a development consisting of 39 rural single family lots, subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley's General Manager of Engineering and Community Development, unless otherwise noted, prior to final reading:

1. 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. Development of a storm water management plan, including the securing and transfer to the Township of a community stormwater detention facility to serve the natural catchment area;
3. Submission of geotechnical and hydrogeological reports to confirm adequacy of the lands to support the proposed land use;
4. Submission of an erosion and sediment control plan and provision of security in accordance with the Township's Erosion and Sediment Control Bylaw;
5. Provision of road dedications, widenings, and necessary traffic improvements in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw;
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);
7. Provision of an Agricultural Land Reserve buffer;
8. Registration of restrictive covenants:
    a. Identifying the units (minimum 5% single family lots) required to comply with the adaptable housing requirements;
    b. For the retention and maintenance of a 15 m wide Agricultural Land Reserve buffer located along the eastern property line of the subject site;
    c. Notifying property owners of the proximity of the ALR and of the potential for sound, odour and airborne impact from natural farm activities;
    d. Prohibiting access to 56 Avenue;
9. Registration of an exterior design control agreement (informed by a neighbourhood character study) ensuring that building design and site development standards are of high quality and compatible with other lots and development;
10. Compliance with the Community Amenity Contributions Policy;
11. Payment of applicable supplemental Rezoning fees, Development Engineering and Green Infrastructure service fees, Development Works Agreement (DWA) and Latecomer charges, and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy; and further

That Council authorize staff to proceed with the written submission opportunity notice prior to Council's consideration of third reading of Rezoning Bylaw No. 5717.

EXECUTIVE SUMMARY:

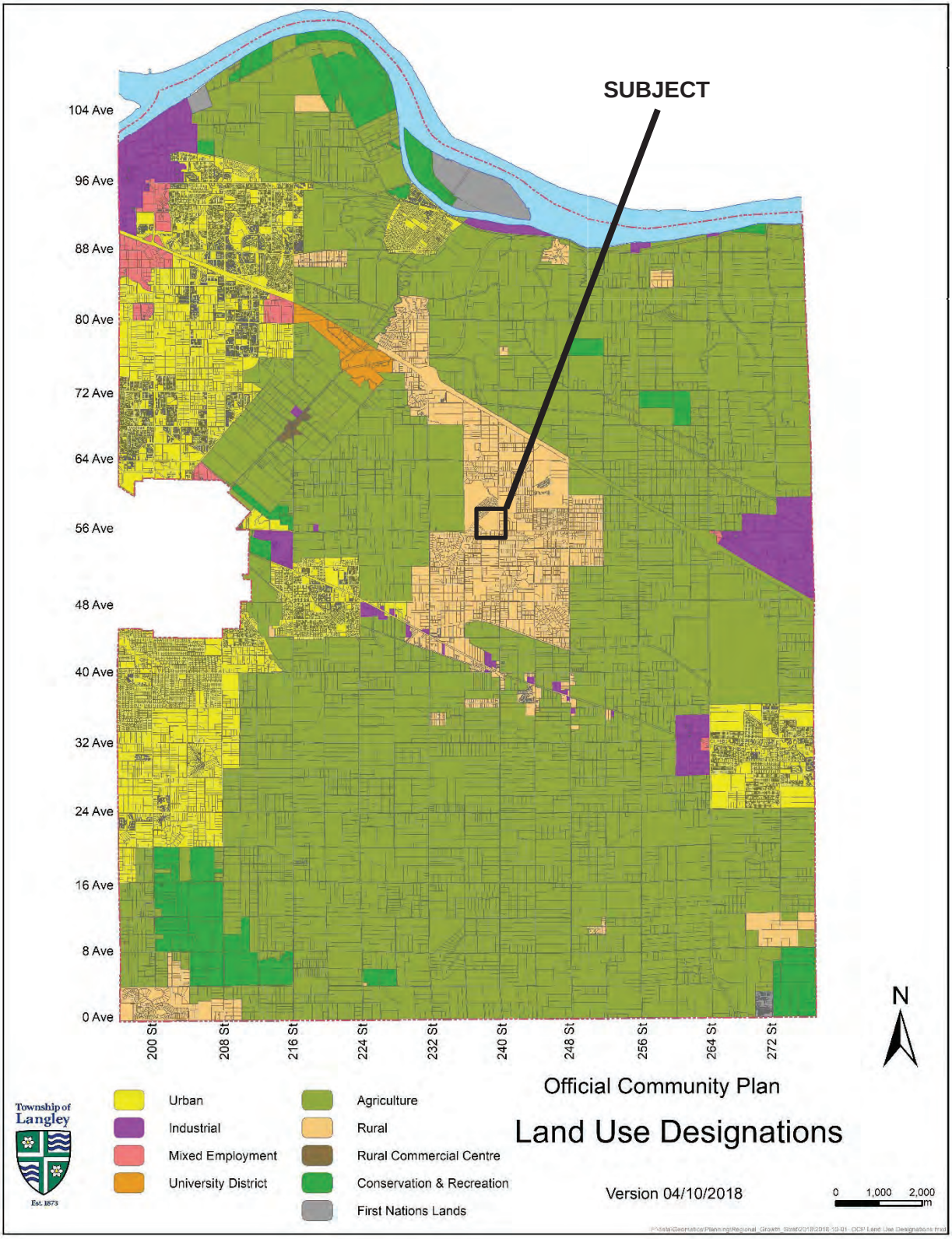
Coastland Engineering and Surveying Ltd., on behalf of Houlda Neufeld, has applied to rezone an 18.0 ha (44.5 ac) property located at 5759 – 240 Street to Suburban Residential Zone SR-1 to facilitate development of 39 rural single family lots.

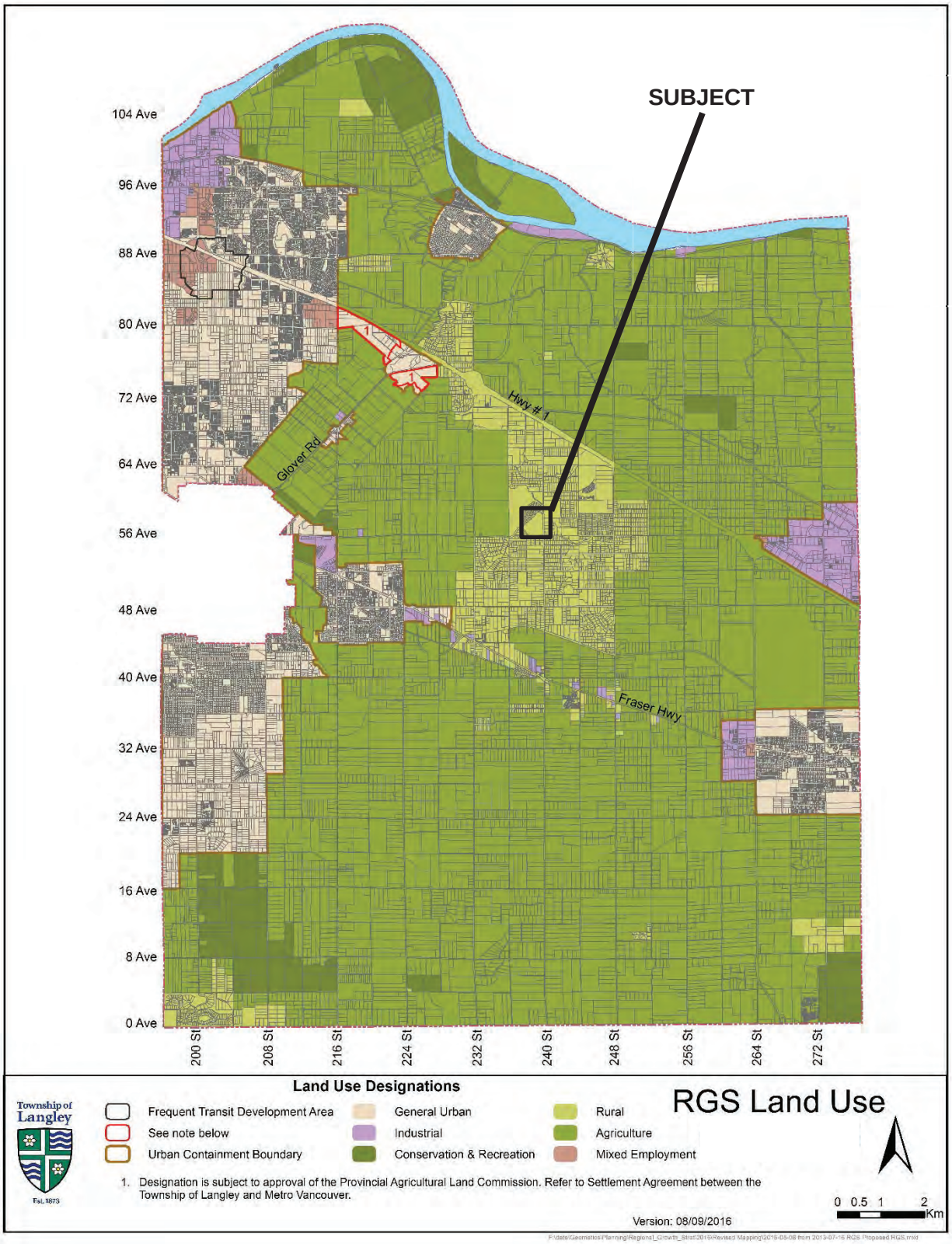
The Township's Official Community Plan (OCP) designates the subject property as Rural; a designation primarily intended to maintain the existing rural character of the area. The subject property is designated Salmon River Uplands in the Township's Rural Plan, a designation that is also intended to preserve the rural character of the area, similar to the OCP.

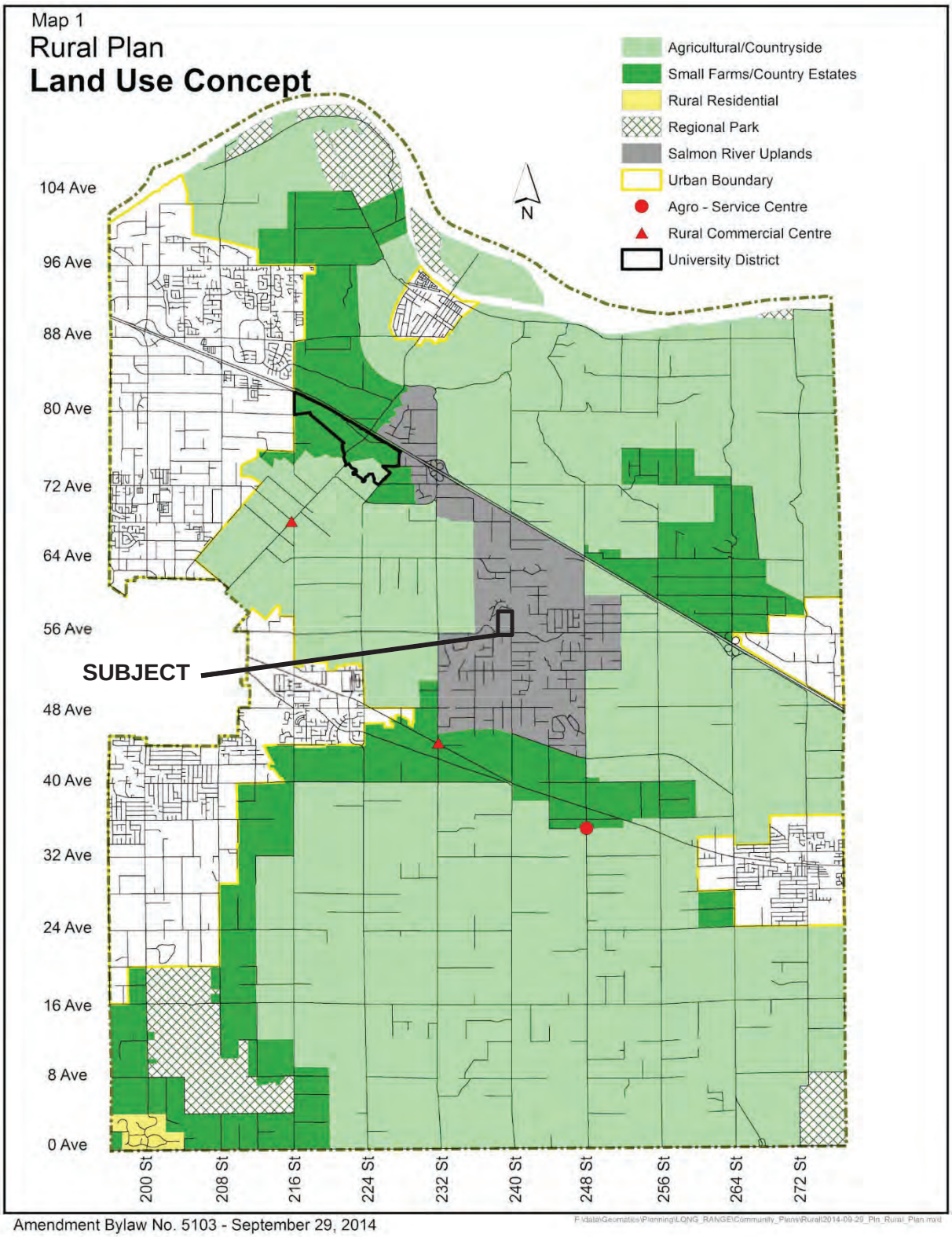
Staff recommend that Council consider the rezoning request, subject to the completion of 11 development prerequisites.

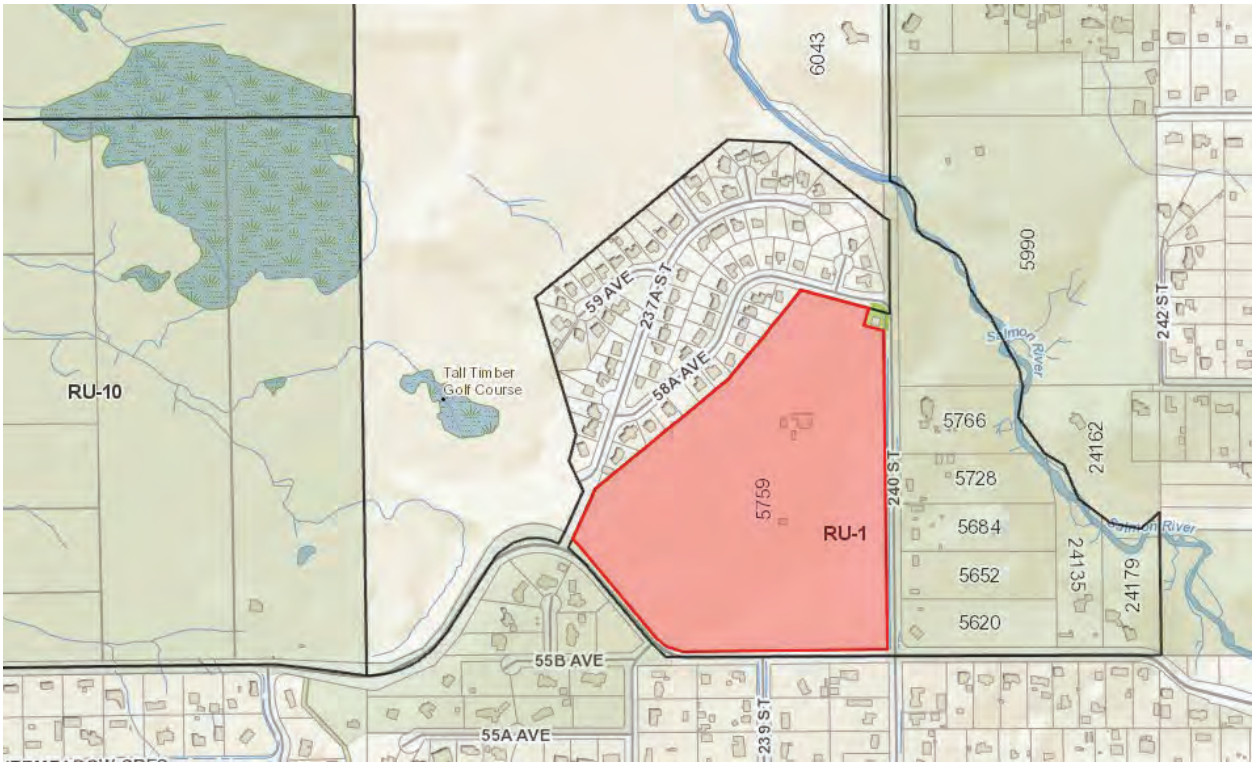
PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Rezoning Bylaw No. 5717.


SUBJECT
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
N
Township of Langley
Est. 1873
Urban
Industrial
Mixed Employment
University District
Agriculture
Rural
Rural Commercial Centre
Conservation & Recreation
First Nations Lands
Official Community Plan
Land Use Designations
Version 04/10/2018
0 1,000 2,000 m


SUBJECT
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Hwy # 1
Glover Rd
Fraser Hwy
1
Land Use Designations
RGS Land Use
Township of Langley
Est. 1873
Frequent Transit Development Area
See note below
Urban Containment Boundary
General Urban
Industrial
Conservation & Recreation
Rural
Agriculture
Mixed Employment
1. Designation is subject to approval of the Provincial Agricultural Land Commission. Refer to Settlement Agreement between the Township of Langley and Metro Vancouver.
0 0.5 1 2
Km
Version: 08/09/2016

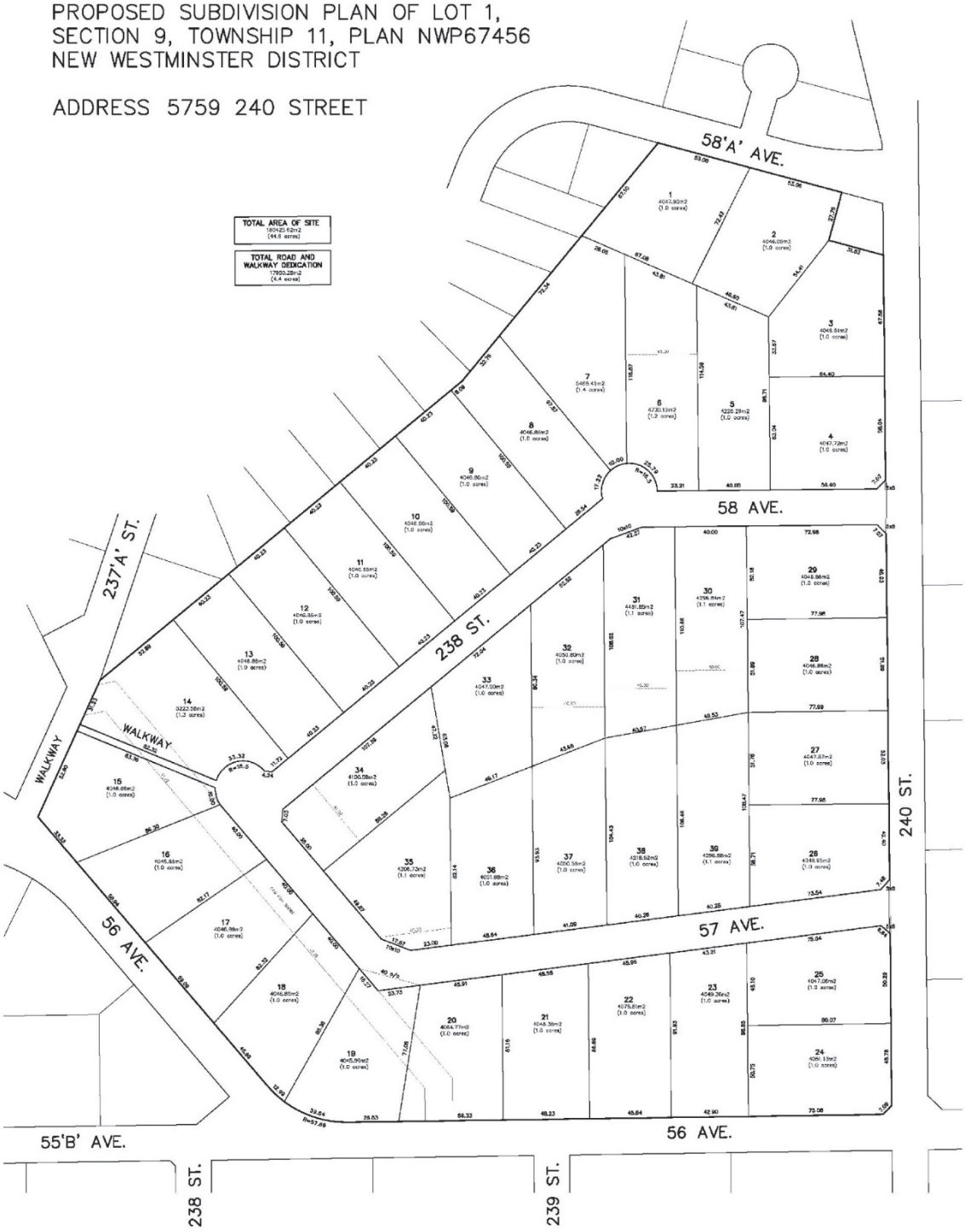

Map 1
Rural Plan
Land Use Concept
Agricultural/Countryside
Small Farms/Country Estates
Rural Residential
Regional Park
Salmon River Uplands
Urban Boundary
Agro - Service Centre
Rural Commercial Centre
University District
N
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
SUBJECT
48 Ave
40 Ave
32 Ave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



ZONING BYLAW NO. 2500

PROPOSED SUBDIVISION PLAN OF LOT 1,
SECTION 9, TOWNSHIP 11, PLAN NWP67456
NEW WESTMINSTER DISTRICT

ADDRESS 5759 240 STREET



Coastland engineering & surveying ltd.
#101, 19292 – 60 Avenue
Surrey, B.C. V3S 3M2
Phone: (604) 532-9700
Fax: (604) 532-9701

PROJECT No: #2697
LAYOUT-S1
SCALE: 1:1000
DATE: 15 NOVEMBER, 2019

Preliminary Subdivision Plan – SUBMITTED BY APPLICANT

REFERENCE:

Owners:	Houlda Neufeld 5759 – 240 Street Langley, BC V2Z 2N8
Applicant:	Proridge Homes Ltd. 208, 8078 – 128 Street Surrey, BC V3W 4E9
Agent:	Coastland Engineering and Surveying Ltd. 101, 19292 – 60 Avenue Surrey, BC V3S 3M2
Legal Description:	Lot 1 Section 9 Township 11 New Westminster District Plan 67456
Location:	5759 – 240 Street
Area:	18.0 ha (44.5 ac)
Official Community Plan:	Rural
Rural Plan:	Salmon River Uplands
Existing Zoning:	Rural Zone RU-1
Proposed Zoning:	Suburban Residential Zone SR-1
Agricultural Land Reserve:	Not in ALR

BACKGROUND / HISTORY:

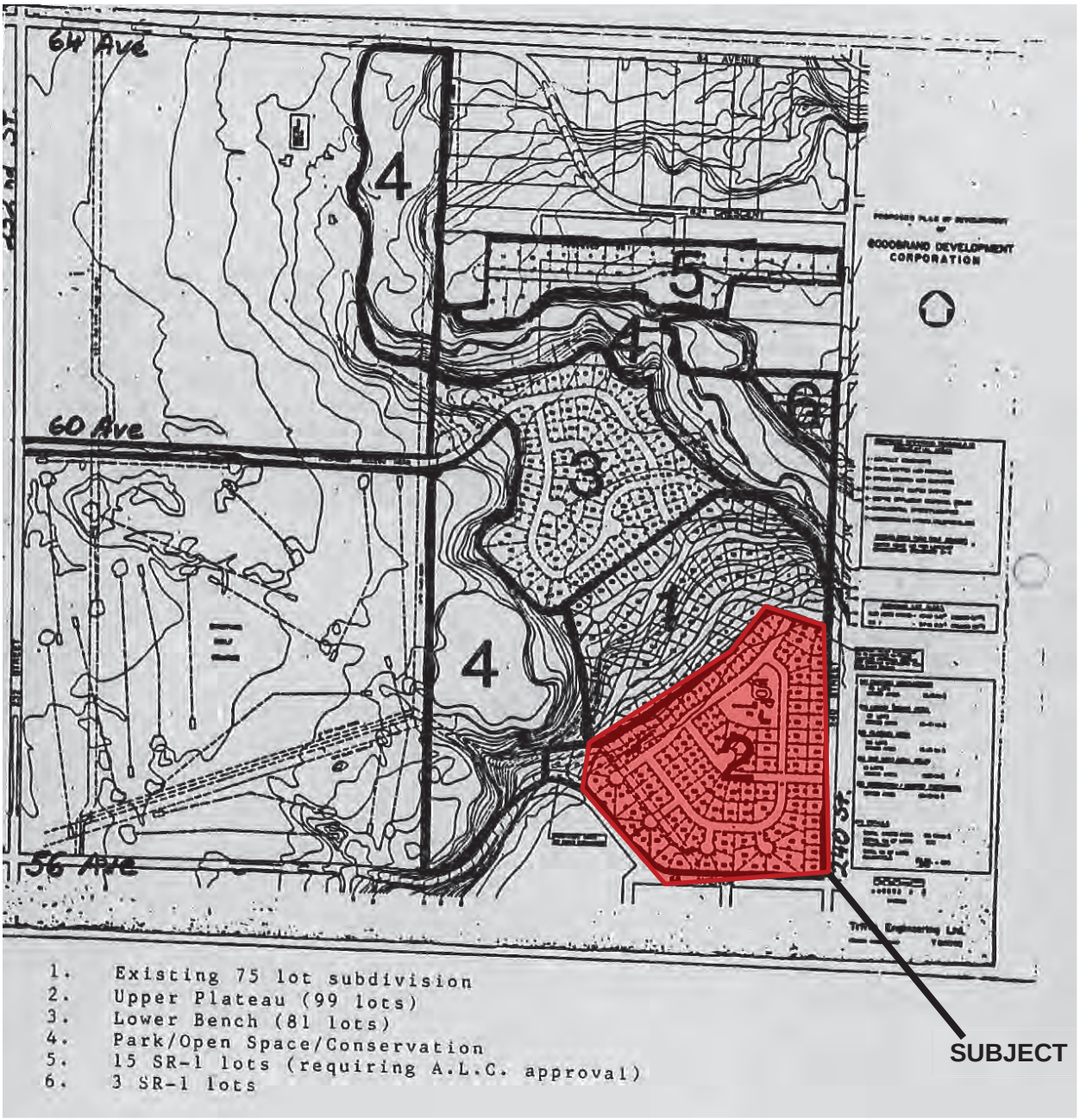
The subject property is part of the Tall Timbers neighbourhood in the Salmon River Uplands. Tall Timbers Estates (directly northwest of the subject site) was excluded from the ALR in 1977 and subdivided in 1979 and 1983 to create 76 single family lots. It is regulated by Land Use Contract 93C with underlying Suburban Residential SR-1 zoning.

The subject site was excluded from the ALR in 1986. The subject site was included as part of a previous rezoning application advanced to Council on November 17, 1986 (Rezoning Bylaw No. 2502) proposing to rezone and subdivide the site and the property to the northwest into 183 single family lots with an 1,340 m^2 (0.33 ac) minimum lot size.

Based on the information provided in the November 17, 1986 Report to Council, development in the Salmon River Uplands was based on a 'one acre gross density' with minimum lot size of 3,716 m^2 (0.92 ac) as per the Subdivision and Development Control Bylaw at the time.

On March 16, 1987 the former rezoning proposal was revised to achieve a 3,716 m^2 (0.92 ac) gross density by adjusting the proposal to accommodate 273 lots (99 of which were proposed on the subject site as indicated on the map included below in this report) with a minimum lot size of 1,200 m^2 (0.29 ac). The proposal included park and open space on a third property to the northwest (which was located in the ALR and subject to ALC approval).

Council granted first and second readings to Rezoning Bylaw No. 2502 on April 6, 1987 and denied third reading on June 1, 1987.



MARCH 16, 1987 PROPOSED LAYOUT

DISCUSSION / ANALYSIS:

Coastland Engineering and Surveying Ltd. has applied to rezone the subject property from Rural Zone RU-1 to Suburban Residential Zone SR-1 to accommodate development consisting of 39 single family lots.

Adjacent Uses:

North: A residential subdivision (Tall Timbers Estates) accommodating single family lots, regulated by Land Use Contract 93C, zoned Suburban Residential Zone SR-1, designated Salmon River Uplands in the Rural Plan and not located within the ALR;

South: 56 Avenue, beyond which are single family lots zoned Suburban Residential Zone SR-1, designated Salmon River Uplands in the Rural Plan and not located within the ALR;

East: 240 Street, beyond which are single family lots zoned Rural Zone RU-1, designated Salmon River Uplands in the Rural Plan and located within the ALR. A 15.8 ha (39 ac) site currently under application (TOL Project 11-10-0079) proposing to subdivide into single family lots, zoned Rural Zone RU-1 and Suburban Residential Zone SR-1, designated Salmon River Uplands in the Rural Plan and located within the ALR;

West: 56 Avenue, beyond which single family lots subdivided in 2015 by TOL Project 11-09-0025, zoned Suburban Residential Zone SR-1, designated Salmon River Uplands in the Rural Plan and located within the ALR. Unopened road dedication for 237A Street, beyond which is a 43 ha (107 ac) property currently under application (TOL Project 11-09-0034) proposing rezoning / subdivision of 44 single family lots, zoned Rural Zone RU-1, designated Salmon River Uplands in the Rural Plan and not located within the ALR.

Policy Review:

Official Community Plan:

The Official Community Plan (OCP) designates the subject property as Rural; a designation primarily intended to maintain the existing rural character of the area as identified in the below excerpt:

> *2.2.6. Areas designated as Rural are intended to maintain the existing rural residential character of the area. Rural residential development and agricultural uses are permitted in conformity with the provisions of the Rural Plan and the Zoning Bylaw, unless otherwise approved by the Agricultural Land Commission. Development at gross densities based on the current Zoning Bylaw is permitted within the Salmon River Uplands area as defined in the Rural Plan, subject to the approval of the Agricultural Land Commission where applicable.*

The OCP goes on to identify the need for further policy development to guide land use in the Salmon River Uplands as illustrated below:

> *2.2.9. Consider undertaking more detailed plans to provide a vision and appropriate policies for the Salmon River Uplands and Fraser Highway corridor areas.*

Rural Plan:

The subject property is designated Salmon River Uplands in the Rural Plan, a designation intended to preserve the rural character of the area. Like the OCP, the Rural Plan identifies the need for a future detailed land use plan to guide growth in the neighbourhood as per the below excerpt:

> *5.7.1 The Salmon River Uplands shall be maintained for rural residential and agricultural uses. A more detailed plan will be prepared setting out policies for future growth, subdivision and agriculture in this area.*

Metro Vancouver Regional Growth Strategy:

The Metro Vancouver Regional Growth Strategy (RGS) designates the subject property as Rural as per the below excerpt:

> *Rural areas are intended to protect the existing character of rural communities, landscapes and environmental qualities. Land uses include low density residential development, small scale commercial, industrial, and institutional uses, and agricultural uses that do not require the provision of urban services such as sewer or transit. Rural areas are not intended as future urban development areas, and generally will not have access to regional sewer services.*

The proposed Suburban Residential SR-1 zoning with a 0.37 ha (0.92 ac) minimum lot size is consistent with the above noted policy context from the OCP, Rural Plan and RGS.

Density:

The subject site is approximately 18.0 ha (44.5 ac) in size. The applicant proposes to subdivide the property into 39 single family lots with an average lot size of 4,047 m^2 (1 ac) and a minimum lot size of 3,716 m^2 (0.92 ac) (as accommodated by the proposed SR-1 zoning). The proposed gross density equates to 2.2 units per hectare (0.88 units per acre) (2.4 units per hectare (0.97 units per acre) net of the proposed road dedications).

Zoning Amendment:

Bylaw No. 5717 proposes to rezone the subject property from Rural Zone RU-1 to Suburban Residential Zone SR-1.

Subdivision:

The preliminary subdivision plan submitted in support of the rezoning application proposes 39 single family lots. Of the 39 proposed lots, 19 will have frontages on 56 Avenue, 240 Street and 58A Avenue. The remaining 20 proposed lots have frontages on new local roads 57 Avenue, 58 Avenue and 238 Street. Access to all of the lots, other than the two (2) lots fronting 58A Avenue is proposed via new local road connection to 240 Street, independent of the established neighbourhood to the north, minimizing potential traffic impacts on the existing neighbourhood.

An exterior design control agreement is a prerequisite to final reading of Bylaw No. 5717. Details of the subdivision will be addressed at the subdivision stage pursuant to the requirements of the Subdivision and Development Servicing Bylaw.

Community Amenity Contributions:

Staff note that the Community Amenity Contributions (CAC) Policy (adopted by Council on July 23, 2018 and subsequently revised on April 15, 2019 and November 18, 2019) is applicable to the subject residential rezoning application. The Policy specifies target contribution amounts based on unit types. The applicant has reviewed the Policy and has agreed to provide the current target contribution amounts specific to this development, which are $6,808 per single family lot for a total amount of $265,512.

Public Information Meeting:

Policy 07-164 requires the subject application hold a Public Information Meeting prior to proceeding to Council. Staff note that due to the COVID-19 pandemic and consistent with the Public Heath Officer's orders, Council has temporarily suspended the requirement for a Public Information Meeting until June 28, 2021.

Adaptable Housing:

In accordance with Section 3.1.9 of the Township's Official Community Plan, a minimum of 5% of the units in the development shall provide adaptable housing. Council has chosen to implement this provision through the adoption and implementation of the Adaptable Housing Requirements in Schedule 2 of the Official Community Plan. In total two (2) adaptable units are required in the development in compliance with the Official Community Plan.

Tree Protection / Replacement:

The tree management plan submitted by the applicant indicates that 6,281 significant trees exist on the subject site, with 2,198 proposed for retention.

In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), no replacement trees are required. Post development approximately 2,198 trees will be in place on the subject site. 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.

Landscape:

A 15 m (49 ft) wide buffer is proposed along the eastern property line in accordance with the Ministry of Agriculture guidelines to provide a buffer to the properties across 240 Street in the ALR. The buffer consists of a retained mature stand of conifer trees, that will be supplemented with evergreen and deciduous shrubs. The existing white rail fence is proposed to be retained. A split rail fence will separate the ALR buffer from the proposed residential yards. The provision of the buffer and registration of a restrictive covenant are noted as a condition of rezoning.

Servicing:

Prior to final reading the applicant will be required to enter into a Servicing Agreement to secure servicing works such as road works, a stormwater detention facility for the catchment area, a stormwater management plan and utility upgrades and/or extensions in accordance with the Subdivision and Development Servicing Bylaw to the acceptance of the Township.

Extension of municipal water will be required in order to meet the site's Service Level 3 – Special Urban designation. The applicant proposes to incorporate upgrades to the existing pedestrian walkway connection between 237A Street and 56 Avenue to be secured through the servicing agreement.

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.

Environmental Considerations:

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

The provision of stormwater management and sediment control measures and compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) satisfies the objectives of the Sustainability Charter.

School Sites:

School District 35 has provided comments (Attachment A) and anticipates that the overall development will generate approximately 20 new students for Peterson Road Elementary (located approximately 2.1 km south of the site) and 11 new students for D.W. Poppy Secondary School (located approximately 875 m south of the site).

Parks:

Brown Park, which is equipped with playing fields, is located in the 5100 block of 240 Street (approximately 1 km to the south of the subject site).

Transit:

Transit service is currently provided along Fraser Highway (approximately 3.3 km from the subject site) via the 503 bus.

Policy Considerations:

The proposed rezoning will facilitate subdivision of the existing property into 39 single family lots. The proposed rezoning is compatible with the objectives of the Official Community Plan, Rural Plan and Metro Vancouver Regional Growth Strategy and with the proposed Suburban Residential SR-1 zoning.

Staff recommend that Council give first and second reading to Bylaw No. 5717 subject to 11 development prerequisites and authorize staff to schedule the written submission opportunity.

Respectfully submitted,

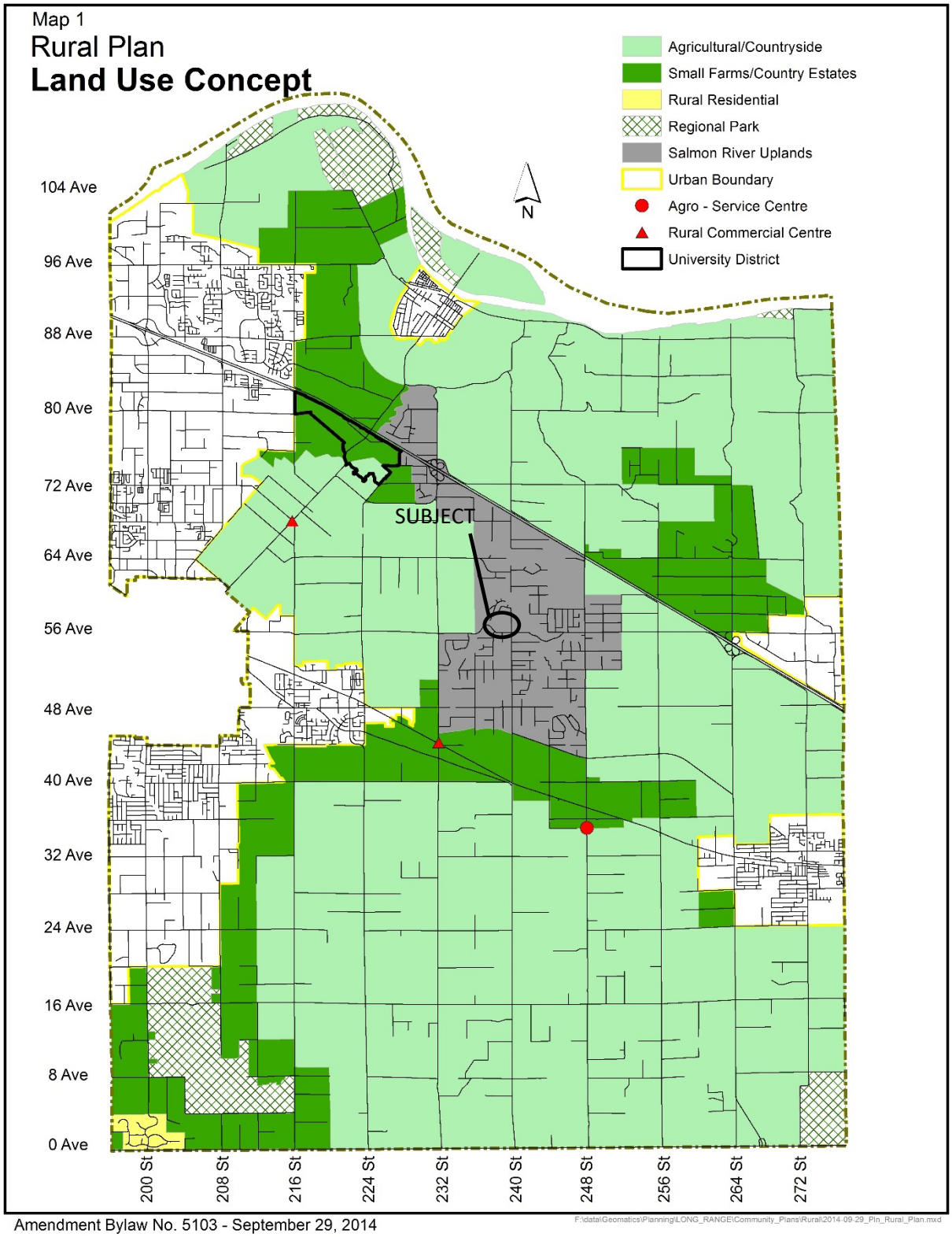
Daniel Graham
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT

ATTACHMENT A School District Comments

ATTACHMENT **B**

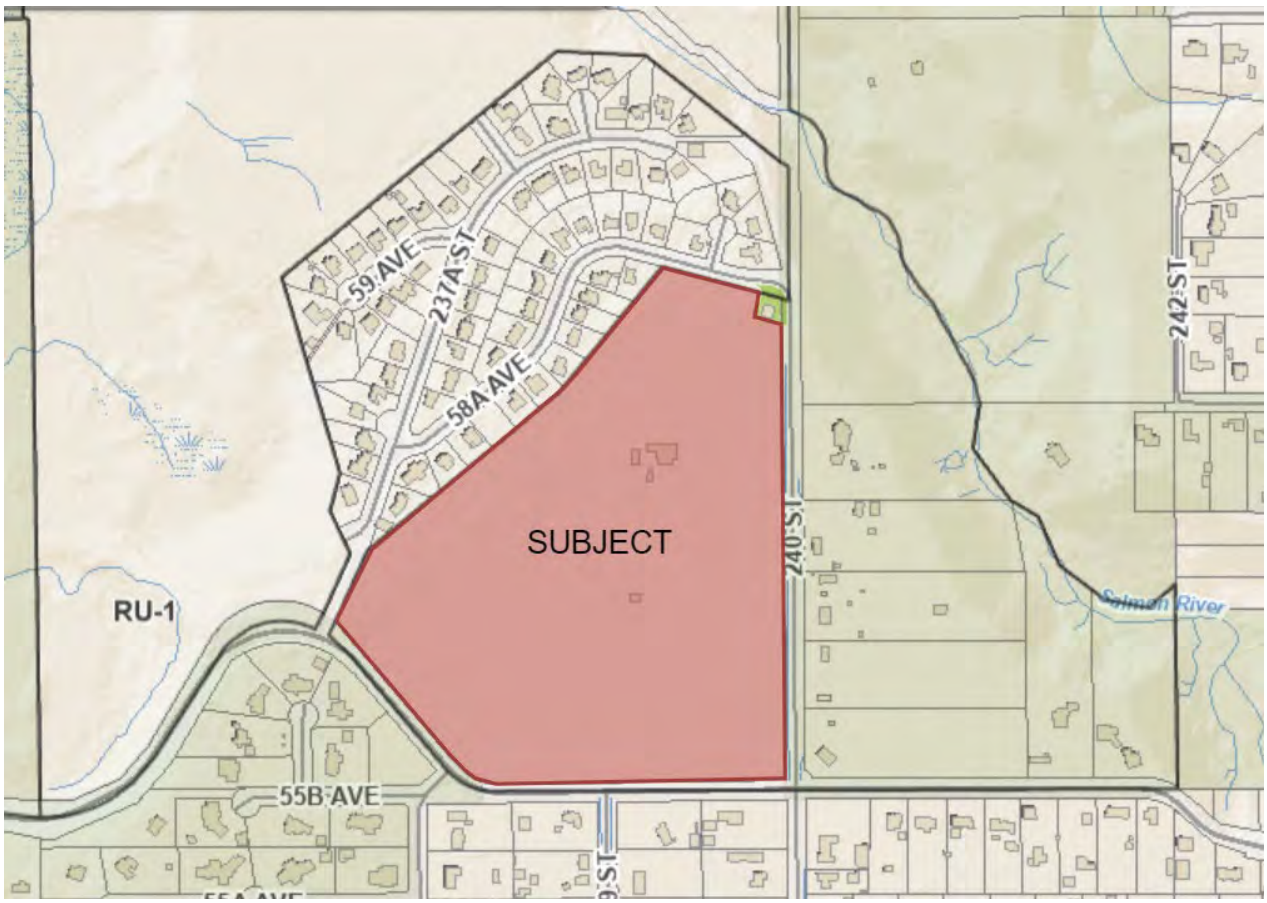


ATTACHMENT C

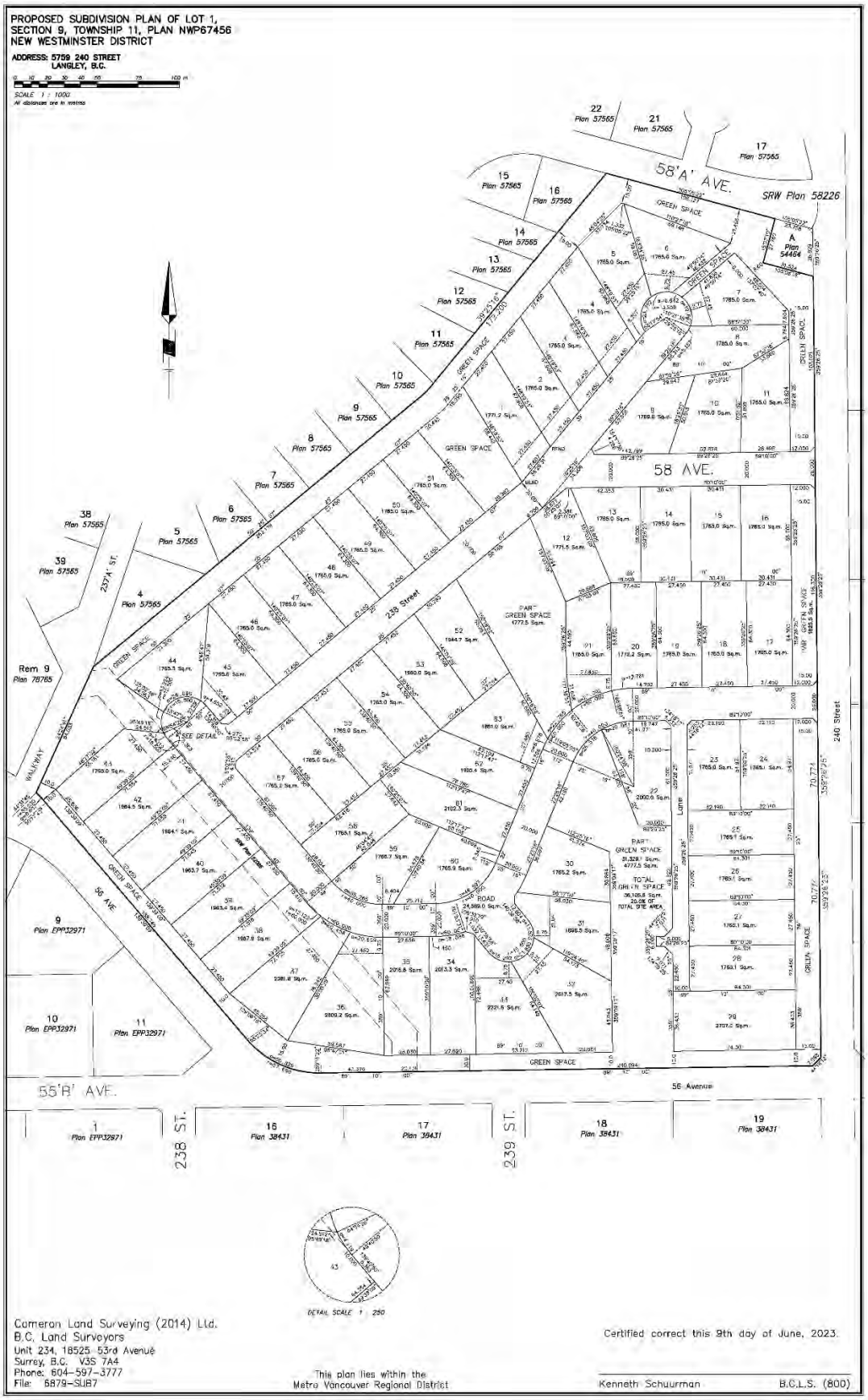


Amendment Bylaw No. 5103 - September 29, 2014

ATTACHMENT **D**



ATTACHMENT **E**



ATTACHMENT **F**

June 16, 2023

File: 2697
TOL File: 11-09-0033

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

Attention: Mr. Stephen Richardson, Director, Development Services

Dear Sir:

Re: Community Amenity Contribution (Policy 07-166) for 5759 – 240 Street

Be advised that we, the owners (1079307 BC Ltd., 1318611 BC Ltd., 1318612 BC Ltd., 1318617 BC Ltd., 1318663 BC Ltd. and 1318664 BC Ltd. herein referred to as Khera Heights Group) of 5759 – 240 Street, have worked together with the Township of Langley staff to arrive at a voluntary Community Amenity Contribution totaling $8,000,000.00. The contribution is attributed to the rezoning of the above noted property.

We thank you for your consideration and look forward to concluding this matter and working with the Township Staff through the remaining rezoning and subdivision process.

Yours truly,

Prabhdev Khera – 1079307 BC Ltd.
Spokeperson for Khera Heights Group

G:\2697\PLANNING\2697 COMMUNITY AMENITY CONTRIBUTION.DOC

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (COASTLAND ENGINEERING LTD.) BYLAW NO. 5905

EXPLANATORY NOTE

Bylaw No. 5905 rezones 18.02 ha (44.55 ac) of land located at 5759 - 240 Street to Suburban Residential Zone SR-3 to facilitate development of 63 single family lots.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (COASTLAND ENGINEERING LTD.) BYLAW NO. 5905

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 (Coastland Engineering Ltd.) Bylaw No. 5905”.

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

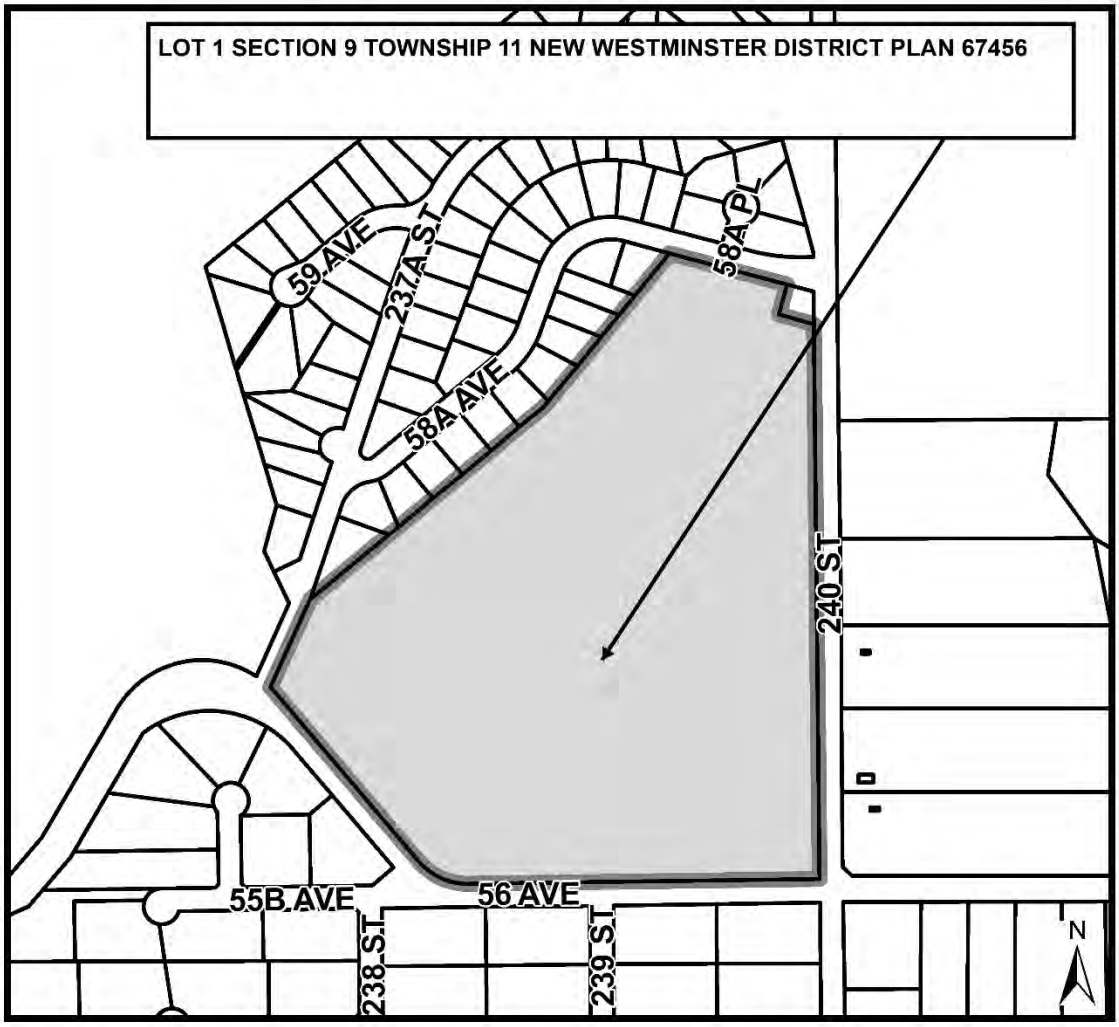
   Lot 1 Section 9 Township 11 New Westminster District Plan 67456

   As shown delineated on Schedule “A” attached to and forming part of this Bylaw to Suburban Residential Zone SR-3.

NOTICE WAS ADVERTISED	15, 22	day of	June	, 2023
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

SCHEDULE 'A'
BYLAW NO. 5905



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 26, 2023 - REGULAR MEETING	**REPORT:**	23-118
FROM:	ENGINEERING DIVISION	**FILE:**	5280-14
SUBJECT:	SOIL DEPOSIT AND REMOVAL BYLAW AND POLICY AMENDMENTS		

RECOMMENDATIONS:

That Council give first, second, and third reading to Soil Deposit and Removal Bylaw 2013 No. 4975 Amendment Bylaw 2023 No. 5900; and

That Council adopt revisions to Soil Deposit and Removal Policy 05-008 included as Attachment A to this report; and

That Council authorize staff to forward all soil or fill use applications involving the removal of soil, or the deposit of soil or other material having a volume of 600 cubic metres or less, to the Provincial Agricultural Land Commission (ALC) for consideration without the need for Council consideration of referral to the ALC on an individual basis, subject to compliance with the provisions of the Township of Langley Zoning Bylaw, Soil Deposit and Removal Bylaw, and other regulations as applicable.

EXECUTIVE SUMMARY:

On March 13, 2023, Council directed staff to bring forward amendments to the Soil Deposit and Removal Bylaw 2013 No. 4975 (the Bylaw) and the Soil Deposit and Removal Policy (the Policy) to reflect recent changes to the Agricultural Land Commission Act (ALC Act) and Regulations and to maintain a public petition and public information session process in the Policy. The proposed revisions to the Bylaw and Policy have been prepared with assistance from legal counsel.

In situations where the ALC granted approval for a project under a Notice of Intent process, it is recommended that the petition process not be applied. It is also recommended to renew the existing standing resolution (in place since 2015) following each municipal election to ensure the standing resolution represents the will of each newly constituted Council. This standing resolution authorizes staff to forward applications under 600 m^3 to the ALC without Council consideration, subject to compliance with applicable bylaws and regulations.

PURPOSE:

To amend the Soil Deposit and Removal Bylaw and Policy to reflect changes to the ALC Act and Regulations and to renew the standing resolution for soil deposit and removal applications less than 600 m^3 in the Agricultural Land Reserve where the applications are compliant with applicable bylaws and regulations.

BACKGROUND/HISTORY:

On February 13, 2023, Council directed staff to provide a presentation on the Policy including outlining potential amendments to the Policy. On March 13, 2023, staff presented to Council on potential amendments to the Policy and Council directed staff to bring forward amendments to the Bylaw and the Policy including those presented, while maintaining a petition process for information purposes, and maintaining a public information session for applications over 10,000 m^3.

DISCUSSION/ANALYSIS:

Proposed amendments to the Bylaw have been made to reflect changes to the ALC Act and Regulations and accompanying housekeeping amendments. Specifically, the following amendments have been included:

- Definitions – "Engineer" – Amended definition for clarity
- Definitions – "Regulation" – Amended definition to reflect the changes to the provincial regulations under the ALC Act
- Section 5c – Additional section to allow for the deposit of manure, soil conditioners, and/or fertilizers defined as Other Material in the Bylaw
- Section 6d – Removal of the words "some or all of" to clarify that all fees are required to be paid under Sections 12 and 17 of the Bylaw
- Section 6g(5) – Amended wording to clarify that permit application fees are not required for land development or building projects and to clarify when volume fees would be required for building or land development projects. Of note, the language in the existing Bylaw provided for the collection of both application and volume fees, although it has been past practice not to collect these fees on building or land development projects
- Section 6h – New section to provide a permit exemption for the deposit of manure, soil conditioners and/or fertilizers provided such deposit is in accordance with ALC requirements and directions
- Sections 7,8,9 - Sections have been updated to reflect the changes to the ALC Act and Regulations
    - Section 7 outlines that the provisions of the Bylaw still apply when ALC approval is required for a deposit or removal and has been granted
    - Section 8 provides for a permit exemption when the deposit or removal is on the list of exempted activities
    - Section 9 confirms that in the situations where a Township Council resolution is required, a permit will not be issued until the resolution has been provided and the ALC has approved the deposit or removal
- Section 11c – Change of word "shall" to "will"
- Section 12d – Addition of word "application" to provide clarity
- Section 12e – Amendment to confirm that volume fees are paid at the time of permit issuance not at the time of permit application which is consistent with past practice
- Section 16 – Insertion of the word "application" in two locations between the word "Permit" and "fee" to provide clarity
- Section 17a - New section to require the payment of volume fees at the time of permit issuance
- Section 18c – Additional wording to clarify that permits may be refused to be issued pending any ALC approvals, or any notifications required under the new Contaminated Sites Regulation
- Section 24 – Change of word "shall" to "will"
- Section 25 – Change of word "shall" to "will"
- Section 32 – Amendment of wording to clarify that if the owner doesn't complete the permit requirements within two years, the security deposit may be forfeited to the Township, and change of word "shall" to "will"

- Section 37 – Amendment to require any person providing an application to the ALC, in addition to a notice, to send a copy to the Township within five days
- Section 38 – Amendment to require any person receiving a notice from the ALC, in addition to an order, to send a copy to the Township within five days

Amendments to the Soil Deposit and Removal Policy have also been made to reflect the changes presented to Council at the March 13, 2023 meeting including maintaining the petition process for information purposes and a public information meeting.

Specifically, the following amendments have been made to the Policy:

- Definitions – "Engineer" – Amended definition for clarity
- Definitions – Surrounding Property Owner – Removal of the exemption for properties that are exempt from taxation. These properties will now be included in any petition process
- Section 5.2 – Addition to clarify that the Policy does not apply to applications receiving approval from the ALC under a Notice of Intent, pursuant to advice from legal counsel that such applications likely cannot be prohibited by the Township under the Policy
- Section 6.1 – Additional wording to require removal of the sign placed on the property in respect of the petition process once the permit is complete or the application is rejected
- Section 6.2a – Additional wording to require a one page summary drawing prepared by the applicant to be included in the notification letters to surrounding property owners as part of the petition process
- Section 7.3 – Addition of words "for information purposes only" to clarify that the petition process is for information purposes only, pursuant to the Council resolution of March 13, 2023
- Section 9.1a – Additional wording to clarify that the petition process applies to situations where a soil or fill use application has been submitted to the ALC
- Section 9.3 – Amended wording to remove the percentage thresholds in relation to the votes from Surrounding Property Owners, with confirmation that Council will consider the voting results and retains full discretion to consider each application on its own merits, and is not bound by the voting results
- Section 10.2 – Amended wording to provide clarity that applications approved by the ALC still require compliance with the Bylaw prior to permit issuance

Legal counsel also recommended renewing the existing standing resolution (in place since 2015) following each municipal election to ensure the standing resolution represents the will of each newly constituted Council. This resolution authorizes staff to forward soil or fill use applications under 600 m^3 to the ALC without Council consideration subject to the application's compliance with applicable bylaws and regulations.

Respectfully submitted,

Richard Welfing
MANAGER, ENGINEERING SERVICES
for
ENGINEERING DIVISION

ATTACHMENT A Revised Soil Deposit and Removal Policy 05-008
ATTACHMENT B Redlined Version of Policy 05-008
ATTACHMENT C Redlined Version of Bylaw No. 4975

Township of Langley
Est. 1873

ATTACHMENT A

COUNCIL POLICY

Subject: Soil Deposit and Removal

Policy No:	**05-008**
Previous Policy No:	**05-782**
Approved by Council:	**2015-01-26**
Revised by Council:	**2016-05-30**
Revised by Council:	**2019-02-11**
Revised by Council	**2023-##-##**

1. Purpose

1.1. The purpose of this policy is to set out how, while ensuring procedural fairness for both the Applicant and the public:

(a) members of the public will be notified about an Application;

(b) the public's views about an Application will be collected and considered;

(c) an Application will be considered; and

(d) an Application will be dealt with after such consideration.

2. Background

2.1. This policy repeals Soil Deposit and Removal Policy 05-779 in its entirety and replaces it with a new policy which reflects the current needs of the Township and its residents with respect to the Application.

3. Related Policies

3.1. None.

4. Definitions

4.1. In this Policy:

(a) "**Act**" means the *Agricultural Land Commission Act*, SBC 2002, c 36, as amended or replaced from time to time;

(b) "**ALC**" means the Agricultural Land Commission;

(c) **"ALR"** means land designated as an agricultural land reserve under the Act and includes an agricultural land reserve under a former Act;

(d) "**Applicant**" means a person who submits an Application to the Township;

(e) "**Application**" has the meaning ascribed to it in section 5.1;

(f) "**Bylaw**" means the Soil Deposit and Removal Bylaw 2013 No. 4975, as amended or replaced from time to time;

(g) **"Council"** means the Council of the Corporation of the Township of Langley;

(h) **"Engineer"** means the person employed by the Corporation of the Township of Langley in the position of Director of Engineering or his or her equivalent, his or her designates, and Township employees acting under his or her direction;

(i) "**Other Material**" includes but is not limited to Wood Waste, construction and demolition waste, masonry rubble, concrete, asphalt, glass, unchipped lumber, drywall, biological waste, organic waste, fertilizers, manure, composts, mulches, soil conditioners, including any materials listed in Schedule D of the Township of Langley Solid Waste Management Bylaw 2016 No. 5200, as amended or replaced from time to time, but does not include Soil;

(j) "**Permit**" means the written authority granted by the Engineer pursuant to the Bylaw for the deposit of Soil or Other material or removal of Soil;

(k) "**Petition**" means the form attached to this Policy in Schedule "A";

(l) "**Soil**" means clay, peat, silt, sand, gravel, cobbles, boulders, or other substance of which land is naturally composed, down to and including bedrock, but does not include Other Material;

(m) "**Subject Property**" means the property upon which an Applicant intends to deposit Soil or Other Material, or the property from which an Applicant intends to remove soil, pursuant to a Permit;

(n) "**Surrounding Property Owner**" means the registered owner of a property located in the Township of Langley and within a distance of 1km from the boundary of the Subject Property, and to a minimum of five properties measured along both sides of the road or roads on which the Subject Property is located;

(o) **"Township"** means the Corporation of the Township of Langley;

(p) **"Township of Langley"** means the geographic area subject to regulation by the Township; and

(q) "**Wood Waste**" means wood residue in shredded form, and includes sawdust, hog fuel, bark, chips, slabs, shavings, trimmings, edgings, or other such waste which is the result of any manufacturing process involved in the production of lumber or other wood products, but does not include any materials listed in Schedule D of the Township of Langley

Solid Waste Management Bylaw 2016 No. 5200, as amended or replaced from time to time.

5. Application

5.1. This Policy applies to:

(a) applications for a Permit to deposit or remove more than 600 cubic metres of Soil; and

(b) applications for a Permit to deposit or remove 600 cubic metres or less of Soil where the Engineer has determined that this Policy applies;

(c) applications for a Permit to deposit Other Material of any amount where the Engineer has determined that this Policy applies;

(each defined as an "**Application**").

5.2. For certainty, this Policy does not apply where a Permit is not required under the Bylaw or where the deposit or removal is permitted under the Act or regulations to the Act without approval by the Township. For greater certainty, this policy does not apply where an owner has received approval of a Deposit or Removal from the ALC under a Notice of Intent.

6. Notification of the Public About An Application

6.1. Forthwith after receipt of a request by the Township to do so, an Applicant will, at its sole cost and expense, place a sign on the Subject Property in a form and substance acceptable to the Engineer and which is entirely visible from the road from which the Soil or Other Material is expected to be delivered to; or from which the Soil is expected to be removed from. The sign shall be removed by the Applicant within 4 weeks following:

(a) the Applicant's completion of the Permit and all applicable conditions; or

(b) the Township's rejection of the Application.

6.2. Forthwith after receipt of an Application, the Township shall, at the Applicant's sole cost and expense:

(a) mail a notification letter about the Application, an information package, and a Petition to each Surrounding Property Owner. The information package shall include a 1 page summary drawing of the application prepared by the applicant or a qualified professional, which shall include, without limitation, a site plan, the proposed fill area and depths, and identification of any watercourses on the property.

(b) publish notice of the Application on the Township's website; and

(c) publish notice of the Application in local newspaper(s) to the acceptance of the Municipal Engineer.

6.3. Prior to any of the Applications listed below in this Section 6.3 being finally considered by Council or the Engineer, as applicable, the Township shall, at the Applicant's sole cost and expense, hold a public meeting at an appropriate location and in a manner determined by the Engineer for:

(a) an Application for a Permit to deposit or remove more than 10,000 cubic metres of Soil;

(b) an Application for a Permit to deposit Other Material, if required by the Engineer; or

(c) any other Application for a Permit to deposit or remove Soil, if required by Council or the Engineer.

7. The Public's Views About an Application

7.1. If a Surrounding Property Owner wishes to notify the Township of their views about an Application, the Surrounding Property Owner must mail a signed Petition to the Township or return a signed Petition to the Township's offices in person within sixty (60) calendar days of the date of the Petition.

7.2. Any person who wishes to notify the Township of their views about an Application may submit written comments about the Application to the Engineer within sixty (60) calendar days of the publication of the notice referred to in Section 6.2(b).

7.3. After completion of the sixty (60) day period specified in Section 7.1, the Engineer shall calculate, for information purposes only, and publish in a report to Council:

(a) the number of Surrounding Property Owners who voted in favour of the Application on the Petition;

(b) the number of Surrounding Property Owners who voted against the Application on the Petition;

(c) the number of Surrounding Property Owners who did not return a signed Petition to the Township within the period specified in Section 7.1; and

(d) the number of responses received from Owners of properties not owned by Surrounding Property Owners.

7.4. For certainty, a Surrounding Property Owner who does not return a signed Petition to the Township within the period specified in Section 7.1 will not be counted as having voted either for or against the Application on the Petition.

7.5. Unless required to do so by law, the Township will not disclose any personal information (including, but not limited to, the name or address) about Surrounding Property Owners or other members of the public who notify the Township of their views about an Application.

8. Referral to Council

8.1. Forthwith following the later of sixty (60) calendar days after the date of the Petition mail out referred to in Section 6.2(a), sixty (60) calendar days after the publication of the notice referred to in Section 6.2(b) and thirty (30) days after the date of the public meeting held pursuant to Section 6.3, the Engineer will:

(a) refer the Application to Council for consideration at an open Council meeting;

(b) mail a notification letter to each Surrounding Property Owner, the Applicant, and to each member of the public who submitted written comments pursuant to Sections 7.2 and 6.3, as applicable, setting out the place where the open Council meeting will be held, the date on which it will be held, and the time at which it will be held; and

(c) provide Council with a written report setting out the numbers described in Sections 7.3 and summarizing the comments received by the Township pursuant to Sections 7.2 and 6.3, as applicable, as well as any other information that the Engineer considers relevant to the Application.

8.2. Prior to the open Council meeting referred to in Section 8.1, the Applicant may submit written submissions about the Application to the Engineer, which the Engineer may provide to Council for consideration, in advance of the open Council meeting where the Application will be considered.

9. Consideration of an Application by Council

9.1. After considering the Application, Council may, but is not obligated to, adopt one of the following resolutions:

(a) if the Subject Property for the Application is located within the ALR and for which the owner has submitted a soil and fill use application to the ALC:

(i) a resolution that the Application be referred to the ALC for approval, subject to any conditions Council deems advisable;

(ii) a resolution that the Application not be referred to the ALC for approval and not be further processed under the Bylaw; or

(iii) a resolution that the Applicant, Township staff or other specified persons be invited to provide further submissions with respect to the Application;

(b) if the Subject Property for the Application is not located within the ALR:

(i) a resolution that the Application be further processed under the Bylaw;

(ii) a resolution that the Application not be further processed under the Bylaw; or

(iii) a resolution that the Applicant, Township staff or other specified persons be invited to provide further submissions with respect to the Application.

9.2. Where Council has adopted a resolution described in Section 9.1(a)(iii) or Section 9.1(b)(iii), Council may, after consideration of any further submissions with respect to the Application, adopt any one of the resolutions described in Section 9.1.

9.3. Council will consider each Application individually on its own merits and has full discretion to approve, approve with terms, reject or seek further information or submissions in respect of every Application. For greater certainty, Council will consider the votes received from the Surrounding Property Owners, but is not bound to follow the results of the vote and retains full discretion to approve an Application where a majority of the Surrounding Property Owners have voted against the Application, or to refuse an Application where a majority of the Surrounding Property Owners have voted in favour of the Application.

10. After an Application Has Been Considered by Council

10.1. After Council adopts a resolution described in Section 9.1 with respect to an Application:

(a) the Township will notify the Applicant of the resolution in writing;

(b) if the resolution is one described in Section 9.1(a)(i), the Township will forthwith refer the Application to the ALC for approval; and

(c) if the resolution is one described in Section 9.1(a)(ii) or Section 9.1(b)(ii), the Township will not process the Application further and the Applicant will not be entitled to submit an Application on the same or similar scope and basis as the Application which was rejected by Council for a period of two (2) years after the date upon which publication notification of the Application was provided under Section 6.2(b).

10.2. For certainty, an Application that is referred to the ALC for approval by Council pursuant to Section 9.1, and which is approved by the ALC, must still satisfy all requirements of the Bylaw before a Permit will be issued.

11. Amended Applications

11.1. If an Applicant amends its Application to:

(a) increase the amount of Soil or Other Material to be deposited or soil removed from the Subject Property by more than 10%, or

(b) materially alter the location upon the Subject Property where the Soil or Other Material is to be deposited or Soil removed,

at any time during the processing of an Application by the Township, or after an Application has been referred to the ALC for approval, then the procedures outlined in Sections 6 through 10 of this Policy must be repeated with respect to the amended Application, at the Applicant's sole cost and expense.

SCHEDULE A

Policy No: 05-008

"DATE"

Re: Proposed Deposit/Removal of Soil at _____ Avenue/Street,

Langley, BC (the "Property")

The owner of the above noted Property has applied to deposit/remove soil on/from the Property (the "**Application**"). Details with respect to the Application may be obtained from the Township by contacting [designated Township contact] at [phone number].

Pursuant to the Township's Soil Deposit and Removal Policy (tol.ca/soils) the Township is writing to surrounding property owners of the Property to determine the level of support for the Application.

Please take a moment to complete the enclosed petition. We would like a response either way to confirm your decision. Property owners who do not return a signed petition to the Township will not be counted as having voted either for or against the Application. Only the registered owners of the property should vote and if the property is owned by more than one person, a majority of the registered owners must sign the enclosed petition. Please return your response within sixty (60) days of the date of this letter in the pre-stamped envelope provided. Your name, address and petition vote will not be disclosed unless required by law.

If you have any questions concerning the Application, please contact [designated Township contact] at [phone number].

Yours truly,

PETITION

Re: Application to Deposit/Remove Soil on/from _____, Langley, BC (the "Application")

FOLIO	CIVIC ADDRESS/LEGAL DESCRIPTION	NAME AND ADDRESS OF OWNER(S)

☐ I/we support the Application

☐ I/we do not support the Application

_____

(Owner) Sign and print name

_____

(Owner) Sign and print name

Any personal information collected on this form will be managed in accordance with the Freedom of Information and Protection of Privacy Act. Direct enquiries, questions, or concerns regarding the collection, use, disclosure, or safeguarding of personal information associated with this form to: Supervisor, Information, Privacy, and Records Management, Township of Langley, 20338 – 65 Avenue, Langley, BC V2Y 3J1 foi@tol.ca 604.532.7396

Township of Langley
Est. 1873

ATTACHMENT B

COUNCIL POLICY

Subject: Soil Deposit and Removal

Policy No:	**05-008**
Previous Policy No:	**05-782**
Approved by Council:	**2015-01-26**
Revised by Council:	**2016-05-30**
Revised by Council:	**2019-02-11**
Revised by Council	**2023-##-##**

1. Purpose

1.1. The purpose of this policy is to set out how, while ensuring procedural fairness for both the Applicant and the public:

(a) members of the public will be notified about an Application;

(b) the public's views about an Application will be collected and considered;

(c) an Application will be considered; and

(d) an Application will be dealt with after such consideration.

2. Background

2.1. This policy repeals Soil Deposit and Removal Policy 05-779 in its entirety and replaces it with a new policy which reflects the current needs of the Township and its residents with respect to the Application.

3. Related Policies

3.1. None.

4. Definitions

4.1. In this Policy:

(a) "**Act**" means the *Agricultural Land Commission Act*, SBC 2002, c 36, as amended or replaced from time to time;

(b) "**ALC**" means the Agricultural Land Commission;

(c) **"ALR"** means land designated as an agricultural land reserve under the Act and includes an agricultural land reserve under a former Act;

(d) "**Applicant**" means a person who submits an Application to the Township;

(e) "**Application**" has the meaning ascribed to it in section 5.1;

(f) "**Bylaw**" means the Soil Deposit and Removal Bylaw 2013 No. 4975, as amended or replaced from time to time;

(g) **"Council"** means the Council of the Corporation of the Township of Langley;

(h) **"Engineer"** means the person ~~appointed~~employed by ~~Council to~~the Corporation of the Township of Langley in the position of ~~General Manager~~ Director of Engineering or his or her equivalent, his or her designates, and Township employees acting under his or her direction;

(i) "**Other Material**" includes but is not limited to Wood Waste, construction and demolition waste, masonry rubble, concrete, asphalt, glass, unchipped lumber, drywall, biological waste, organic waste, fertilizers, manure, composts, mulches, soil conditioners, including any materials listed in Schedule D of the Township of Langley Solid Waste Management Bylaw 2016 No. 5200, as amended or replaced from time to time, but does not include Soil;

(j) "**Permit**" means the written authority granted by the Engineer pursuant to the Bylaw for the deposit of Soil or Other material or removal of Soil;

(k) "**Petition**" means the form attached to this Policy in Schedule "A";

(l) "**Soil**" means clay, peat, silt, sand, gravel, cobbles, boulders, or other substance of which land is naturally composed, down to and including bedrock, but does not include Other Material;

(m) "**Subject Property**" means the property upon which an Applicant intends to deposit Soil or Other Material, or the property from which an Applicant intends to remove soil, pursuant to a Permit;

(n) "**Surrounding Property Owner**" means the registered owner of a property located in the Township of Langley and within a distance of 1km from the boundary of the Subject Property, and to a minimum of five properties measured along both sides of the road or roads on which the Subject Property is located~~, except a property which is exempt from taxation pursuant to section 220 of the *Community Charter*, SBC 2003, c 323, as amended or replaced from time to time~~;

(o) **"Township"** means the Corporation of the Township of Langley;

(p) **"Township of Langley"** means the geographic area subject to regulation by the Township; and

(q) "**Wood Waste**" means wood residue in shredded form, and includes sawdust, hog fuel, bark, chips, slabs, shavings, trimmings, edgings, or other such waste which is the result of any manufacturing process involved in the production of lumber or other wood products, but does not include any materials listed in Schedule D of the Township of Langley Solid Waste Management Bylaw 2016 No. 5200, as amended or replaced from time to time.

5. Application

5.1. This Policy applies to:

(a) applications for a Permit to deposit or remove more than 600 cubic metres of Soil; and

(b) applications for a Permit to deposit or remove 600 cubic metres or less of Soil where the Engineer has determined that this Policy applies;

(c) applications for a Permit to deposit Other Material of any amount where the Engineer has determined that this Policy applies;

(each defined as an "**Application**").

5.2. For certainty, this Policy does not apply where a Permit is not required under the Bylaw or where the deposit or removal is permitted under the Act or regulations to the Act without approval by the Township. For greater certainty, this policy does not apply where an owner has received approval of a Deposit or Removal from the ALC under a Notice of Intent.

6. Notification of the Public About An Application

6.1. Forthwith after receipt of a request by the Township to do so, an Applicant will, at its sole cost and expense, place a sign on the Subject Property in a form and substance acceptable to the Engineer and which is entirely visible from the road from which the Soil or Other Material is expected to be delivered to; or from which the Soil is expected to be removed from. The sign shall be removed by the Applicant within 4~~2~~ weeks following:

(a) the Applicant's completion of the Permit and all applicable conditions; or

(b) the Township's rejection of the Application.

6.2. Forthwith after receipt of an Application, the Township shall, at the Applicant's sole cost and expense:

(a) mail a notification letter about the Application, an information package, and a Petition to each Surrounding Property Owner. The information package shall include a 1 page summary drawing of the application

prepared by the applicant or a qualified professional, which shall include, without limitation, a site plan, the proposed fill area and depths, and identification of any watercourses on the property.

(b) publish notice of the Application on the Township's website; and

(c) publish notice of the Application in local newspaper(s) to the acceptance of the Municipal Engineer.

6.3. Prior to any of the Applications listed below in this Section 6.3 being finally considered by Council or the Engineer, as applicable, the Township shall, at the Applicant's sole cost and expense, hold a public meeting at an appropriate location and in a manner determined by the Engineer for:

(a) an Application for a Permit to deposit or remove more than 10,000 cubic metres of Soil;

(b) an Application for a Permit to deposit Other Material, if required by the Engineer; or

(c) any other Application for a Permit to deposit or remove Soil, if required by Council or the Engineer.

7. The Public's Views About an Application

7.1. If a Surrounding Property Owner wishes to notify the Township of their views about an Application, the Surrounding Property Owner must mail a signed Petition to the Township or return a signed Petition to the Township's offices in person within sixty (60) calendar days of the date of the Petition.

7.2. Any person who wishes to notify the Township of their views about an Application may submit written comments about the Application to the Engineer within sixty (60) calendar days of the publication of the notice referred to in Section 6.2(b).

7.3. After completion of the sixty (60) day period specified in Section 7.1, the Engineer shall calculate, for information purposes only, and publish in a report to Council:

(a) the number of Surrounding Property Owners who voted in favour of the Application on the Petition;

(b) the number of Surrounding Property Owners who voted against the Application on the Petition;

(c) the number of Surrounding Property Owners who did not return a signed Petition to the Township within the period specified in Section 7.1; and

(d) the number of responses received from the Owners of other properties not owned by the Surrounding Property Owners.

7.4. For certainty, a Surrounding Property Owner who does not return a signed Petition to the Township within the period specified in Section 7.1 will not be counted as having voted either for or against the Application on the Petition.

7.5. Unless required to do so by law, the Township will not disclose any personal information (including, but not limited to, the name or address) about Surrounding Property Owners or other members of the public who notify the Township of their views about an Application.

8. Referral to Council

8.1. Forthwith following the later of sixty (60) calendar days after the date of the Petition mail out referred to in Section 6.2(a), sixty (60) calendar days after the publication of the notice referred to in Section 6.2(b) and thirty (30) days after the date of the public meeting held pursuant to Section 6.3, the Engineer will:

(a) refer the Application to Council for consideration at an open Council meeting;

(b) mail a notification letter to each Surrounding Property Owner, the Applicant, and to each member of the public who submitted written comments pursuant to Sections 7.2 and 6.3, as applicable, setting out the place where the open Council meeting will be held, the date on which it will be held, and the time at which it will be held; and

(c) provide Council with a written report setting out the numbers described in Sections 7.3 and summarizing the comments received by the Township pursuant to Sections 7.2 and 6.3, as applicable, as well as any other information that the Engineer considers relevant to the Application.

8.2. Prior to the open Council meeting referred to in Section 8.1, the Applicant may submit written submissions about the Application to the Engineer, which the Engineer may provide to Council for consideration, in advance of the open Council meeting where the Application will be considered.

9. Consideration of an Application by Council

9.1. After considering the Application, Council may, but is not obligated to, adopt one of the following resolutions:

(a) if the Subject Property for the Application is located within the ALR and for which the owner has submitted a soil and fill use application to the ALC:

(i) a resolution that the Application be referred to the ALC for approval, subject to any conditions Council deems advisable;

(ii) a resolution that the Application not be referred to the ALC for approval and not be further processed under the Bylaw; or

(iii) a resolution that the Applicant, Township staff or other specified persons be invited to provide further submissions with respect to the Application;

(b) if the Subject Property for the Application is not located within its ALR:

(i) a resolution that the Application be further processed under the Bylaw;

(ii) a resolution that the Application not be further processed under the Bylaw; or

(iii) a resolution that the Applicant, Township staff or other specified persons be invited to provide further submissions with respect to the Application.

9.2. Where Council has adopted a resolution described in Section 9.1(a)(iii) or Section 9.1(b)(iii), Council may, after consideration of any further submissions with respect to the Application, adopt any one of the resolutions described in Section 9.1.

9.3. ~~Generally,~~ Council will ~~only adopt a resolution described in Section 9.1(a)(i) or Section 9.1(b)(i) if at least 67% of the Surrounding Property Owners who voted, voted in favour of the Application on the Petition for the Application. However, Council has an obligation to~~ consider each Application individually on its own merits~~. To this end, Council may adopt a resolution described in Section 9.1(a)(i)~~ and has full discretion to approve, approve with terms, reject or seek further information or ~~Section 9.1(b)(i) if less than 67%~~submissions in respect of every Application. For greater certainty, Council will consider the votes received from the Surrounding Property Owners, but is not bound to follow the results of the vote and retains full discretion to approve an Application where a majority of the Surrounding Property Owners ~~who~~have voted~~, voted in favour of~~ against the Application ~~on the Petition for the~~, or to refuse an Application~~, if Council considers that there are reasons which would merit a departure from the above general rule.~~ where a majority of the Surrounding Property Owners have voted in favour of the Application.

10. After an Application Has Been Considered by Council

10.1. After Council adopts a resolution described in Section 9.1 with respect to an Application:

(a) the Township will notify the Applicant of the resolution in writing;

(b) if the resolution is one described in Section 9.1(a)(i), the Township will forthwith refer the Application to the ALC for approval; and

(c) if the resolution is one described in Section 9.1(a)(ii) or Section 9.1(b)(ii), the Township will not process the Application further and the Applicant will not be entitled to submit an Application on the same or similar scope and basis as the Application which was rejected by Council for a period of two (2) years after the date upon which publication notification of the Application was provided under Section 6.2(b).

10.2. For certainty, ~~while a resolution of~~an Application that is referred to the ALC for approval by Council pursuant to Section 9.1, and~~, with respect to Applications for a Subject Property located in the ALR, ALC approval, are prerequisites to~~ which is approved by the ~~issuance of a Permit,~~ALC, must still satisfy all requirements of the Bylaw ~~must also be satisfied~~ before a Permit will be issued.

11. Amended Applications

11.1. If an Applicant amends its Application to:

(a) increase the amount of Soil or Other Material to be deposited or soil removed from the Subject Property by more than 10%, or

(b) materially alter the location upon the Subject Property where the Soil or Other Material is to be deposited or Soil removed,

at any time during the processing of an Application by the Township, or after an Application has been referred to the ALC for approval, then the procedures outlined in Sections 6 through 10 of this Policy must be repeated with respect to the amended Application, at the Applicant's sole cost and expense.

SCHEDULE A

Policy No: 05-008

"DATE"

Re: Proposed Deposit/Removal of Soil at _____ Avenue/Street,

Langley, BC (the "Property")

The owner of the above noted Property has applied to deposit/remove soil on/from the Property (the "**Application**"). Details with respect to the Application may be obtained from the Township by contacting [designated Township contact] at [phone number].

Pursuant to the Township's Soil Deposit and Removal Policy (tol.ca/soils) the Township is writing to surrounding property owners of the Property to determine the level of support for the Application.

Please take a moment to complete the enclosed petition. We would like a response either way to confirm your decision. Property owners who do not return a signed petition to the Township will not be counted as having voted either for or against the Application. Only the registered owners of the property should vote and if the property is owned by more than one person, a majority of the registered owners must sign the enclosed petition. Please return your response within sixty (60) days of the date of this letter in the pre-stamped envelope provided. Your name, address and petition vote will not be disclosed unless required by law.

If you have any questions concerning the Application, please contact [designated Township contact] at [phone number].

Yours truly,

PETITION

Re: Application to Deposit/Remove Soil on/from _____, Langley, BC (the "Application")

FOLIO	CIVIC ADDRESS/LEGAL DESCRIPTION	NAME AND ADDRESS OF OWNER(S)

☐ I/we support the Application

☐ I/we do not support the Application

_____

(Owner) Sign and print name

_____

(Owner) Sign and print name

Any personal information collected on this form will be managed in accordance with the Freedom of Information and Protection of Privacy Act. Direct enquiries, questions, or concerns regarding the collection, use, disclosure, or safeguarding of personal information associated with this form to: Supervisor, Information, Privacy, and Records Management, Township of Langley, 20338 – 65 Avenue, Langley, BC V2Y 3J1 foi@tol.ca 604.532.7396

ATTACHMENT C

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SOIL DEPOSIT AND REMOVAL BYLAW 2013 NO. 4975

CONSOLIDATED FOR CONVENIENCE ONLY

EXPLANATORY NOTE

Bylaw 2013 No. 4975 updates Soil Deposit and Removal Bylaw 2007 No. 4578 and incorporates a number of amendments regarding exemptions, security deposits, and requirements for permit issuance and permit compliance.

Amending Bylaw No. 5120 – adopted May 29, 2017
Bylaw 2015 No. 5120 updates and revises Soil Deposit and Removal Bylaw 2013 No. 4975.

Amending Bylaw No. 5639 – adopted April 26, 2021
Bylaw 2020 No. 5639 updates Soil ~~Depoist~~Deposit and Removal Bylaw 2013 No. 4975 by including additional provisions for the deposition of soil or other material within areas designated as prone to flooding.

Amending Bylaw No. 5724 – adopted July 12, 2021
Bylaw 2021 No. 5724 updates Soil Deposit and Removal Bylaw 2013 No. 4975 by amending the volume fee requirements for soil or other material previously deposited without a permit.

CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SOIL DEPOSIT AND REMOVAL BYLAW 2013 NO. 4975

WHEREAS the *Community Charter*, S.B.C. 2003 c. 26 authorizes Council to regulate, prohibit, and impose requirements for the deposit and removal of soil and other material and also authorizes Council to make provisions regarding fees and permits, as well as different provisions for different areas, times, conditions, or circumstances for the deposit and removal of soil;

AND WHEREAS Council deems it desirable to regulate, prohibit, and impose requirements for the deposit and removal of soil and other material in the Township for the wellbeing of the residents and the environment as well as the stewardship of the Township's assets;

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

#5120 29/05/17

1. This Bylaw may be cited for all purposes as "Soil Deposit and Removal Bylaw 2013 No. 4975."

Definitions

2. For the purpose of this Bylaw, the following words have the following meanings:

"**Act**" means the *Agricultural Land Commission Act*, SBC 2002, c 36, as amended or replaced from time to time;

"**ALC**" means the Agricultural Land Commission;

"ALR" means land designated as an agricultural land reserve under the Act and includes an agricultural land reserve under a former Act;

"**Applicant**" means a person who has applied for a Permit;

#5639 26/04/21

"Area Prone to Flooding" means any area subject to flooding, as shown in the Flood Prone Zone Map.

"**Council**" means the Council of the Corporation of the Township of Langley;

"**Deposit**" means the act of temporarily or permanently placing Soil or Other Material on a Property on which such Soil or Other Material did not previously exist, but does not include:

(1) the act of placing Soil or Other Material on a Property when such Soil or Other Material is or will be sold pursuant to a valid and subsisting business license issued by the Township pursuant to the Township Business License Bylaw 2001, No. 4050, as amended or replaced from time to time; and

(2) the act of placing, over the course of a year, up to fourteen (14) cubic metres of Soil or Other Material, in total, on a Property, so long as such Deposit is accessory to a permitted residential use of the Property, and does not, in the opinion of the Engineer:

(i) impact the drainage or natural watercourses for or on the Property or surrounding area, or

(ii) negatively impact the health, safety or welfare of the public;

"**Engineer**" means the person ~~appointed~~employed by ~~Council to~~the Corporation of the Township of Langley in the position of ~~General Manager~~Director of Engineering or his or her equivalent, his or her designates, and Township employees acting under his or her direction;

#5639
26/04/21

"Flood Prone Zone Map" means the map titled "Township of Langley: Flood Prone Zone" and published on the Township's website, as amended or replaced by the Engineer from time to time.

"**Mines Act**" means the *Mines Act*, R.S.B.C. 1996, c. 293, as amended or replaced from time to time;

"**Other Material**" includes but is not limited to Wood Waste, construction and demolition waste, masonry rubble, concrete, asphalt, glass, unchipped lumber, drywall, biological waste, organic waste, fertilizers, manure, composts, mulches, soil conditioners, including any materials listed in Schedule D of the Township of Langley Solid Waste Management Bylaw 2011 No. 4845, as amended or replaced from time to time, but does not include Soil;

"**Permit**" means the written authority granted by the Engineer pursuant to this Bylaw for the Deposit of Soil or Other Material, or Removal of Soil;

"**Permittee**" means the holder of a Permit;

"**Professional Engineer**" means a professional engineer registered and in good standing with the Association of Professional Engineers and Geoscientists of British Columbia and maintaining professional liability and errors and omissions insurance in the amount of not less than $2,000,000 per occurrence during the term of his or her engagement;

"**Property**" means a lot, block or other area in which land is held or into which land is subdivided and located in the Township of Langley;

"**Regulation**" means the regulations under the Act, including, without limitation, the *Agricultural Land Reserve General Regulation*, B.C. Reg. 57/2020 and *Agricultural Land Reserve Use~~, Subdivision and Procedure~~ Regulation*, B.C. Reg. ~~171/2002~~30/2019, as amended or replaced from time to time;

"**Removal**" or "**Remove**" means to take, excavate, or extract Soil from a Property on which it exists or has been Deposited, but does not include:

(1) the act of taking, excavating or extracting Soil from a Property when such Soil is or will be sold pursuant to a valid and subsisting business license issued by the Township pursuant to the Township Business License Bylaw 2001 No. 4050, as amended or replaced from time to time; and

(2) the act of taking, excavating or extracting, over the course of a year, up to fourteen (14) cubic metres of Soil from a Property, in total, so long as such Removal is accessory to a permitted residential use of the Property, and does not, in the opinion of the Engineer:

(i) impact the drainage or natural watercourses for or on the Property or surrounding area, or

(ii) negatively impact the health, safety or welfare of the public;

"**Soil**" means clay, peat, silt, sand, gravel, cobbles, boulders, or other substance of which land is naturally composed, down to and including bedrock, but does not include Other Material;

"**Subject Property**" means the Property upon which a Permittee Deposits Soil or Other Material, or Removes Soil, pursuant to a Permit;

"**Township**" means the Corporation of the Township of Langley;

"**Township of Langley**" means the geographic area subject to regulation by the Township;

"**Wood Waste**" means wood residue in shredded form, and includes sawdust, hog fuel, bark, bark mulch, chips, slabs, shavings, trimmings, edgings, or other such waste which is the result of any manufacturing process involved in the production of lumber or other wood products, but does not include any materials listed in Schedule D of the Township of Langley Solid Waste Management Bylaw 2011 No. 4845, as amended or replaced from time to time; and

"**Zoning Bylaw**" means the Township of Langley Zoning Bylaw 1987 No. 2500, as amended or replaced from time to time.

Depositing and Removing

3. No person will Deposit Soil or Other Material on, or Remove Soil from, a Property unless:
   (a) that person has first obtained a Permit; or
   (b) the requirement for a Permit is specifically exempted under this Bylaw.

4. Except with the prior written approval of the Engineer, no person will Deposit Soil or Other Material on, or Remove Soil from, a Property:
   (a) on a statutory holiday; or
   (b) on Saturday or Sunday; or
   (c) between the hours of 7:00 p.m. and 7:00 a.m. on any day.

Other Material

5. The Deposit of Other Material on a Property is prohibited, except for the following:

   (a) the Engineer may, subject to ~~subsection~~Subsection (b) after receiving an application from the owner of the Property or their agent, seeking the Deposit of Other Material, identifying the composition of the Other Material, explaining the circumstances for the need to Deposit the Other Material, addressing any possible concerns regarding any effect the Deposit may have on the health, safety or welfare of the public and adjacent Properties, and the short and long term impact (whether positive or negative) on the use of the Property where such Deposit will occur, together with such other information, reports and certifications as required by the Engineer, issue a Permit for the Deposit on such terms and conditions as required by the Engineer, and such Deposit will conform in all respects with those terms and conditions;

   (b) in exercising his or her discretion under ~~subsection~~Subsection (a), except in extraordinary circumstances, or as otherwise permitted in this Bylaw, the Engineer will only allow the Deposit of the following Other Material:

      (1) concrete rubble which is used to construct roadways, is processed off-site and has a maximum diameter of 150 mm;

      (2) asphalt rubble which is used to construct roadways, is processed off-site and has a maximum diameter of 25 mm; or

      (3) organic waste as described in Schedule D of the Township's Solid Waste Management Bylaw 2011 No. 4845, as amended or replaced from time to time, provided that the organic waste is being temporarily Deposited for processing purposes;

   (c) the Deposit of manure, soil conditioners and/or fertilizers is exempt from the prohibition under this section where such manure, soil conditioners and/or fertilizers are deposited in accordance with all requirements and directions from the ALC.

General Permit Exemptions

6. A Permit for the Deposit of Soil or Other Material, or the Removal of Soil, will not be required in the following circumstances, provided that such Deposit or Removal will be carried out in accordance with ~~sections~~Sections 11, 35 and 36 of this Bylaw, unless exempted by the Engineer:

   (a) such Deposit or Removal is necessary for the construction, maintenance, or installation of Township infrastructure;

   (b) such Deposit or Removal is initiated by the Township;

   (c) such Deposit or Removal occurs on Property owned or possessed by the Township and such Deposit or Removal is approved by the Township;

   (d) such Deposit or Removal is necessary, in the opinion of the Engineer, to deal with a significant threat to the health, safety, or welfare of the public, on such

terms and conditions, as required by the Engineer, and payment has been made to the Township of ~~some or all of~~ the fees set out in ~~sections~~Sections 12 and 17 of this Bylaw, unless exempted by the Engineer;

(e) such Deposit or Removal is required as part of a project initiated by the Government of British Columbia or the Government of Canada;

(f) such Deposit or Removal is being carried out pursuant to a permit issued under the Mines Act;

(g) such Deposit or Removal is in compliance with a land development project or building project on a Property where:

(1) the Deposit or Removal is necessary, in the opinion of the Engineer, for the project;

(2) the project has been approved by the Township;

(3) if applicable, engineering drawings and a servicing agreement for the project have been approved by the Township, or a building permit has been issued by the Township;

(4) sufficient security has been provided to the Township in an amount and form acceptable to the Engineer;

(5) a non-refundable ~~Permit fee and~~ volume fee calculated in accordance with ~~section~~Section 12 of this Bylaw~~, as if a Permit for such Deposit or Removal is required (even if the Permit would otherwise be exempt pursuant to this section 6 (g)),~~ has been provided to the Township~~, as required~~ at the time the building permit is issued or the servicing agreement is approved by the Township, whichever is earlier, unless waived by the Engineer; and

(6) all other terms and conditions required by the Engineer have been or will be, in the opinion of the Engineer, fulfilled by or on behalf of the owner of the Property.

(h) such Deposit or Removal is of manure, soil conditioners and/or fertilizers and is deposited in accordance with all requirements and directions from the ALC.

ALR Permit Exemptions

7. ~~The~~Unless otherwise exempted under this Bylaw, the Deposit of Soil or Other Material on, or the Removal of Soil from, a Property located in the ALR, that is permitted pursuant to the Act or the Regulation~~, but where regulation by the Township is not permitted, is exempt from the application of this Bylaw, subject to:~~ is not exempt from the application of this Bylaw unless otherwise directed by the Engineer. For greater certainty, Deposits or Removals of Soil or Other Material on a Property located in the ALR that require approval of the ALC under the Act or the Regulation, and for which such ALC approval has been provided, must comply with all of the provisions of this Bylaw.

~~(a) where the Deposit or Removal requires approval from the ALC, or that notice be given to the ALC, no exemption from this Bylaw will apply until the ALC has approved the Deposit or Removal, or notice of the Deposit or Removal has been given to the ALC, as required pursuant to the Act or the Regulation;~~

(b) if an agreement between the Township and the ALC has been entered into pursuant to section 26 of the Act, no exemption from this Bylaw will apply until the Township has approved the Deposit or Removal in accordance with that agreement; and

(c) the onus for establishing that a Deposit or Removal qualifies for an exemption from this Bylaw under this section is on the person seeking the exemption.

8. The Deposit of Soil or Other Material on, or the Removal of Soil or Other Material from, a Property located in the ALR that is an expressly exempted activity under the Regulation is exempt from the requirements under the Bylaw, including the requirement to obtain a permit, other than compliance with Sections 11, 35, and 36 of this Bylaw. The owner is responsible for confirming with the ALC that the Deposit or Removal is an exempted activity under the Regulation and shall provide written confirmation of the exemption from the ALC upon request from the Township.

Council Resolution

8.9. For the Deposit of Soil or Other Material on, or the Removal of Soil from, a Property located in the ALR, where regulation by the Township is permitted, but a resolution from Council approving the Deposit or Removal is required pursuant to the Act or the Regulation, no Permit will be issued until:

(a) Council has provided the required resolution; and
(b) the ALC has approved the Deposit or Removal (unless an agreement between the Township and the ALC has been entered into pursuant to sectionSection 26 of the Act, the ALC has then approved the Deposit or Removal.); and

A Deposit or Removal under this section must still complythe applicant has otherwise complied with theall other provisions of this Bylaw.

9.(c) For the Deposit of Soil or Other Material on, or the Removal of Soil from, a Property located in the ALR, where regulation by the Township is permitted, but a resolution from Council approving the Deposit or Removal is not required pursuant to the Act or the Regulation, the Deposit or Removal must still comply with the other provisions of this Bylaw.satisfaction of the Engineer.

Fee Exemption

10. Subject to full compliance with all other provisions and requirements of this Bylaw, compliance with some or all of sectionsSections 11, 12 and 17 of this Bylaw may be exempted by the Engineer, on such terms and conditions as required by the Engineer.

All Deposits and Removals of Soil

11. In addition to any terms and conditions contained in a Permit under this Bylaw, no person will Deposit Soil or Other Material, or Remove Soil, except in accordance with the following requirements, unless exempted by the Engineer:

(a) the slope or any part of an exposed face of any Deposited Soil or Other Material will not be greater than the angle of repose necessary for stability of the Soil or Other Material in question;

(b) the Deposited Soil or Other Material, or the Removed Soil, will not, in any way, interfere with the hydrological function and established above or below ground drainage pattern or capacity of any adjoining or reasonably adjacent Properties and will not cause the groundwater table to rise on the Subject Property or adjoining or reasonably adjacent Properties so as to cause flooding of those Properties or malfunctioning of any private sewage disposal system;

(c) the Deposited Soil or Other Material ~~shall~~will be graded in such a manner that positive gravity drainage is assured throughout, and a drainage system will be installed which is of sufficient capacity and extent to ensure that groundwater and surface run-off will not drain into adjoining Properties at greater rates after commencement of the Deposit operation than prior to the commencement of the Deposit operation;

(d) where Soil or Other Material is Deposited within six (6) metres of a property line, the Deposited Soil or Other Material will be graded in such a manner so that the slope of the Deposit closest to the property line is not steeper than one (1) metre vertical to five (5) metres horizontal;

(e) no Soil or Other Material will be Deposited within three (3) metres of a property line;

(f) no Soil or Other Material will be Deposited over any dedicated highway or registered statutory right-of-way without first obtaining the approval, in writing, of the authority having jurisdiction over such highway or right-of-way, and a copy of such written approval has been provided to the Engineer;

(g) no Soil or Other Material will be Deposited in the immediate vicinity of any utilities or services which may be damaged by any settlement resulting from such Deposit, without first obtaining the approval, in writing, of the authority having jurisdiction over such utility or service, and a copy of such written approval has been provided to the Engineer; and

(h) no Soil or Other Material will be Deposited over wells or private sewage disposal systems.

#5639
26/04/21

(i) no Soil or Other Material may be deposited in any Area Prone to Flooding except under the following circumstances:

a. The Soil or Other Material is limited to the reasonable maintenance of an existing driveway on the Property, and where the deposit of Soil or Other Material will not raise the driveway by more than 25mm; or
b. The Applicant undertakes action to offset or otherwise respond to the possible impacts of the deposit, as determined and directed by the Engineer, at the Engineer's sole discretion, including, without limitation, a drainage report prepared by a professional engineer demonstrating no net increase in flood elevations or velocities, as acceptable to the Engineer, at the Engineer's sole discretion, and such other reports or requirements as may be required by the Engineer, at the Engineer's sole discretion.

Application for a Permit

12. Unless exempted by the Engineer, an application for a Permit must:

(a) be made in the form provided from time to time by the Township for that purpose;

(b) be made by the owner of the Subject Property, or by an agent of the owner, provided that such agent provides written confirmation of their authority from the owner;

(c) be accompanied by sufficient information, as required by the Engineer, to adequately review and assess the proposed Deposit or Removal, including information with respect to land ownership, land use, purpose for Deposit or Removal, site conditions, Soil or Other Material characteristics, and proposed Deposit or Removal methodology;

(d) include a non-refundable Permit application fee of:

(1) two hundred and fifty dollars ($250.00) for Soil Deposits or Removals of up to six hundred (600) cubic metres or Other Material Deposits of any amount; and

(2) five hundred dollars ($500.00) for Soil Deposits or Removals in excess of six hundred (600) cubic metres; and

(e) include a ~~volume fee~~written confirmation that the applicant will pay a volume fee at the time of permit issuance calculated at one dollar ($1.00) per cubic metre based on the maximum permitted volume estimated under the Permit, which fee will be non-refundable, unless ~~directed~~ otherwise directed by the Engineer or Council.

#5724
12/07/21

13. If it is determined by the Engineer that Depositing or Removing has occurred without a valid Permit, as required by this Bylaw, all work must cease and a Permit application must be immediately submitted with a non-refundable Permit fee of twice the amount specified in ~~section~~Section 12(d) of this Bylaw and a volume fee of triple the amount specified in ~~section~~Section 12(e) of this Bylaw. If the aforesaid Permit application and fee is not submitted within seven (7) days of the Engineer's determination, as set out herein, or the Permit expires or is revoked, all Soil or Other Material Deposited on a Property without a Permit will forthwith be removed from the Property by the owner of the Property, or their agent, at their sole cost, unless exempted by the Engineer in their sole discretion.

14. After a preliminary review of any application for a Permit made pursuant to this Bylaw, the Engineer may require an Applicant to provide some or all of the following information, in a form and substance acceptable to the Engineer:

(a) a survey plan of the Subject Property, prepared by a surveyor and showing some or all of the following, as required by the Engineer:

(1) 0.5 metre contours or a grid of spot elevations;

(2) the area in which Removal or Deposit is to occur with details of the surface of the Subject Property before and after the proposed Removal or Deposit (including elevations), as the case may be;

(3) the location of any existing improvements, structures, or buildings on the Subject Property;

(4) the location of any proposed improvements, structures, or buildings on the Subject Property;

(5) the location of all existing watercourses, vegetation protection areas, and environmental covenant areas on or adjacent to the Subject Property;

(6) the location of all existing underground, surface, and aerial services and utilities on the Subject Property; and

(7) the existing drainage methods before Removal or Deposit, the drainage methods to be used during Removal or Deposit, and the drainage methods to be implemented following completion of the Removal or Deposit;

(b) a report from a Professional Engineer containing some or all of the following, as required by the Engineer:

(1) drawings showing the design of all permanent and temporary slopes, drainage, preload, and landscaping on the Subject Property;
(2) certification that the work will not injuriously affect adjacent Properties, structures, buildings, or utilities;
(3) certification that there will be no more settlement or subsidence of an adjoining Property, or a building or structure on an adjoining Property, than prior to the Deposit;
(4) certification that the Deposit, and resulting settlement or subsidence, will not prevent any use Permitted under the Zoning Bylaw;
(5) the exact quantity and duration of preloading necessary for the proposed development if the Deposit is required to preload land for development; and
(6) certification that adjoining Properties will not be subject to more flooding caused directly by storm water runoff from the Subject Property;

(c) the location of the Property from which Soil or Other Material is to be Removed from, in the case of Soil or Other Material Deposition, or the location of the Property to which Soil is to be Removed to, in the case of Soil Removal;
(d) certification that the Soil or Other Material to be Deposited, or the Soil to be Removed, meets any and all criteria established by the Engineer for the intended land use;
(e) a description of the haul route and schedule for trucking of Soil or Other Material;
(f) a plan describing maintenance requirements and inspection reports by the Applicant's consultant of any temporary works to prevent the Deposit of Soil or Other Material onto adjacent Properties or into nearby watercourses;
(g) an environmental assessment and independent monitoring of the operation;
(h) a traffic and road impact assessment;
(i) a plan showing sediment control works to be implemented to control the run-off of sediment laden water into nearby watercourses; and
(j) such other information as required by the Engineer to consider the application for a Permit pursuant to this Bylaw, in a form and substance acceptable to the Engineer.

15. Despite ~~section~~Section 14 of this Bylaw, if the Engineer is of the opinion that all or part of the Subject Property and/or adjacent Properties may be subject to flooding or drainage problems, then the owner of the Subject Property or the owner's agent will provide all of the information described in ~~subsections~~Subsections (a) to (j) of ~~section~~Section 14 of this Bylaw, in a form and substance acceptable to the Engineer, unless exempted by the Engineer.

16. An application will be deemed to have been abandoned if the Applicant fails to fully and completely respond to a request by the Engineer, for documentation or information under this Bylaw, within twelve (12) months of the date the request is made. Once abandoned, the non-refundable Permit application fee paid pursuant to ~~section~~Section 12(d) of this Bylaw, the non-refundable volume fee paid pursuant to ~~section~~Section 12(e) of this Bylaw, and any security deposit provided pursuant to ~~section~~Section 17 of

this Bylaw will, in the Engineer's sole discretion, be forfeited to the Township. If the Applicant wishes to proceed with the Deposit of Soil or Other Material, or the Removal of Soil, after any such abandonment, the Applicant must, unless exempted by the Engineer, submit a new application for a Permit and must pay an additional non-refundable Permit application fee, non-refundable volume fee and, if the security deposit has been forfeited, a security deposit in accordance with ~~section~~Section 17 of this Bylaw.

Permit Issuance

17. If the Engineer is satisfied that all of the provisions of this Bylaw have been or will be complied with, the Engineer may approve the issuance of a Permit on the Subject Property with such specific terms and conditions required by the Engineer, having regard to the particular requirements of the application, the information, reports, or concerns provided by any governmental authority having jurisdiction over the Subject Property, or any concerns or issues identified in any information or reports considered by the Engineer with respect to the application. Once the issuance of a Permit has otherwise been approved by the Engineer, and unless exempted by the Engineer, the Permit will only be issued to the owner or the owner's agent, as applicable, upon the following:

(a) payment by or on behalf of the owner to the Township of the volume fee based on the calculation set out under Subsections 12(e) of this Bylaw;

~~(a)~~(b) payment by or on behalf of the owner to the Township of a security deposit in cash, certified cheque, or an irrevocable letter of credit in a form and substance acceptable to the Engineer, in the amount of either:

(1) five dollars ($5.00) per cubic metre of Soil or Other Material proposed to be Deposited, or Soil to be Removed; or
(2) such other amount as determined by the Engineer to be adequate in the circumstances,

provided the amount of security deposit payable under (1) or (2) will not be less than one thousand dollars ($1,000.00); and

~~(b)~~(c) proof of general liability insurance coverage in an amount and on terms satisfactory to the Engineer being delivered to the Engineer.

18. The Engineer may refuse to issue a Permit if, in the opinion of the Engineer, the proposed Deposit of Soil or Other Material, or Removal of Soil, will or is reasonably likely to:

(a) foul, obstruct, divert, or impede the flow of or damage or destroy any watercourse, ditch, drain, sewer, or other water utility, whether privately or publicly owned;
(b) damage, destroy, or otherwise injuriously affect the established amenities of the Subject Property or of adjoining or reasonably adjacent Properties, including, without limitation, existing statutory rights of way, covenant areas, structures, buildings, or improvements;
(c) contravene any Township bylaw, provincial law, or federal law, including any requirement for ALC approval under the Act or Regulation or any notification required under the *Contaminated Sites Regulation*, as amended or replaced;

(d) threaten the health, safety, or welfare of the public or be otherwise contrary to the public interest;
(e) result in the use of the Subject Property in a manner inconsistent with the current zoning for the Subject Property;
(f) compromise the hydrological function or drainage capacity of the Subject Property, or an adjoining or reasonably adjacent Property; or
(g) result in excessive costs for any governmental authority to provide public utilities, works or services to the Subject Property, or an adjoining or reasonably adjacent Property.

19. The Engineer is authorized to specify conditions consistent with the Highway and Traffic Bylaw 2010 No. 4578, as amended or replaced from time to time, for traffic control, haul routes, and utilization of Township highways in connection with a Deposit or Removal. Without limiting the foregoing, a Permittee will:

(a) maintain a truck log detailing:
(1) each date upon which there is a Deposit or Removal; and
(2) the number of trucks and amount of Soil or Other Material Deposited, or Soil Removed, on each such date; and

(b) ensure that, upon request by the Engineer:
(1) such truck log will be available for inspection by the Engineer; and
(2) the driver or operator of a vehicle or any equipment being used for a Deposit or Removal, or the person in charge of the vehicle or equipment, will correctly state:
(A) the name and address of the driver, operator or person in charge, as applicable;
(B) the name and address of the owner of the vehicle or equipment;
(C) the name and address of the person at whose direction the Soil or Other Material is being Deposited, or Soil is being Removed; and
(D) the addresses of the Property or Properties to and from which the Soil or Other Material is being transported.

20. Every Permit issued will expire and cease to authorize any Deposit or Removal twelve (12) months following the date of issuance, unless an expiry date for a different term is specified in the Permit or a renewal for the Permit has been issued in accordance with ~~sections~~Sections 22, 23 and 24 of this Bylaw.

21. Where the amount of Soil or Other Material authorized to be Deposited, or Soil authorized to be Removed, pursuant to a Permit, exceeds 600 cubic metres, or as required by the Engineer, the Permittee will, on or before the 15th day of each month throughout the term of the Permit, or other periodic intervals as may be determined by the Engineer, deliver to the Engineer a report, certified by a Professional Engineer or other person approved in advance by the Engineer, detailing the location and amount of Soil or Other Material Deposited, or Soil Removed, since the last report, and certifying that the Deposit or Removal operation is in compliance with the provisions of this Bylaw and the terms and conditions of the Permit.

Permit Renewal

22. A Permit may be renewed for an additional term not to exceed twelve (12) months, at the request of the Permittee, if the Engineer determines that, after inspecting the

Subject Property, the Permittee is in full compliance with the Permit, this Bylaw and any other Township bylaw relevant to the Deposit or Removal that is the subject of the Permit. A Permit may only be extended by more than twelve (12) months, or renewed more than once, if:

(1) the Deposit or Removal operation approved by the ALC requires a longer period of time to complete, then the Engineer may approve the extension of the Permit, or further renewal of the Permit, up to the length of time approved by the ALC; or
(2) the requested extension or renewal is approved by Council.

23. There is no obligation on the Township to renew any Permit upon expiry of the Permit, except where the Removal is being carried out pursuant to a Permit issued under the *Mines Act*, in which case the Permit issued under this Bylaw may be extended (annually or otherwise) as required to carry out the terms and conditions of the plan authorized under the *Mines Act*, with the concurrence of the Chief Inspector of Mines or his or her designate.

24. An Application for renewal of a Permit will be made in the same manner as provided herein for a new Permit and ~~shall~~will be accompanied by payment of a non-refundable renewal fee of five hundred ($500.00) dollars, unless exempted by the Engineer.

Suspension of Permits

25. The Engineer may suspend any Permit where, in the opinion of the Engineer, there is a contravention of or non-compliance with the terms and conditions of the Permit, this Bylaw, or any other Township bylaw relevant to the Deposit or Removal that is the subject of the Permit. ~~-~~The Permit ~~shall~~will remain suspended and will cease to authorize Deposit or Removal until, in the opinion of the Engineer, compliance is obtained.

26. Where a Permit is suspended, the Engineer will cause written notice of suspension to be delivered to the owner of the Subject Property by registered mail and to be posted on the Subject Property where possible. The notice will provide a general description of the reason for the suspension. Upon suspension, the Permit will cease to authorize Deposit or Removal.

27. In addition to the suspension of a Permit in accordance with this Bylaw, the Township is entitled to pursue any other rights and remedies which it may have for a contravention of or non-compliance with the Permit, this Bylaw, or any other bylaw of the Township relevant to the Deposit or Removal that is the subject of the Permit, including, without limitation, any of the enforcement provisions contained in this Bylaw or in provincial laws.

Security Deposit

28. The security deposit payable by or on behalf of the owner prior to the issuance of a Permit as required in ~~section~~Section 17 of this Bylaw, is to secure the full and proper compliance with the provisions of the Permit and this Bylaw.

29. If the security deposit is not sufficient for the Township to rectify any contravention or non-compliance with the Permit, this Bylaw, or any other Township bylaw relevant to the Deposit or Removal that is the subject of the Permit, the owner of the Subject Property will pay any deficiency to the Township upon written demand by the Township, within seven (7) days of such demand being made by the Township.

30. If a letter of credit will expire prior to the Permittee complying with the provisions of this Bylaw, or prior to the performance of all of the terms and conditions expressed in the Permit, the Permittee will deliver to the Township, at least thirty (30) days prior to its expiry, a replacement letter of credit on the same terms, unless otherwise approved by the Engineer. If the Permittee fails to do so, the Township may realize the letter of credit and hold the security deposit in lieu thereof.

31. Where the security deposit is drawn upon for any reason, the Permittee will, within fifteen (15) days of written notice from the Township, replenish the security deposit to the amount required by ~~section~~Section 17 of this Bylaw, unless otherwise exempted by the Engineer.

32. Subject to ~~section~~Section 34 of this Bylaw, if the Permittee complies with the provisions of the Bylaw and performs all of the terms and conditions expressed in the Permit, the Township will have up to six (6) months, after the earlier of the expiration of the Permit and the completion of the Removal or Deposit operation covered by the Permit, to return the security deposit provided to the Township pursuant to ~~section~~Section 17 of this Bylaw in respect of the Permit, to the Permittee, or if the Permittee is no longer authorized by the owner of the Subject Property, to the owner of the Subject Property, upon written request by the owner or the owner's agent. If the return of the security deposit provided to the Township pursuant to ~~section~~Section 17 of this Bylaw in respect of the Permit is not requested pursuant to this ~~section~~Section, or if the owner otherwise does not complete all of the works and requirements under the Permit to the satisfaction of the Engineer, within two (2) years after the expiration of the Permit, the security deposit ~~shall~~will be irrevocably forfeited to the Township.

33. Upon expiry of the Permit (including any renewal thereof), or completion of the works which are the subject of the Permit, whichever occurs earlier, the Permittee, or if no longer authorized by the owner, the owner of the Subject Property, will undertake such works as required by the Engineer, including but not limited to, conducting a survey to determine the actual total quantity of Soil or Other Material Deposited, or Soil Removed, from the Subject Property, which survey and volumetric computation will be certified by a Professional Engineer or other person approved in advance by the Engineer, and submitted to the Township within thirty (30) days after the earlier of the expiration of the Permit or the completion of the works which are the subject of the Permit.

34. The Engineer will not be required to release any security, or issue a new Permit, or renew an existing Permit, until all requirements of ~~section~~Section 33 of this Bylaw have been complied with.

Road Cleaning and Damage

35. Dirt, mud, debris, and other substances, which as a result of a Deposit or Removal operation, are Deposited on public highways, will be removed on a daily basis by the Permittee. Where the dirt, mud, debris, and other substances cause a hazard or nuisance, they will be removed as directed by the Engineer.

36. Where Soil or Other Material is to be Deposited, or Soil is to be Removed, and is to be transported over a road or portion in the Township that is not a truck route as defined in the Township of Langley Highway and Traffic Bylaw 2010 No. 4758, as amended or

replaced from time to time, the Permittee will be responsible for any damage occurring to that road as a result of the transportation of the Soil or Other Material.

ALC Notices and Orders

37. Every person who is required to provide any notice or submit any application to the ALC pursuant to the Act or Regulation concerning a Deposit or Removal on property located within the Township will, within five (5) days of providing such notice or application and any subsequent amended notice or application, as may be applicable, provide to the Engineer a copy of such notice or application, along with any supporting documentation provided to the ALC.

38. Every person who receives an order, or written notice of approval or rejection of an application from the ALC pursuant to the Act or the Regulation concerning a Deposit or Removal on property located within the Township will, within five (5) days of receiving such order ~~and~~or notice or any subsequent amended order or notice, as may be applicable, provide to the Engineer a copy of such order or notice from the ALC, along with any supporting documentation provided by the ALC.

General Provisions

39. No person will Deposit Soil or Other Material, or Remove Soil:

    (a) in greater quantities than the volume shown on the Permit;
    (b) on or from a Property other than the Subject Property; and
    (c) except in accordance with the terms of the Permit, this Bylaw and all other Township bylaws relevant to the Deposit or Removal.

40. No person will make a false statement in relation to an application for a Permit or with respect to any reports or information provided to the Engineer or the Township pursuant to this Bylaw.

41. No Permit or any interest in a Permit will be transferred or assigned, without the advance written approval of the Engineer. Unless such advance approval is provided by the Engineer, where a Permittee sells, transfers, or otherwise disposes of a Subject Property, the Permit will be revoked and returned to the Engineer, and no further Deposit or Removal will be permitted on the Subject Property unless and until a new Permit is issued for the Subject Property.

42. During the term of the Permit, each Permit will be visibly displayed in a protected, accessible, and conspicuous position at the main access point to the Subject Property or such other location as may be required by the Engineer and will be made available to the Engineer upon request.

43. The Applicant or the Permittee, or if the Applicant or the Permittee is no longer authorized by the owner of the Subject Property, the owner of the Subject Property, as applicable, will remove all signage from the Subject Property that displays or references the Permit and/or Application for a Permit within two (2) weeks of the earliest of:

    (a) completion of the Deposit or Removal as provided for in the Permit;
    (b) expiration or revocation of a Permit;
    (c) rejection of an application for a Permit; or
    (d) a written request by the Engineer to remove said signage,

failing which, the Applicant or Permittee, as applicable, and the owner of the Subject Property irrevocably grants the Engineer permission to enter upon the Subject Property and remove and dispose of all such signage at the Engineer's sole discretion. The Applicant or Permittee, as applicable, and the owner agree to pay all costs incurred by the Engineer in taking such action, and will indemnify and hold harmless the Township, its agents, employees or officers from and against any and all claims, demands, losses, costs, damages, actions, suits or proceedings whatsoever by whomsoever brought against the Township, its agents, employees or officers by reason of the Engineer taking such action.

Inspections

44. The Engineer is authorized to, at all reasonable times, enter upon and inspect:

(a) any Property to determine if the owner of a Property upon which a proposed Deposit or Removal operation is situated is required to obtain a Permit;
(b) any Property to determine if a Deposit or Removal has occurred on a Property without a valid Permit or approval of the Engineer under this Bylaw;
(c) any Property to inspect a truck log; and
(d) a Subject Property in order to ascertain whether the provisions of this Bylaw, the Permit issued pursuant thereto, or any of the Township's bylaws, are being complied with. Every Permittee, or if the Permittee is no longer authorized by the owner of the Subject Property, the owner will maintain up-to-date records sufficient to allow the progress of the Deposit or Removal operation to be monitored by the Township for compliance with the provisions of this Bylaw, the terms and conditions of the Permit, and any Township bylaws relevant to the Deposit or Removal, and such records will be made available to the Engineer upon request.

Repair of Damage

45. In the event of damage to Township or privately-owned drainage facilities, natural watercourses, highways, lands, or other Township or privately-owned property or facilities, resulting from a Deposit or Removal operation, the Permittee, or an agent of the Permittee, will promptly and properly repair the damage to the satisfaction of the Engineer.

Drainage Facilities, Natural Watercourses and Ground Water Aquifers

46. All drainage facilities, natural watercourses, and ground water aquifers will be kept free of Soil and Other Material originating from the Deposit of Soil or Other Material upon a Subject Property, and every obstruction or damage caused to such drainage facilities, natural watercourses, or ground water aquifers will constitute an offence under this Bylaw.

Enforcement

47. If a Permittee or the owner of the Subject Property contravenes a provision of this Bylaw or a term of a Permit, or if a Property, Deposit or Removal contravenes any provision of this Bylaw, the Engineer may notify the Permittee or the owner in writing of such contravention and may instruct the Permittee or the owner to correct the contravention by a date specified in the notice. If the correction of the contravention

will not be completed by the date specified in the notice, the Permittee or the owner as instructed by the Engineer must:

(a) immediately take all reasonable steps to begin to correct the contravention;
(b) provide the Engineer with a schedule acceptable to the Engineer for such correction; and
(c) complete the correction in accordance with such schedule.

48. If a Permittee or the owner of the Subject Property fails to correct a contravention referenced in ~~section~~Section 47 of this Bylaw, by the date specified in the notice, or otherwise instructed by the Engineer:

(a) the Township may carry out such works and undertake such actions as the Township deems necessary to correct the contravention; and
(b) the Engineer may revoke the relevant Permit, which will then cease to authorize any Deposit or Removal at the Subject Property.

49. Other than in case of emergency (in the opinion of the Engineer), in which case no notice is required, the Township will give ten (10) days' written notice to the Permittee of the Township's intention to carry out works pursuant to ~~section~~Section 48 of this Bylaw.

50. If the Township carries out works pursuant to ~~section~~Section 48 of this Bylaw, the Permittee or the owner of the Subject Property will reimburse the Township for the Township's cost of carrying out such works, within ten (10) days of receiving a written request by the Township for such reimbursement.

51. The Township may cash and use the security deposit provided pursuant to ~~section~~Section 17 of this Bylaw, for one or more of the following purposes:

(a) to remedy a contravention of this Bylaw, a Permit or any other Township bylaws relevant to the Deposit or Removal that is the subject of the Permit;
(b) to remedy any emergency condition which, in the opinion of the Engineer, is associated with, arises from, or is the result of a contravention of this Bylaw, a Permit, or any other Township bylaw relevant to the Deposit or Removal that is the subject of the Permit, and requires immediate action;
(c) to satisfy any outstanding fee payable under this Bylaw, including but not limited to, any outstanding volume fee.

52. The Township will not be liable for any damage, loss or expense of any nature or kind whatsoever, arising out of or in connection with the issuance of a Permit, or the Deposit or Removal of any material, or any other action by the Township under this Bylaw.

Offences and Penalties

53. Any person who violates a provision of this Bylaw commits an offence under this Bylaw and, in addition to being subject to any remedies or penalties available to the Township under provincial law (including a bylaw notice issued pursuant to the Bylaw Notice Enforcement Bylaw 2008 No. 4703, as amended or replaced from time to time) is also subject to prosecution and, upon summary conviction, a fine of not more than $10,000 for each and every offence or to a term of imprisonment not exceeding three (3) months, or to both. Where a violation is a continuing one, each day that a violation of this Bylaw occurs, or is allowed to continue, constitutes a separate offence.

Severability

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

Interpretation

55. In this Bylaw:

(a) words importing the singular number include the plural and vice versa;
(b) words importing the neuter gender include the masculine and the feminine genders; and
(c) the definitions include the past, present and future tense as applicable.

READ A FIRST TIME the	25	day of	February	, 2013.
READ A SECOND TIME the	25	day of	February	, 2013.
READ A THIRD TIME the	25	day of	February	, 2013.
RECEIVED THE APPROVAL OF THE MINISTRY OF COMMUNITY, SPORT AND CULTURAL DEVELOPMENT the	09	day of	December	, 2013.
RECONSIDERED AND ADOPTED the	03	day of	March	, 2014.

“MAYOR FROESE”	Mayor	“SUSAN PALMER”	Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SOIL DEPOSIT AND REMOVAL BYLAW 2013 NO. 4975

AMENDMENT BYLAW NO. 5900

EXPLANATORY NOTE

Bylaw No. 5900 amends Soil Deposit and Removal Bylaw 2013 No. 4975 by including revisions relating to the updated *Agricultural Land Commission Act* and associated Regulations and corresponding housekeeping changes.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SOIL DEPOSIT AND REMOVAL BYLAW 2013 NO. 4975

AMENDMENT BYLAW NO. 5900

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 "Soil Deposit and Removal Bylaw 2013 No. 4975 Amendment Bylaw No. 5900".

2. The "Soil Deposit and Removal Bylaw 2013 No. 4975" as amended is further amended by:

   (1) In the Definitions Section:
   a) Replacing the definition of "Engineer" with "means the person employed by the Corporation of the Township of Langley in the position of Director of Engineering or his or her equivalent, his or her designates, and Township employees acting under his or her direction;"
   b) Replacing the definition of "Regulation" with "means the regulations under the Act, including, without limitation, the *Agricultural Land Reserve General Regulation*, B.C. Reg. 57/2020 and *Agricultural Land Reserve Use Regulation*, B.C. Reg. 30/2019, as amended or replaced from time to time;"

   (2) In the Other Material Section:
   a) Adding a new Subsection 5(c) as follows:
   "the Deposit of manure, soil conditioners and/or fertilizers is exempt from the prohibition under this Section where such manure, soil conditioners and/or fertilizers are deposited in accordance with all requirements and directions from the ALC."

   (3) In the General Permit Exemptions Section:
   a) Replacing Subsection 6(d) with the following:
   "such Deposit or Removal is necessary, in the opinion of the Engineer, to deal with a significant threat to the health, safety, or welfare of the public, on such terms and conditions, as required by the Engineer, and payment has been made to the Township of the fees set out in Sections 12 and 17 of this Bylaw, unless exempted by the Engineer;".
   b) Replacing Subsection 6(g)(5) with the following:
   "a non-refundable volume fee calculated in accordance with Section 12 of this Bylaw has been provided to the Township at the time the building permit is issued or the servicing agreement is approved by the Township, whichever is earlier, unless waived by the Engineer; and"
   c) Adding a new Subsection 6(h) as follows:
   "such Deposit or Removal is of manure, soil conditioners and/or fertilizers and is deposited in accordance with all requirements and directions from the ALC."

   (4) In the ALR Permits Exemptions Section:

a) Replacing Section 7 with the following:
"Unless otherwise exempted under this Bylaw, the Deposit of Soil or Other Material on, or the Removal of Soil from, a Property located in the ALR, that is permitted pursuant to the Act or the Regulation is not exempt from the application of this Bylaw unless otherwise directed by the Engineer. For greater certainty, Deposits or Removals of Soil or Other Material on a Property located in the ALR that require approval of the ALC under the Act or the Regulation, and for which such ALC approval has been provided, must comply with all of the provisions of this Bylaw."

(5) In the Council Resolution Section:
a) Replacing Section 8 with the following:
"The Deposit of Soil or Other Material on, or the Removal of Soil or Other Material from, a Property located in the ALR that is an expressly exempted activity under the Regulation is exempt from the requirements under the Bylaw, including the requirement to obtain a permit, other than compliance with Sections 11, 35, and 36 of this Bylaw. The owner is responsible for confirming with the ALC that the Deposit or Removal is an exempted activity under the Regulation and shall provide written confirmation of the exemption from the ALC upon request from the Township."
b) Replacing Section 9 with the following:
"For the Deposit of Soil or Other Material on, or the Removal of Soil from, a Property located in the ALR where a resolution from Council approving the Deposit or Removal is required pursuant to the Act or the Regulation, no Permit will be issued until:
(a) Council has provided the required resolution;
(b) the ALC has approved the Deposit or Removal (unless an agreement between the Township and the ALC has been entered into pursuant to Section 26 of the Act); and
(c) the applicant has otherwise complied with all other provisions of this Bylaw to the satisfaction of the Engineer."

(6) In the All Deposits and Removals of Soils Section:
a) Replacing Subsection 11(c) with:
"the Deposited Soil or Other Material will be graded in such a manner that positive gravity drainage is assured throughout, and a drainage system will be installed which is of sufficient capacity and extent to ensure that groundwater and surface run-off will not drain into adjoining Properties at greater rates after commencement of the Deposit operation than prior to the commencement of the Deposit operation;"

(7) In the Application for Permit Section:
a) In Subsection 12(d) by inserting the word "application" between the words "Permit" and "fee"
b) Replacing Subsection 12(e) with the following:
"include written confirmation that the applicant will pay a volume fee at the time of permit issuance calculated at one dollar ($1.00) per cubic metre based on the maximum permitted volume estimated under the Permit, which fee will be non-refundable, unless otherwise directed by the Engineer or Council."

(8) In the Application for a Permit Section:

a) Replacing Section 16 with the following:
"An application will be deemed to have been abandoned if the Applicant fails to fully and completely respond to a request by the Engineer, for documentation or information under this Bylaw, within twelve (12) months of the date the request is made. Once abandoned, the non-refundable Permit application fee paid pursuant to Subsection 12(d) of this Bylaw, the non-refundable volume fee paid pursuant to Subsection 12(e) of this Bylaw, and any security deposit provided pursuant to Section 17 of this Bylaw will, in the Engineer's sole discretion, be forfeited to the Township. If the Applicant wishes to proceed with the Deposit of Soil or Other Material, or the Removal of Soil, after any such abandonment, the Applicant must, unless exempted by the Engineer, submit a new application for a Permit and must pay an additional non-refundable Permit application fee, non-refundable volume fee and, if the security deposit has been forfeited, a security deposit in accordance with Section 17 of this Bylaw."

b) Inserting a new Subsection 17(a) as follows
"(a) payment by or on behalf of the owner to the Township of the volume fee based on the calculation set out under Subsection 12(e) of this Bylaw;"

c) Re-numbering Subsections 17(a) and 17(b) to 17(b) and 17(c) accordingly.

d) Replacing Subsection 18(c) with the following:
"contravene any Township bylaw, provincial law, or federal law, including any requirement for ALC approval under the Act or Regulation or any notification required under the Contaminated Sites Regulation, as amended or replaced;"

(9) In the Permit Renewal Section:

a) Replacing Section 24 with the following:
"An Application for renewal of a Permit will be made in the same manner as provided herein for a new Permit and will be accompanied by payment of a non-refundable renewal fee of five hundred ($500.00) dollars, unless exempted by the Engineer."

(10) In the Suspension of Permits Section:

a) Replacing Section 25 with the following:
"The Engineer may suspend any Permit where, in the opinion of the Engineer, there is a contravention of or non-compliance with the terms and conditions of the Permit, this Bylaw, or any other Township bylaw relevant to the Deposit or Removal that is the subject of the Permit. The Permit will remain suspended and will cease to authorize Deposit or Removal until, in the opinion of the Engineer, compliance is obtained."

(11) In the Security Deposit Section:

a) Replacing Section 32 with the following:
"Subject to Section 34 of this Bylaw, if the Permittee complies with the provisions of the Bylaw and performs all of the terms and conditions expressed in the Permit, the Township will have up to six (6) months, after the earlier of the expiration of the Permit and the completion of the Removal or Deposit operation covered by the Permit, to return the security deposit provided to the Township pursuant to Section 17 of this Bylaw in respect of the Permit, to the Permittee, or if the Permittee is no longer authorized by the owner of the Subject Property, to the owner of the Subject Property, upon written request by the owner or the owner's agent. If the return of the security

deposit provided to the Township pursuant to Section 17 of this Bylaw in respect of the Permit is not requested pursuant to this Section, or if the owner otherwise does not complete all of the works and requirements under the Permit to the satisfaction of the Engineer, within two (2) years after the expiration of the Permit, the security deposit will be irrevocably forfeited to the Township."

(12) In the ALC Notices and Orders Section:

a) Replacing Section 37 with the following:
"Every person who is required to provide any notice or submit any application to the ALC pursuant to the Act or Regulation concerning a Deposit or Removal on property located within the Township will, within five (5) days of providing such notice or application and any subsequent amended notice or application, as may be applicable, provide to the Engineer a copy of such notice or application, along with all supporting documentation provided to the ALC."

b) Replacing Section 38 with the following:
"Every person who receives an order, or written notice of approval or rejection of an application from the ALC pursuant to the Act or the Regulation concerning a Deposit or Removal on property located within the Township will, within five (5) days of receiving such order or notice or any subsequent amended order or notice, as may be applicable, provide to the Engineer a copy of such order or notice from the ALC, along with any supporting documentation provided by the ALC."

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

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT

(ALDERGROVE COMMUNITY PLAN) BYLAW 1978 NO. 1802 AMENDMENT

(QUALICO DEVELOPMENTS (ALDERGROVE) INC.) BYLAW NO. 5882

EXPLANATORY NOTE

Bylaw No. 5882 amends the “Medium Density Residential” designation of the Aldergrove Community Plan to permit a density of 12.5 units per acre and allow single family units on property located in the 2600 Block of 268 Street.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT

(ALDERGROVE COMMUNITY PLAN) BYLAW 1978 NO. 1802 AMENDMENT

(QUALICO DEVELOPMENTS (ALDERGROVE) INC.) BYLAW NO. 5882

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 (Aldergrove Community Plan) Bylaw 1978 No. 1802 Amendment (Qualico Developments (Aldergrove) Inc.) Bylaw No. 5882”.

2. The “Langley Official Community Plan Bylaw 1979 No.1842 Amendment (Aldergrove Community Plan) Bylaw 1978 No. 1802”, as amended in Part III, is further amended by:

    a) Adding the following Section 1(g):

    For the portion of lands designated “Medium Density Residential” and legally described as Lot 2 Section 19 Township 13 New Westminster District Plan BCP14381 single family residential units and a maximum permitted net density of 12.5 units per acre may be permitted.

READ A FIRST TIME the	29	day of	May	, 2023
READ A SECOND TIME the	29	day of	May	, 2023
PUBLIC HEARING HELD the	12	day of	June	, 2023
READ A THIRD TIME the		day of		, 2023
ADOPTED the		day of		, 2023

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (QUALICO DEVELOPMENTS (ALDERGROVE) INC.)

BYLAW NO. 5883

EXPLANATORY NOTE

Bylaw No. 5883 rezones 3.0 ha (7.4 ac) of land in the 2600 Block of 268 Street to Residential Zone R-1B, Residential Compact Lot Zone R-CL(A), and Comprehensive Development CD-115 Zone to accommodate a residential development consisting of 25 single family lots and 45 townhouse units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (QUALICO DEVELOPMENTS (ALDERGROVE) INC.)

BYLAW NO. 5883

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

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

1. This Bylaw may be cited for all purposes as “Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico Developments (Aldergrove) Inc.) Bylaw No. 5883”.

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

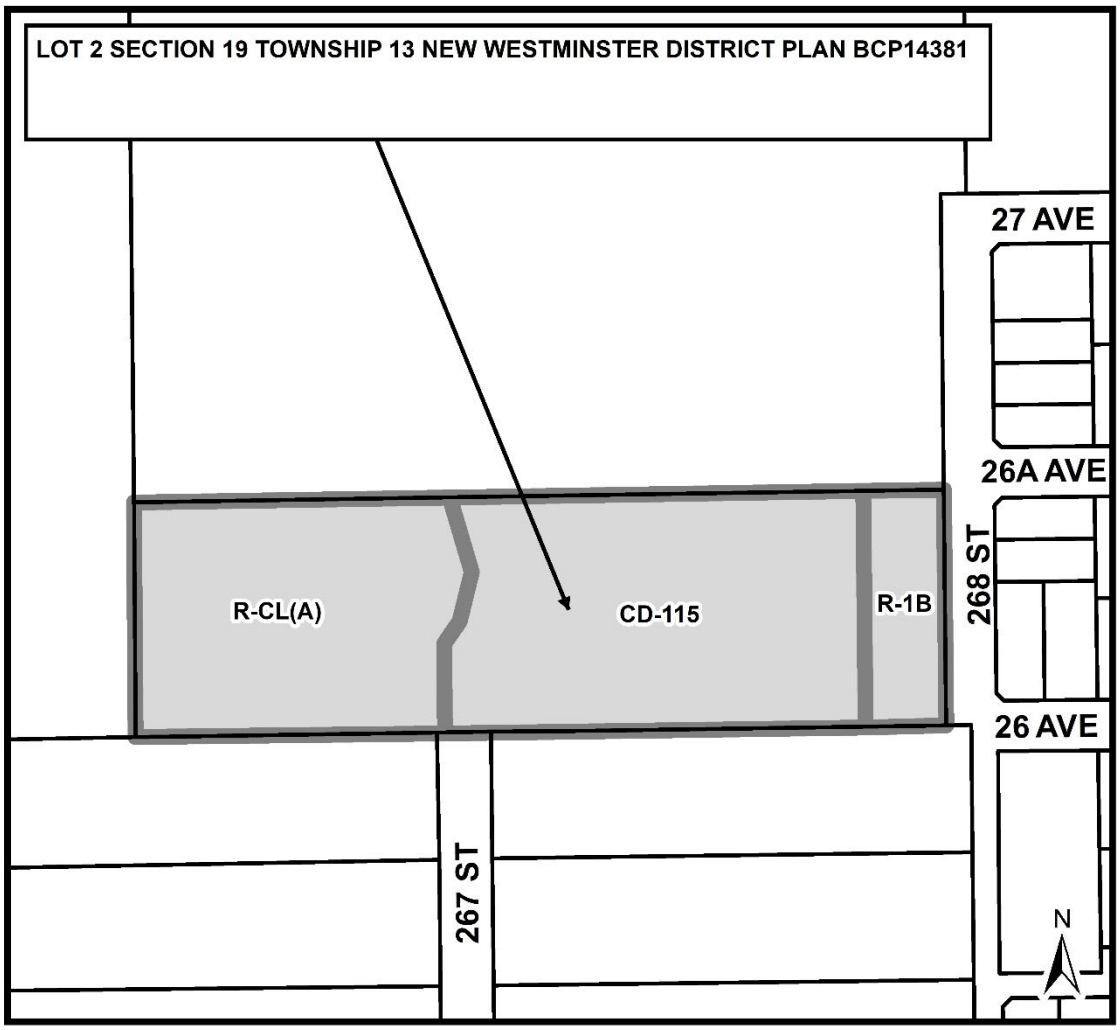
   Lot 2 Section 19 Township 13 New Westminster District Plan BCP14381

   as shown delineated on Schedule “A” attached to and forming part of this Bylaw to Residential Zone R-1B, Residential Compact Lot Zone R-CL(A), and Comprehensive Development CD-115 Zone

READ A FIRST TIME the	29	day of	May	, 2023
READ A SECOND TIME the	29	day of	May	, 2023
PUBLIC HEARING HELD the	12	day of	June	, 2023
READ A THIRD TIME the		day of		, 2023
RECEIVED THE APPROVAL OF THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE the		day of		, 2023
ADOPTED the		day of		, 2023

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5883



Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 29, 2023 - REGULAR MEETING	**REPORT:**	23-96
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	13-19-0312
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING APPLICATION NO. 100254 (QUALICO DEVELOPMENTS (ALDERGROVE) INC. / 2600 BLOCK OF 268 STREET)		

PROPOSAL:

Application to amend the Aldergrove Community Plan and rezone approximately 3.0 ha (7.4 ac) of land in the 2600 Block of 268 Street to Comprehensive Development CD-115 Zone, Residential Zone R-1B, and Residential Compact Lot Zone R-CL(A) to facilitate development of 45 townhouse units and 25 single family lots.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaws No. 5882 and 5883 subject to 16 development prerequisites being satisfied prior to final reading and that staff be authorized to schedule the required Public Hearing.

RATIONALE:

The proposed development complies with the overall objectives of the Aldergrove Community Plan.

RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Aldergrove Community Plan) Bylaw 1978 No. 1802 Amendment (Qualico Developments (Aldergrove) Inc.) Bylaw No. 5882 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico Developments (Aldergrove) Inc.) Bylaw No. 5883 rezoning approximately 3.0 ha (7.4 ac) of land located in the 2600 Block of 268 Street to Residential Zone R-1B, Residential Compact Lot Zone R-CL(A) and Comprehensive Development Zone CD-115 to facilitate the development of 45 townhouse units and 25 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. Secure design and construction of a municipal sanitary sewer lift station at 26603 – 24 Avenue;
3. Provision of road dedications, widenings, and necessary traffic improvements including dedications for 268 Street, 26 Avenue and a cul-de-sac road in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw, and the Aldergrove Community Plan;

4. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
5. Submission of a Traffic Impact Study to determine the effects of the development and securing any required improvements to the intersections of 24 Avenue and Highway 13 and 24 Avenue and 272 Street;
6. Submission of a stormwater drainage study to verify existing detention pond capacity (26603 - 24 Ave) is adequate to support the proposed development;
7. 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);
8. Registration of restrictive covenants acceptable to the Township:
    a. Identifying the units (5% of single family and townhouse units) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan;
    b. Prohibiting parking on internal strata roadways of townhouse development (other than in clearly identified parking spaces);
    c. 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;
    d. Exterior Design Control Agreement on single family lots;
    e. Protection of Streamside Protection and Enhancement Areas;
9. Acceptance of the streamside enhancement plans, fencing, signage, and security;
10. Compliance with the age friendly amenity area requirements for the townhouse portion of the site;
11. Discharge of the Restrictive Streamside Protection Covenant (BCP14382) registered on the property upon compliance of proposed streamside enhancement plans, fencing, signage, and security;
12. Registration of a statutory right-of-way for the purpose of a pedestrian connection through the Agricultural Land Reserve (ALR) buffer, (per site layout dated May 15, 2023);
13. Registration of a statutory right-of-way for the purpose of a pedestrian connection from 26 Avenue through the townhouse portion of the site to Aldergrove Athletic Park;
14. Approval of the rezoning bylaw by the Ministry of Transportation and Infrastructure;
15. Compliance with the requirements of the Community Amenity Contributions Policy and 5% Neighbourhood Park Land Acquisition Policy;
16. Payment of applicable 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 (Aldergrove Community Plan) Bylaw 1978 No. 1802 Amendment (Qualico Developments (Aldergrove) Inc.) Bylaw No. 5882 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. 5882 and 5883.

EXECUTIVE SUMMARY:

Qualico Developments (Aldergrove) Inc. has applied to develop 3.0 ha (7.4 ac) of land located in the 2600 Block of 268 Street to facilitate development of 45 townhouse units and 25 single family lots (Attachment D). To facilitate the development, the applicant proposes to amend the Aldergrove Community Plan to allow single family residential as a permitted housing form within the "Medium Density Residential" land use designation on a site specific basis. The application also proposes to rezone the site to Residential Zone R-1B, Residential Compact Lot Zone R-CL(A), and Comprehensive Development Zone CD-115 Zone to accommodate the proposal.

A delegated Development Permit for form and character of the proposed townhouse units will be required prior to building permit should Council elect to advance the application.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to the Aldergrove Community Plan Amendment Bylaw No. 5882 and Rezoning Bylaw No. 5883.

REFERENCE:

Owner / Agent:	Qualico Developments (Aldergrove) Inc. 201, 6525 – 177B Street Surrey, BC V3S 5N4
Location:	2600 Block of 268 Street
Legal Description:	Lot 2 Section 19 Township 13 New Westminster District Plan BCP14381
Area:	3.0 ha (7.4 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD-115, Residential Zone R-1B and Residential Compact Lot Zone R-CL(A)
Aldergrove Community Plan:	Low Density Residential (net density up to 9 units per acre (UPA)) and Medium Density Residential (net density of 10-12 UPA)

BACKGROUND/HISTORY:

In 2017, the Aldergrove Community Plan (CP) was amended to include the subject site (Attachment E). The eastern 0.3 ha (0.7 ac) portion of the site fronting 268 Street is designated "Low Density Residential" (detached single family units at a net density of up to 9 UPA) and the western 2.7 ha (6.7 ac) portion of the site is designated "Medium Density Residential" (multi-family units such as townhouses and fourplexes at a net density of 10-12 UPA). Concurrent with the CP amendment, a restrictive covenant was registered for a 15.0 m ALR buffer along the site's western edge.

DISCUSSION/ANALYSIS:

- Qualico Developments (Aldergrove) Inc. has applied to amend the Aldergrove Community Plan and rezone the subject site (3.0 ha (7.4 ac)) to Comprehensive Development Zone CD-115, Residential Zone R-1B, and Residential Compact Zone R-CL(A).
- The proposal will facilitate development of 25 single family lots, 45 townhouse units and provision of an ALR buffer and Streamside Protection and Enhancement Area (SPEA) as indicated on Attachment D.
- A Class B (yellow-coded) watercourse exists on the central portion of the site (Attachment D). The associated SPEA is to be protected by restrictive covenant which is included as a development prerequisite.

Adjacent Uses:

	Existing Use	Community Plan Designation	Existing Zoning
North:	Aldergrove Athletic Park	Official Community Plan: Urban	Suburban Residential Zone SR-2

South:	26 Avenue, beyond which are lands zoned Suburban Residential Zone SR-2 and 267 Street	Aldergrove Community Plan: Low Density Residential (up to 9 UPA)	Suburban Residential Zone SR-2
East:	268 Street, beyond which are single family houses	Aldergrove Community Plan: Low Density Residential (up to 9 UPA)	Residential Zone R-1D
West:	Suburban residential lot with a single family dwelling and accessory buildings in the ALR	Official Community Plan: Urban	Suburban Residential Zone SR-2

Community Plan Amendment:

- The Aldergrove Community Plan (Attachment B) indicates that the westerly portion of site (6.7 ac) is designated "Medium Density Residential" (10-12 UPA) and allows for multi-family unit types.
- The applicant proposes to amend the Aldergrove Community Plan on a site specific basis to increase the permitted density to 12.5 UPA and permit single family lots within the "Medium Density Residential" designation.
- According to the applicant, "the proposed land use offers an improvement to the interface impacts on the ALR through the placement of detached housing rather than strata townhouses as contemplated by this designation."
- As the proposed 45 townhouse units and 20 single family units result in a net density of 12.5 UPA versus the 12.0 UPA permitted, a site specific amendment to the Plan to accommodate the single family use and density is proposed on the Medium Density Residential designated portion of lands.
- Staff note as part of the 2017 report "an offsetting community benefit being advanced by the applicant and secured as part of a future rezoning application to reflect increased density" was referenced. Subsequently, the Township has adopted a Community Amenity Contribution Policy that is applicable to this subject application and described further in this report.

Zoning Amendment:

- Bylaw No. 5858 proposes to rezone the site to Comprehensive Development CD-115 Zone, Residential Zone R-1B, and Residential Compact Lot Zone R-CL(A) to facilitate development of 25 single family lots and 45 townhouse units.
- The project complies with the provisions of the site's proposed Residential Zone R-1A, Residential Compact Lot Zone R-CL(A), and new Comprehensive Development Zone CD-115 Zone in terms of lot areas, lot widths, and depths.

Development Permits:

- The "Medium Density Residential" designation portion of the site is located in Development Permit Area "A" of the Aldergrove Community Plan.
- Council, through Bylaw No. 5246 (Development Permit Delegation Bylaw), delegated issuance of Development Permits for residential developments without commercial or industrial components with a density equal to or less than 25 UPA to a delegated staff official.

- As the proposed residential development is below 25 UPA, the associated townhouse Development Permit application is being processed concurrently for consideration by a delegated staff official.

Community Amenity Contributions:

The Community Amenity Contributions (CAC) Policy applies to the subject Plan amendment and rezoning applications and specifies target contribution amounts based on unit types. Based on current rates, the CAC calculation for this proposal is as follows:

	Unit Count	**Rate per unit**	**Total**
Single Family Residential	25	$16,900	$422,500
Townhouses	45	$14,400	$648,000
Additional Contribution	1	$25,000	$25,000
Total			**$1,095,500**

Tree Protection / Replacement:

The applicant has submitted tree management plans indicating the following:

Significant Trees on Site	**Significant Trees Retained**	**Replacement Trees Required**	**Replacement Trees Provided**	**Street Trees Provided**	**Total Trees Post Development**
24	0	149	149	10	159

Policy Considerations:

The proposed Aldergrove Community Plan amendment and rezoning application facilitates the development of 25 single family lots and 45 townhouse units.

In staff's opinion, the proposal is consistent with the overall goals and objectives of the Aldergrove Community Plan. Staff recommend that Council give first and second reading to Bylaws No. 5882 and 5883 (subject to 16 development prerequisites) and authorize staff to schedule the required Public Hearing for Aldergrove Community Plan Amendment Bylaw No. 5882 and Rezoning Bylaw No. 5883.

Respectfully submitted,

Zorica Andjelic
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

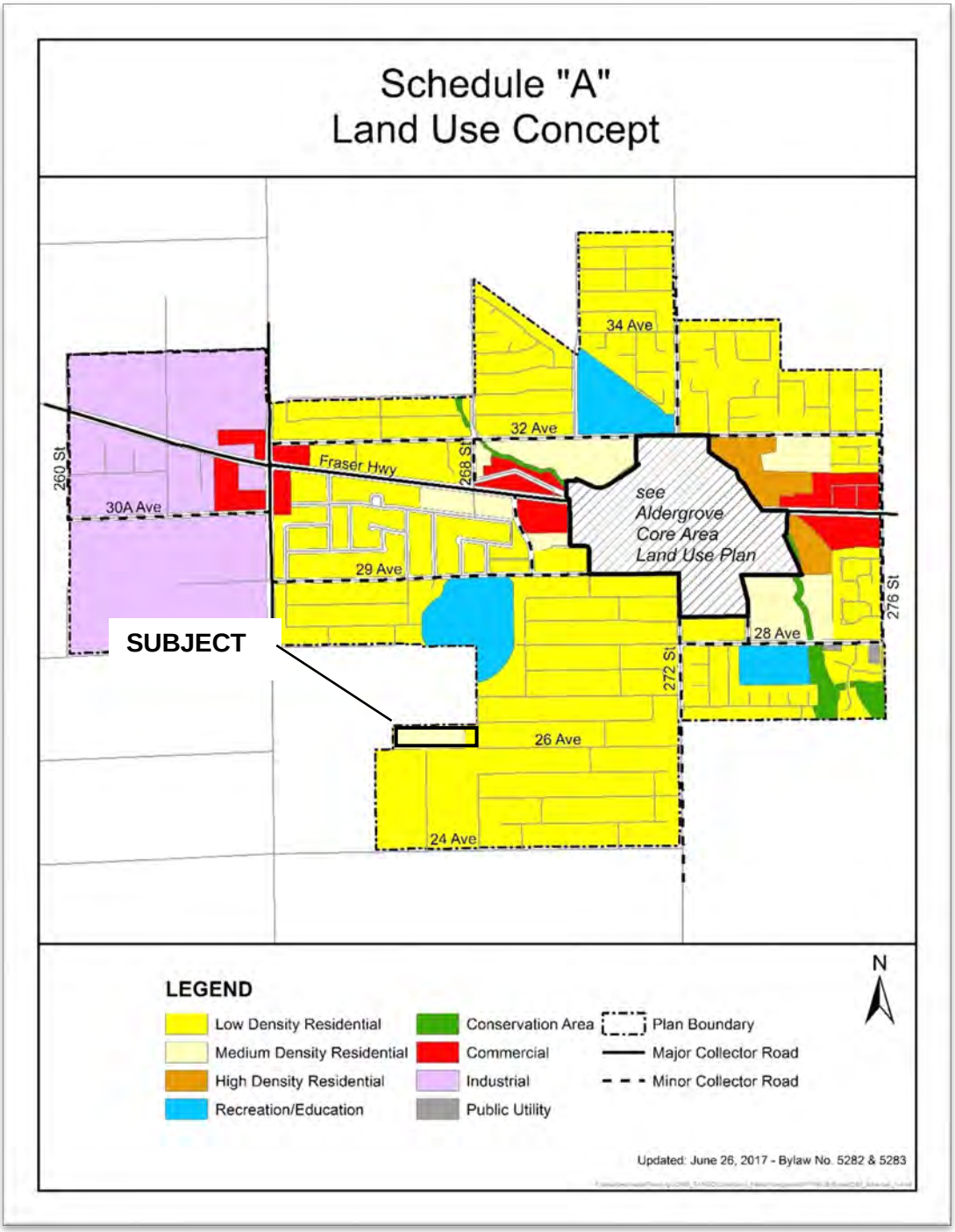
ATTACHMENT A	Aerial Context Map
ATTACHMENT B	Aldergrove Community Plan Map
ATTACHMENT C	Zoning Bylaw No. 2500 Map
ATTACHMENT D	Site Plan Submitted by Applicant
ATTACHMENT E	May 8, 2017 Report to Council - without attachments

ATTACHMENT A



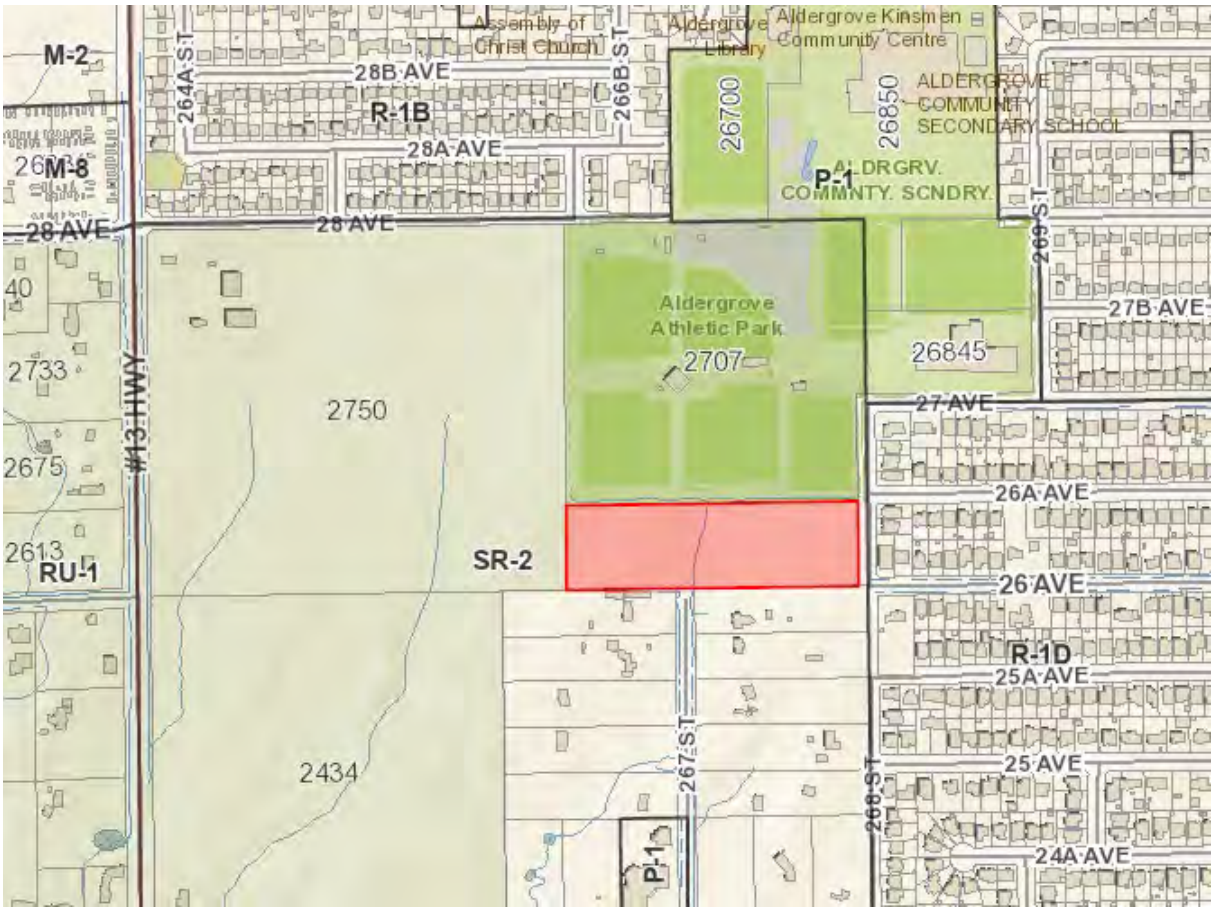
AERIAL CONTEXT MAP

ATTACHMENT B



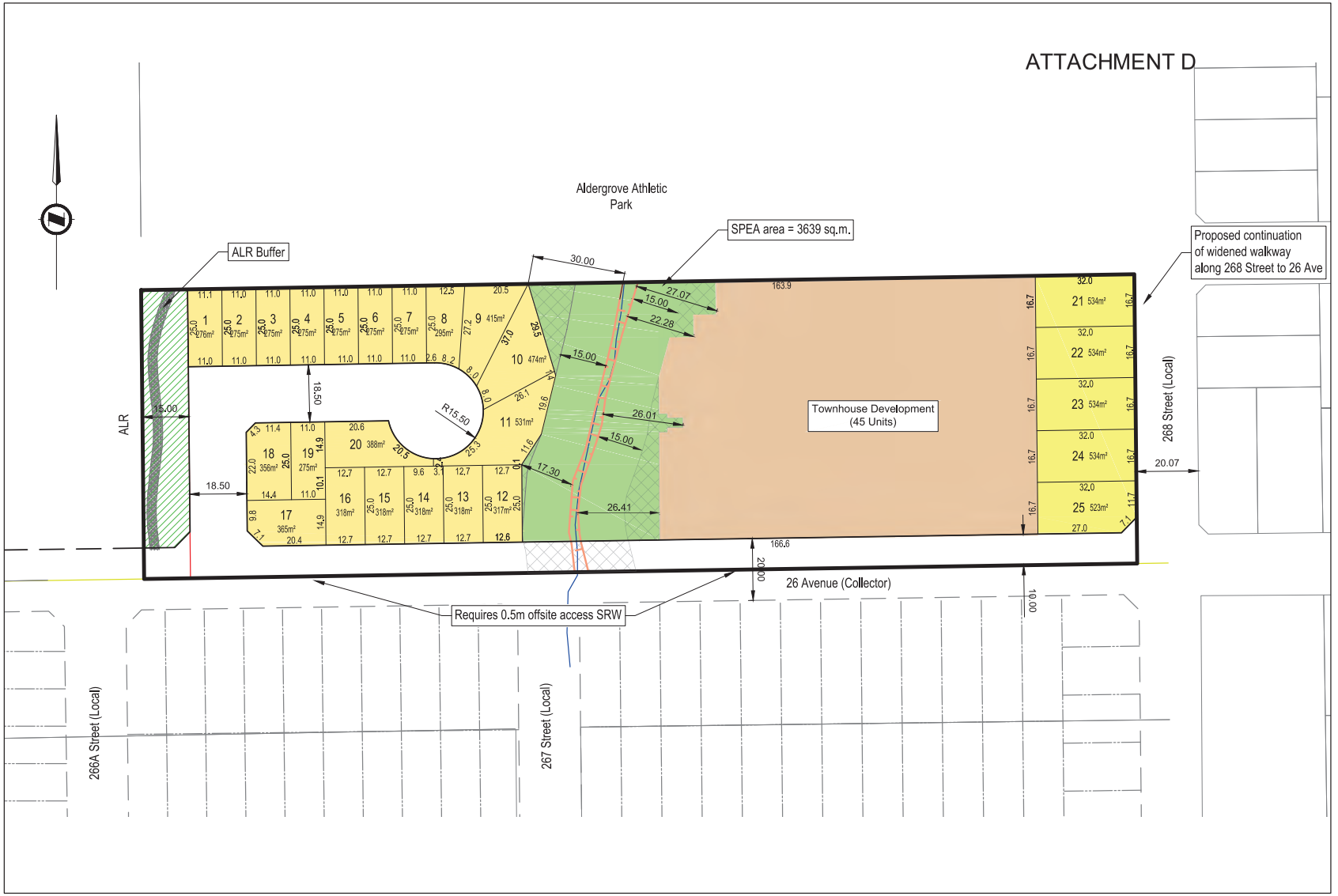
ALDERGROVE COMMUNITY PLAN

ATTACHMENT C



ZONING BYLAW MAP

ATTACHMENT D



LEGEND

- Subject Property
- R-1B (5 units)
- R-CL(A) (20 units)
- Townhouse (45 units)
- ALR Buffer (15m average)
- Covenant Boundary
- SPEA
- Watercourse
- Assumed Top of Bank
- Road/Lot Encroachment into SPEA (343m²)
- Compensation for Road / Lot Encroachment (798m²)

SITE STATISTICS

PID	Address
026 114 798	No Address, 268 Street

Zone	Min. Lot Area (m²)	Min. Lot Frontage (m)	Min. Lot Depth (m)
R-1B			
Interior Lot	464.5	15.25	25.0
Corner Lot	464.5	15.25	25.0
R-CL(A) - Front Loaded			
Interior Lot	275	11.0	25.0
Corner Lot	355	14.2	25.0

	Proposed Units	70
	Acre	Sq. Meters
Total Gross Site Area	7.41	29,981
Road Dedication	1.47	5,947
Below Top-of-Bank	0.07	291
Net Site Area	5.87	23,743
Proposed Density	11.93	

FOR SUBMISSION

DATE	#	REVISION	INITIAL
2023.05.15	0	Layout based on Township comments	CM

SKETCH #2

Conceptual Subdivision
268 St and 26 Ave
Township of Langley, BC

DATE: May [illegible] 2023
PREPARED FOR: Qualico
SCALE: 1 : 1250 @ 11" X 17"
McE PROJECT: 2111-[illegible]18-03
MUN. PROJECT: 13-11[illegible]2

McElhanney
Suite 2300 13450 - 102 Ave Surrey BC Canada V3T 5X3
Tel 604 596 0391 - Fax 604 584 5050

H.1

NOTES

1. Subject site perimeter from preliminary subdivision plan dated May 27, 2022.
2. Off-site base map is from the Township of Langley open data.
3. This drawing is for preliminary layout only, and subject to municipal approval.
4. The areas and dimensions shown on the drawings are subject to detailed calculations, and may vary.
5. This drawing is not to be used for legal transactions.
6. Architectural plan dated March 2, 2022.
7. SPEA setbacks shown per QEP report.
8. Setback Variance on R-1B lots
   - 8.1. Rear - from 7.5m to 6 m
   - 8.2. Side flunking road - from 4.5m to 2.5 m

THIS DRAWING AND DESIGN IS THE PROPERTY OF McELHANNEY AND SHALL NOT BE USED, RELIED OR REPRODUCED WITHOUT THE CONSENT OF McELHANNEY. McELHANNEY WILL NOT BE HELD RESPONSIBLE FOR THE IMPROPER OR UNAUTHORIZED USE OF THIS DRAWING AND DESIGN. THIS DRAWING AND DESIGN HAS BEEN PREPARED FOR THE CLIENT IDENTIFIED, TO MEET THE STANDARDS AND REQUIREMENTS OF THE APPLICABLE PUBLIC AGENCIES AT THE TIME OF PREPARATION. McELHANNEY, ITS EMPLOYEES, SUBCONSULTANTS AND AGENTS WILL NOT BE LIABLE FOR ANY LOSSES OR OTHER CONSEQUENCES RESULTING FROM THE USE OR RELIANCE UPON, OR ANY CHANGES MADE TO, THIS DRAWING, BY ANY THIRD PARTY, INCLUDING CONTRACTORS, SUPPLIERS, CONSULTANTS AND STAKEHOLDERS, OR THEIR EMPLOYEES OR AGENTS, WITHOUT McELHANNEY'S PRIOR WRITTEN CONSENT. INFORMATION ON EXISTING UNDERGROUND FACILITIES MAY NOT BE COMPLETE OR ACCURATE. McELHANNEY, ITS EMPLOYEES AND DIRECTORS ARE NOT RESPONSIBLE NOR LIABLE FOR THE LOCATION OF ANY UNDERGROUND CONDUITS, PIPES, CABLES OR OTHER FACILITIES WHETHER SHOWN OR OMITTED FROM THIS PLAN. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL EXPOSE LOCATIONS OF ALL EXISTING FACILITIES BY HAND DIGGING OR HYDROVAC AND ADVISE THE ENGINEER OF POTENTIAL CONFLICTS.

ATTACHMENT D

ATTACHMENT E

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 8, 2017 - REGULAR EVENING MEETING	**REPORT:**	17-49
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	13-19-0312
SUBJECT:	ALDERGROVE COMMUNITY PLAN AMENDMENT APPLICATION NO. 100136 (CREEKLAND PARK DEVELOPMENTS LTD. / 2600 BLOCK OF 268 STREET)		

PROPOSAL:

Application to amend the Aldergrove Community Plan to include a 3.0 ha (7.4 ac) property located in the 2600 block of 268 Street in the Aldergrove Community Plan area, to designate the property Low Density Residential and Medium Density Residential, and to include the property in Development Permit Area 'A'. A future rezoning and Development Permit application would be required for redevelopment of the lands should the Community Plan amendment receive favourable consideration.



RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaw No. 5282, and authorize staff to schedule the required Public Hearing.

RATIONALE:

The proposed Aldergrove Community Plan amendment is consistent with the site's General Urban designation in the Regional Growth Strategy and its Urban designation in the Township's Official Community Plan.

RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Aldergrove Community Plan) Bylaw No. 1978 No. 1802 Amendment (Creekland Park Developments Ltd.) Bylaw 2017 No. 5282, to include a 3.0 ha (7.4 ac) property located in the 2600 block of 268 Street in the Aldergrove Community Plan, designate it for Low Density Residential and Medium Density Residential purposes and include it as part of Development Permit Area 'A';

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Aldergrove Community Plan) Bylaw No. 1978 No. 1802 Amendment (Creekland Park Developments Ltd.) Bylaw 2017 No. 5282 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, and with the consultation requirement of Official Community Plan Consultation Policy (07-160); and further

That Council authorize staff to schedule the required Public Hearing for Aldergrove Community Plan Amendment Bylaw 2017 No. 5282.

EXECUTIVE SUMMARY:

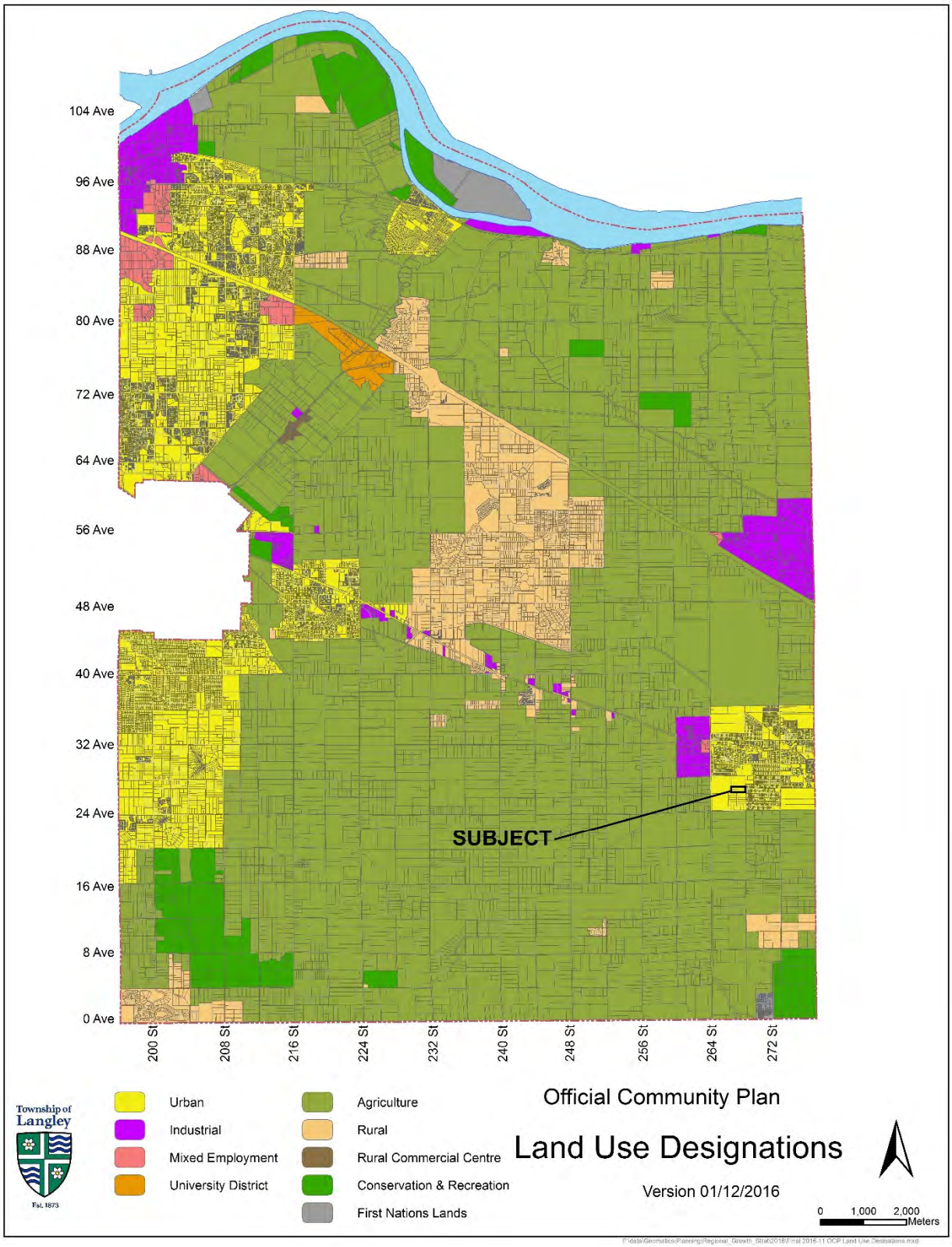
Creekland Park Developments Ltd. has applied to amend the Aldergrove Community Plan to include a 3.0 ha (7.4 ac) property located in the 2600 block of 268 Street. The proposed amendment will designate the lands for Low Density Residential and Medium Density Residential purposes and include the site in Development Permit Area 'A'. Should Council favourably consider the proposed amendment, the applicant indicates they will proceed with a concurrent rezoning and Development Permit application.

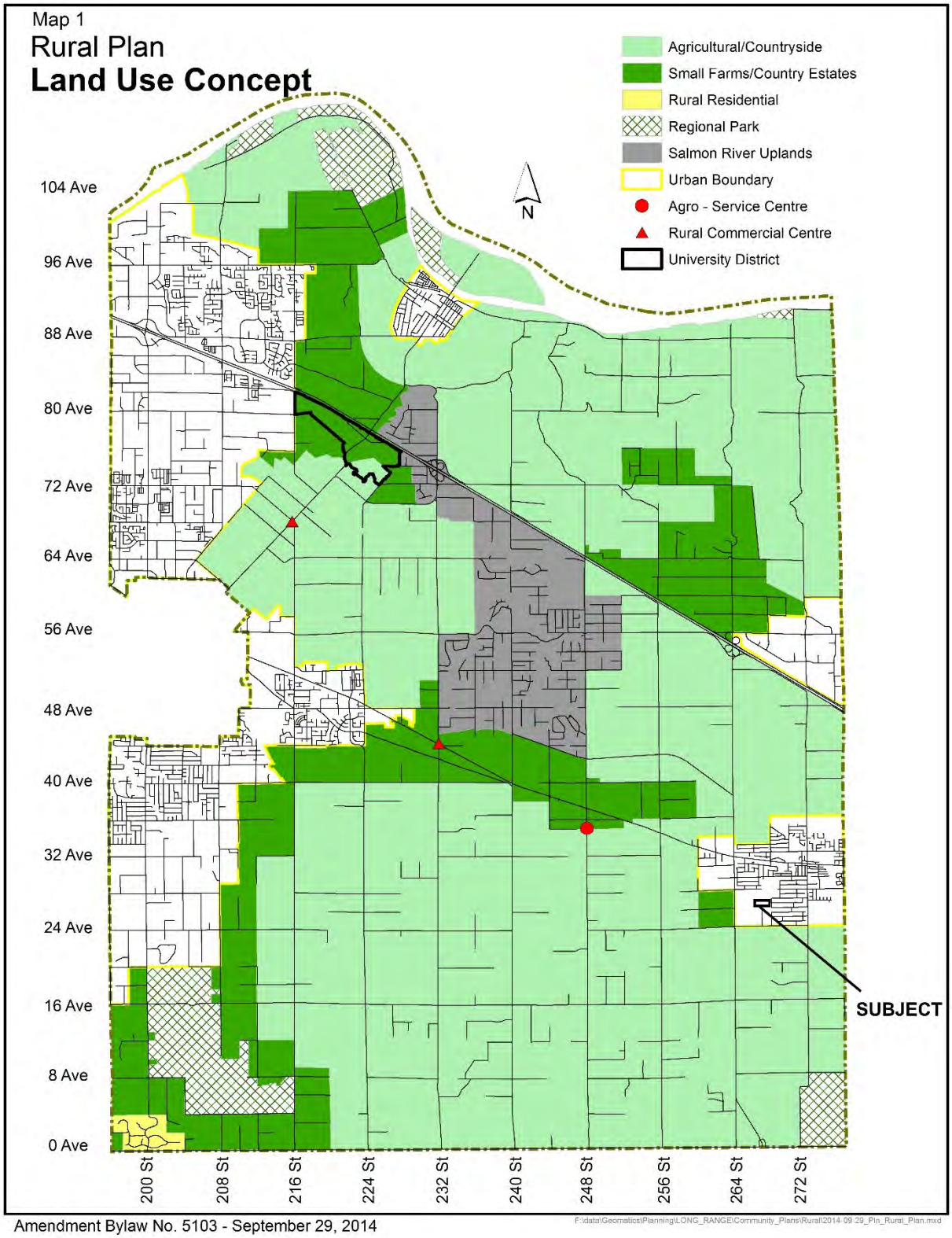
The proposed amendment is consistent with site's General Urban designation and location within the Urban Containment Boundary in the Regional Growth Strategy, its Urban designation in the Township's Official Community Plan and its location outside the Agricultural Land Reserve. Expansion of the residential population base of Aldergrove is also supportive of recent Township infrastructure and recreation facility initiatives in the community.

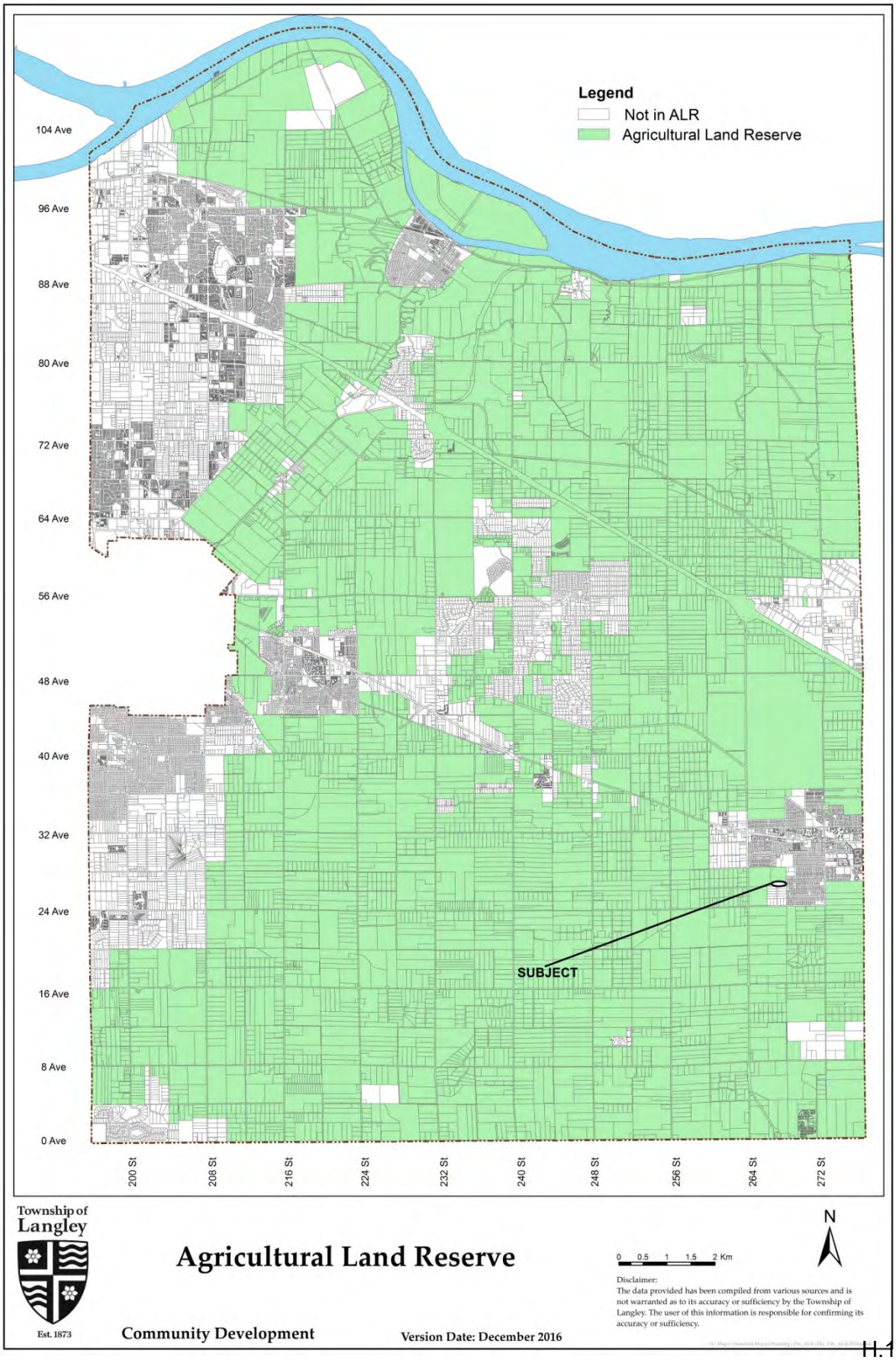
PURPOSE:

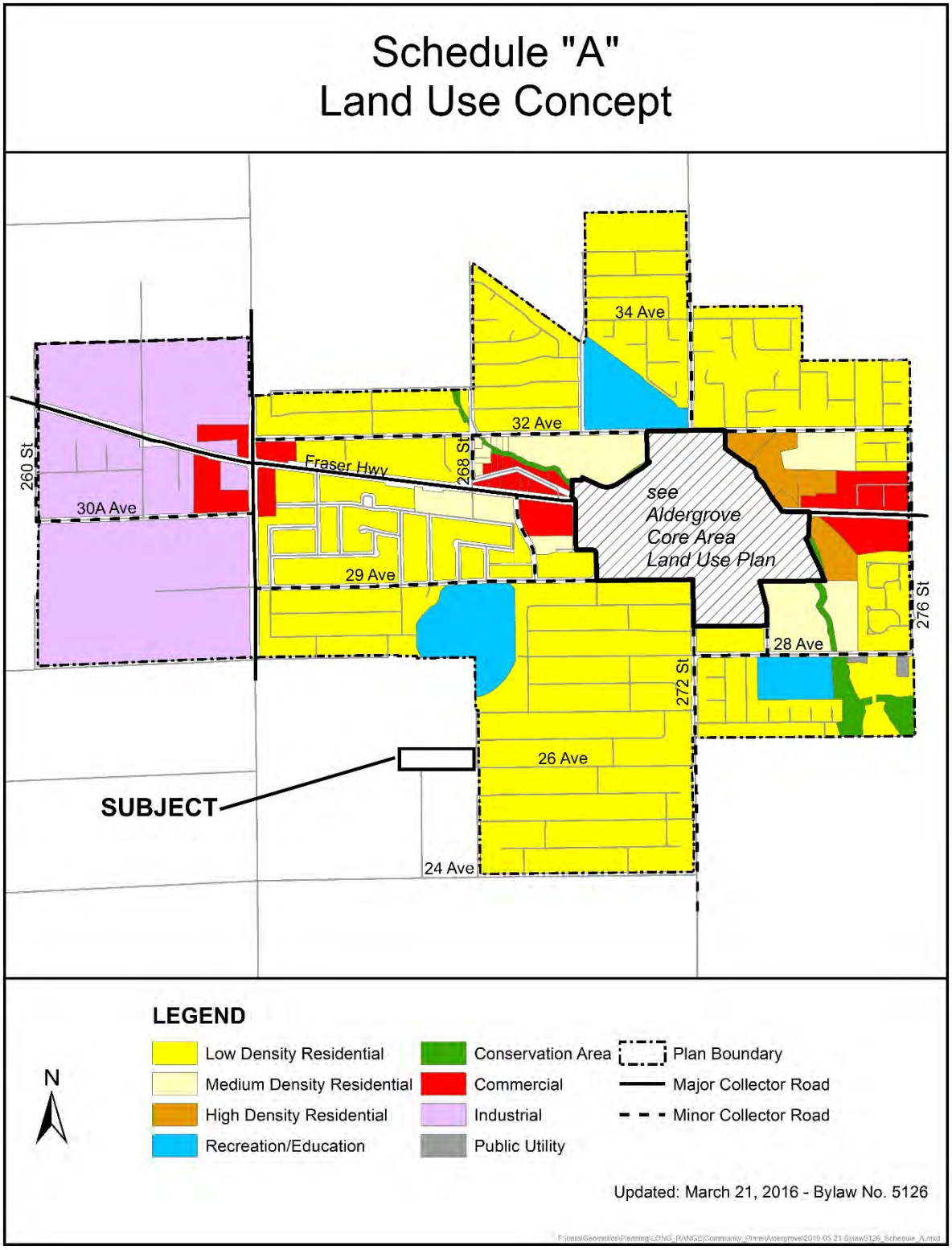
The purpose of this report is to advise and make recommendations to Council with respect to Aldergrove Community Plan Amendment Bylaw No. 5282.

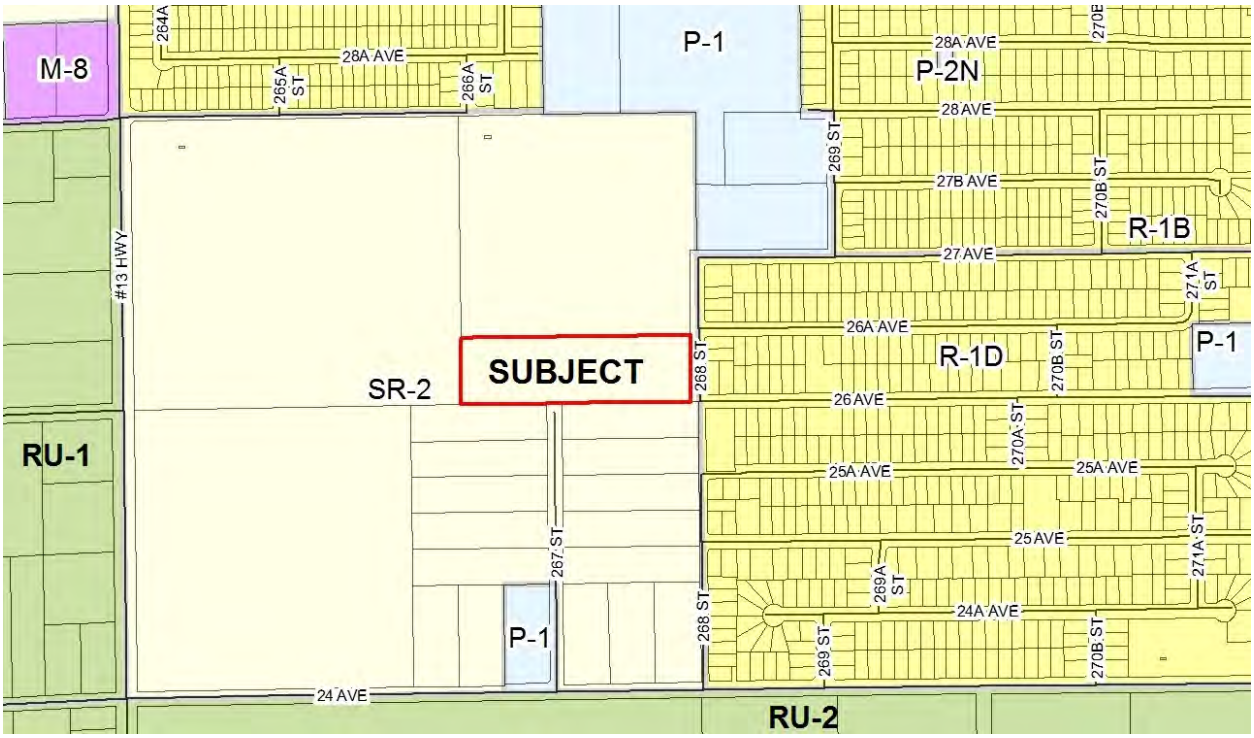
ALDERGROVE COMMUNITY PLAN AMENDMENT
APPLICATION NO. 100136
(CREEKLAND PARK DEVELOPMENTS LTD. / 2600 BLOCK OF 268 STREET)
Page 3 . . .




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


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


Schedule "A"
Land Use Concept
34 Ave
32 Ave
260 St
Fraser Hwy
268 St
30A Ave
see
Aldergrove
Core Area
Land Use Plan
29 Ave
276 St
28 Ave
272 St
26 Ave
SUBJECT
24 Ave
LEGEND
Low Density Residential
Medium Density Residential
High Density Residential
Recreation/Education
Conservation Area
Commercial
Industrial
Public Utility
Plan Boundary
Major Collector Road
Minor Collector Road
N
Updated: March 21, 2016 - Bylaw No. 5126



ZONING BYLAW NO. 2500

REFERENCE:

Owner:	Creekland Park Developments Ltd. 200 – 663 Sumas Way Abbotsford, BC V2S 7P4
Applicant:	Focus Architecture Inc. 109 – 1528 McCallum Road Abbotsford, BC V2S 8A3
Legal Description:	Lot 2 Section 19 Township 13 New Westminster District Plan BCP14381
Location:	West side of 2600 block 268 Street
Area:	3.0 ha (7.4 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Regional Growth Strategy:	General Urban; within Urban Containment Boundary
Official Community Plan:	Urban
Rural Plan:	No land use designation assigned, but site is within the Urban Boundary
Aldergrove Community Plan: (existing)	Not within Aldergrove Community Plan
Aldergrove Community Plan: (proposed)	Low Density Residential (net density up to 9 units per acre) and Medium Density Residential (net density of 10 – 12 units per acre)

BACKGROUND/HISTORY:

The subject property is located on the southwest edge of Aldergrove, and was formerly part of a 31.8 ha (78.6 ac) property known as the “Loucks Farm”. The Loucks Farm was located in the Agricultural Land Reserve (ALR) and extended between 264 and 268 Streets from 26 to 28 Avenues. In 2001, the Agricultural Land Commission (ALC) refused an application to exclude a 21.4 ha (52.9 ac) portion of the property from the ALR, and instead approved the exclusion of a 2.7 ha (6.7 ac) portion of the Loucks Farm property from the ALR, subject to provision of a buffer along the western edge of the proposed exclusion area. A subdivision plan was subsequently registered in 2004 to reflect the new ALR boundary, resulting in the creation of the 3.0 ha (7.4 ac) property which is the subject of the current application. As part of the subdivision approval process, a covenant was registered on the new parcel’s title securing future provision of a 15.0 m ALR buffer along the property’s western edge. Additional covenants were also registered providing notice of proximity to ALR lands, restricting site development until such time as full servicing was secured through a Servicing Agreement with the Township, and securing a non-disturbance area adjacent to a watercourse through the property.

The eastern 10.1 ha (25 ac) portion of the Loucks Farm (immediately north of the subject site) was subsequently subdivided from the remaining farm parcel and acquired by the Township (following approval from the ALC) to facilitate development of the Aldergrove Athletic Park.

DISCUSSION/ANALYSIS:

Focus Architecture Inc. has applied (on behalf of Creekland Park Developments Ltd.) to include a 3.0 ha (7.4 ac) site located on the west side of the 2600 block of 268 Street in the Aldergrove Community Plan to permit future residential development. Should Council favourably consider the proposed amendment, the applicant indicates they will proceed with a concurrent rezoning and Development Permit application.

The subject property is currently vacant, partially treed and is bisected in its central portion by a yellow-coded watercourse. The overall site slopes to the southwest.

Adjacent Uses:

North: Aldergrove Athletic Park and Rotary Field House (designated Urban in the Township's Official Community Plan, located in the ALR, and zoned Suburban Residential SR-2);

South: two (2) suburban residential properties (each 0.96 ha / 2.38 ac) fronting onto 267 and 268 Streets (designated Urban in the Township's Official Community Plan, not located in the ALR, and zoned Suburban Residential SR-2); these properties and other adjacent lands south to 24 Avenue are the subject of another separate application to be included in the Aldergrove Community Plan being processed concurrently with the subject Creekland Park application;

East: 268 Street, beyond which is an established single family residential neighbourhood (designated Low Density Residential in the Aldergrove Community Plan, zoned Residential R-1D);

West: an 18.5 ha (45.7 ac) agricultural property (remaining portion of the "Loucks Farm") fronting onto 28 Avenue and 264 Street (designated Urban in the Township's Official Community Plan, located in the ALR, and zoned Suburban Residential SR-2).

Aldergrove Community Plan Amendment:

The Metro Vancouver Regional Growth Strategy identifies the entire southwest Aldergrove area (from 264 to 268 Streets, between 24 and 28 Avenues) as within the Urban Containment Boundary and designated for General Urban purposes. Although the Township's Official Community Plan also designates this area for Urban purposes, it is not yet contained within the boundaries of the Aldergrove Community Plan.

A total of 20 properties are located within this southwest Aldergrove area, all of which are zoned Suburban Residential SR-2, with the exception of a church site (at the northwest corner of 24 Avenue and 267 Street) which is zoned Civic Institutional P-1. The three (3) largest properties in this area (i.e. the Aldergrove Athletic Park site, the remainder of the "Loucks Farm" and the property at 2434 – 264 Street) are also located in the ALR. Section 5.4.1 of the Township's Rural Plan acknowledges the incompatibility of the ALR and Urban designation boundaries in this area of Aldergrove where development areas are in the ALR. The Township is working on an ongoing basis to address this inconsistency through discussions with the ALC and as part of the Aldergrove Community Plan update process, a component of which would

also have addressed the inclusion of the non-ALR lands into the Aldergrove Community Plan. Given the ongoing process involving resolution of the ALR sites as part of a larger exercise, the subject property (and others to its south) have elected to proceed with plan amendment applications.

The applicant (in cooperation with the adjacent applicant to the south) has provided a neighbourhood planning analysis (Attachment A) to identify potential land uses, road patterns and servicing items required to accommodate urban development of the subject site and the other non-ALR lands in southwest Aldergrove. The applicant's proposed amendment to the Aldergrove Community Plan is provided as Attachment B to this report. The amendment proposes to designate the eastern portion of the site as Low Density Residential (net density of up to 9 units per acre) to accommodate future development of single family lots fronting 268 Street. The balance of the site is proposed to be designated Medium Density Residential (net density of 10 – 12 units per acre) to accommodate a future townhouse development.

The Aldergrove Community Plan generally assigns the most intense residential land uses / densities to the Aldergrove Core area (centred on Fraser Highway and 272 Street), with densities decreasing toward the edge of the plan. Accordingly, a land use designation for the entire site (located on the outer edge of the plan area) available in the Plan is Low Density Residential, which matches the designation of lands immediately east of 268 Street and the intervening area between the subject site and the Core area. The proponent has applied to designate the western portion of the subject land as Medium Density Residential. Staff note the proposed Medium Density Residential designation can be considered in anticipation of an offsetting community benefit being advanced by the applicant and secured as part of a future rezoning application to reflect the increased density.

Bylaw No. 5282 designates the subject property as Low Density Residential and Medium Density Residential within the Aldergrove Community Plan area. The bylaw also:

- Adds the subject land to Development Permit Area 'A' – Multi Family to require Development Permit applications to regulate the form and character of future multi family residential proposals on the lands.
- Adds the term "townhouse" to the Medium Density Residential and High Density Residential designations in the Aldergrove Community Plan to reflect current terminology and to accommodate the townhouse form proposed on a portion of the subject site.

Preliminary Development Proposal:

As part of the current Aldergrove Community Plan amendment application, the proponent has submitted a preliminary site plan (Attachment C) illustrating potential development of the property. The site plan is provided for information purposes at this time, and will be reviewed in more detail in conjunction with a future rezoning and Development Permit application, should Council favourably consider the Aldergrove Community Plan amendment.

The preliminary layout submitted by the applicant proposes six (6) single family residential lots (ranging in size from 335 to 405 m^2 / 3,606 to 4,360ft^2) along the east edge (268 Street frontage) of the property. The layout also indicates the extension of 26 Avenue (north half) from 268 Street westward to 267 Street, development of 62 townhouse units (accessed from 26 Avenue), and provision of a 15.0 m wide buffer along the west edge of the site (ALR boundary). Staff note that the layout has been prepared without benefit of any detailed analysis of existing trees on the site, which may affect the proposal. Staff anticipate working with the

proponent to address the following items through revisions to the development proposal prior to reviewing a future rezoning / Development Permit application:

- Proposed single family lots on 268 Street should mirror the R-1D zoning (minimum lot size 650 m^2 / 7,000 ft^2) of the established neighbourhood east of 268 Street;
- 26 Avenue (identified as a major collector road in the Master Transportation Plan and in Map 7 – Road Classifications in the Official Community Plan) should extend along the entire southern edge of site rather than terminating at 267 Street;
- The Age Friendly Amenity Area proposed within the ALR buffer on the west edge of the site is not permitted, and should be accommodated elsewhere in the proposed townhouse site;
- Pedestrian linkages (trails) connecting to Aldergrove Athletic Park should be provided along the 268 Street frontage, adjacent to the ALR buffer and from the ALR buffer east on 26 Avenue to 267 Street;
- Density calculations should be based on net site area (total area minus road dedications and areas below top of bank of watercourses);
- Overall net density not to exceed 9 units per acre, consistent with the Low Density Residential designation (staff note that site layout revisions to reflect items mentioned above will result in fewer units than indicated in the applicant's preliminary layout);
- Site planning to incorporate an ISDC (Integrated Site Design Concept) to address tree retention and protection matters.

Official Community Plan Consultation Policy:

In accordance with the Official Community Plan Consultation Policy (07-160), the Langley School District was consulted during the early stages and throughout the Official Community Plan (OCP) amendment application process. The School District did not express any concerns regarding the proposed amendment in comments provided (Attachment D), and anticipates being able to accommodate students from development of this site within existing capacity at Shortreed Elementary, Betty Gilbert Middle and Aldergrove Secondary schools. Staff recommends that Council consider the consultation completed consistent with the requirements of the Official Community Plan Consultation Policy (07-160).

Council's Official Community Plan Consultation Policy also requires Council to consider the OCP amendment in conjunction with the financial plan and any applicable waste management plan. Staff recommend that Council consider the proposed OCP amendment consistent with the Township's financial plans (both operating and capital) and Metro Vancouver's waste management plans.

Public Consultation:

As per Policy No. 07-164, the applicant held a public meeting on February 23, 2017. Results of the Developer Held Public Information Meeting are provided as Attachment E.

Zoning:

The subject development site is currently zoned Suburban Residential Zone SR-2. Should Council favourably consider the proposed Community Plan amendment (Bylaw No. 5282), the applicant indicates they will proceed with concurrent rezoning and Development Permit applications. In conjunction with the rezoning application, a subdivision application will be required to create the proposed single family lots (fronting 268 Street), the proposed townhouse site(s), road dedications and any areas being transferred to the Township (if applicable).

Development Permit:

Bylaw No. 5282 proposes to include the subject site in Development Permit Area 'A' – Multi Family of the Aldergrove Community Plan to provide Council the opportunity to review the form, character and siting of future multi-family development. Should Council favourably consider the proposed Community Plan amendment (Bylaw No. 5282), the applicant will proceed with concurrent rezoning and Development Permit applications.

Adaptable Housing:

In accordance with Schedule 2 – Adaptable Housing Requirements of the Official Community Plan, a minimum of 5% of units in single family and townhouse developments are to be provided as adaptable housing. This provision will be implemented in conjunction with a future rezoning application.

Tree Protection/Replacement:

Tree protection / replacement details will be addressed in conjunction with a future rezoning application.

Greenways:

Current Township practice is to determine Community Amenity Contributions in concert with Neighbourhood Planning and Community Planning processes. As the timing of the Aldergrove Community Plan update process is uncertain, an alternate mechanism to secure Community Amenity Contributions is required. Accordingly, a Phased Development Agreement will be required in conjunction with a future rezoning application. This approach is similar to that used in processing development applications in the Brookswood/Fernridge Community Plan area, where such agreements have been prepared outlining amenity items with a resultant contribution of $78,740 per developable acre.

Staff note that topographical constraints and existing drainage infrastructure preclude a trail linkage to Aldergrove Athletic Park through the middle of the subject property. Pedestrian linkages to Aldergrove Athletic Park are desired along the subject site's 268 Street frontage, adjacent to the ALR buffer at the west end of the site, and from the ALR buffer east on 26 Avenue to 267 Street. Provision of these items will be secured in conjunction with a future rezoning application.

Servicing:

Although an Engineering Services Plan has not yet been prepared for the southwest Aldergrove area (in the absence of a comprehensive community planning process), the applicant's engineering consultant has completed a preliminary servicing concept for the area. The concept anticipates servicing the subject site via utility extensions along a new road (26 Avenue) which is identified as an east/west collector road along the south edge of the subject lands in the Official Community Plan (Map 7 – Road Classifications) and in the Master Transportation Plan. Stormwater is anticipated to be directed to the existing detention pond at 24 Avenue and 266 Street. Sanitary sewer will require servicing extensions to be completed, along with a sanitary lift station.

Detailed servicing requirements will be determined in conjunction with a future rezoning application, at which time the applicant will be required to enter into a Servicing Agreement to secure works and services such as construction of road works, greenways, tree replacement, community stormwater detention pond and utility upgrades and/or extensions to the acceptance of the Township. Road dedications, widening, and necessary traffic improvements (both on-site and off-site) will be required in accordance with the Subdivision and Development Servicing Bylaw. 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.

Environmental Considerations:

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

Preliminary watercourse mapping has been undertaken in conjunction with the Aldergrove Community Plan update project. Details concerning the yellow-coded watercourse which bisects the centre of the subject site will be addressed in conjunction with the future rezoning application. Staff note that a non-disturbance covenant in favour of the federal Department of Fisheries and Oceans was previously registered in 2004 in conjunction with a subdivision application which created the subject parcel. This covenant, which predates adoption of the Township's Streamside Protection provisions, will need to be replaced with a new covenant in favour of the Township to comply with the current Streamside Protection and Enhancement provisions contained in Schedule 3 of the Official Community Plan.

School and Park Sites:

School and park site items (including compliance with the Township's 5% Neighbourhood Parkland Acquisition Policy) will be addressed in conjunction with the future rezoning application. Staff note the subject site is in close proximity to the Aldergrove Athletic Park (to the immediate north) and Betty Gilbert Elementary School (at 26845 – 27 Avenue).

POLICY CONSIDERATIONS:

The subject site is designated for General Urban purposes and is within the Urban Containment Boundary in the Metro Vancouver Regional Growth Strategy. The Township's Official Community Plan also designates the lands for Urban purposes. An amendment to the Aldergrove Community Plan to incorporate the subject land and assign it land use designations to guide future development is consistent with the site's Urban designation in the Official Community Plan. Expansion of the residential population base of Aldergrove is also supportive of recent Township infrastructure and recreation facility initiatives in the community.

Should Council favourably consider the proposed Community Plan amendment (Bylaw No. 5282), the applicant indicates they will proceed with concurrent rezoning and Development Permit applications for the subject site.

Staff recommend that Council give first and second reading to Bylaw No. 5282 and authorize staff to schedule the required Public Hearing.

Respectfully submitted,

Robert Knall
MANAGER, DEVELOPMENT PLANNING
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Neighbourhood Planning Analysis
ATTACHMENT B	Applicant's Proposed Community Plan Amendment
ATTACHMENT C	Preliminary Site Plan – submitted by applicant
ATTACHMENT D	School District #35 comments
ATTACHMENT E	Public Information Meeting comments / summary

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO.3800 AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW 2018 NO. 5335 AMENDMENT (QUALICO) BYLAW NO. 5890

EXPLANATORY NOTE

Bylaw No. 5890 amends the Williams Neighbourhood Plan to add additional area to the Rowhouse/Townhouse designation and to remove additional parking requirements from this designation.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO.3800
AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW 2018 NO. 5335
AMENDMENT (QUALICO) BYLAW NO. 5890

A Bylaw to amend Williams Neighbourhood Plan No.5335

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 (Williams Neighbourhood Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335 Amendment (Qualico) Bylaw No. 5890”.

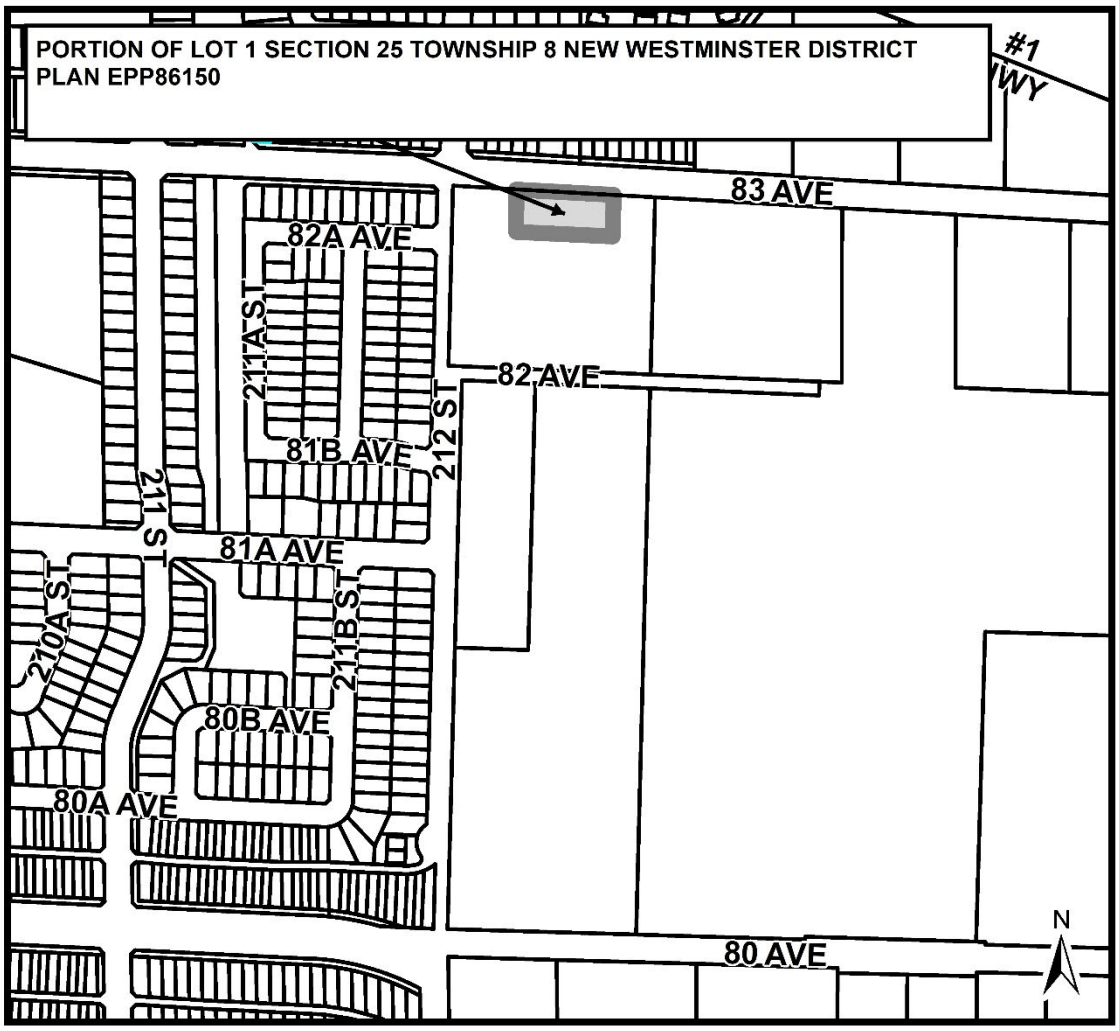
2. Langley Official Community Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335 as amended is further amended by:

    a. Amending Map 1 to redesignate lands shown in Schedule “A” to Rowhouse/Townhouse (8-15 UPA)
    b. Removing the following from Section 5.5.1 4. b. “Provide a minimum of four (4) off-street parking spaces for these dwelling units. All parking spaces within a building shall be non-tandem.

READ A FIRST TIME the	29	day of	May	, 2023
READ A SECOND TIME the	29	day of	May	, 2023.
PUBLIC HEARING HELD the	12	day of	June	, 2023.
READ A THIRD TIME the		day of		, 2023.
ADOPTED the		day of		, 2023.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5890



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (QUALICO) BYLAW NO. 5891

EXPLANATORY NOTE

Bylaw No. 5891 rezones 4.9 ha (12.2 ac) of land located at 21200 Block of 83 Avenue from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-183 to accommodate a maximum of 196 units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (QUALICO) BYLAW NO. 5891

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

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

1. This Bylaw may be cited for all purposes as "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico) Bylaw No. 5891".

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

   a. Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-183" after the words "Comprehensive Development Zone CD-182"

   b. Adding to Section 110.1 after the words "CD-183" the words "CD-183 – 4.0 ha"

   c. Adding after Section 1082 "Comprehensive Development Zone CD-182" the following as Section 1083 "Comprehensive Development Zone CD-183"

1083 **COMPREHENSIVE DEVELOPMENT ZONE CD-183**

Uses Permitted

1083.1 In the CD-183 Zone only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings* and *uses*
2) *accessory home occupations* subject to Section 104.3
3) *townhouses*

Density

1083.2 *Residential uses* shall consist of a maximum of 196 *townhouses*. Overall density shall be in accordance with the provisions of the Williams Neighbourhood Plan.

Lot Coverage

1083.3 *Buildings* and *structures* shall not cover more than 40% of the *lot area*.

Siting of Buildings and Structures

1083.4 Siting of *buildings* and *structure* shall be in accordance with the provisions of the Development Permit.

Height of Buildings and Structures

1083.5 The *height* of *buildings* and *structures* shall not exceed three (3) storeys

Parking and Loading

1083.6 Parking and loading shall be provided in accordance with Section 107 and be in accordance with the provisions of the Development Permit. Units fronting arterial roads must provide a minimum of 4 off-street parking spaces per *dwelling unit.*

Subdivision Requirements

1083.7 All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2011 No. 4861 as amended.

Landscaping, Screening and Fencing

1083.8 Landscaping areas, landscaping screens and fencing shall be provided in accordance with the provisions of a Development Permit.

Age Friendly Amenity

1083.9 Age Friendly *Amenity areas* shall be provided in accordance with Section 111.5 and in accordance with the Development Permit.

Development Permit Requirements

1083.10 An application for a Development Permit shall be submitted to Council for its consideration prior to issuance of a *Building* Permit.

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

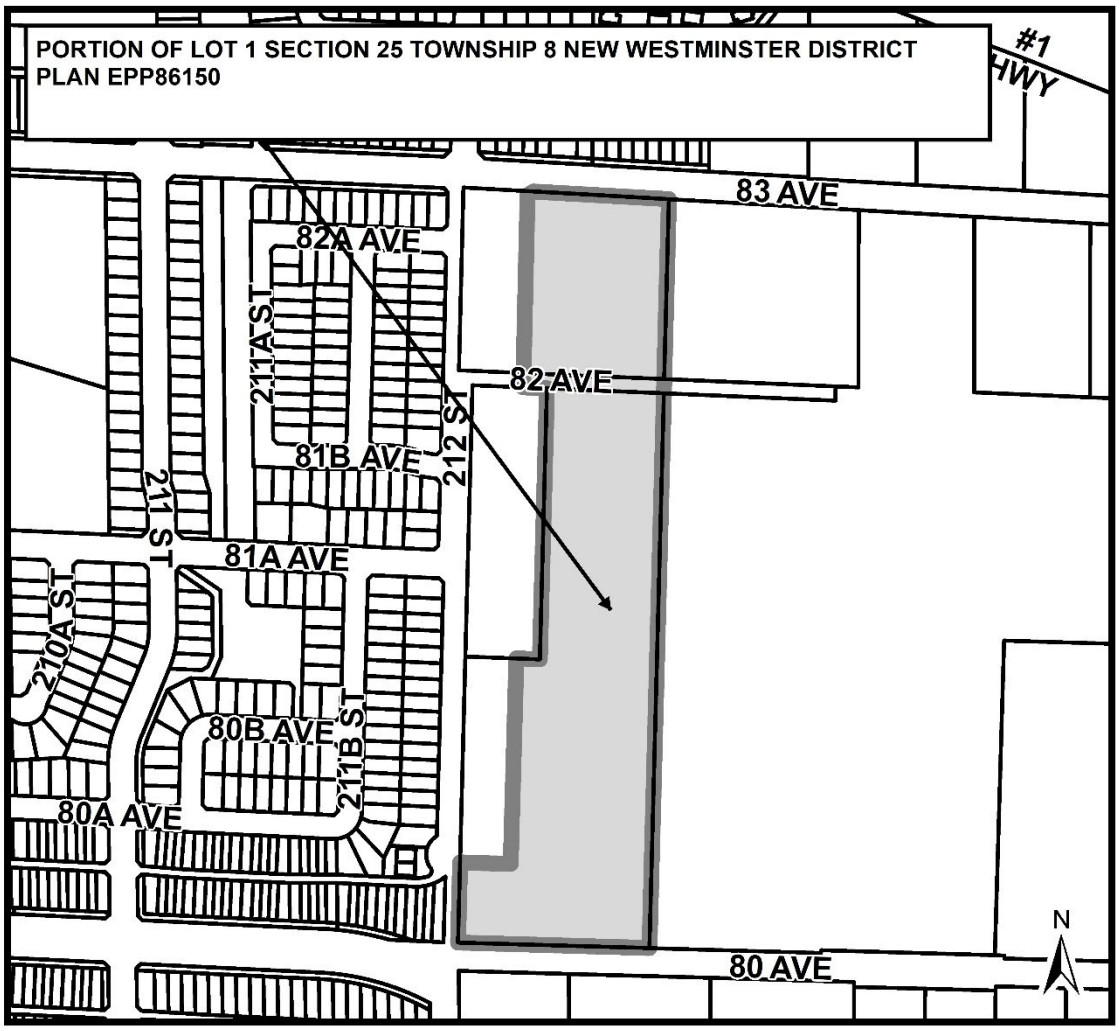
Portion of Lot 1 Section 23 Township 8 New Westminster District Plan EPP86150

as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Comprehensive Development Zone CD-183.

READ A FIRST TIME the	29	day of	May	, 2023
READ A SECOND TIME the	29	day of	May	, 2023.
PUBLIC HEARING HELD the	12	day of	June	, 2023.
READ A THIRD TIME the		day of		, 2023.
ADOPTED the		day of		, 2023.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5891



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 29, 2023 - REGULAR MEETING	**REPORT:**	23-98
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-25-0120
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING APPLICATION NO. 100238 (1102827 BC LTD. / 1117488 BC LTD. / QUALICO MITCHELL WILLIAMS LLP / 21200 BLOCK OF 83 AVENUE)		

PROPOSAL:

Application to amend the Williams Neighbourhood Plan and rezone approximately 4.9 ha (12.2 ac) of land located at the 21200 Block of 83 Avenue to Comprehensive Development Zone CD-183 to facilitate a townhouse development.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaws No. 5890 and 5891 subject to 18 development prerequisites being satisfied prior to final reading and that staff be authorized to schedule the required Public Hearing.

RATIONALE:

The proposed development complies with the overall objectives of the Willoughby Community Plan and Williams Neighbourhood Plan.

RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335 Amendment (Qualico) Bylaw No. 5890 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico) Bylaw No. 5891 rezoning 4.9 ha (12.2 ac) of land located at the 21200 Block of 83 Avenue to Comprehensive Development Zone CD-183 to facilitate the development of a townhouse development, 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 community stormwater management facility with associated amenities in accordance with the Township's Subdivision and Development Servicing Bylaw and the Williams Neighbourhood Plan;
3. Provision of a sanitary lift station and force main in accordance with the Township's Subdivision and Development Servicing Bylaw and the Williams Neighbourhood Plan;
4. Provision of a neighbourhood park and elementary school site in accordance with the Township's Subdivision and Development Servicing Bylaw and Williams Neighborhood Plan;

5. Provision of road dedications, widenings, and necessary traffic improvements including dedications in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw, and the Williams Neighbourhood Plan;
6. Provision of a layout demonstrating the development potential of 21214 – 82 Avenue (and restrictive covenant to secure an interim access condition) and incorporation of revisions and/or security as needed;
7. Dedication and construction of a 4.5 m wide street greenway on the south side of 83 Avenue:
8. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
9. Compliance with Age Friendly Amenity Area requirements;
10. Provision of greenways (83 Avenue), Watercourse Compensation Area, Neighbourhood Landmark, public art location, and pedestrian links in accordance with the Subdivision and Development Servicing Bylaw and the Williams Neighbourhood Plan;
11. 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);
12. Registration of restrictive covenants acceptable to the Township:
    a. Identifying a minimum of 5% of the townhouse units in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan;
    b. Prohibiting townhouse unit garages from being developed for purposes other than parking vehicles and prohibiting the development of secondary suites within individual townhouse units;
    c. Prohibiting reliance on street parking;
13. Registration of statutory rights-of-way to acceptance of the Township to secure public pedestrian connections;
14. Provision of a subdivision plan to create the subject parcel;
15. Completion of a road closure bylaw for 80 Avenue;
16. Approval of the rezoning bylaw by the Ministry of Transportation and Infrastructure (MOTI);
17. Compliance with the Community Amenity Contributions Policy, Willoughby Arterial Road Completion Amenity Policy if applicable, and the requirements of the Willoughby Greenway Amenity Policy;
18. 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 compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy;

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335 Amendment (Qualico) Bylaw No. 5890 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);

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 5890 and 5891.

EXECUTIVE SUMMARY:

Qualico, on behalf of the owners, has applied to develop 4.9 ha (12.2 ac) of land located at the 21200 Block of 83 Avenue to a new Comprehensive Development Zone. To facilitate the development, the applicant proposes to amend the Williams Neighbourhood Plan (NP) to change the land use designation for an approximately 0.2 ha (0.51 ac) portion of the property from Single Family Residential (6 – 8 units per acre (UPA)) to Rowhouse/Townhouse and remove parking requirements specific to the site. Additionally, the application proposes to rezone the site to Comprehensive Development Zone CD-183 to accommodate the proposal.

A delegated development permit for form and character is being processed concurrently.

As the proposal is consistent with and supports the overall objectives of the Willoughby Community Plan and Williams Neighbourhood Plan, staff recommend that Council consider the neighbourhood plan amendment and rezoning request, subject to the completion of 18 development prerequisites.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Williams Neighbourhood Plan Amendment Bylaw No. 5890 and Rezoning Bylaw No. 5891.

REFERENCE:

Owner:	1102827 BC Ltd. 117488 BC Ltd. 201, 6525 – 177B Street Surrey, BC V3S 5N4
Agent:	Qualico Mitchell Williams LLP 201, 6525 – 177B Street Surrey, BC V3S 5N4
Legal Description:	Portion of Lot 1 Section 23 Township 8 New Westminster District Plan EPP86150
Location:	21200 Block of 83 Avenue
Area:	4.9 ha (12.2 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD-183
Willoughby Community Plan:	Multi-family
Williams Neighbourhood Plan:	Single Family Residential (6 –10 UPA) Rowhouse/Townhouse (8 – 15 UPA) Townhouse Strata (8 – 22 UPA) Watercourse Compensation Area

BACKGROUND/HISTORY:

- The subject lands are currently zoned Suburban Residential Zone SR-2 and designated Single Family Residential (6 – 10 UPA), Rowhouse/Townhouse (8 – 15 UPA), Townhouse Strata (8 – 22 UPA) and Watercourse Compensation Area in the Williams Neighbourhood Plan.
- During the adoption of the Williams NP, a requirement for increased off-street parking was included for the Rowhouse/Townhouse. The subject site is the only such designation in the Plan.

DISCUSSION/ANALYSIS:

- Qualico, on behalf of the owners, has applied to rezone the property to Comprehensive Development Zone CD-183 to facilitate a townhouse development.
- The applicant also proposes to amend the land use designation for a 0.2 ha (0.5 ac) northerly portion of the subject site designated for Single Family Residential to Rowhouse/Townhouse.
- Approximately 4.1 ha (10.1 ac) of the site is designated as Rowhouse/Townhouse. Per Section 5.5.1.4.b of the Williams NP a minimum of four non-tandem off-street parking spaces is required for all Rowhouse/Townhouse units.
- Additionally, Section 5.5.2.3b of the Williams NP requires a minimum of four non-tandem off-street parking spaces for all units fronting 80 Avenue and 83 Avenue, designated as Townhouse Strata.

- The applicant is requesting to reduce the required parking to eliminate the requirement for four non-tandem parking spaces except for units that front an arterial road.
- Based on the combined density of the site (15.4 UPA), a maximum of 196 townhouses is achievable. Provision of a finalized site plan is subject to resolution of parking requirements.
- As the subject parcel is located within 800 m of the TransCanada Highway interchange, MOTI approval of the Bylaws is required.

Adjacent Uses:

	Existing Use	Neighbourhood Plan Designation	Existing Zoning
North:	83 Avenue, beyond which are multiple single family properties.	Mixed Residential (Yorkson NP)	Residential Compact Zones R-CL and R-CL(A)
South:	80 Avenue, beyond which is a single family property	Public Art Townhouse Strata (8 – 22 UPA) (Williams NP)	Suburban Residential SR-2
East:	Two properties that form part of a larger land assembly, currently under application (TOL Project No. 08-25-0098) for the development of a film studio, office, and warehouse uses	Business Park (Williams NP)	Suburban Residential SR-2
West:	212 Street, beyond which are multiple single family properties	Mixed Residential (Yorkson NP)	Residential Compact Lot Zone R-CL, R-CL(B), R-2 and R-CL(RH)

Community / Neighbourhood Plan Amendment:

- The site is split-designated in the Williams Neighbourhood Plan Single Family Residential (6 – 8 UPA), Rowhouse/Townhouse (8-15 UPA), Townhouse Strata (8-22 UPA), and Watercourse Compensation Area.
- Amendments to the Williams Neighbourhood Plan include:
    - Amending the land use designation for an approximately 0.2 ha (0.5 ac) northern portion of the property fronting 83 Avenue from Single Family Residential (6 – 8 UPA) to Rowhouse/Townhouse (8 – 15 UPA). Staff note that given the limited extent of the modification to the land use designation, it results in a modest increase in permitted density and an additional 3.5 units.
    - Removing Section 5.5.1.4b requiring four non-tandem parking spaces for all townhouse and rowhouse units for this specific site.

Zoning Amendment:

- Bylaw No. 5891 proposes to rezone the site to a new Comprehensive Development Zone CD-183 to facilitate a maximum 196 units (15.4 UPA).
- Staff note achievable number of units is dependant on a number of factors including but not limited to the project's parking amendment request, Zoning Bylaw provisions, and provision of a development permit consistent with the applicable Development Permit Area guidelines.
- A conceptual site plan (subject to review) is included as Attachment E.
- The CD-183 zone will include a requirement for units fronting arterial roads to provide a minimum of four off-street parking spaces per unit.
- Proposed Comprehensive Development Zone CD-183 has been drafted to accommodate the proposed townhouse use.

Development Permit:

- The subject site is located in Development Permit Area 'B' – Residential (for form and character) in the Willoughby Community Plan.
- Council, through Bylaw No. 5246 (Development Permit Delegation Bylaw), delegated issuance of Development Permits for residential developments without commercial or industrial components with a density equal to or less than 25 UPA to a delegated staff official.
- As the proposed residential development is less than 25 UPA, the associated application is being processed concurrently for consideration by a delegated staff official

Community Amenity Contributions:

The Community Amenity Contributions (CAC) Policy applies to the subject rezoning and specifies target contribution amounts based on unit types.

Section 5.2.f of the Community Amenity Policy outlines where an application that includes an increase in the residential density beyond that established in the plan, an additional $20,000 per Townhouse unit achievable is due. Staff note from the proposed changes in land use, an additional 3.5 units are achievable.

Based on current rates, the CAC calculation for this proposal is as follows:

	Unit Count	**Rate per unit**	**Total**
Townhouse	196	$14,400	$2,822,400
Density Bonus	4	$20,000	$80,000
Total			**$2,902,400**

Tree Protection / Replacement:

The applicant has submitted tree management plans indicating the following:

Significant Trees on Site	**Significant Trees Retained**	**Replacement Trees Required**	**Replacement Trees Provided**	**Street Trees Provided**	**Total Trees Post Development**
16	4	244	244	26	274

- Detailed Tree Management and Landscape plans will be reviewed as part of the concurrent development permit application.
- The Williams NP includes pedestrian links throughout the middle and southern portion of the site. Securing these via right-of-ways has been included as a rezoning prerequisite.

Policy Considerations:

The proposed Williams Neighbourhood Plan amendment, rezoning and development permit application facilitates:

- development of a maximum 196 townhouse units;
- amending the land use designation for an approximately 0.2 ha (0.5 ac) of the property from Single Family Residential (6 – 8 UPA) to Rowhouse/Townhouse (8 – 15 UPA); and
- removing the requirement for four non-tandem parking spaces from the Williams Neighborhood Plan for this specific site for townhouse and rowhouse units not fronting an arterial road.

The proposal is consistent with the overall goals and objectives of the Willoughby Community Plan and Williams Neighbourhood Plan. Though the project seeks to reduce the requirement for parking for this particular site, the requested parking rate of two spaces per unit, except for those fronting an arterial street, is consistent with the parking requirements for similar projects throughout the Willoughby Community Plan area. Staff recommend that Council give first and second reading to Bylaws No. 5890 and 5891 (subject to 18 development prerequisites); and authorize staff to schedule the required Public Hearing for Willoughby Community Plan and Williams Neighbourhood Plan Amendment Bylaw No. 5890 and Rezoning Bylaw No. 5891.

Respectfully submitted,

Ruby Sandher
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

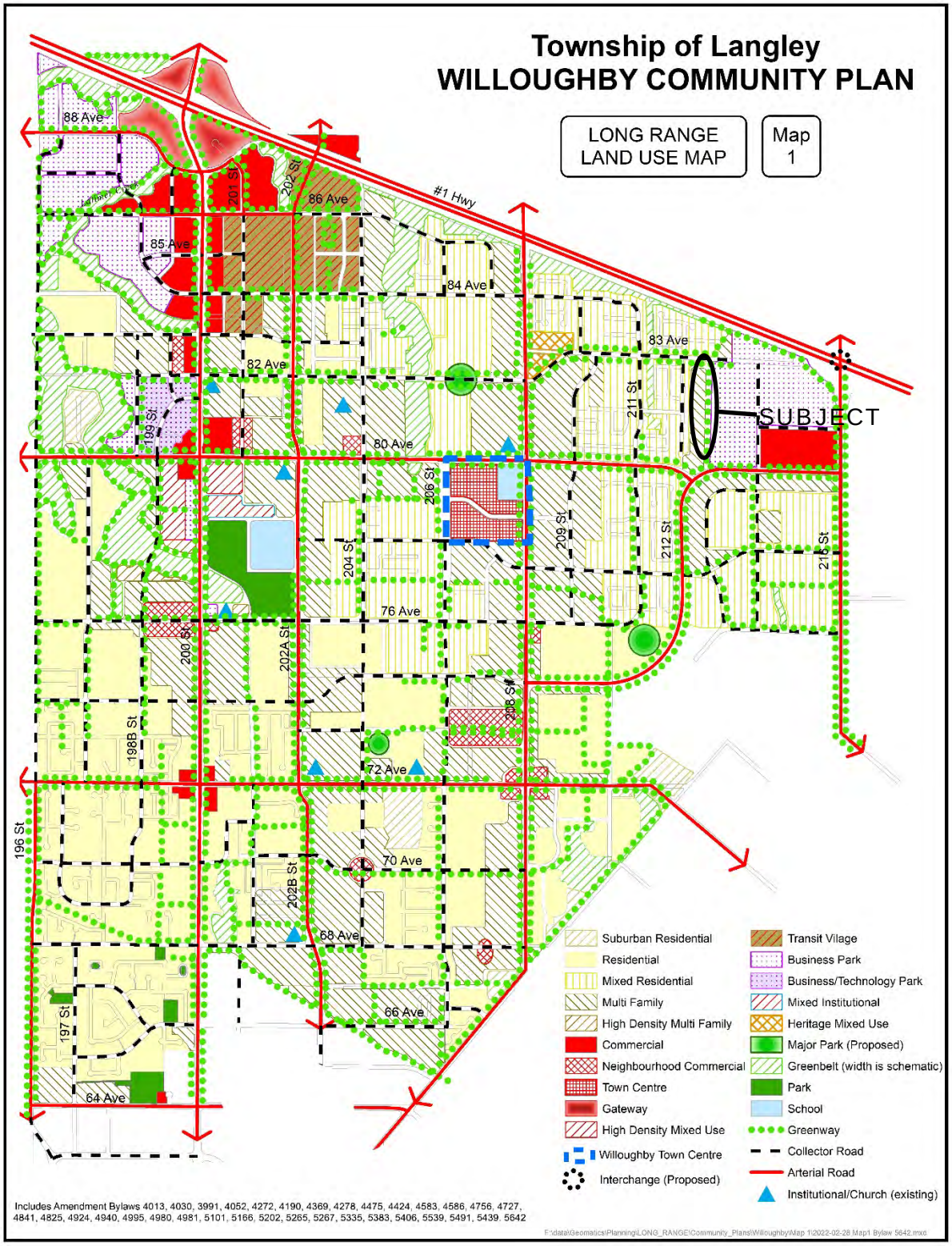
ATTACHMENT A	Aerial Context Map
ATTACHMENT B	Willoughby Community Plan Map
ATTACHMENT C	Williams Neighbourhood Plan Map
ATTACHMENT D	Zoning Bylaw No. 2500 Map
ATTACHMENT E	Conceptual Site Plan

ATTACHMENT A

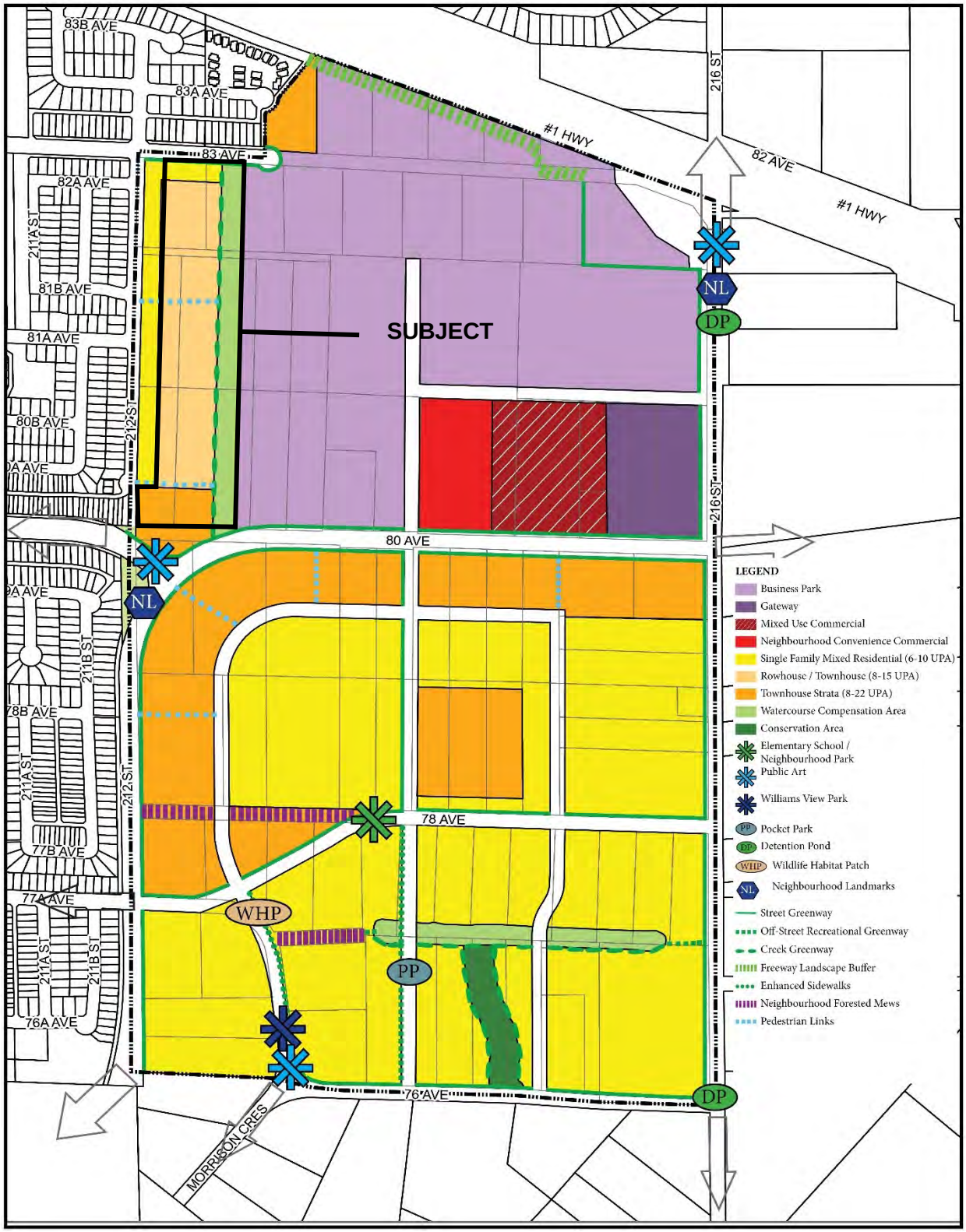


AERIAL PHOTO

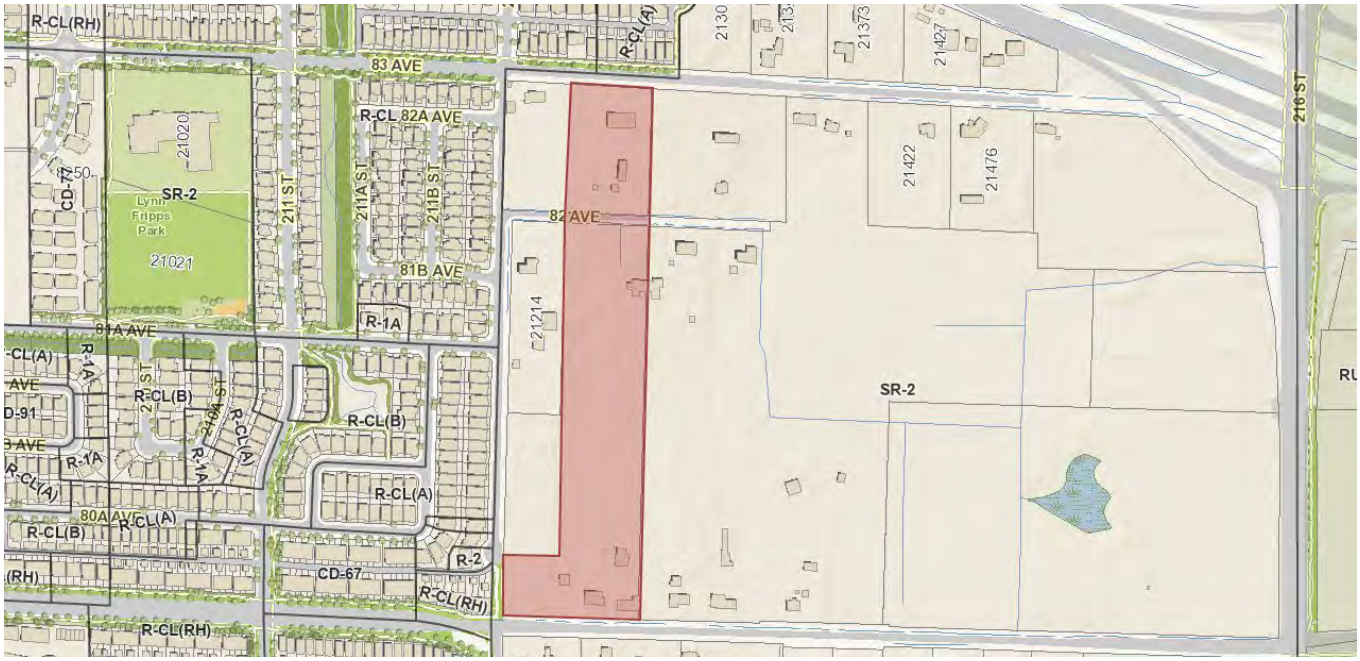
ATTACHMENT B



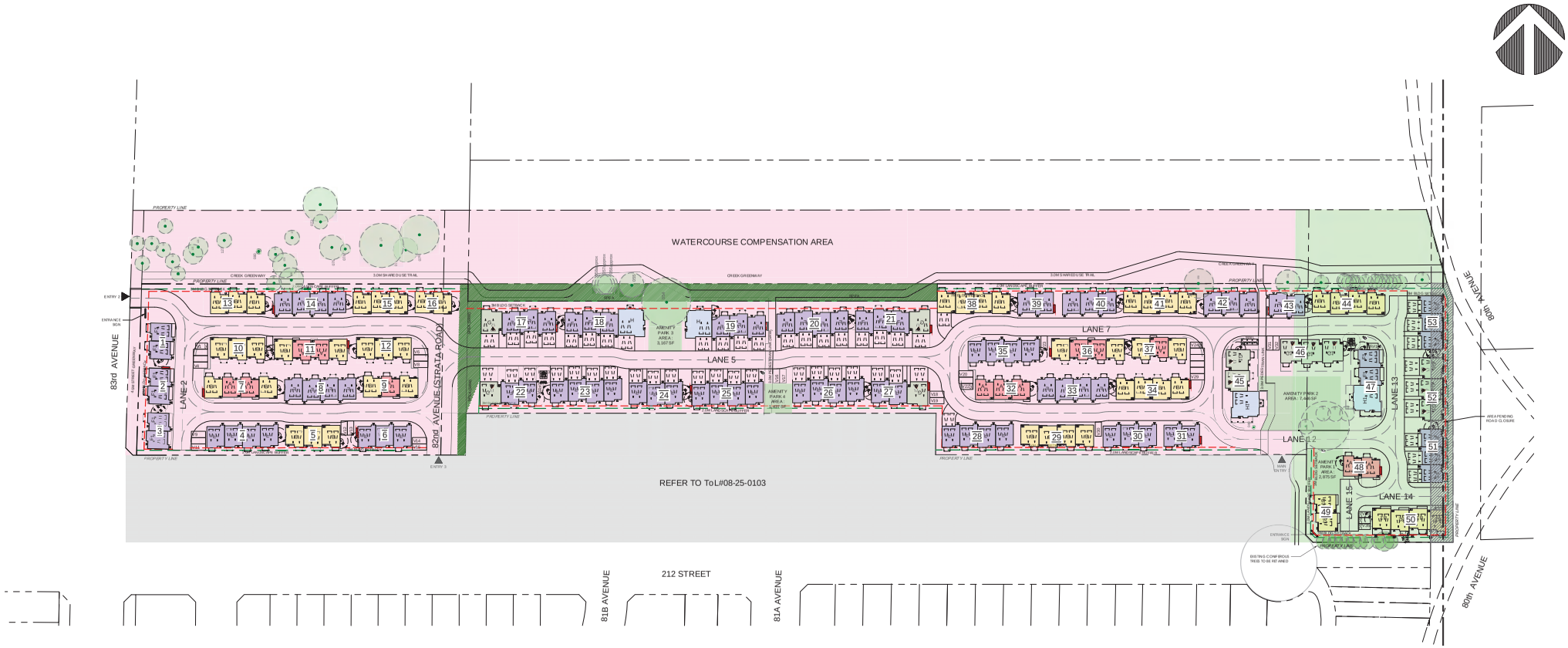
ATTACHMENT C



ATTACHMENT D



ZONING BYLAW NO. 2500



LEGEND:

- AREA 'A' [ROWHOUSE/TOWNHOUSE] 10.12 Acres
- AREA 'B' [TOWNHOUSE STRATA] 2.05 Acres

TOTAL: 12.17 Acres

- NET DEVELOPABLE AREA: 12.17 Acres
- RETAINED TREE, SEE ARBORIST REPORT
- SPEA AREA

UNIT A
3 STOREY
2 BEDROOM + DEN
SIDE BY SIDE GARAGE
AREA: 1,325 SF X 13
TOTAL: 17,225 SF

UNIT B
3 STOREY
3 BEDROOM
SIDE BY SIDE GARAGE
AREA: 1,375 SF X 47
TOTAL: 64,625 SF

UNIT B1
3 STOREY
3 BEDROOM
SIDE BY SIDE GARAGE
AREA: 1,375 SF X 2
TOTAL: 2,750 SF

UNIT B2
3 STOREY
3 BEDROOM
SIDE BY SIDE GARAGE
AREA: 1,375 SF X 4
TOTAL: 5,500 SF

UNIT F
3 STOREY
3 BEDROOM + DEN
SIDE BY SIDE GARAGE
AREA: 1,575 SF X 77
TOTAL: 121,275 SF

UNIT F1
3 STOREY
3 BEDROOM + DEN
SIDE BY SIDE GARAGE
AREA: 1,553 SF X 14
TOTAL: 21,742 SF

UNIT G
3 STOREY [ADAPTABLE]
4 BEDROOM
SIDE BY SIDE GARAGE
AREA: 1,808 SF X 4
TOTAL: 7,232 SF

UNIT G1
3 STOREY [ADAPTABLE]
4 BEDROOM
SIDE BY SIDE GARAGE
AREA: 1,808 SF X 8
TOTAL: 14,464 SF

UNIT H
2 STOREY
4 BEDROOM
SIDE BY SIDE GARAGE
AREA: 1,657 SF X 2
TOTAL: 3,314 SF

UNIT H1
2 STOREY
4 BEDROOM
SIDE BY SIDE GARAGE
AREA: 1,657 SF X 2
TOTAL: 3,314 SF

PROJECT STATISTICS:

LOT SIZE
10.12 ACRES (ROWHOUSE/TOWNHOUSE)
2.05 ACRES (TOWNHOUSE STRATA)
12.17 ACRES TOTAL

MAX PERMITED DENSITY
15 UPA X 10.12 ACRES = 152 UNITS
22 UPA X 2.05 ACRES = 45 UNITS
197 UNITS TOTAL

NUMBER OF UNITS:
-UNIT A (2 BED) = 13 UNITS (7.5%)
-UNIT B (3 BED) = 53 UNITS (30.6%)
-UNIT F (3 BED + DEN) = 91 UNITS (52.6%)
-UNIT G (4 BED) = 12 UNITS (7%)[ADAPTABLE]
-UNIT H (4 BED) = 4 UNITS (2.3%)
TOTAL UNITS = 173 UNITS

PROPOSED NET DENSITY = 14.22 UPA
AREA A: ROWHOUSE/TOWNHOUSE PARKING:

REQUIRED:
147 UNITS @ 4 STALLS PER UNIT = 588 STALLS
PROVIDED:
43 UNITS @ 4 STALLS PER UNIT = 172 STALLS
104 UNITS @ 2 STALLS PER UNIT = 208 STALLS
380 STALLS

AREA B: TOWNHOUSE STRATA PARKING:
REQUIRED:
17 UNITS @ 2 STALLS PER UNIT = 34 STALLS
9 UNITS @ 4 STALLS PER UNIT = 36 STALLS
70 STALLS
PROVIDED:
17 UNITS @ 2 STALLS PER UNIT = 34 STALLS
9 UNITS @ 4 STALLS PER UNIT = 36 STALLS
70 STALLS

VISITOR PARKING:
REQUIRED:
1 PER FIVE UNITS = 173 / 5 = 35 STALLS
PROVIDED:
29 STANDARD STALLS
+ 6 SMALL CAR STALLS (17%)
35 STALLS

TOTAL 485 STALLS PROVIDED

PARKING RATIO:
PROVIDED:
485 STALLS/173 UNITS = 2.8 STALLS/UNIT

PARKING STALLS:
- STANDARD: 2.6 M (8.5') X 5.8 M (19.0')
- SMALL CAR: 2.44 M (8.0') X 4.88 M (16.0')

OUTDOOR AMENITY SPACE
REQUIRED - 86 SF/UNIT
173 UNITS * 86 SF/UNIT = 14,878 SF (1,382 m^2)
OUTDOOR AMENITY PROVIDED
AREA 1: 2,875 SF
AREA 2: 7,446 SF
AREA 3: 3,167 SF
AREA 4: 1,437 SF
= 14,925 SF (1,386 m^2)

ATTACHMENT E

H.2 - Page 19

WA ARCHITECTS

WILLIAMS NEIGHBORHOOD PHASE 1

21213-80 AVENUE, TOWNSHIP OF LANGLEY, BC

$\frac{1}{128}$" = 1'-0"

H.2 SITE PLAN

7 MARCH 2023

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (GLOUCESTER INDUSTRIAL PARK) BYLAW 1988 NO. 2556
AMENDMENT (161884 CANADA INC. / BEEDIE GROUP) BYLAW NO. 5885

EXPLANATORY NOTE

Bylaw No. 5885 amends the Gloucester Industrial Park Community Plan by designating the site “Comprehensive Service and General Industrial” and including Development Permit Area designation.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (GLOUCESTER INDUSTRIAL PARK) BYLAW 1988 NO. 2556
AMENDMENT (161884 CANADA INC. / BEEDIE GROUP) BYLAW NO. 5885

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 (Gloucester Industrial Park) Bylaw 1988 No. 2556 Amendment (161884 Canada Inc. / Beedie Group) Bylaw No. 5885".

2. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Gloucester Industrial Park) Bylaw 1988 No. 2556" as amended is further amended with respect to the lands described as:

   Lot 4 Except Portions in Plans LMP37978, LMP39537 and LMP44280 Section 6 Township 14 New Westminster District Plan LMP34830

   Lot 2 Except Part Subdivided By Plan BCP1615, Section 5 Township 14 New Westminster District Plan LMP44280

   Lot 1 Sections 5 and 6 Township 14 New Westminster District Plan LMP 44280 Except Plan EPP93914

   by:

   a) designating the lands as "Comprehensive Service and General Industrial" and colouring the lands to match the Service & General Industrial designation and defining the boundary of the lands with a dashed heavy line, as shown on Schedule A to this bylaw;

   b) inserting the following as a new third paragraph in Section 2.0 Land Use Concept:
      "Lands designated Comprehensive Service and General Industrial may accommodate service and general industrial uses as described above on the lands remaining following dedication and construction of community stormwater detention facilities as per the Subdivision and Development Servicing Bylaw and watercourse conservation areas with associated trail and park amenity as per Township of Langley Official Community Plan Schedule 3 Development Permit Areas: Streamside Protection and Enhancement."

   c) Removing the "Golf Course" land use designation from the Gloucester Industrial Park Development Concept;

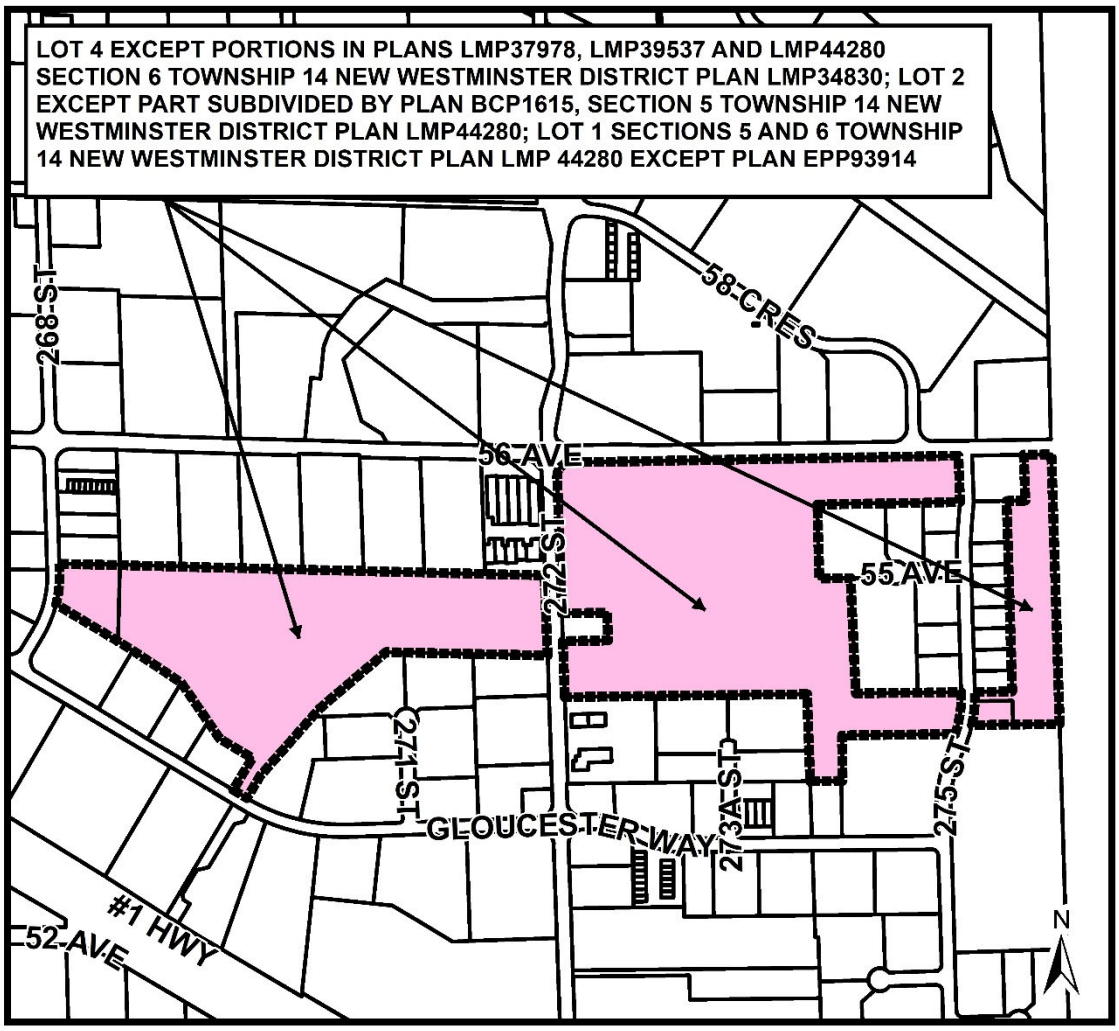
   d) Adding designation of a Development Permit Area as the first paragraph in Section 4.0 Development Permit Area Guidelines as follows:
      "Lands included in the Gloucester Industrial Park Development Concept Map area boundary are hereby designated as development permit areas under

Section 488 (1) (f) of the Local Government Act for the establishment of objectives for the form and character of commercial and industrial development."

READ A FIRST TIME the	29	day of	May	, 2023
READ A SECOND TIME the	29	day of	May	, 2023
PUBLIC HEARING HELD the	12	day of	June	, 2023
READ A THIRD TIME the		day of		, 2023
ADOPTED the		day of		, 2023

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5885



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (161884 CANADA INC. / BEEDIE GROUP) BYLAW NO. 5886

EXPLANATORY NOTE

Bylaw No. 5886 rezones properties located in the 5500 block of 268, 272 and 275 Streets from Rural Zone RU-1 and Rural Golf Course Zone RU-10 to Comprehensive Development Zone CD-185.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (161884 CANADA INC. / BEEDIE GROUP) BYLAW 2021 NO. 5886

Bylaw to amend the 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 (161884 Canada Inc. / Beedie Group) Bylaw No. 5886".

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

   (1) Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-185" after the words "Comprehensive Development Zone CD-184"
   (2) Adding to Section 110.1 after the words "CD-184" the words "CD-185 – 1,858 m²"
   (3) Adding after Section 1084 "Comprehensive Development Zone CD-184" the following as Section 1085 "Comprehensive Development Zone CD-185"

1085 **COMPREHENSIVE DEVELOPMENT ZONE CD-185**

Uses Permitted

1085.1 In the CD-185 Zone, only the following *uses* are permitted and all other *uses* are prohibited:

1) All *uses* permitted in the General Industrial Zone M-2A
2) *Public utility uses*
3) Open space / conservation areas

Industrial Uses

1085.2 All businesses shall be conducted within a completely enclosed *building* except for parking, loading and open storage areas, where accessory to a permitted *use*.

Storage Areas

1085.3 No material stored in a permitted accessory open storage shall exceed a *height* of 2 metres where stored within 10 metres of a parcel zoned SR, R, RM, MH-1, C or P. No storage areas shall be located in any required front yard setback.

Lot Coverage

1085.4 *Buildings* and *structures* shall not cover more than 60% of the *lot area*.

Siting of Buildings and Structures

1085.5 Except as provided for in Section 104.4, 104.15 and 105.1 2), no *building* or *structure* shall be sited less than:

a) 10.0 metres from a *front lot line*;
b) 5.0 metres from a *rear lot line*;
c) No setback is required from an interior *side lot line* abutting an M or C zone;
d) 5.0 metres where the *side lot line* abuts a *flanking* street; and
e) 10.0 metres from a *lot line* abutting an SR, R, RM, RU, MH-1 or P zone.

Height of Buildings and Structures

1085.6 Except as provided for in Section 104.5 the *height* of *buildings* and *structures* shall not exceed 12 metres.

Subdivision Requirements

1085.7 All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

1085.8 Landscaping areas, landscaping screens and fencing shall be provided in accordance with Section 111.

Parking and Loading

1085.9 Parking and loading shall be provided in accordance with Section 107.

Development Permit Requirements

1085.10 A Development Permit shall be issued by Council prior to issuance of a Building Permit.

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

Lot 4 Except Portions in Plans LMP37978, LMP39537 and LMP44280 Section 6 Township 14 New Westminster District Plan LMP34830

Lot 2 Except Part Subdivided By Plan BCP1615, Section 5 Township 14 New Westminster District Plan LMP44280

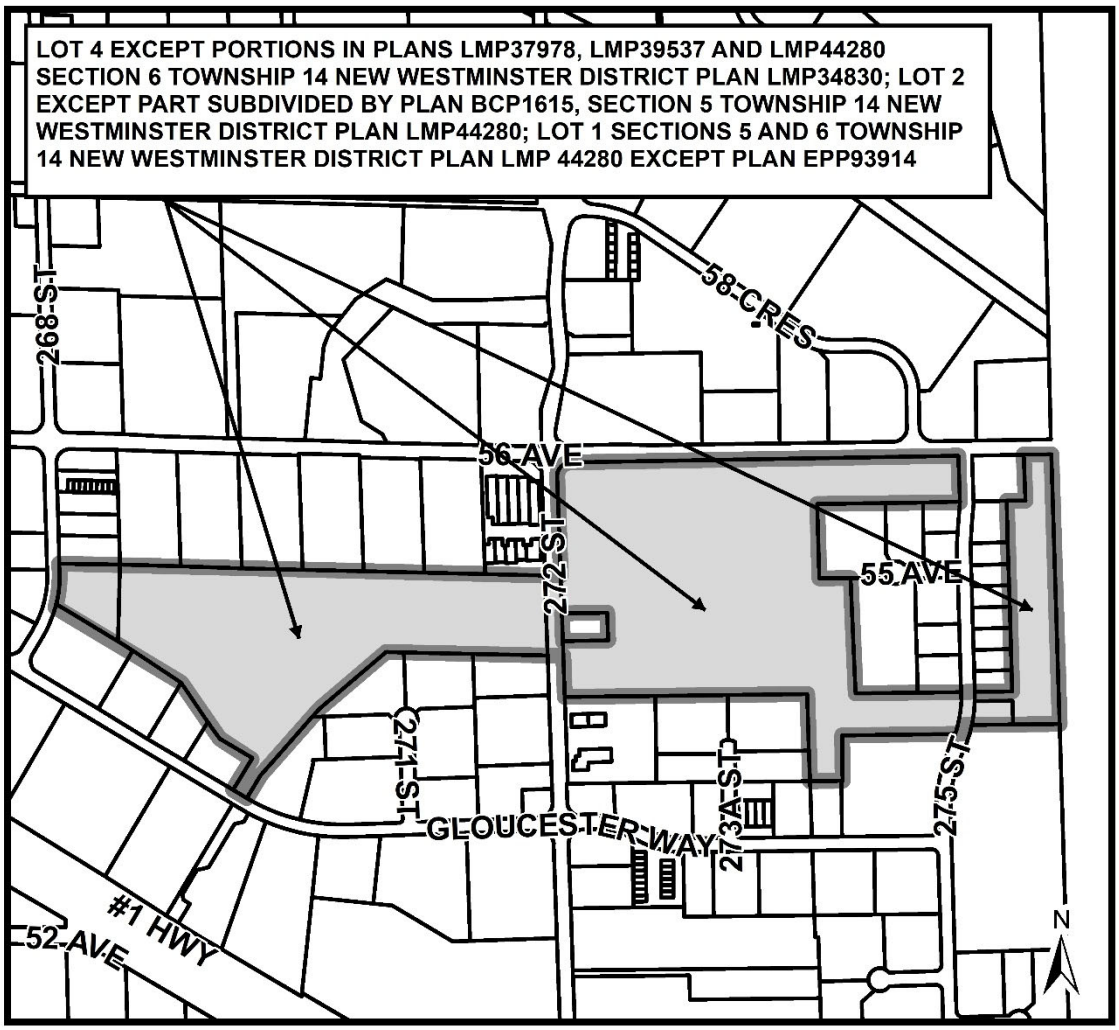
Lot 1 Sections 5 and 6 Township 14 New Westminster District Plan LMP 44280 Except Plan EPP93914

as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Comprehensive Development Zone CD-185.

READ A FIRST TIME the	29	day of	May	, 2023
READ A SECOND TIME the	29	day of	May	, 2023
PUBLIC HEARING HELD the	12	day of	June	, 2023
READ A THIRD TIME the		day of		, 2023
ADOPTED the		day of		, 2023

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5886



Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 29, 2023 – REGULAR MEETING	**REPORT:**	23-95
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	14-05-0105
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING APPLICATION NO. 100245 (161884 CANADA INC. / BEEDIE GROUP / 5500 BLOCK OF 268, 272 AND 275 STREETS)		

PROPOSAL:

Application to amend the Gloucester Community Plan to redesignate 37.20 ha (91.92 ac) of land located in the 5500 Block of 268, 272 and 275 Streets from Golf Course to a new land use designation Comprehensive Service & General Industrial, protect watercourse lands, and to rezone the lands from Rural Zone RU-1 and Rural Golf Course Zone RU-10 to a new Comprehensive Development Zone CD-185 to facilitate future industrial development, watercourse conservation, and a community stormwater detention facility.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaws No. 5885 and 5886 subject to 13 development prerequisites being satisfied prior to final reading.

RATIONALE:

The proposed development creates approximately 14.89 ha (36.79 ac) of industrial land and provides approximately 22.3 ha (55.13 ac) of land comprised of protected environmentally sensitive areas and enhanced and expanded stormwater detention facilities. The proposal complies with the overall objectives of the Gloucester Community Plan and the Township's Official Community Plan.

RECOMMENDATIONS:

That Council give first and second reading to the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Gloucester Industrial Park) Bylaw 1988 No. 2556 Amendment (161884 Canada Inc. / Beedie Group) Bylaw No. 5885 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (161884 Canada Inc. / Beedie Group) Bylaw No. 5886 rezoning approximately 37.20 ha (91.92 ac) of land located in the 5500 block of 268, 272 and 275 Streets to Comprehensive Development Zone CD-185 to facilitate future industrial development, watercourse conservation and community stormwater detention facilities subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions including any other offsite utility works and extensions needed to support the proposed development in accordance with the Township's Subdivision and Development Servicing Bylaw;
2. Securing completion by the Township at the applicant's cost of an Integrated Stormwater Management Plan (ISMP) for the West Creek watershed with a focus on

the Gloucester Industrial lands, to be completed prior to Development Permit on the lands;

3. Expansion and improvement of the community stormwater detention facilities in accordance with the Township's Subdivision and Development Servicing Bylaw including dedication of the lands;
4. Provision of road dedications, widenings, and necessary traffic improvements including construction of the traffic signal at 275 Street and 56 Avenue, in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw, and the Gloucester Community Plan;
5. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
6. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection);
7. Compliance with Schedule 3 – Development Permit Areas: Streamside Protection and Enhancement of the Township OCP including issuance of a Streamside Development Permit, security of required senior government approvals, security of proposed enhancement works including access infrastructure, and transfer of the lands to the Township;
8. Registration of restrictive covenants:
    a. Prohibiting access to 56 Avenue for proposed Lot 8;
    b. Limiting access to 56 Avenue for proposed Lot 5 to right in / right out only;
    c. Requiring a development permit be issued and a final tree management plan to be secured before clearing and grading; and
    d. Identifying the required 10 m wide landscape area / buffer along the eastern boundary of the site on the edge of agricultural lands in the City of Abbotsford including trail to be constructed at time of development permit;
9. Registration of required statutory rights-of-way for servicing and access;
10. Compliance with the Community Amenity Contributions Policy, comprising a total voluntary contribution as described by the applicant in Attachment E to this report in support of the proposed Gloucester Community Plan amendment and rezoning comprised of:
    a. $14,003,900.00 as a cash contribution instead of providing actual amenity with 100% contributed and deposited into the Community Amenity Contribution fund. 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;
    b. Securing transfer of approximately 22.31 ha (55.13 ac) of land to the Township upon securing any and all required environmental and servicing approvals and works;
11. Completion of all relevant external agency, federal, provincial, regional, and Township approvals;
12. Approval of Bylaw No. 5885 by the Ministry of Transportation and Infrastructure, if required;
13. Payment of applicable supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA), and Latecomer charges;

That Council consider the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Gloucester Industrial Park) Bylaw 1988 No. 2556 Amendment (161884 Canada Inc. / Beedie Group) Bylaw No. 5885 as consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and

Integrated Solid Waste and Resource Management Plan, the 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 the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Gloucester Industrial Park) Bylaw 1988 No. 2556 (161884 Canada Inc. / Beedie Group) Bylaw No. 5885 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (161884 Canada Inc. / Beedie Group) Bylaw No. 5886.

EXECUTIVE SUMMARY:

Beedie Group, on behalf of 161884 Canada Inc., has applied to amend the Gloucester Community Plan from Golf Course to to a new land use designation, Comprehensive Service & General Industrial, and to rezone lands from Rural Zone RU-1 and Rural Golf Course Zone RU-10 to Comprehensive Development Zone CD-185 to facilitate development of approximately 14.89 ha (36.79 ac) of industrial land and protect approximately 22.3 ha (55.13 ac) of land comprised of protected environmentally sensitive areas and enhanced and expanded stormwater detention facilities.

The proposed development aligns with the objectives of the Gloucester Community Plan and the Township's Official Community Plan. Staff recommend that Council support the proposed Gloucester Community Plan amendment and rezoning request subject to completion of 13 development prerequisites.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Gloucester Community Plan Amendment Bylaw No. 5885 and Rezoning Bylaw No. 5886.

REFERENCE:

Owner:	161884 Canada Inc. 3030 Gilmore Diversion Burnaby, BC V5G 3B4
Agent:	Beedie Group 3030 Gilmore Diversion Burnaby, BC V5G 3B4
Legal Description:	Lot 4 Except Portions in Plans LMP37978, LMP39537 and LMP44280 Section 6 Township 14 New Westminster District Plan LMP34830 Lot 2 Except Part Subdivided By Plan BCP1615, Section 5 Township 14 New Westminster District Plan LMP44280 Lot 1 Sections 5 and 6 Township 14 New Westminster District Plan LMP 44280 Except Plan EPP93914
Location:	5500 Block of 268, 272 and 275 Streets
Area:	37.20 ha (91.92 ac)
Gloucester Community Plan:	Golf Course
Proposed Gloucester Community Plan:	Comprehensive Service & General Industrial
Existing Zoning:	Rural Zone RU-1 Rural Golf Course Zone RU-10
Proposed Zoning:	Comprehensive Development Zone CD-185

BACKGROUND/HISTORY:

The site is designated 'Golf Course' in the Gloucester Community Plan. When the initial concept for the Gloucester Industrial Park was developed in 1988, the subject lands were designated for development of a golf course as an amenity for the community and to support the industrial users. In 1990, the plan was amended to include development permit area provisions and the proposed golf course site was rezoned to Rural Golf Course Zone RU-10. The golf course layout was further revised in 1999. At that time, the land use designations were adjusted, and the area zoned RU-10 was decreased from 51.8 ha (128 ac) to 36.5 ha (90.1 ac).

The site is located at the headwaters of West Creek and Nathan Creek. A number of red-coded and yellow-coded tributaries to West Creek are located throughout the site. A tributary to Nathan Creek is located on the easterly edge of the site. In the 1990's, the Department of Fisheries and Oceans Canada authorized removal of a number of the watercourses in the Gloucester area subject to enhancement works for 161884 Canada Inc. The authorization was extended to 2005 and is no longer valid. Much of the watercourse removal and enhancement works authorized by DFO in the 1990's were completed by the applicant as development advanced throughout

Gloucester with the exception of the subject site. Consequently, the current proposal addressing the existing watercourses on the subject site is being considered in accordance with the current Township of Langley Official Community Plan Schedule 3 Development Permit Areas: Streamside Protection and Enhancement and provincial Riparian Areas Protection Regulation and Water Sustainability Act.

The site includes two community stormwater management facilities, secured by right-of-way, constructed to an interim capacity in the 1990's (west pond 1998 and east pond 1991). These facilities require expansion and improvement to the ultimate design standard, to accommodate the additional industrial land proposed and to meet the requirements of the Subdivision and Development Servicing Bylaw.

The subject site has been advanced for consideration of redevelopment previously with various significant servicing infrastructure requirements preventing the proposal from advancing. A January 26, 2004 Council Report advanced bylaws requesting amendments to the Gloucester Community Plan to redesignate 18.72 ha (46.3 acres) of land to Service and General Industrial, 16.1 ha (39.8 acres) to Park/ Conservation/ Buffer, and 2.6 ha (6.4 acres) to Driving Range. The applicant was required to complete servicing analysis and public consultation before advancing to public hearing. The outstanding items were not resolved, and the bylaws were abandoned in 2015. Two other applications (14-05-0084 and 14-05-0094) were reviewed by staff but not advanced to Council pending resolution of servicing and watercourse items. Since 2004, the Township has completed major infrastructure projects extending water and sanitary services to the east Langley area providing the necessary level of service for development of the subject site to now be further considered.

DISCUSSION/ANALYSIS:

The proposed development is considered to be in alignment with the objectives of the Gloucester Community Plan and the Township's Official Community Plan in light of:

- the proposed enhancement and expansion of community stormwater detention facilities;
- the proposed protection of 22.3 ha (55.13 ac) of watercourse area and community stormwater detention facilities;
- the proposed creation of approximately 14.89 ha (36.79 ac) of industrial land estimated by the applicant to result in approximately 65,032 m^2 (700,000 ft^2) of industrial building and approximately 700 jobs for the Township; and
- provision of voluntary Community Amenity Contributions proportional to the value being created and appropriate to support the proposed Official Community Plan (OCP) amendment and rezoning application.

Adjacent Uses:

- The site does not currently contain buildings and is comprised of three lots (Attachment A).
- East of the site are rural agricultural lands in the City of Abbotsford.
- North of the site between 272 Street and the City of Abbotsford is 56 Avenue.
- The western edge of the site is bounded by 268 Street.
- The remaining edges of the site are adjacent to lands designated Service & General Industrial in the Gloucester Community Plan zoned General Industrial Zone M-2 and M-2A, and Rural Zone RU-1. One parcel north of the site fronting 56 Avenue remains in the Agricultural Land Reserve.

- The lands east of 272 Street wrap around the Leaf House, a restored and protected heritage building zoned Rural Golf Course Zone RU-10 with a Heritage Revitalization Agreement.

Community Plan Amendment:

- The site is primarily designated Golf Course in the Gloucester Community Plan with a 0.90 ha (2.22 ac) lot fronting 268 Street designated Service & General Industrial and portions of the site identified as Detention Pond and designated Park/Buffer/Conservation (Attachment B).
- The proposed amendment will change the land use designation of approximately 37.20 ha (91.92 ac) of land from Golf Course to Comprehensive Service & General Industrial. The new land use designation requires the dedication and construction of community stormwater detention facilities as per the Subdivision and Development Servicing Bylaw as well as watercourse conservation areas as per Township of Langley Official Community Plan Schedule 3 in advance of proceeding with service and general industrial uses.
- Bylaw No. 2812 amended the Gloucester Community Plan in 1990 to designate the full extent of the plan area as a form and character Development Permit Area under Section 945(4)(e) of the Municipal Act and revised the plan to include development permit area guidelines. The Comprehensive Service & General Industrial lands are therefore designated development permit areas for the form and character of development.

West Creek Integrated Stormwater Management Plan:

- Council considered completion of a West Creek Integrated Stormwater Management Plan (ISMP) in 2019 and, at its March 13, 2023 Meeting, referred report 19-35 to staff to provide updated information for costs and timeline.
- Staff estimate that completion of an ISMP will require approximately 12 to 18 months as there are seasonal environmental monitoring components required, and will cost approximately $325,000 subject to confirmation from qualified consulting firms.
- The West Creek catchment area, designated a sensitive stream under the Water Sustainability Act, is located generally in the northeast of the Township of Langley and is primarily comprised of agricultural lands, but includes Gloucester. The upstream portions of the catchment area extend into the City of Abbotsford. The West Creek catchment area is 1,670 ha (4,127 ac) in size. Gloucester is 313 ha (773 ac), of which 297 ha (733 ac) drain to the West Creek catchment area and 16 ha (40 ac) drain to the Nathan Creek catchment area.
- An ISMP would serve as a guiding document for future development and redevelopment while considering today's design criteria, overall watershed health, and sustainability and may include additional requirements for developable areas.
- As the subject application encompasses the remaining developable lands in Gloucester, completion of the ISMP by the Township at the applicant's cost is required to be secured as a condition of rezoning, to be completed prior to Development Permit.

Zoning Amendment:

- The site is primarily zoned Rural Golf Course Zone RU-10 with a 0.24 ha (0.604 ac) lot fronting 275 Street zoned Rural Zone RU-1.
- The proposed zone for the site is Comprehensive Development Zone CD-185. The CD-185 zone accommodates General Industrial Zone M-2A uses and provisions consistent with the existing industrial uses in the Gloucester Industrial Park. The zone

specifically provides for the environmental conservation areas and the community stormwater management facilities.

- Consistent with the proposed Comprehensive Service & General Industrial land use designation, dedication and construction of the community stormwater detention facilities and watercourse conservation areas is required prior to final reading.
- The 10 m wide landscape area / buffer incorporating a trail required adjacent to the rural lands in Abbotsford is required to be secured as a condition of rezoning.
- Staff note that the detailed offsite engineering and landscape design may identify works and services required to support the proposed development. Security of required works and services as per the Subdivision and Development Servicing Bylaw, including any offsite works and services, is required as a condition of final reading.

Development Permit (Streamside):

- The subject development proposes the infilling, relocating, and modifying setback requirements for certain watercourses and wetlands on the site. The proposed works will need to be conducted in accordance with the Township's Official Community Plan Schedule 3 and senior level of government approvals.
- Security of senior government approvals is required for the proposed development.
- A Streamside Development Permit is required to be issued by Council prior to final reading of the proposed Gloucester Community Plan amendment and rezoning bylaws. The Streamside Development Permit will be advanced for Council consideration following senior government approvals.
- A condition of the proposed Gloucester Community Plan amendment and rezoning bylaws is completion of all required streamside enhancement works including access network and transfer of the land to the Township.

Development Permit (Form and Character):

- Future form and character development permit applications will be required before industrial buildings may be constructed on the proposed lots.
- A condition of rezoning is registration of a restrictive covenant on the industrial lands requiring resolution of a tree management plan and security of a Development Permit prior to clearing and grading the industrial lands and Building Permit.
- Council, through Bylaw No. 5246 (Development Permit Delegation Bylaw), delegated issuance of Development Permits for industrial developments in the Gloucester Community Plan area to a delegated staff official as such future development permits will be advanced for consideration by the delegated staff official.

Community Amenity Contributions:

- In consideration of Section 5.2(g) of the Community Amenity Contributions Policy, the applicant proposes to provide a voluntary community amenity contribution as described by the applicant in Attachment E to this report in support of the proposed Gloucester Community Plan amendment and rezoning comprised of:
    - $14,003,900.00 as a cash contribution instead of providing actual amenity with 100% contributed and deposited into the Community Amenity Contribution fund 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.
    - Securing transfer of approximately 22.31 ha (55.13 ac) of land to the Township upon securing any and all required environmental and servicing approvals and works.

Tree Protection / Replacement:

- The applicant has provided tree survey information indicating that there are approximately 625 significant trees on the subject lots.
- Where the significant trees are located in the proposed conservation areas, the trees will be reviewed for hazard and retained if deemed non-hazardous. Trees that are removed will be replaced as required by the provincial tree replacement requirements.
- Where the significant trees are located on future industrial lots, retention of the trees will be considered on a site-by-site basis at time of development permit.
- Where the significant trees are located on Township lands, retention of the trees will be considered at time of detailed design of offsite infrastructure.

Policy Considerations:

- The subject lands are currently designated for Golf Course uses in the Gloucester Community Plan.
- The applicant proposes to change the designation of the lands and to rezone the lands to allow for industrial development while conserving natural areas and providing required community stormwater detention facilities. The proposed amendments support Official Community Plan objectives for development of industrial lands and employment generation
- The proposal includes expansion and enhancement of community stormwater detention facilities required for the full Gloucester Industrial Park supportive of Official Community Plan objectives for stormwater management.
- The proposal includes removal, relocation and protection of watercourses at the headwaters of West Creek and Nathan Creek in support of environmental objectives of the Official Community Plan.

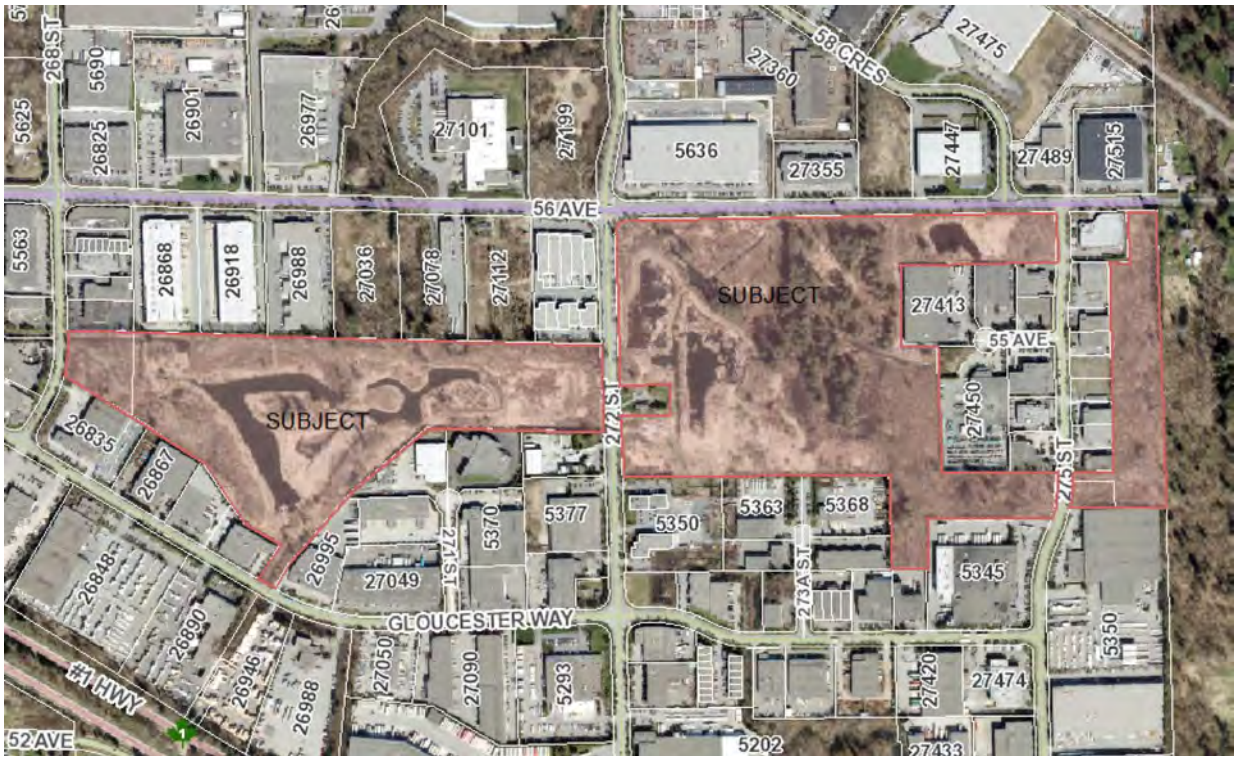
Staff recommend that Council give first and second reading to the proposed Gloucester Community Plan Amendment Bylaw No. 5885 and Rezoning Bylaw No. 5886 subject to 13 development prerequisites and authorize staff to schedule the required public hearing.

Respectfully submitted,

Teresa Hanson
SENIOR DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

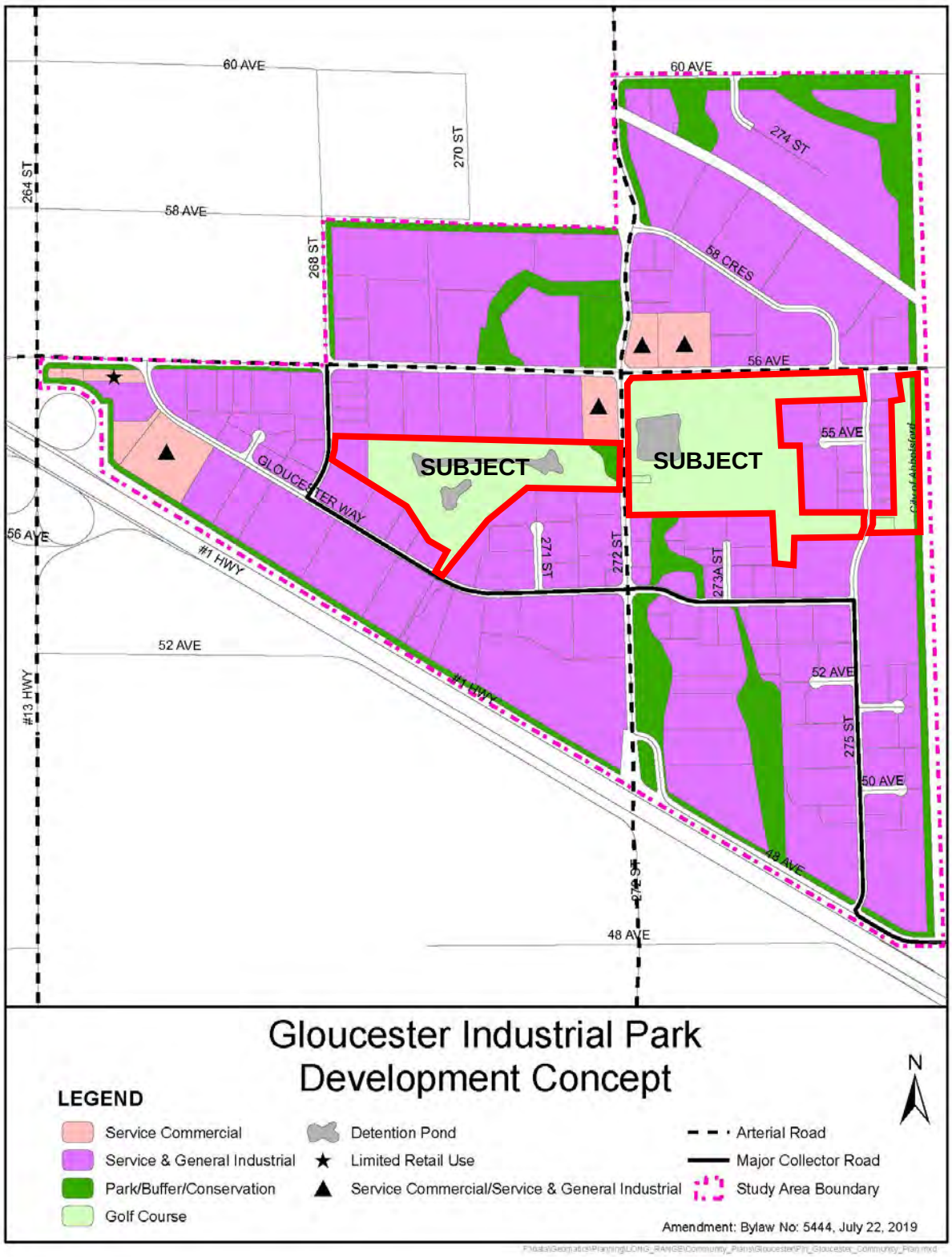
ATTACHMENT A	Aerial Context Map
ATTACHMENT B	Gloucester Industrial Park Development Concept
ATTACHMENT C	Zoning Bylaw No. 2500 Map
ATTACHMENT D	Proposed Site Plan Submitted by Applicant
ATTACHMENT E	May 24, 2023 letter from Beedie with Voluntary Amenity Contribution

ATTACHMENT A

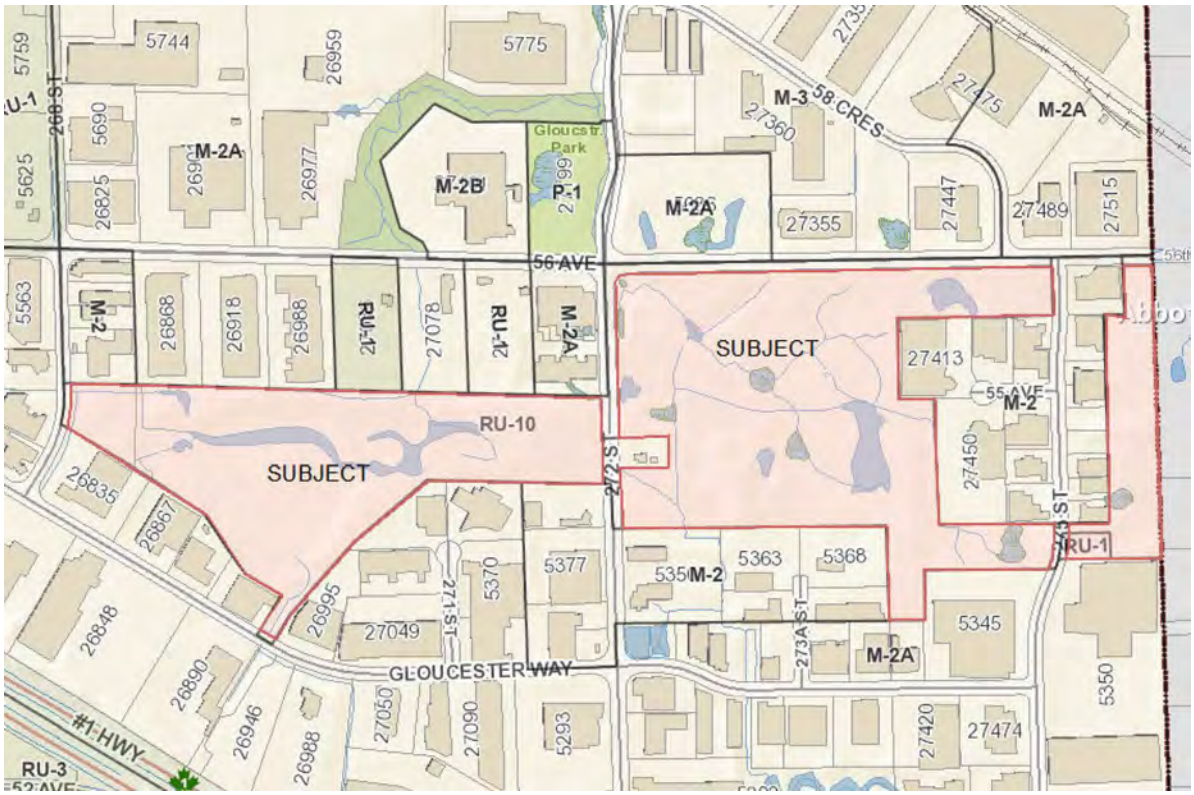


AERIAL CONTEXT MAP

ATTACHMENT B



ATTACHMENT C



ZONING BYLAW NO. 2500 MAP



Key Plan

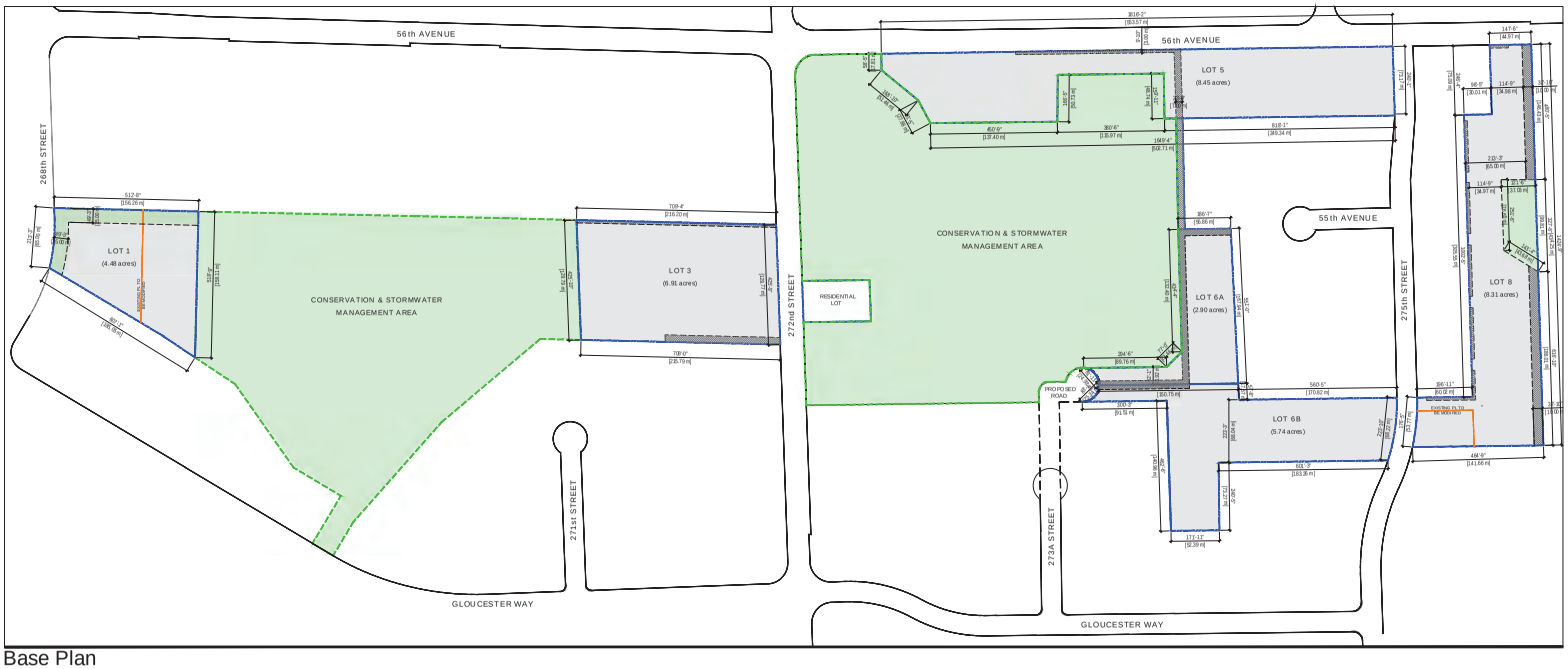
ZONING SUMMARY

PROJECT ADDRESS:
BEEDIE GLOUCESTER LANDS
TOWNSHIP OF LANGLEY, BC

AUTHORITY: TOWNSHIP OF LANGLEY
CURRENT ZONE: RU-1 & RU-10
REZONED TO: M-2A
USES: GENERAL INDUSTRIAL ZONE

PID	ZONING	LEGAL DESCRIPTION	GROSS SITE AREA (Acres)
023-884-598	RU-10	LOT A, SECTION 8, TOWNSHIP 1 N, NEW WEST DISTRICT, PLAN LMP34830 PART NE1/4, EXCEPT PLAN LMP57978, LMP59597, LMP44280	2.22
024-650-017	RU-10	LOT 1, SECTION 5, TOWNSHIP 1 N, NEW WEST DISTRICT, PLAN LMP44280, EXCEPTPLAN EPP59914 & SEC 6	89.09
024-650-625	RU-1	LOT 2, SECTION 5, TOWNSHIP 1 N, NEW WEST DISTRICT, PLAN LMP44280 PART NE 1/4, EXCEPT PLAN BCP16615	0.60
TOTAL			91.92

PROPOSED FUTURE LOTS	PROPOSED ZONING	PROPOSED OCP	LOT AREA (ACRES)
CONSERVATION & STORMWATER LOTS (EAST)	N/A	SERVICE & GENERAL Industrial	22.96
CONSERVATION & STORMWATER LOTS (WEST)	N/A	SERVICE & GENERAL Industrial	32.17
SUB TOTAL - CONSERVATION & STORMWATER			55.13
DEVELOPMENT LOT 1	M-2A (INDUST.)	SERVICE & GENERAL Industrial	4.48
DEVELOPMENT LOT 3	M-2A (INDUST.)	SERVICE & GENERAL Industrial	6.91
DEVELOPMENT LOT 5	M-2A (INDUST.)	SERVICE & GENERAL Industrial	8.45
DEVELOPMENT LOT 6	M-2A (INDUST.)	SERVICE & GENERAL Industrial	8.64
DEVELOPMENT LOT 8	M-2A (INDUST.)	SERVICE & GENERAL Industrial	8.31
SUB TOTAL - DEVELOPMENT LOTS			36.79
TOTAL			91.92



Base Plan

PROPERTY LINE

NOTE:
ALL DIMENSIONS WILL NEED TO BE VERIFIED WITH A LEGAL SURVEY

COPYRIGHT RESERVED. THIS DRAWING/DESIGN IS AND AT ALL TIME THE EXCLUSIVE PROPERTY OF BEEDIE AND CANNOT BE USED OR DUPLICATED WITHOUT WRITTEN CONSENT. THIS DRAWING SHALL NOT BE SCALED. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS, DATUS AND LEVELS PRIOR TO COMMENCEMENT OF WORK. ANY ERRORS AND OMISSIONS ARE TO BE REPORTED TO THE DESIGNER IMMEDIATELY.

Beedie

CONSULTANT

CLIENT APPROVAL

SIGNATURE / COMPANY STAMP:
DATE:

N°: XXXX.XX.XX | REVISIONS:

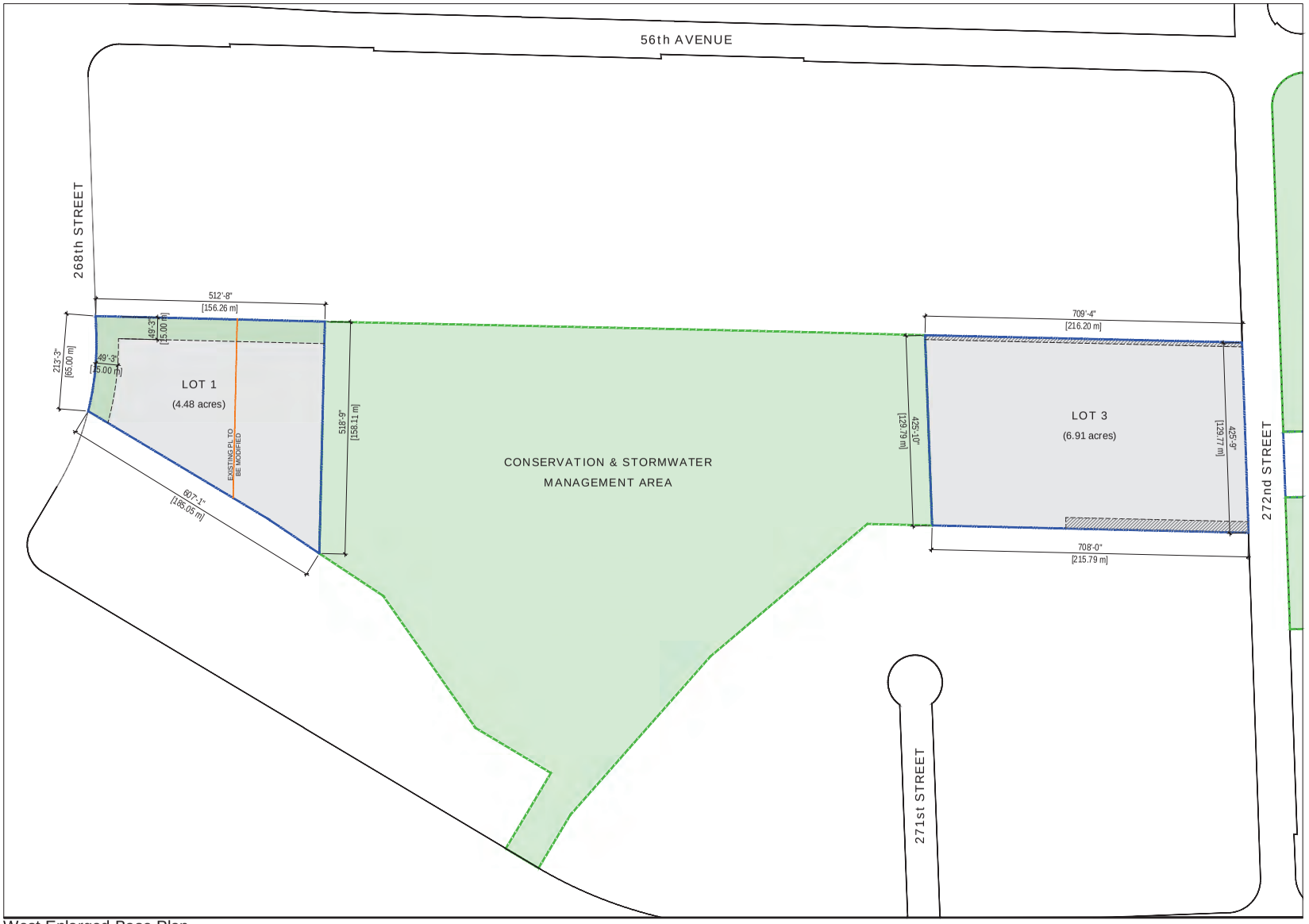
REVISIONS:

PROJECT:
GLOUCESTER GOLF COURSE LANDS

DRAWING TITLE:
PRELIMINARY BASE PLAN

DRAWN BY:	GL
CHECKED BY:	CO
DATE:	18.10.22
SCALE:	
PROJECT #:	
SHEET #:	01 OF 03
	A01

ATTACHMENT D
H.3



West Enlarged Base Plan

PROPERTY LINE

NOTE:
ALL DIMENSIONS WILL NEED TO BE VERIFIED WITH A LEGAL SURVEY

COPYRIGHT RESERVED. THIS DRAWING/DESIGN IS AND AT ALL TIME THE EXCLUSIVE PROPERTY OF BEEDIE AND CANNOT BE USED OR DUPLICATED WITHOUT WRITTEN CONSENT. THIS DRAWING SHALL NOT BE SCALED. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS, DATUS AND LEVELS PRIOR TO COMMENCEMENT OF WORK. ANY ERRORS AND OMISSIONS ARE TO BE REPORTED TO THE DESIGNER IMMEDIATELY.

Beedie

CONSULTANT

CLIENT APPROVAL

SIGNATURE / COMPANY STAMP:

DATE:

N°: YYYY.MM.DD REVISIONS:

REVISIONS:

PROJECT:

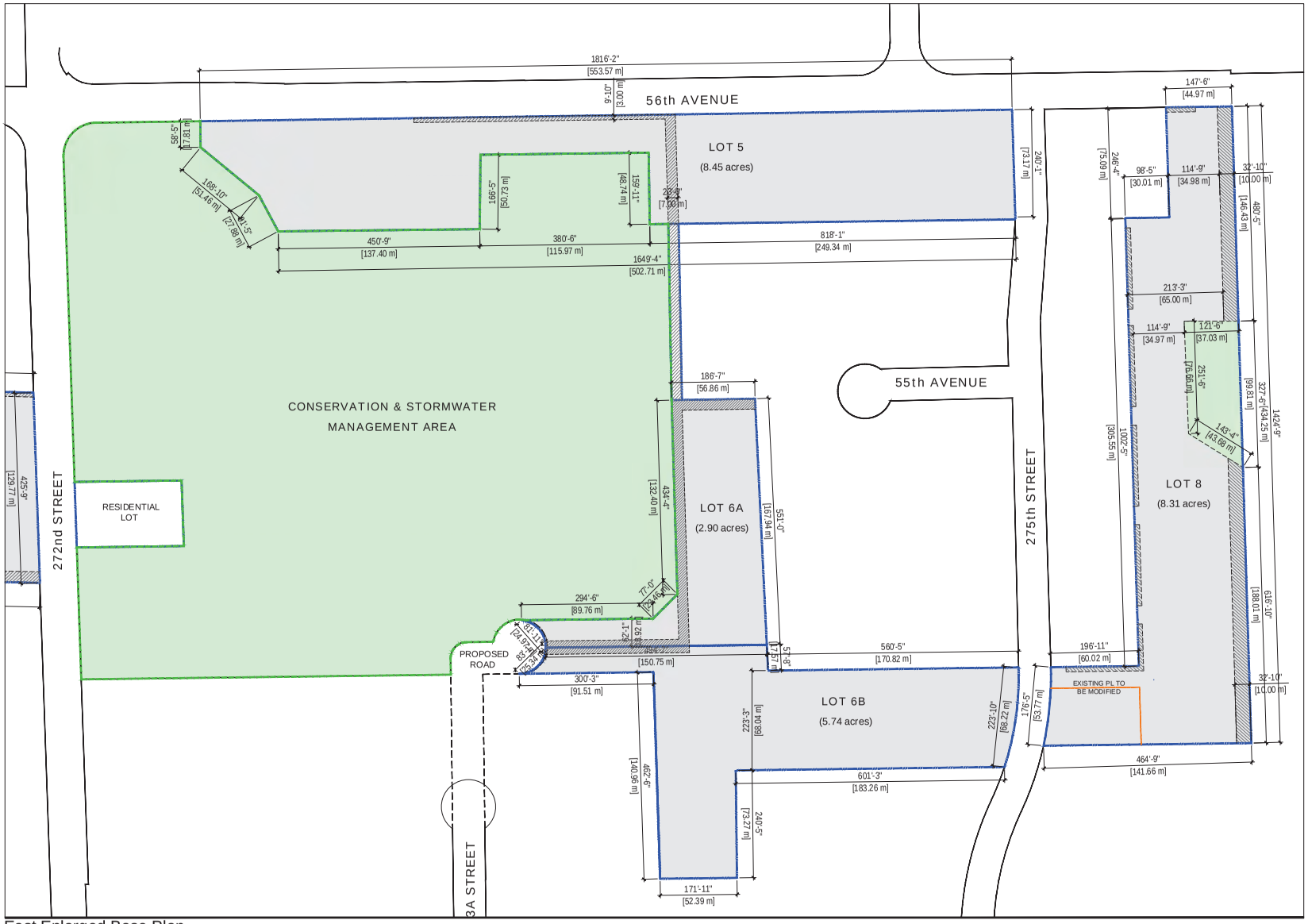
GLOUCESTER
GOLF COURSE
LANDS

DRAWING TITLE:

WEST ENLARGED
BASE PLAN

DRAWN BY:	GL
CHECKED BY:	CO
DATE:	18.10.22
SCALE:	
PROJECT:	
SHEET N°:	H.3

02 OF 03
A01



East Enlarged Base Plan

PROPERTY LINE

NOTE:
ALL DIMENSIONS WILL NEED TO BE VERIFIED WITH A LEGAL SURVEY

COPYRIGHT RESERVED. THIS DRAWING/DESIGN IS AND AT ALL TIME THE EXCLUSIVE PROPERTY OF BEEDIE AND CANNOT BE USED OR DUPLICATED WITHOUT WRITTEN CONSENT. THIS DRAWING SHALL NOT BE SCALED. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS, DATUS AND LEVELS PRIOR TO COMMENCEMENT OF WORK. ANY ERRORS AND OMISSIONS ARE TO BE REPORTED TO THE DESIGNER IMMEDIATELY.

Beedie

CONSULTANT

CLIENT APPROVAL

SIGNATURE / COMPANY STAMP:

DATE:

N°:	XXXX.XX.XX	REVISIONS:

REVISIONS:

PROJECT:

GLOUCESTER
GOLF COURSE
LANDS

DRAWING TITLE:

EAST ENLARGED
BASE PLAN

DRAWN BY:	GL
CHECKED BY:	CO
DATE:	18.10.22
SCALE:	
PROJECT:	
SHEET N°:	H.3

03 OF 03
A01

Beedie

May 24th, 2023

Stephen Richardson
Director - Development Services
Township of Langley
20338 – 65 Avenue
Langley, BC V2Y 3J1

Re: Beedie Gloucester Lands - Community Amenity Contribution (CAC) – ToL Project: #14-05-0105

On December 12, 2022, Township of Langley Mayor and Council adopted the following policy for the conversion of agricultural/rural land into industrial/urban:

> *The CAC's for OCP amendments where lots are designated Agriculture, Conservation and Recreation, Industrial, or Mixed Employment and Rural, will be based on cash contribution proportional to the value being created by the increase in land value, commonly referred to as "land lift".*

In recognition of this policy, Beedie has proposed a cash Community Amenity Contribution of **$14,003,900**. In addition to the cash CAC, Beedie proposes to transfer/gift ownership of approximately **55 acres** of the subject lands to the Township of Langley. The lands will be delivered to the Township of Langley with comprehensive restorations and improvements to environmental habitat, wetland enhancements, and community stormwater ponds.

The contribution is attributable to the proposed rezoning area comprised of the following properties (PID): 024-650-617; 023-884-398; 024-650-625 totaling **91.92 acres** of gross site area. The anticipated net developable area, after the transfer/gifted ownership of **55.13 acres,** additional road dedications & utility SRWs of **3.06 acres** will result in a net developable area of approximately **33.56 acres**. *(Note: Areas subject to final approval from Ministry & ToL).*

The following is a breakdown of the total contribution value proposed for the Development:

Cash CAC*	$14,003,900
In-Kind Community Contribution (~55 acres)	$30,482,622
Total CAC	**$44,486,522**

**Payable at time of Final Adoption and receipt of applicable Ministry authorizations. Value is subject to change dependent on the achievable net acreages of the property.*

We thank you for your consideration and look forward to working with Staff through the next steps associated with our rezoning/OCP amendment to help bring valuable employment lands to the Township of Langley.

Yours truly,

Todd Yuen
President, Industrial

3030 Gilmore Diversion, Burnaby, BC V5G 3B4 T604 435 3321 F604 432 7349
www.beedie.ca

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

HIGHWAY CLOSING AND DEDICATION REMOVAL

(22652 FRASER HWY HOLDINGS LTD.) BYLAW NO. 5855

EXPLANATORY NOTE

Bylaw No. 5855 authorizes the closure and highway dedication removal from a portion of unimproved lane west of 22652 Fraser Hwy.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

HIGHWAY CLOSING AND DEDICATION REMOVAL

(22652 FRASER HWY HOLDINGS LTD.) BYLAW NO. 5855

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

1. This Bylaw may be cited for all purposes as ""Highway Closing and Dedication Removal (22652 Fraser Hwy Holdings Ltd.) Bylaw No. 5855".

2. That portion of road lying in Section 32 Township 10 NWD shown outlined in heavy black line on the reference plan attached hereto as Schedule "A", prepared by Matt Onderwater, BCLS, completed on the 31st day of March, 2023, and more particularly described as:

   all that portion of Parcel 1 containing 796.6 square meters and dedicated on Plan NWP60992 (the "Road")

   shall be closed to traffic.

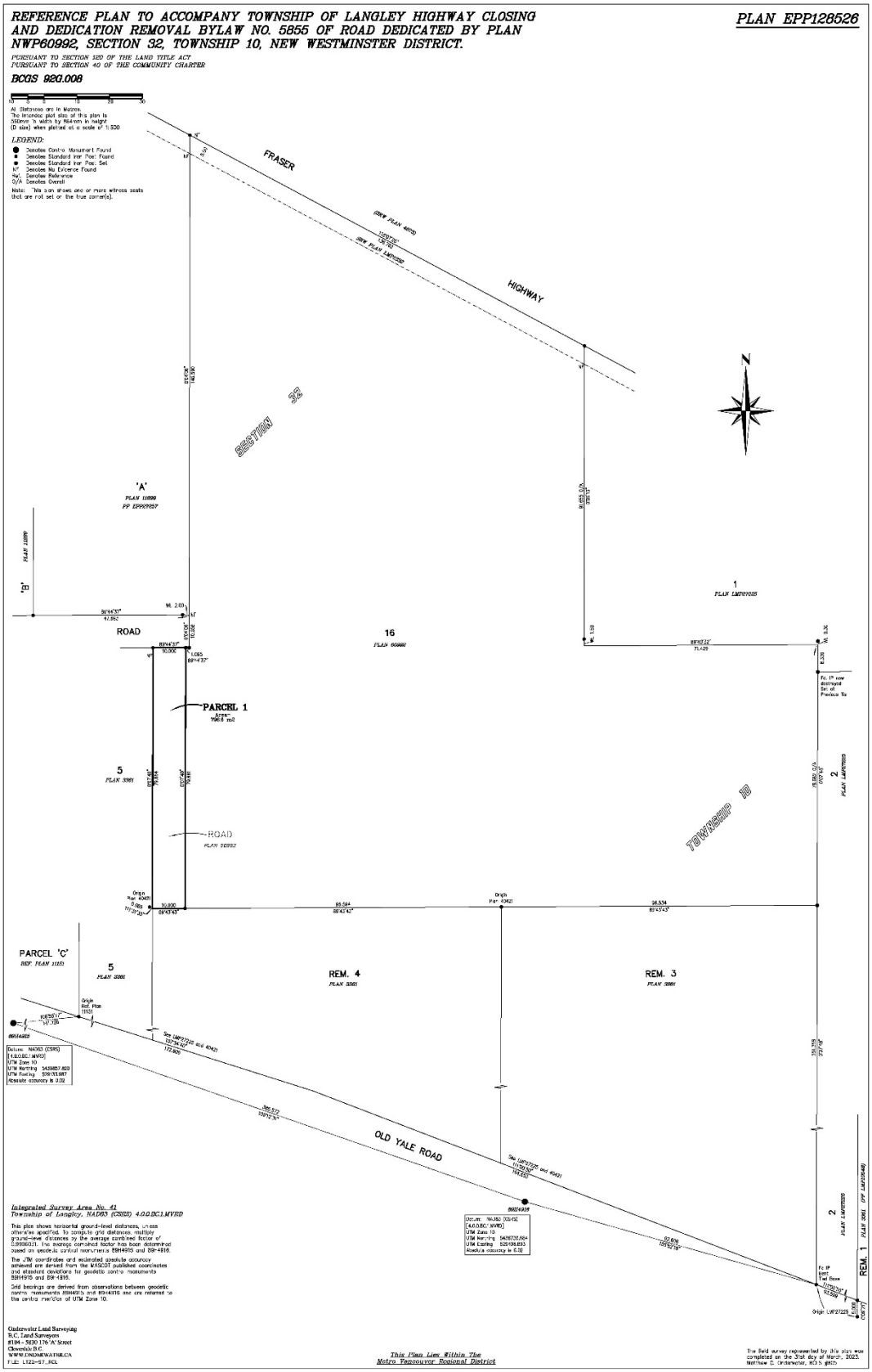
3. The dedication as highway shall be removed from the Road.

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

READ A FIRST TIME the	29	day of	May	, 2023
READ A SECOND TIME the	29	day of	May	, 2023
READ A THIRD TIME the	29	day of	May	, 2023
ADOPTED the		day of		, 2023

_____ Mayor _____ Township Clerk

SCHEDULE A


REFERENCE PLAN TO ACCOMPANY TOWNSHIP OF LANGLEY HIGHWAY CLOSING AND DEDICATION REMOVAL BYLAW NO. 5855 OF ROAD DEDICATED BY PLAN NWP60992, SECTION 32, TOWNSHIP 10, NEW WESTMINSTER DISTRICT.
PLAN EPP128526
PURSUANT TO SECTION 120 OF THE LAND TITLE ACT
PURSUANT TO SECTION 40 OF THE COMMUNITY CHARTER
BCGS 92G.008
LEGEND:
Denotes Control Monument Found
Denotes Standard Iron Post Found
Denotes Standard Iron Post Set
Denotes No Evidence Found
Denotes Reference
Denotes Overall
FRASER HIGHWAY
SECTION 32
TOWNSHIP 10
ROAD
PARCEL 1
PARCEL 'C'
REF. PLAN 11151
REM. 4
REM. 3
OLD YALE ROAD
16
PLAN 60992
Integrated Survey Area No. 41
Township of Langley, NAD83 (CSRS) 4.0.0.BC1.MVRD
This Plan Lies Within The Metro Vancouver Regional District

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DEVELOPMENT COST CHARGE WAIVER FOR NOT-FOR-PROFIT HOUSING

BYLAW NO. 5901

EXPLANATORY NOTE

Bylaw No. 5901 repeals and replaces Bylaw 2019 No. 5462. Bylaw No. 5901 has a different Bylaw title, and different development eligibility, tenancy eligibility, delegation provisions, waiver amounts, and definitions.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DEVELOPMENT COST CHARGE WAIVER FOR NOT-FOR-PROFIT HOUSING

BYLAW NO. 5901

WHEREAS section 563 of the *Local Government Act* authorizes Council, by bylaw, to waive or reduce a development cost charge for an eligible development;

NOW THEREFORE, Council, in open meeting assembled, ENACTS AS FOLLOWS:

PART 1: TITLE

1.1 Citation. This Bylaw may be cited for all purposes as "Development Cost Charge Waiver for Not-for-Profit Housing Bylaw No. 5901".

PART 2: INTERPRETATION

2.1 Definitions. In this Bylaw:

(a) "**Below-Market Dwelling Unit"** means a Not-for-Profit Dwelling Unit meeting the following criteria:

(i) tenancy is reserved for households meeting Eligibility Criteria;

(ii) at the commencement of a tenancy, the monthly rental rate is not more than the maximum rent as identified by the Township on an annual basis, being classified as either Bachelor, 1 Bedroom, 2 Bedroom, or 3+ Bedroom;

(iii) dimensions and floor area meet the minimum requirements of the BC Housing Design Guidelines and Construction Standards, or any future iteration thereof, for the corresponding unit types listed in 2.1(a)(ii); and

(iv) the rental rate is not increased by more than the percentage permitted by the *Residential Tenancy Act* from year to year for continuous tenancies.

(b) "**BC Housing**" means the British Columbia Housing Management Commission or any successor organization or authority that assumes the powers and obligations of the British Columbia Housing Management Commission;

(c) **"Development Cost Charge"** means a development cost charge payable pursuant to *Langley Development Cost Charges Bylaw 2012, No. 4963*;

(d) **"Eligibility Criteria"** means criteria that limits occupation of a dwelling unit to a household with an annual gross household income not exceeding 120% of the income required to afford rental rates as referenced in Section 2.1(a), and income required is the rental rate multiplied by 12, divided by 0.27:

(e) **"Eligible Development"** means any residential development that includes at least one Below-Market Dwelling Unit or Hospice Unit;

(f) **Hospice Unit"** means any dwelling unit that is:

(i) owned or leased by a Non-Profit Organization;

(ii) reserved and operated as a hospice for non-profit supportive living for individuals in palliative care; and

(iii) governed by the terms of an agreement and/or covenant with any of the parties described in subsection 2.1(h)(ii)-(v) of this Bylaw in perpetuity to ensure the dwelling units comprising the Hospice Units are occupied and managed as a hospice for non-profit supportive living for individuals in palliative care;

but does not include:

(iv) a continuing care facility under the *Continuing Care Act*, RSBC 1996, c. 70;

(v) a public or private hospital under the *Hospital Act*, RSBC 1996, c. 200;

(vi) a Provincial mental health facility, an observation unit or a psychiatric unit designated under the *Mental Health Act*, RSBC 1996, c. 288; or

(vii) a housing-based health facility that provides hospitality support services and personal health care;

(g) **"Not-for-Profit Development"** means a development where all dwelling units are Not-for-Profit Dwelling Units, and one or more dwelling units are Below-Market Dwelling Units or Hospice Units;

(h) "**Non-Profit Organization**" means any of the following:

(i) a society registered under the *Societies Act*, SBC 2015, c.18 or a foundation or charitable organization as defined in the *Income Tax Act,* RSC 1985, c. 1 of which:

(A) its bylaws and constitution's stated purpose is to provide affordable housing for low- or moderate-income households, supportive living housing or another similar purpose;

(B) its bylaws and constitution provide that its directors may not be remunerated in any capacity, nor may the directors serve as employees;

(C) its bylaws and constitution provide that upon dissolution or wind up of the organization, its assets will be disposed to an organization(s) with a similar not-for-profit purpose of providing affordable housing;

(D) the items addressed in subsections (A), (B) and (C) are unalterable or otherwise restricted in accordance with the applicable enabling enactment or require the prior written consent of the Township to alter; and

(E) its rules of conduct must be in accordance with the its purposes and applicable legislation;

(ii) BC Housing;

(iii) the Canada Mortgage and Housing Corporation or any

successor organization or authority that assumes the powers and obligations of the Canada Mortgage and Housing Corporation;

(iv) the Township; or

(v) a non-profit housing corporation established by, or at the initiative of, the Township or another local government or Regional District under the *Local Government Act* (British Columbia);

(i) **"Not-for-Profit Dwelling Unit"** means any dwelling unit that is:

(i) owned or leased by a Non-Profit Organization and reserved and operated as rental housing;

(ii) governed by the terms of an agreement and/or covenant with any of the parties described in subsection 2.1(h)(ii)-(v) of this Bylaw to ensure the dwelling units comprising the Not-for-Profit Dwelling Units are occupied and managed as not-for-profit rental housing in perpetuity, as specified on the Land Title for the property;

but does not include:

(iii) a community care facility under the *Community Care and Assisted Living Act*, SBC 2002, c. 75;

(iv) a continuing care facility under the *Continuing Care Act*, RSBC 1996, c. 70;

(v) a public or private hospital under the *Hospital Act*, RSBC 1996, c. 200;

(vi) a Provincial mental health facility, an observation unit or a psychiatric unit designated under the *Mental Health Act*, RSBC 1996, c. 288; or

(vii) a housing-based health facility that provides hospitality support services and personal health care;

(j) **"Hospice Unit"** means any dwelling unit that is:

(ii) owned or leased by a Non-Profit Organization;

(iii) reserved and operated as a hospice for non-profit supportive living for individuals in palliative care; and

(iv) governed by the terms of an agreement and/or covenant with any of the parties described in subsection 2.1(h)(ii)-(v) of this Bylaw in perpetuity to ensure the dwelling units comprising the Hospice Units are occupied and managed as a hospice for non-profit supportive living for individuals in palliative care;

but does not include:

(v) a continuing care facility under the *Continuing Care Act*, RSBC 1996, c. 70;

(vi) a public or private hospital under the *Hospital Act*, RSBC 1996, c. 200;

(vii) a Provincial mental health facility, an observation unit or a psychiatric unit designated under the *Mental Health Act*, RSBC 1996, c. 288; or

(viii) a housing-based health facility that provides hospitality

support services and personal health care;

(k) **"Township"** means the Corporation of the Township of Langley.

2.2 Same Meaning. Unless the context otherwise provides in this Bylaw, terms defined in the following bylaws of the Township or incorporated by reference into those bylaws have the same meaning in this Bylaw:

(a) *Langley Development Cost Charges Bylaw 2012, No. 4963*;

(b) *Subdivision and Development Servicing Bylaw 2011, No. 4861;* and

(c) *Township of Langley Zoning Bylaw 1987, No*. 2500.

2.3 References to an Enactment Include Its Amendments. References in this Bylaw to an enactment include the enactment as it may be amended or replaced from time to time.

PART 3: WAIVER OF DEVELOPMENT COST CHARGES

3.1 Waiver of Development Cost Charges for Eligible Development. Notwithstanding section 5 of *Langley Development Cost Charges Bylaw 2012, No. 4963,* and subject to section 3.2 of this Bylaw, the Township may waive Development Cost Charges that are otherwise payable for Eligible Development in accordance with the following:

(a) for an Eligible Development that is a Not-for-Profit Development where at least 30% of the dwelling units are dedicated for Below-Market Dwelling Units or Hospice Units, the Township's municipal council may waive all Development Cost Charges that would otherwise be payable for all of the Not-for-Profit Development;

(b) for an Eligible Development that is a Not-for Profit Development where less than 30% of the dwelling units are dedicated for Below-Market Dwelling Units or Hospice Units, the Township's municipal council may waive all Development Cost Charges for only those Below-Market Dwelling Units or Hospice Units within the Not-for-Profit Development; or

(c) for an Eligible Development that is not a Not-for-Profit Development, the Township's municipal council may waive Development Cost Charges for only those Below-Market Dwelling Units or Hospice Units within the Eligible Development.

3.2 Application for Waiver. No waiver or refund pursuant to section 3.1 shall be granted unless an application is made and submitted by the owner of the Eligible Development for a waiver of Development Cost Charges in respect of the Eligible Development and the application is approved by the Township as fulfilling all of this Bylaw's eligibility requirements and conditions for a waiver of Development Cost Charges.

3.3 Appeal to Council. A person who is subject to the decision of the Township

under section 3.2 is entitled to have the Township's municipal council reconsider the matter.

PART 4: RECORD KEEPING AND REPORTING

4.1 **Reports.** The Township shall report annually to the Township Council, and at any time upon the request of Township Council, the number and cost of Development Cost Charge waivers granted under this Bylaw.

PART 5: REPEAL AND AMENDMENTS

5.1 **Repeal.** The "Development Cost Charge Waiver for Affordable and Supportive Housing Bylaw 2019 No. 5462" is hereby repealed.

READ A FIRST TIME the	12	day of	June	, 2023
READ A SECOND TIME the	12	day of	June	, 2023
READ A THIRD TIME the	12	day of	June	, 2023
ADOPTED the		day of		, 2023

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (BMG PROJECTS INC.) BYLAW NO. 5769

EXPLANATORY NOTE

Bylaw No. 5769 rezones 1.89 ha (4.67 ac) of land at 20486 and 20514 – 80 Avenue from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-77 to accommodate a townhouse development consisting of 67 units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (BMG PROJECTS INC.) BYLAW NO. 5769

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 (BMG Projects Inc.) Bylaw No. 5769”.

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

   Lot 4 Section 23 Township 8 New Westminster District Plan 72492

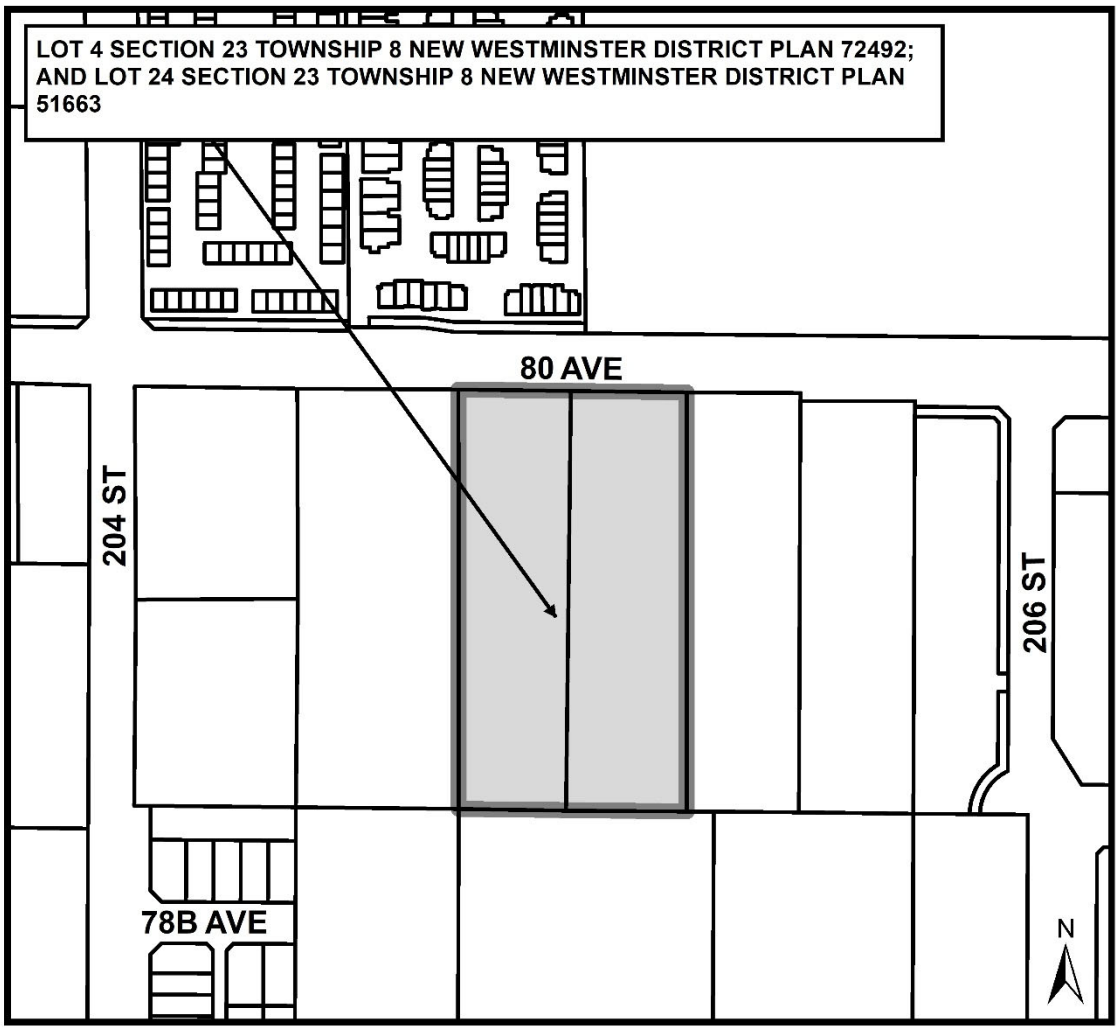
   Lot 24 Section 23 Township 8 New Westminster District Plan 51663

   As shown delineated on Schedule “A” attached to and forming part of this Bylaw to Comprehensive Development Zone CD-77.

READ A FIRST TIME the	28	day of	February	, 2022.
READ A SECOND TIME the	28	day of	February	, 2022.
NOTICE WAS ADVERTISED the	17, 24	day of	March	, 2022.
READ A THIRD TIME the	25	day of	July	, 2022.
ADOPTED the		day of		, 2023.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5769



ATTACHMENT A

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101202

This Permit is issued this _____day of _____, 2022 to:

1. Name: BMG Projects Inc.

   Address: 201, 204 Cayer Street
   Coquitlam BC V3K 5B1

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

   LEGAL DESCRIPTION: Lot 4 Section 23 Township 8 New Westminster District Plan 72492

   Lot 24 Section 23 Township 8 New Westminster District Plan 51663

   CIVIC ADDRESS: 20486 and 20514 – 80 Avenue

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

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

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

   a. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw;
   b. Completion of an on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
   c. On-site landscaping to be secured by letter of credit at building permit stage;
   d. Written confirmation form the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place; and
   e. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

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

   This Permit is not a Building Permit.

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

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

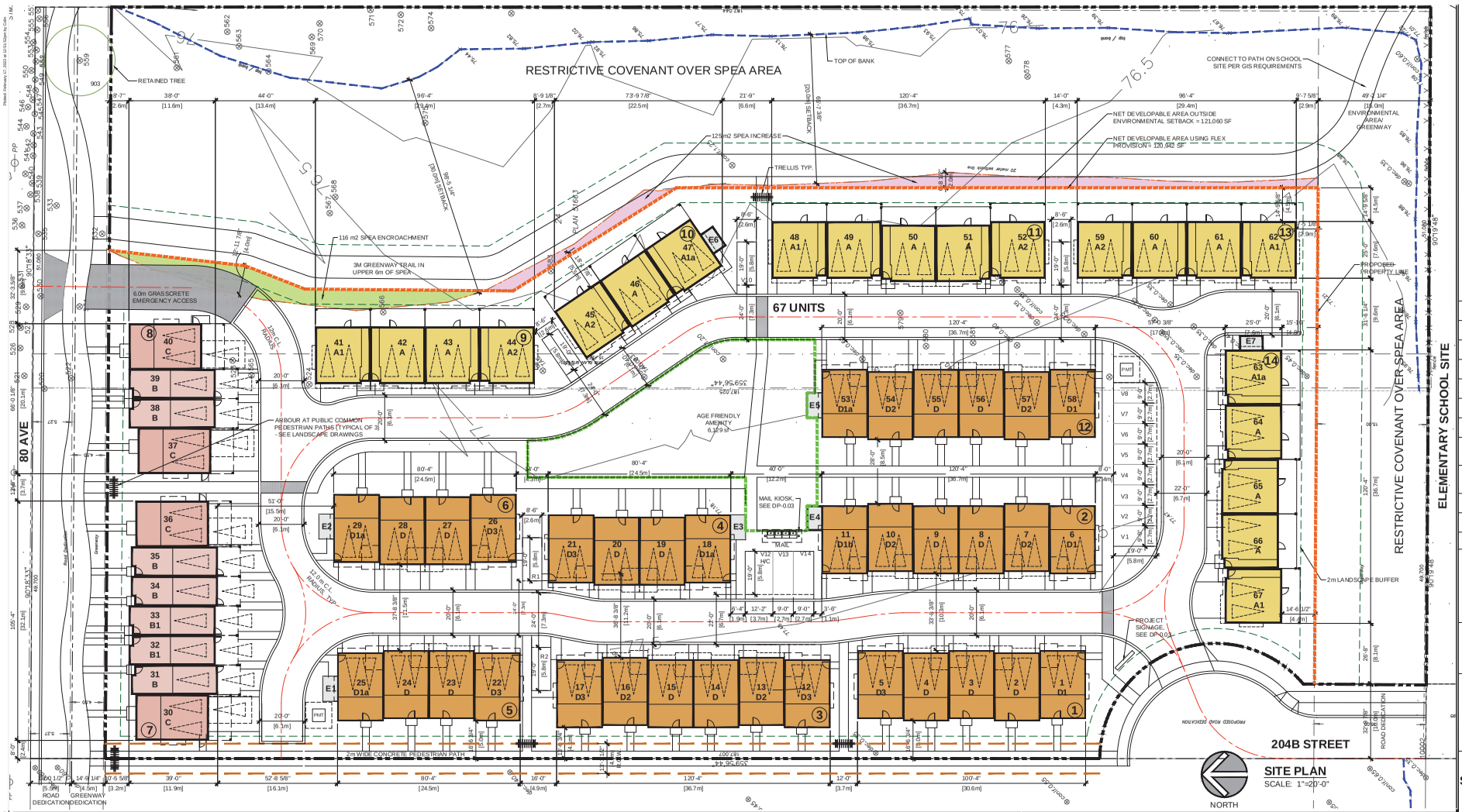
It is understood and agreed that the Municipality has made no representations, covenants, warranties, guarantees, promises or agreement (verbal or otherwise) with the developer other than those in this Permit.

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

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2022.

Attachments:

SCHEDULE A	Architectural Drawings
SCHEDULE B	Landscape Drawings



©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

2022-02-17	CHANGED SPEA TO RC
2022-01-24	LANDSCAPE COORDINATION
2021-12-22	REVISED PATHS IN SPEA
2021-10-06	SPEA CALCULATION ADDED
2021-09-29	ARBOUR ADDED (BLDG 7/8)
2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
SITE PLAN

DATE 2021.06.24 FILE NO.
DWN. NV, BN
CHK. CH
2020

SEAL

SHEET NO.
SCHEDULE A
DP-0.02

SITE RECONCILIATION

LEGAL DESCRIPTION:

LOT 24, SECTION 23, TOWNSHIP 8,
NEW WESTMINISTER DISTRICT, PLAN 51663
&
LOT 4, SECTION 23, TOWNSHIP 8,
NEW WESTMINISTER DISTRICT, PLAN 72492

CIVIC ADDRESS:

20514 & 20486 80TH AVE, TOWNSHIP OF LANGLEY, BC

ZONING INFORMATION:

ZONE: EXISTING: SR-2
PROPOSED: CD

LOT AREA:

GROSS LOT AREA	203,425 sq.ft. / 18,899 m² / 4.670 Ac. /1.890 Ha.
ROAD DEDICATION (204B ST)	- 5,537 sq.ft / 514 m² / 0.127 Ac. / 0.051 Ha.
ROAD DEDICATION (80TH AVE)	- 5,963 sq.ft / 554 m² / 0.137 Ac. / 0.055 Ha.
GREENWAY DEDN.	- 4,879 sq.ft. / 450 m² / 0.111 Ac. / 0.045 Ha
NET SITE AREA	186,402 sq.ft. / 17,316 m² / 4.28 Ac. / 1.73 Ha.

SETBACKS: REQUIRED: SEE CD BYLAW
PROPOSED: NORTH - 80th Ave 2.7 m
EAST 4.5 m
SOUTH 2.9 m
WEST 2.4 m

LOT DENSITY:

YORKSON NEIGHBOURHOOD PLAN - TOWNHOUSE DESIGNATION
UPA: ALLOWABLE:
Min. = 15 upa x 4.670 Ac. = 70.05 = 71 UNITS
Max. = 25 upa x 4.670 Ac. = 116.75 = 116 UNITS
PROPOSED (GROSS): 4.67 ac - 0.21 ac (BELOW T.O. BANK) = 4.46 ac
67 UNITS / 4.46 ac = 15.02 upa

TANDEM UNITS ALLOWABLE: 40% (MAX)
PROPOSED (GROSS): 7 UNITS / 67 UNITS = 11%

LOT COVERAGE: **PROPOSED: 4,491 m² / 11,247 m² = 33.93%**

BUILDING HEIGHT: **PROPOSED: 9.9 m - MAX. HEIGHT**

AGE FRIENDLY AMENITY SPACE:
REQUIRED: 67 x 8m²/UNIT = 536 m² (5,767 sq.ft.)
PROPOSED: 566 m² (6,102 sq.ft.)

ADAPTABLE HOUSING:
REQUIRED: 67 UNITS x 5% = 3.35 = 4 UNITS
PROPOSED: 4 UNITS (UNIT C)

PARKING:
RESIDENT: REQUIRED: 60 DOUBLE CAR UNITS x 2.0 = 120 STALLS
7 TANDEM UNITS x 2.3 = 16.1 STALLS
TOTAL REQUIRED = 136.1 STALLS

PROVIDED: 140 STALLS, ALLOCATED AS FOLLOWS:
127 STALLS IN GARAGES
2 STALLS IN DEDICATED PARKING PADS
11 STALLS IN DRIVEWAYS

EV CHARGING: ONE LEVEL 2 CHARGING STATION TO BE PROVIDED FOR EACH UNIT

VISITOR: REQUIRED: 0.2 STALLS PER UNIT = 13.4 STALLS
PROVIDED: = 14 STALLS (including 1 HC)

APPROXIMATE FLOOR AREA SUMMARY

UNIT TYPE	# of UNITS	GARAGE	LOWER*	MAIN	UPPER	UNIT TOTALS		SITE TOTALS	
A: 2 BED+DEN	11	498 sq.ft.	98 sq.ft.	638 sq.ft.	689 sq.ft.	1,425 sq.ft.	132.4 m²	15,675 sq.ft.	1,456.3 m²
A1: 2 BED+DEN	4	502 sq.ft.	98 sq.ft.	659 sq.ft.	694 sq.ft.	1,451 sq.ft.	134.8 m²	5,804 sq.ft.	539.2 m²
A1a: 2 BED+DEN	2	502 sq.ft.	98 sq.ft.	659 sq.ft.	694 sq.ft.	1,451 sq.ft.	134.8 m²	2,902 sq.ft.	269.6 m²
A2: 2 BED+DEN	4	502 sq.ft.	98 sq.ft.	659 sq.ft.	694 sq.ft.	1,451 sq.ft.	134.8 m²	5,804 sq.ft.	539.2 m²
B: 3 BED+DEN	5	257 sq.ft.	231 sq.ft.	520 sq.ft.	520 sq.ft.	1,271 sq.ft.	118.1 m²	6,355 sq.ft.	590.4 m²
B1: 3 BED+DEN	2	257 sq.ft.	231 sq.ft.	520 sq.ft.	520 sq.ft.	1,271 sq.ft.	118.1 m²	2,542 sq.ft.	236.2 m²
C (ADAPT): 3 BED	4	434 sq.ft.	211 sq.ft.	668 sq.ft.	695 sq.ft.	1,574 sq.ft.	146.2 m²	6,296 sq.ft.	584.9 m²
D: 3 BED+DEN	15	399 sq.ft.	201 sq.ft.	566 sq.ft.	640 sq.ft.	1,407 sq.ft.	130.7 m²	21,105 sq.ft.	1,960.7 m²
D1: 3 BED+DEN	3	402 sq.ft.	203 sq.ft.	584 sq.ft.	645 sq.ft.	1,432 sq.ft.	133.0 m²	4,296 sq.ft.	399.1 m²
D1a: 3 BED+DEN	4	402 sq.ft.	203 sq.ft.	584 sq.ft.	645 sq.ft.	1,432 sq.ft.	133.0 m²	5,728 sq.ft.	532.1 m²
D1b: 3 BED+DEN	1	402 sq.ft.	203 sq.ft.	584 sq.ft.	645 sq.ft.	1,432 sq.ft.	133.0 m²	1,432 sq.ft.	133.0 m²
D2: 3 BED+DEN	6	399 sq.ft.	201 sq.ft.	566 sq.ft.	640 sq.ft.	1,407 sq.ft.	130.7 m²	8,442 sq.ft.	784.3 m²
D3: 3 BED+DEN	6	402 sq.ft.	203 sq.ft.	584 sq.ft.	645 sq.ft.	1,432 sq.ft.	133.0 m²	8,592 sq.ft.	798.2 m²
TOTAL	67							EXCLUDING GARAGES	94,973 sq.ft. 8,823.3 m²
				GARAGE TOTAL	28,040 sq.ft.			INCLUDING GARAGES	123,013 sq.ft. 11,429.3 m²

LOT COVERAGE

BUILDING #	#of UNIT	LOT COVERAGE	
BLDG 1	5	3,277 sq.ft.	304.4 m²
BLDG 2	6	3,924 sq.ft.	364.6 m²
BLDG 3	6	3,990 sq.ft.	370.7 m²
BLDG 4	4	2,694 sq.ft.	250.3 m²
BLDG 5	4	2,694 sq.ft.	250.3 m²
BLDG 6	4	2,694 sq.ft.	250.3 m²
BLDG 7	7	4,995 sq.ft.	464.1 m²
BLDG 8	4	2,453 sq.ft.	228.0 m²
BLDG 9	4	3,365 sq.ft.	312.6 m²
BLDG 10	3	2,534 sq.ft.	235.4 m²
BLDG 11	5	4,193 sq.ft.	389.5 m²
BLDG 12	6	3,990 sq.ft.	370.7 m²
BLDG 13	4	3,365 sq.ft.	312.6 m²
BLDG 14	5	4,193 sq.ft.	389.5 m²
TOTAL	67	48,344 sq.ft.	4,491.0 m²



NORTH STREETSCAPE - 80TH AVENUE CONTEXT
SCALE: NTS



NORTH STREETSCAPE - 80TH AVENUE
SCALE: 1/8" = 1'-0"



SOUTH
SCALE: 1/8" = 1'-0"

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE
INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.8535442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"
20514 & 20486 80 AVENUE
LANGLEY, BC

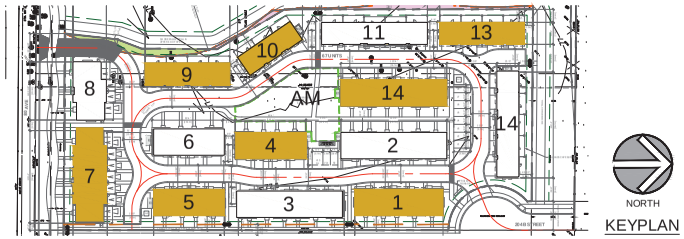
DRAWING TITLE
COLOURED STREETSCAPES

DATE 2021.06.24 FILE NO.
DWN. BN
CHK. CH 2020

SEAL

SHEET NO. I.3
DP-0.04





KEYPLAN

COLOUR SCHEME 1

A Roof Shingles:
Pabco Premier Laminated Shingle
'Antique Black'

B Horizontal Siding 1:
James Hardie 'Arctic White'

C Horizontal Siding 2:
James Hardie 'Aged Pewter'

D Board and Batten Siding:
James Hardie 'Arctic White'

E Board and Batten Siding:
James Hardie 'Aged Pewter'

F Trim 1:
James Hardie 'Arctic White'

G Trim 2:
James Hardie
Benjamin Moore "Black" 2132-10

H Smooth Panel 1:
James Hardie 'Arctic White'

I Smooth Panel 2:
James Hardie
Benjamin Moore "Black" 2132-10

J Fascia Boards, Gutters:
Benjamin Moore "Snow White" OC-66

K Decorative Brackets:
Wood finish

L Window Frames:
Black

M Standing Seam Metal Panel Roof:
Makin Metals 'Regent Grey'

N Entry Doors:
Wood colour to match brackets
or
Benjamin Moore "Black" 2132-10

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.855.5222 f 604.853.5442
e info@focusa.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
COLOUR SCHEME 1

DATE **2021.06.24** FILE NO. **2020**
DWN. BN
CHK. CH

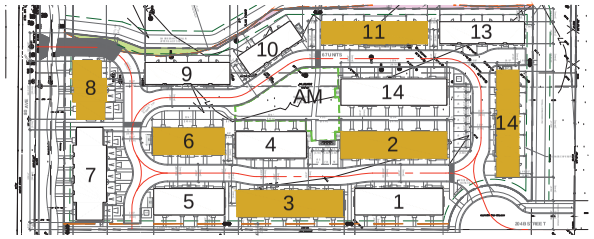
I.3

SEAL

SHEET NO.
DP-0.05

COLOUR SCHEME 2





KEYPLAN

A Roof Shingles:
Pabco Premier Laminated Shingle
'Antique Black'

B Horizontal Siding:
James Hardie 'Arctic White'

C Shingle Siding:
James Hardie 'Pearl Gray'

D Trim 1:
James Hardie 'Arctic White'

E Trim 2:
James Hardie
Benjamin Moore "Black" 2132-10

F Smooth Panel 1:
James Hardie 'Arctic White'

G Smooth Panel 2:
James Hardie
Benjamin Moore "Black" 2132-10

H Fascia Boards, Gutters:
Benjamin Moore "Snow White" OC-66

I Decorative Brackets:
Wood finish

J Window Frames:
Black

K Standing Seam Metal Panel Roof:
Makin Metals 'Regent Grey'

L Entry Doors:
Wood colour to match brackets
or
Benjamin Moore "Black" 2132-10

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.855.5222 f 604.853.5442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
COLOUR SCHEME 2

DATE **2021.06.24** FILE NO. **2020**
DWN. BN
CHK. CH

I.3

SEAL

SHEET NO.
DP-0.06



EAST ELEVATION
SCALE: 1/8"=1'-0"



NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
BUILDING 7 COLOURED ELEVATIONS

DATE	2021.06.24	FILE NO.
DWN.	BN	2020
CHK.	CH	

SEAL

SHEET NO.
I.3
DP-0.07

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca



EAST ELEVATION
SCALE: 1/8"=1'-0"



NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
BUILDING 8 COLOURED ELEVATIONS

DATE **2021.06.24** FILE NO. **2020**
DWN. **BN**
CHK. **CH**

SEAL

SHEET NO. **I.3**
DP-0.08



NORTH STREETSCAPE - 80TH AVENUE
SCALE: 1/8" = 1'-0"



SOUTH STREETSCAPE - 204B STREET
SCALE: 1/8" = 1'-0"

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.8535442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
80TH AVENUE & 204B STREET STREETSCAPES

DATE	2021.06.24	FILE NO.
DWN.	BN	2020
CHK.	CH	

SEAL

SHEET NO.
I.3
DP-0.09



WEST STREETSCAPE
SCALE: NTS



WEST STREETSCAPE - BLOWN UP AT NORTH END
SCALE: 3/32" = 1'-0"



WEST STREETSCAPE - BLOWN UP AT SOUTH END
SCALE: 3/32" = 1'-0"

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

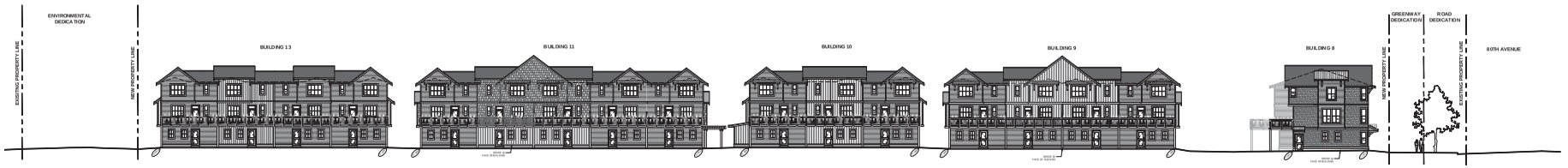
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
WEST STREETSCAPES

DATE **2021.06.24** FILE NO.
DWN. **BN**
CHK. **CH** **2020**

SEAL

SHEET NO. **I.3**
DP-0.10



EAST STREETSCAPE
SCALE: NTS



EAST STREETSCAPE - BLOWN UP AT NORTH END
SCALE: 3/32" = 1'-0"



EAST STREETSCAPE - BLOWN UP AT SOUTH END
SCALE: 3/32" = 1'-0"

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

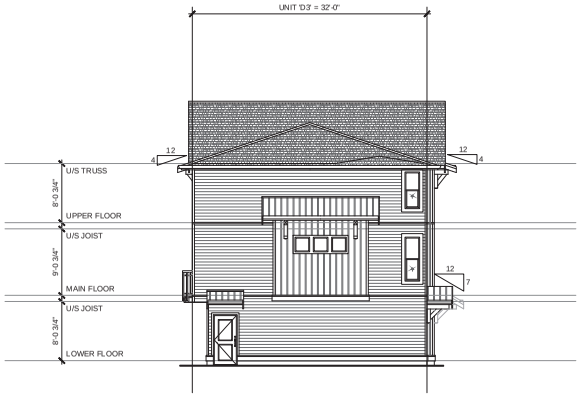
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
EAST STREETSCAPES

DATE	2021.06.24	FILE NO.
DWN.	BN	2020
CHK.	CH	

SEAL

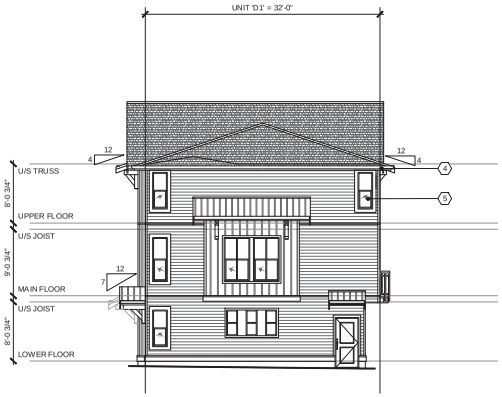
SHEET NO.
DP-0.11



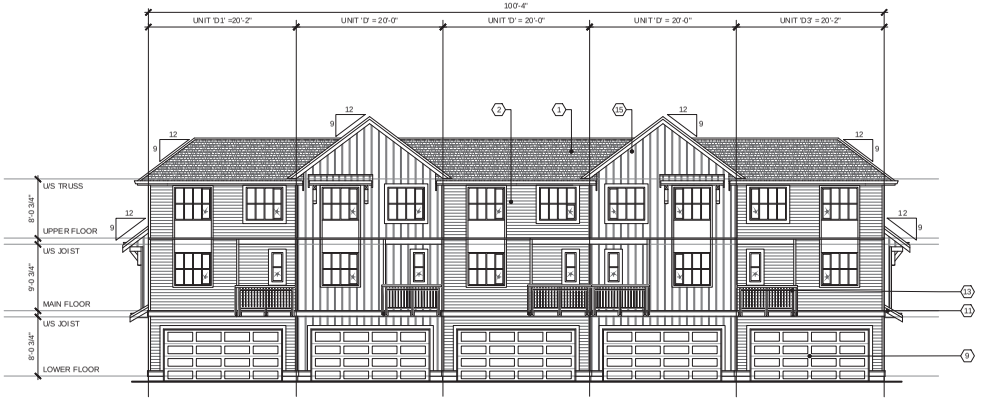
NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1 COMPOSITE ASPHALT SHINGLES	8 OVERHEAD GARAGE DOORS
2 HORIZONTAL CEMENT BOARD SIDING	10 PAINTED WOOD COLUMN
3 2X10 PAINTED WOOD FASCIA c/w 1X4 WOOD TRIM	11 2x10 PAINTED WOOD TRIM c/w PREFINISHED METAL FLASHING
4 5" PREFINISHED ALUMINUM GUTTER ON 2X8 PAINTED WOOD FASCIA	12 PREFINISHED METAL THROUGH WALL FLASHING
5 SEALED DOUBLE GLAZED P.V.C. WINDOW	13 42'' HIGH METAL RAILING
6 SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR c/w 2x6 WOOD TRIM AROUND	14 6"x6" WOOD DECORATIVE BRACKET
7 SEALED DOUBLE GLAZED P.V.C. ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	15 CEMENT BOARD SIDING W/ WOOD BATTENS
9 ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	16 WOOD OR CEMENT SHINGLE SIDING
	17 SMOOTH CEMENT BOARD PANEL
	18 GALVANIZED METAL ROOF

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

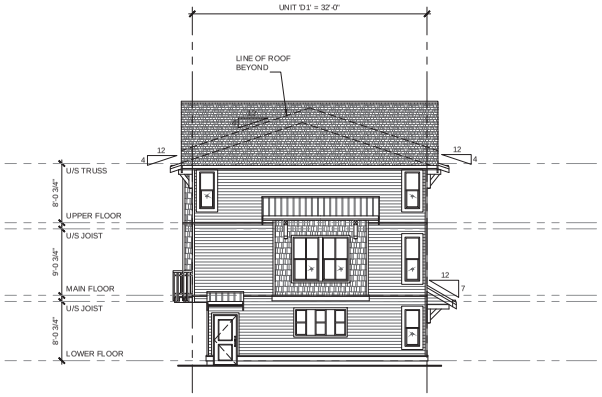
PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
BUILDING 1 ELEVATIONS

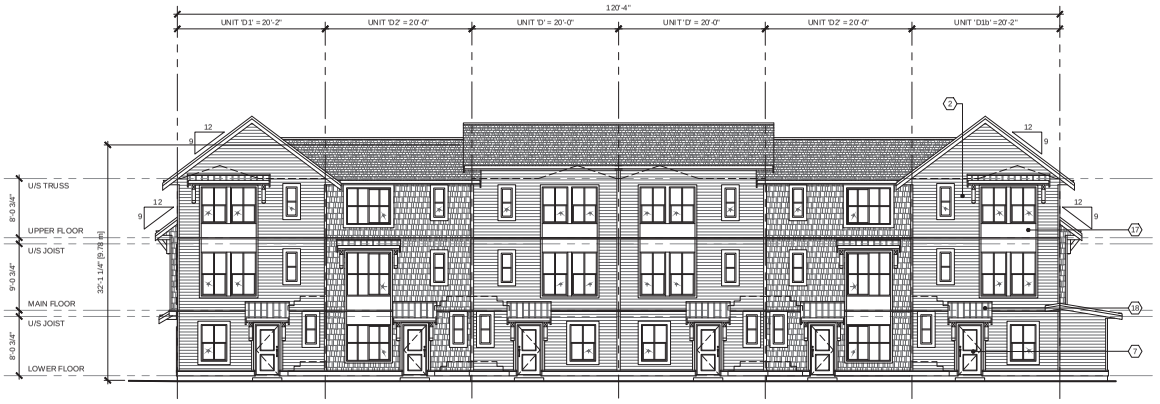
DATE **2021.06.24** FILE NO. **2020**
DWN. **BN**
CHK. **CH**

SEAL

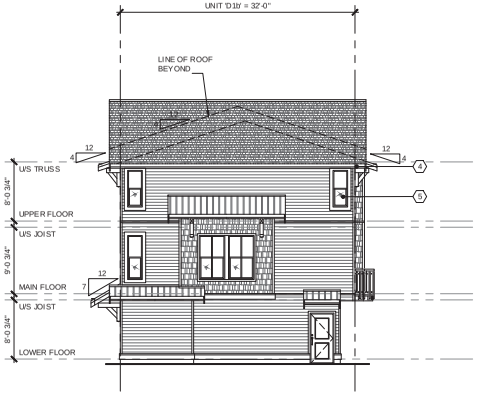
SHEET NO. **I.3 DP-1.02**



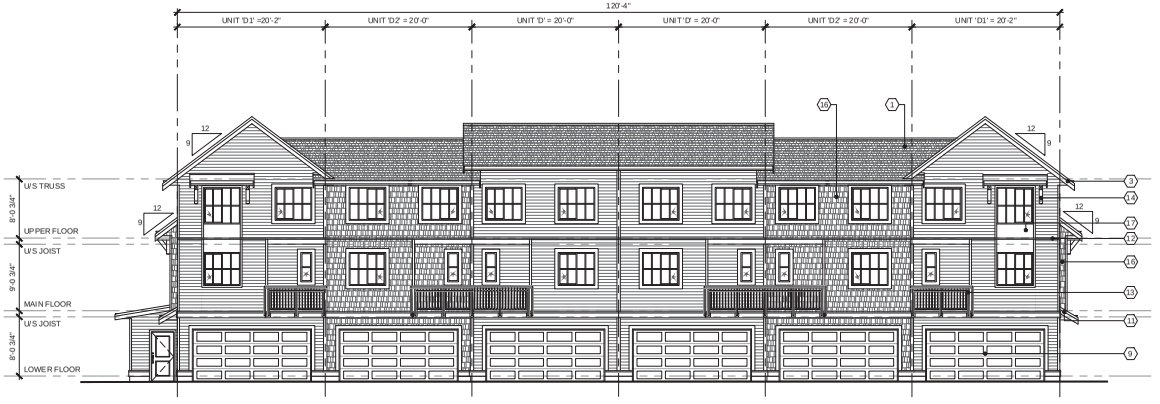
SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"



NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1 COMPOSITE ASPHALT SHINGLES	8 OVERHEAD GARAGE DOORS
2 HORIZONTAL CEMENT BOARD SIDING	10 PAINTED WOOD COLUMN
3 2X WOOD TRIM	11 2x10 PAINTED WOOD TRIM c/w PREFINISHED METAL FLASHING
4 5" PREFINISHED ALUMINUM GUTTER ON 2X8 PAINTED WOOD FASCIA	12 PREFINISHED METAL THROUGH WALL FLASHING
5 SEALED DOUBLE GLAZED P.V.C. WINDOW	13 42'' HIGH METAL RAILING
6 SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR c/w 2x6 WOOD TRIM AROUND	14 6"x6" WOOD DECORATIVE BRACKET
7 SEALED DOUBLE GLAZED P.V.C. ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	15 CEMENT BOARD SIDING W/ WOOD BATTENS
9 ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	16 WOOD OR CEMENT SHINGLE SIDING
	17 SMOOTH CEMENT BOARD PANEL
	18 GALVANIZED METAL ROOF

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

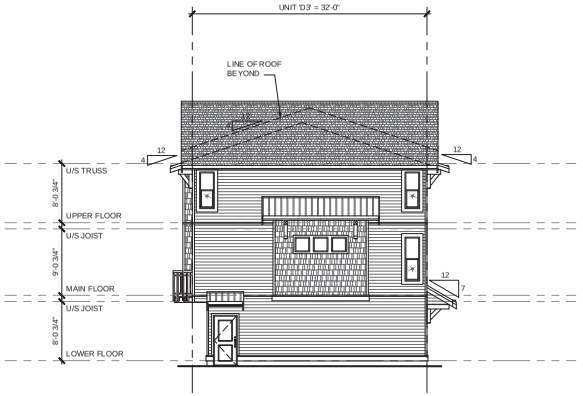
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
BUILDING 2 ELEVATIONS

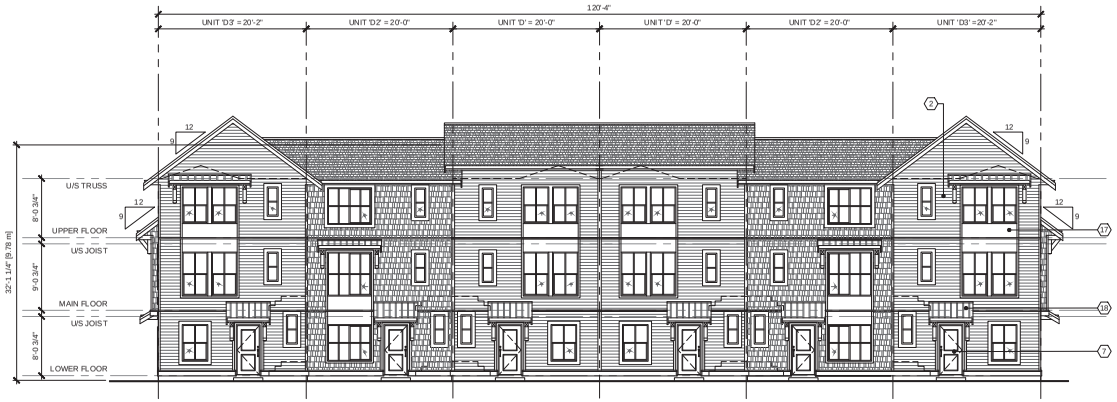
DATE **2021.06.24** FILE NO.
DWN. **BN**
CHK. **CH** **2020**

SEAL

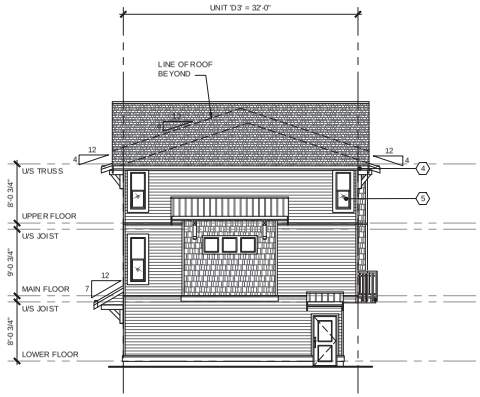
SHEET NO. **I.3**
DP-2.02



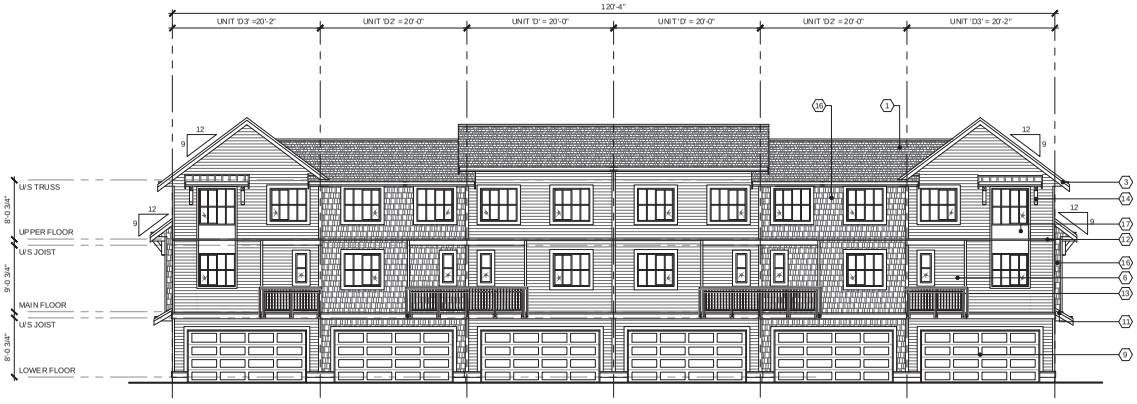
NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1 COMPOSITE ASPHALT SHINGLES	9 OVERHEAD GARAGE DOORS
2 HORIZONTAL CEMENT BOARD SIDING	10 PAINTED WOOD COLUMN
3 2X10 PAINTED WOOD FASCIA c/w 1X4 WOOD TRIM	11 2x10 PAINTED WOOD TRIM c/w PREFINISHED METAL FLASHING
4 5" PREFINISHED ALUMINUM GUTTER ON 2X8 PAINTED WOOD FASCIA	12 PREFINISHED METAL THROUGH WALL FLASHING
5 SEALED DOUBLE GLAZED P.V.C. WINDOW	13 42'' HIGH METAL RAILING
6 SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR c/w 2x6 WOOD TRIM AROUND	14 6"x6" WOOD DECORATIVE BRACKET
7 SEALED DOUBLE GLAZED P.V.C. ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	15 CEMENT BOARD SIDING W/ WOOD BATTENS
8 ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	16 WOOD OR CEMENT SHINGLE SIDING
	17 SMOOTH CEMENT BOARD PANEL
	18 GALVANIZED METAL ROOF

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

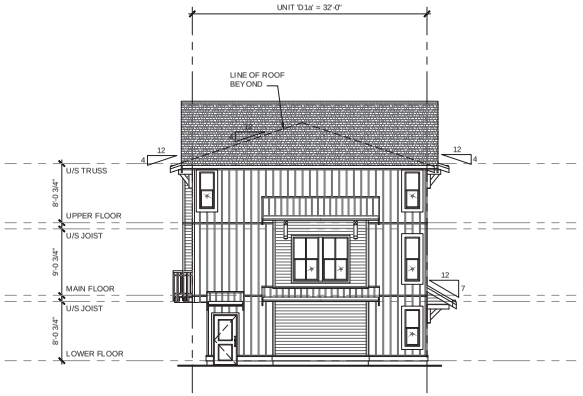
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
BUILDING 3 ELEVATIONS

DATE **2021.06.24** FILE NO.
DWN. **BN**
CHK. **CH** **2020**

SEAL

SHEET NO. **I.3**
DP-3.02



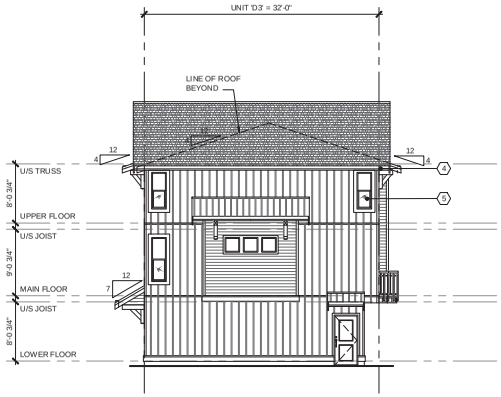
SOUTH ELEVATION

SCALE: 1/8"=1'-0"



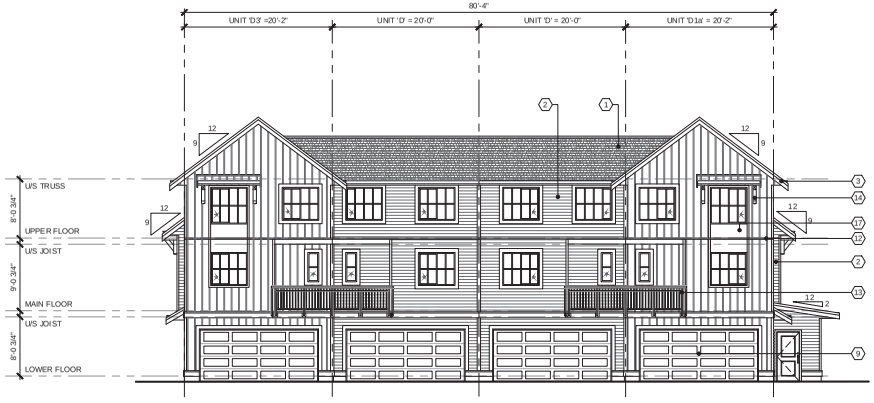
EAST ELEVATION

SCALE: 1/8"=1'-0"



NORTH ELEVATION

SCALE: 1/8"=1'-0"



WEST ELEVATION

SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1 COMPOSITE ASPHALT SHINGLES	8 OVERHEAD GARAGE DOORS
2 HORIZONTAL CEMENT BOARD SIDING	10 PAINTED WOOD COLUMN
3 2X10 PAINTED WOOD FASCIA c/w 1X4 WOOD TRIM	11 2x10 PAINTED WOOD TRIM c/w PREFINISHED METAL FLASHING
4 5" PREFINISHED ALUMINUM GUTTER ON 2X8 PAINTED WOOD FASCIA	12 PREFINISHED METAL THROUGH WALL FLASHING
5 SEALED DOUBLE GLAZED P.V.C. WINDOW	13 42'' HIGH METAL RAILING
6 SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR c/w 2x6 WOOD TRIM AROUND	14 6"x6" WOOD DECORATIVE BRACKET
7 SEALED DOUBLE GLAZED P.V.C. ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	15 CEMENT BOARD SIDING W/ WOOD BATTENS
9 ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	16 WOOD OR CEMENT SHINGLE SIDING
	17 SMOOTH CEMENT BOARD PANEL
	18 GALVANIZED METAL ROOF

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

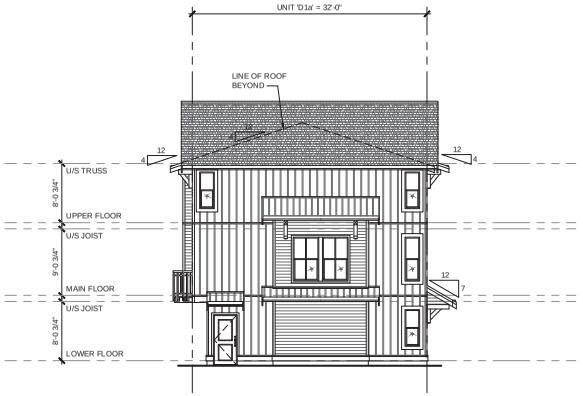
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
BUILDING 4 ELEVATIONS

DATE **2021.06.24** FILE NO.
DWN. **BN**
CHK. **CH** **2020**

SEAL

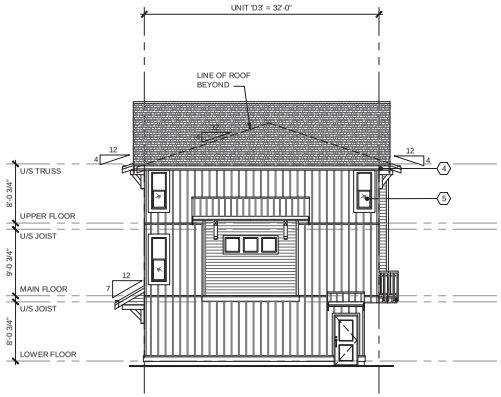
SHEET NO. **I.3**
DP-4.01



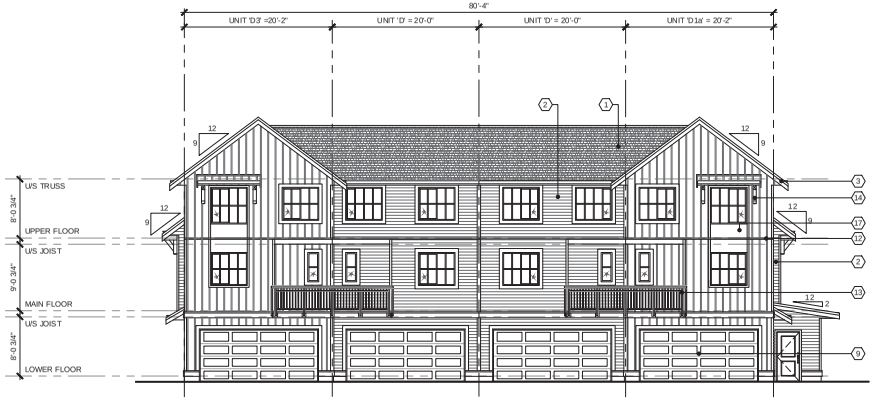
NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1 COMPOSITE ASPHALT SHINGLES	9 OVERHEAD GARAGE DOORS
2 HORIZONTAL CEMENT BOARD SIDING	10 PAINTED WOOD COLUMN
3 2X10 PAINTED WOOD FASCIA c/w 1X4 WOOD TRIM	11 2x10 PAINTED WOOD TRIM c/w PREFINISHED METAL FLASHING
4 5" PREFINISHED ALUMINUM GUTTER ON 2X8 PAINTED WOOD FASCIA	12 PREFINISHED METAL THROUGH WALL FLASHING
5 SEALED DOUBLE GLAZED P.V.C. WINDOW	13 42'' HIGH METAL RAILING
6 SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR c/w 2x6 WOOD TRIM AROUND	14 6"x6" WOOD DECORATIVE BRACKET
7 SEALED DOUBLE GLAZED P.V.C. ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	15 CEMENT BOARD SIDING W/ WOOD BATTENS
8 ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	16 WOOD OR CEMENT SHINGLE SIDING
	17 SMOOTH CEMENT BOARD PANEL
	18 GALVANIZED METAL ROOF

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

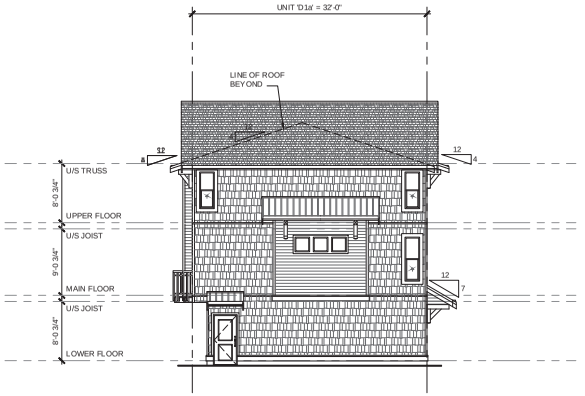
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
BUILDING 5 ELEVATIONS

DATE **2021.06.24** FILE NO.
DWN. **BN**
CHK. **CH** **2020**

SEAL

SHEET NO. **I.3 DP-5.01**



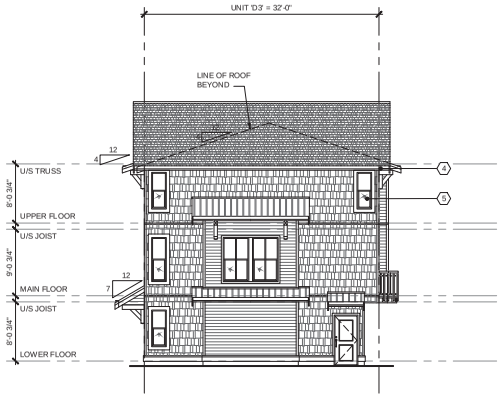
SOUTH ELEVATION

SCALE: 1/8"=1'-0"



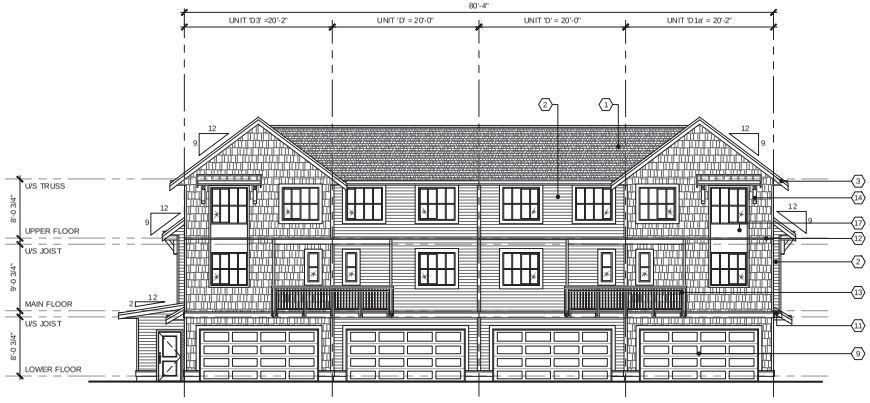
EAST ELEVATION

SCALE: 1/8"=1'-0"



NORTH ELEVATION

SCALE: 1/8"=1'-0"



WEST ELEVATION

SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1. COMPOSITE ASPHALT SHINGLES
2. HORIZONTAL CEMENT BOARD SIDING
3. 2x10 PAINTED WOOD FASCIA c/w 1X4 WOOD TRIM
4. 5" PREFINISHED ALUMINUM GUTTER ON 2X8 PAINTED WOOD FASCIA
5. SEALED DOUBLE GLAZED P.V.C. WINDOW
6. SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR c/w 2x6 WOOD TRIM AROUND
7. SEALED DOUBLE GLAZED P.V.C. ENTRY DOOR c/w 2x4 WOOD TRIM AROUND
8. ENTRY DOOR c/w 2x4 WOOD TRIM AROUND
9. OVERHEAD GARAGE DOORS
10. PAINTED WOOD COLUMN
11. 2x10 PAINTED WOOD TRIM c/w PREFINISHED METAL FLASHING
12. PREFINISHED METAL THROUGH WALL FLASHING
13. 42'' HIGH METAL RAILING
14. 6"x6" WOOD DECORATIVE BRACKET
15. CEMENT BOARD SIDING W/ WOOD BATTENS
16. WOOD OR CEMENT SHINGLE SIDING
17. SMOOTH CEMENT BOARD PANEL
18. GALVANIZED METAL ROOF

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

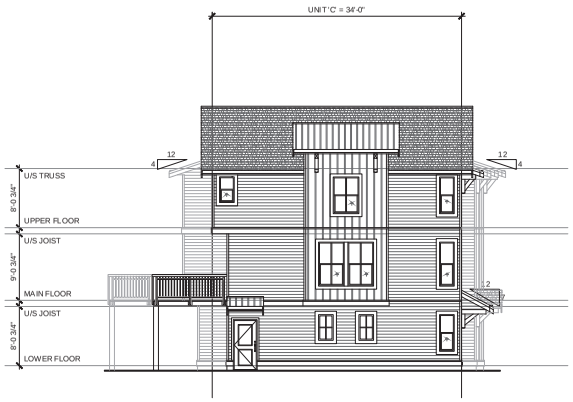
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
BUILDING 6 ELEVATIONS

DATE **2021.06.24** FILE NO.
DWN. **BN**
CHK. **CH** **2020**

SEAL

SHEET NO. **I.3 DP-6.01**



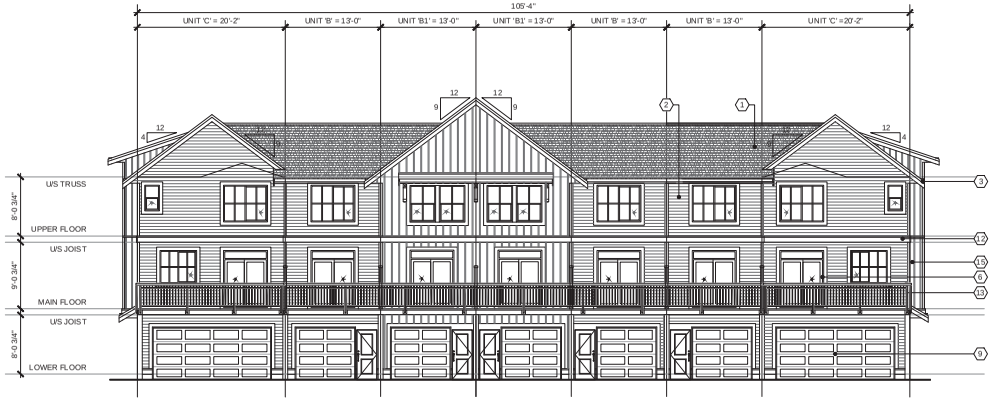
EAST ELEVATION
SCALE: 1/8"=1'-0"



NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1 COMPOSITE ASPHALT SHINGLES	8 OVERHEAD GARAGE DOORS
2 HORIZONTAL CEMENT BOARD SIDING	10 PAINTED WOOD COLUMN
3 2X10 PAINTED WOOD FASCIA c/w 1X4 WOOD TRIM	11 2x10 PAINTED WOOD TRIM c/w PREFINISHED METAL FLASHING
4 5" PREFINISHED ALUMINUM GUTTER ON 2X8 PAINTED WOOD FASCIA	12 PREFINISHED METAL THROUGH WALL FLASHING
5 SEALED DOUBLE GLAZED P.V.C. WINDOW	13 42" HIGH METAL RAILING
6 SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR c/w 2x6 WOOD TRIM AROUND	14 6"x6" WOOD DECORATIVE BRACKET
7 SEALED DOUBLE GLAZED P.V.C. ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	15 CEMENT BOARD SIDING W/ WOOD BATTENS
9 ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	16 WOOD OR CEMENT SHINGLE SIDING
	17 SMOOTH CEMENT BOARD PANEL
	18 GALVANIZED METAL ROOF

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

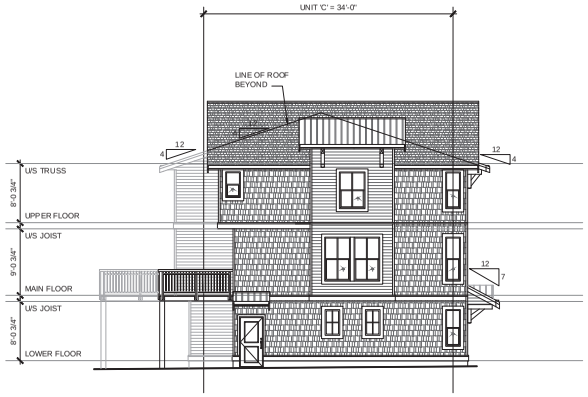
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
BUILDING 7 ELEVATIONS

DATE **2021.06.24** FILE NO.
DWN. **BN**
CHK. **CH** **2020**

SEAL

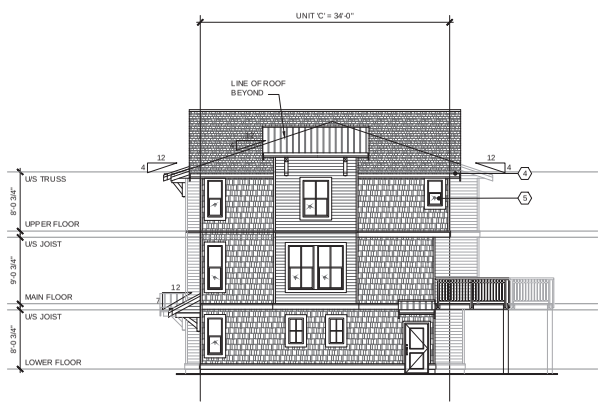
SHEET NO. **I.3**
DP-7.02



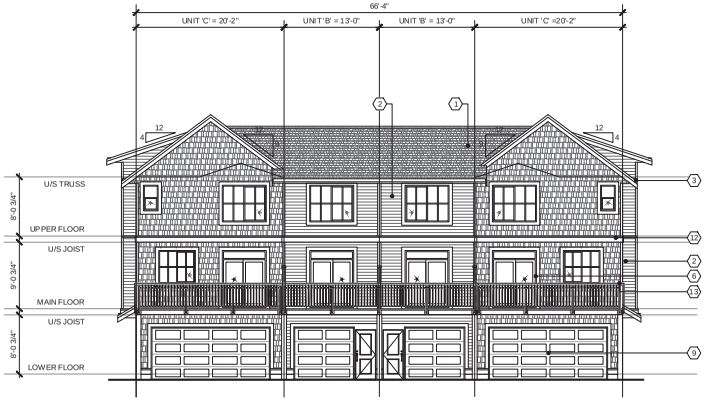
EAST ELEVATION
SCALE: 1/8"=1'-0"



NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND	
1 COMPOSITE ASPHALT SHINGLES	8 OVERHEAD GARAGE DOORS
2 HORIZONTAL CEMENT BOARD SIDING	10 PAINTED WOOD COLUMN
3 2X10 PAINTED WOOD FASCIA c/w 1X4 WOOD TRIM	11 2x10 PAINTED WOOD TRIM c/w PREFINISHED METAL FLASHING
4 5" PREFINISHED ALUMINUM GUTTER ON 2X8 PAINTED WOOD FASCIA	12 PREFINISHED METAL THROUGH WALL FLASHING
5 SEALED DOUBLE GLAZED P.V.C. WINDOW	13 42'' HIGH METAL RAILING
6 SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR c/w 2x6 WOOD TRIM AROUND	14 6"x6" WOOD DECORATIVE BRACKET
7 SEALED DOUBLE GLAZED P.V.C. ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	15 CEMENT BOARD SIDING W/ WOOD BATTENS
9 ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	16 WOOD OR CEMENT SHINGLE SIDING
	17 SMOOTH CEMENT BOARD PANEL
	18 GALVANIZED METAL ROOF

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

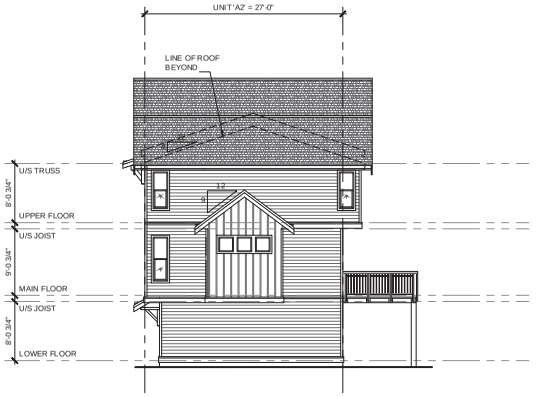
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
BUILDING 8 ELEVATIONS

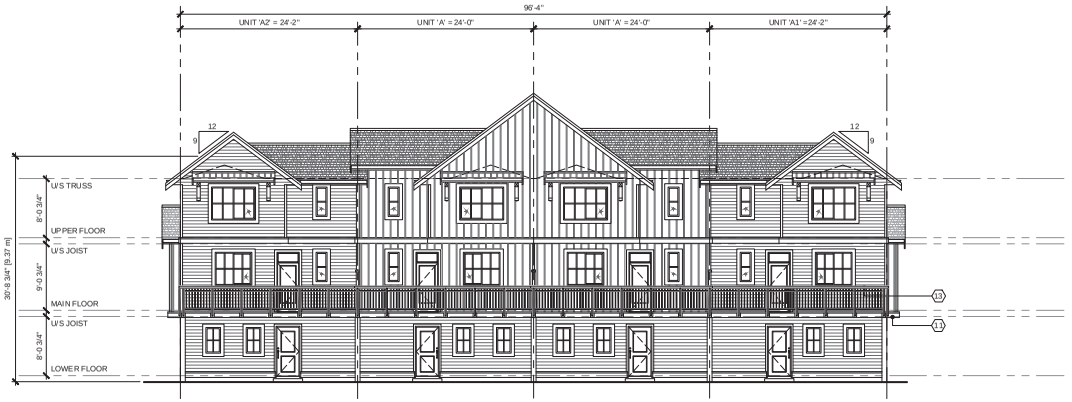
DATE **2021.06.24** FILE NO.
DWN. **BN**
CHK. **CH** **2020**

SEAL

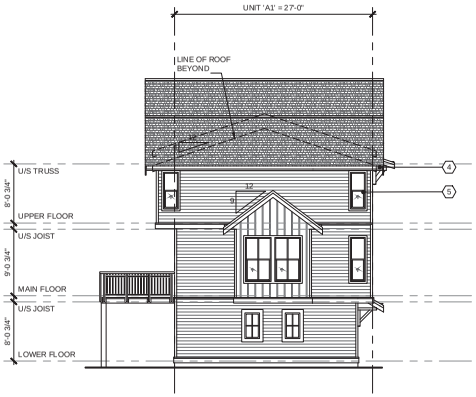
SHEET NO. **I.3 DP-8.01**



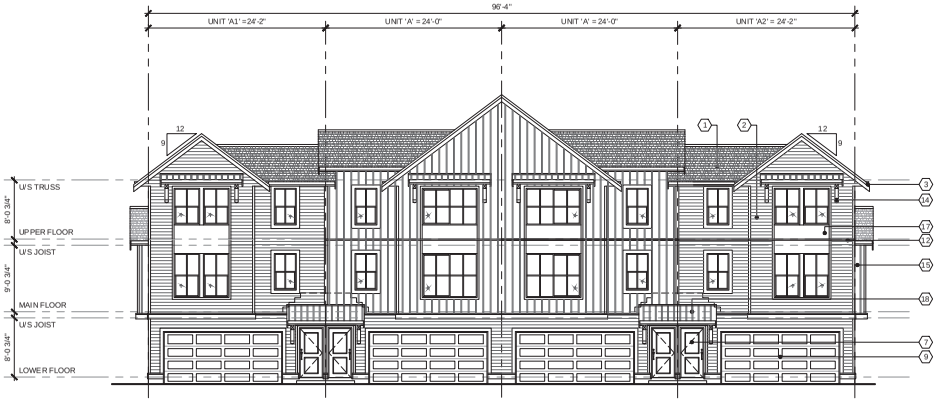
SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"



NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1 COMPOSITE ASPHALT SHINGLES	8 OVERHEAD GARAGE DOORS
2 HORIZONTAL CEMENT BOARD SIDING	10 PAINTED WOOD COLUMN
3 2X10 PAINTED WOOD FASCIA c/w 1X4 WOOD TRIM	11 2x10 PAINTED WOOD TRIM c/w PREFINISHED METAL FLASHING
4 5" PREFINISHED ALUMINUM GUTTER ON 2X8 PAINTED WOOD FASCIA	12 PREFINISHED METAL THROUGH WALL FLASHING
5 SEALED DOUBLE GLAZED P.V.C. WINDOW	13 42" HIGH METAL RAILING
6 SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR c/w 2x6 WOOD TRIM AROUND	14 6"x6" WOOD DECORATIVE BRACKET
7 SEALED DOUBLE GLAZED P.V.C. ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	15 CEMENT BOARD SIDING W/ WOOD BATTENS
9 ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	16 WOOD OR CEMENT SHINGLE SIDING
	17 SMOOTH CEMENT BOARD PANEL
	18 GALVANIZED METAL ROOF

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

	2021-07-22 PLANNING REVISIONS
	2021-04-30 EMERGENCY ACCESS REVISED
	2021-04-07 EMERGENCY ACCESS ADDED AT EAST PROP LINE
	2020-11-18 FLEX AREA CALCULATIONS
	2020-09-30 RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

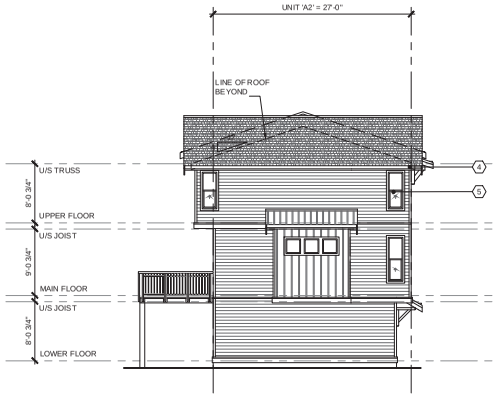
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
BUILDING 9 ELEVATIONS

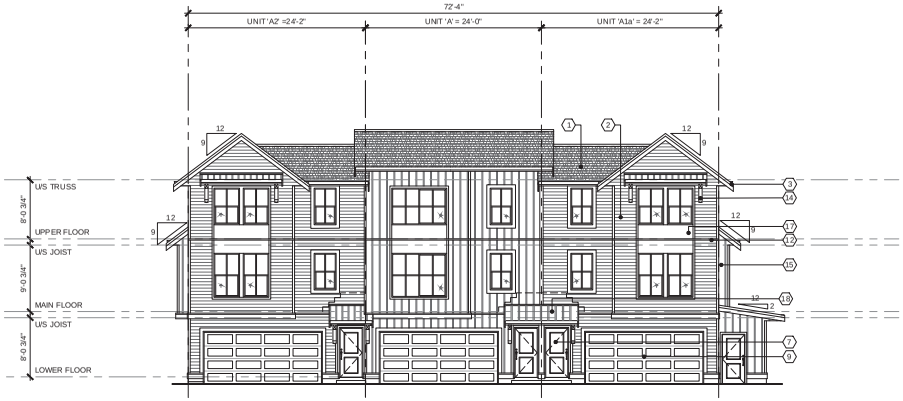
DATE 2021.06.24 FILE NO.
DWN. BN
CHK. CH **2020**

SEAL

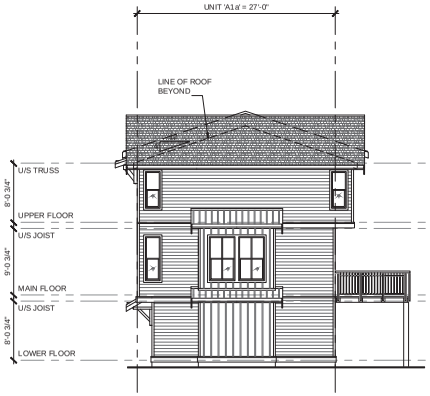
SHEET NO. **I.3 DP-9.01**



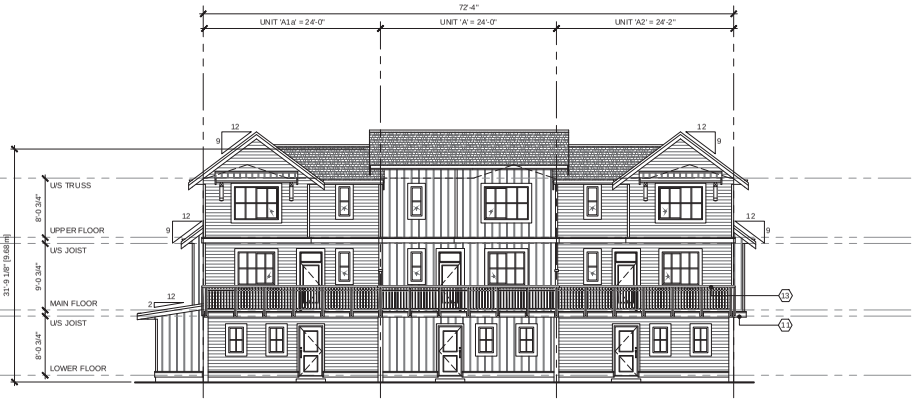
NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND	
1 COMPOSITE ASPHALT SHINGLES	9 OVERHEAD GARAGE DOORS
2 HORIZONTAL CEMENT BOARD SIDING	10 PAINTED WOOD COLUMN
3 2X10 PAINTED WOOD FASCIA c/w 1X4 WOOD TRIM	11 2x10 PAINTED WOOD TRIM c/w PREFINISHED METAL FLASHING
4 5" PREFINISHED ALUMINUM GUTTER ON 2X8 PAINTED WOOD FASCIA	12 PREFINISHED METAL THROUGH WALL FLASHING
5 SEALED DOUBLE GLAZED P.V.C. WINDOW	13 42" HIGH METAL RAILING
6 SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR c/w 2x6 WOOD TRIM AROUND	14 6"x6" WOOD DECORATIVE BRACKET
7 SEALED DOUBLE GLAZED P.V.C. ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	15 CEMENT BOARD SIDING W/ WOOD BATTENS
8 ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	16 WOOD OR CEMENT SHINGLE SIDING
	17 SMOOTH CEMENT BOARD PANEL
	18 GALVANIZED METAL ROOF

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

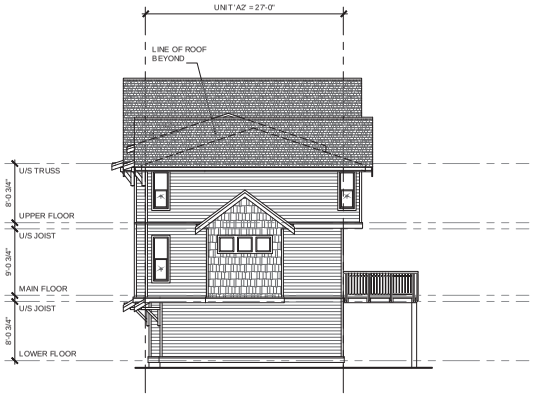
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
BUILDING 10 ELEVATIONS

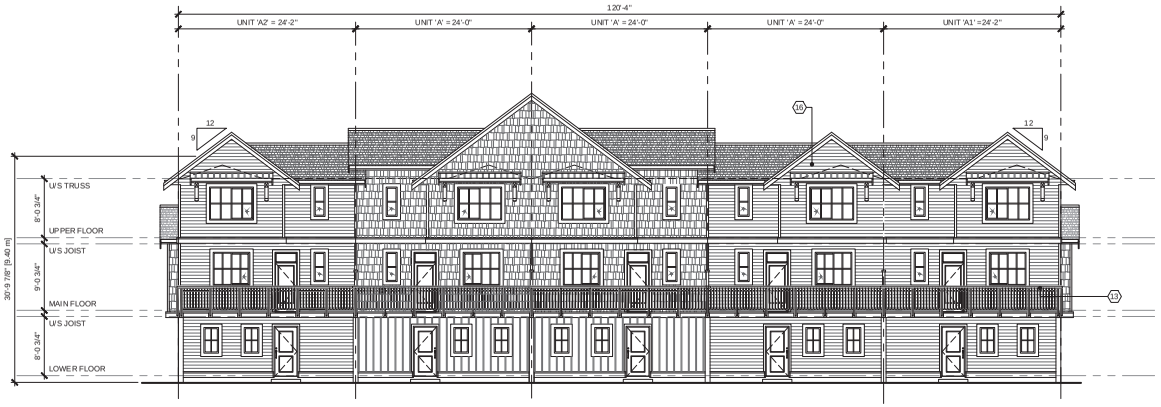
DATE **2021.06.24** FILE NO. **2020**
DWN. **BN**
CHK. **CH**

SEAL

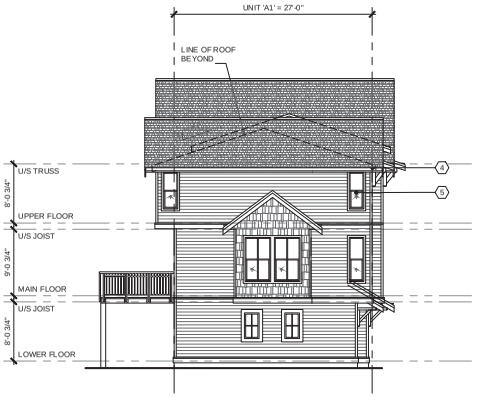
SHEET NO. **I.3 DP-10.01**



SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"



NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1 COMPOSITE ASPHALT SHINGLES	8 OVERHEAD GARAGE DOORS
2 HORIZONTAL CEMENT BOARD SIDING	10 PAINTED WOOD COLUMN
3 2X10 PAINTED WOOD FASCIA c/w 1X4 WOOD TRIM	11 2x10 PAINTED WOOD TRIM c/w PREFINISHED METAL FLASHING
4 5" PREFINISHED ALUMINUM GUTTER ON 2X8 PAINTED WOOD FASCIA	12 PREFINISHED METAL THROUGH WALL FLASHING
5 SEALED DOUBLE GLAZED P.V.C. WINDOW	13 42" HIGH METAL RAILING
6 SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR c/w 2x6 WOOD TRIM AROUND	14 6"x6" WOOD DECORATIVE BRACKET
7 SEALED DOUBLE GLAZED P.V.C. ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	15 CEMENT BOARD SIDING W/ WOOD BATTENS
9 ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	16 WOOD OR CEMENT SHINGLE SIDING
	17 SMOOTH CEMENT BOARD PANEL
	18 GALVANIZED METAL ROOF

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

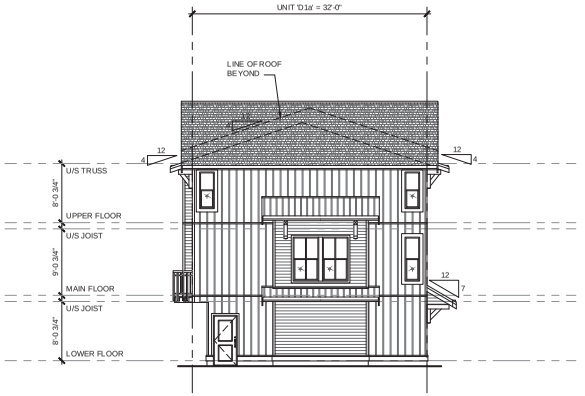
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
BUILDING 11 ELEVATIONS

DATE **2021.06.24** FILE NO. **2020**
DWN. **BN**
CHK. **CH**

SEAL

SHEET NO. **I.3**
DP-11.02



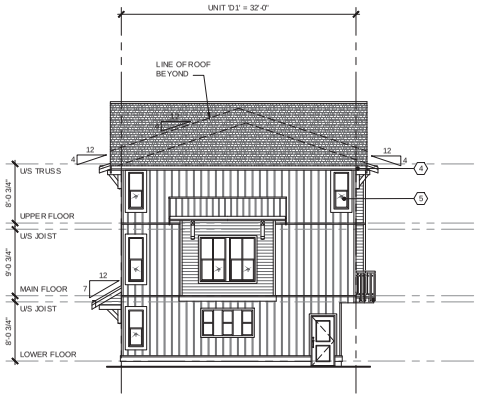
NORTH ELEVATION

SCALE: 1/8"=1'-0"



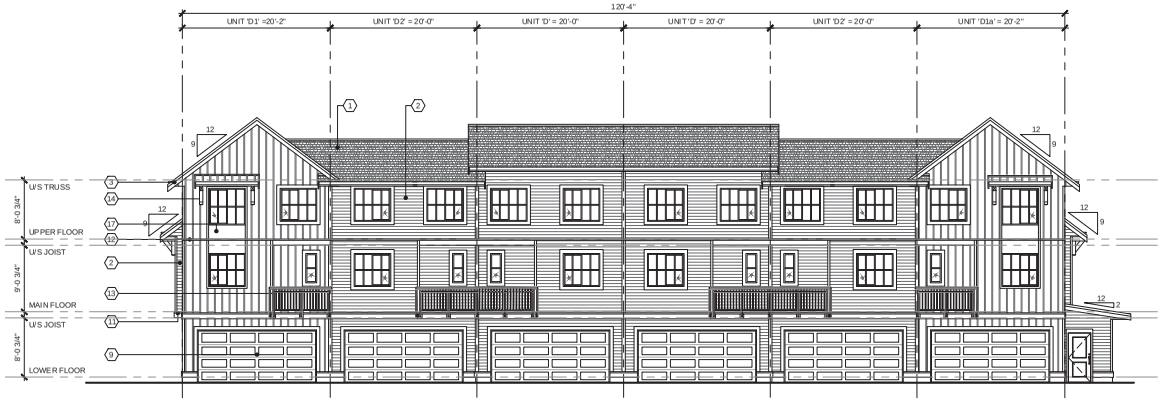
WEST ELEVATION

SCALE: 1/8"=1'-0"



SOUTH ELEVATION

SCALE: 1/8"=1'-0"



EAST ELEVATION

SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1. COMPOSITE ASPHALT SHINGLES
2. HORIZONTAL CEMENT BOARD SIDING
3. 2x10 PAINTED WOOD FASCIA c/w 1X4 WOOD TRIM
4. 5" PREFINISHED ALUMINUM GUTTER ON 2X8 PAINTED WOOD FASCIA
5. SEALED DOUBLE GLAZED P.V.C. WINDOW
6. SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR c/w 2x6 WOOD TRIM AROUND
7. SEALED DOUBLE GLAZED P.V.C. ENTRY DOOR C/w 2x4 WOOD TRIM AROUND
8. ENTRY DOOR c/w 2x4 WOOD TRIM AROUND
9. OVERHEAD GARAGE DOORS
10. PAINTED WOOD COLUMN
11. 2x10 PAINTED WOOD TRIM c/w PREFINISHED METAL FLASHING
12. PREFINISHED METAL THROUGH WALL FLASHING
13. 42'' HIGH METAL RAILING
14. 6"x6" WOOD DECORATIVE BRACKET
15. CEMENT BOARD SIDING W/ WOOD BATTENS
16. WOOD OR CEMENT SHINGLE SIDING
17. SMOOTH CEMENT BOARD PANEL
18. GALVANIZED METAL ROOF

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusal.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

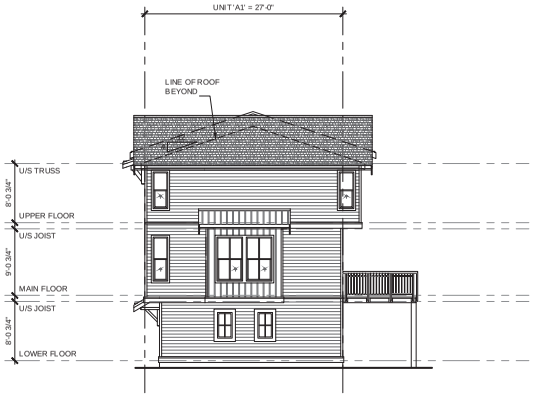
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
BUILDING 12 ELEVATIONS

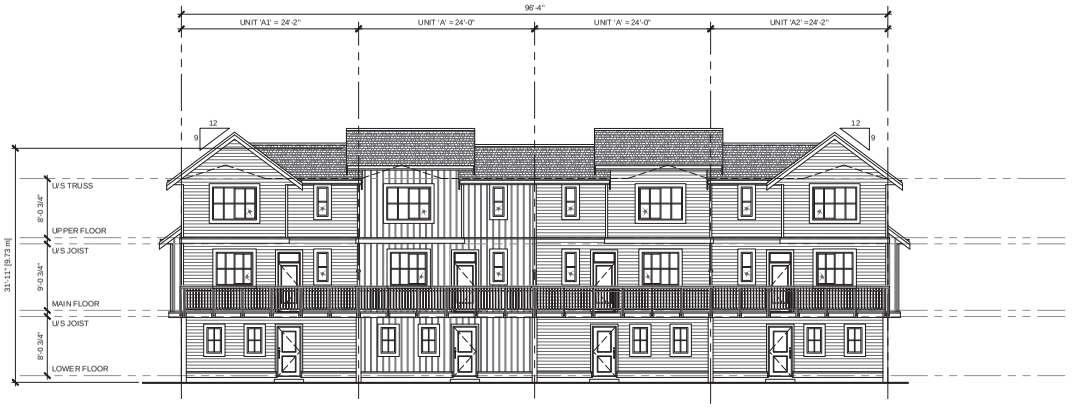
DATE **2021.06.24** FILE NO.
DWN. **BN**
CHK. **CH** **2020**

SEAL

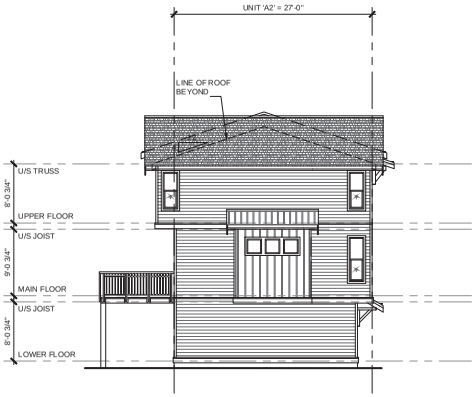
SHEET NO. **I.3**
DP-12.02



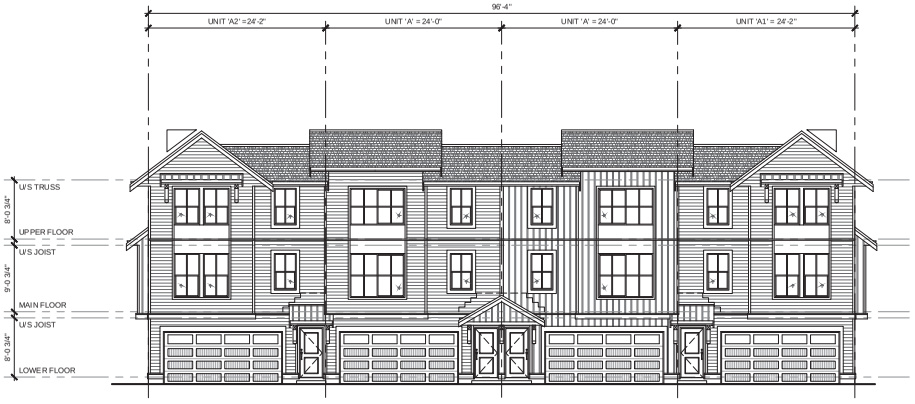
SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"



NORTH ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1 COMPOSITE ASPHALT SHINGLES	9 OVERHEAD GARAGE DOORS
2 HORIZONTAL CEMENT BOARD SIDING	10 PAINTED WOOD COLUMN
3 2X10 PAINTED WOOD FASCIA c/w 1X4 WOOD TRIM	11 2x10 PAINTED WOOD TRIM c/w PREFINISHED METAL FLASHING
4 5" PREFINISHED ALUMINUM GUTTER ON 2X8 PAINTED WOOD FASCIA	12 PREFINISHED METAL THROUGH WALL FLASHING
5 SEALED DOUBLE GLAZED P.V.C. WINDOW	13 42" HIGH METAL RAILING
6 SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR c/w 2x6 WOOD TRIM AROUND	14 6"x6" WOOD DECORATIVE BRACKET
7 SEALED DOUBLE GLAZED P.V.C. ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	15 CEMENT BOARD SIDING W/ WOOD BATTENS
8 ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	16 WOOD OR CEMENT SHINGLE SIDING
	17 SMOOTH CEMENT BOARD PANEL
	18 GALVANIZED METAL ROOF

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

	2021-07-22 PLANNING REVISIONS
	2021-04-30 EMERGENCY ACCESS REVISED
	2021-04-07 EMERGENCY ACCESS ADDED AT EAST PROP LINE
	2020-11-18 FLEX AREA CALCULATIONS
	2020-09-30 RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

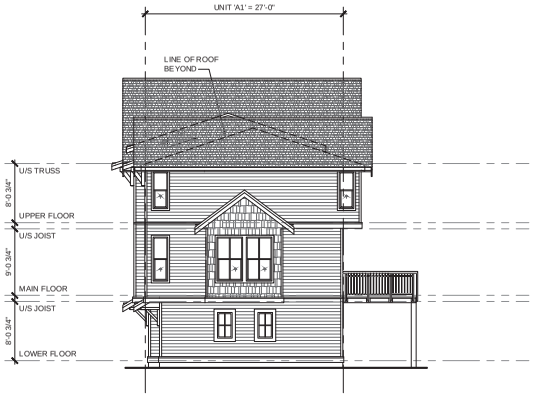
20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
BUILDING 13 ELEVATIONS

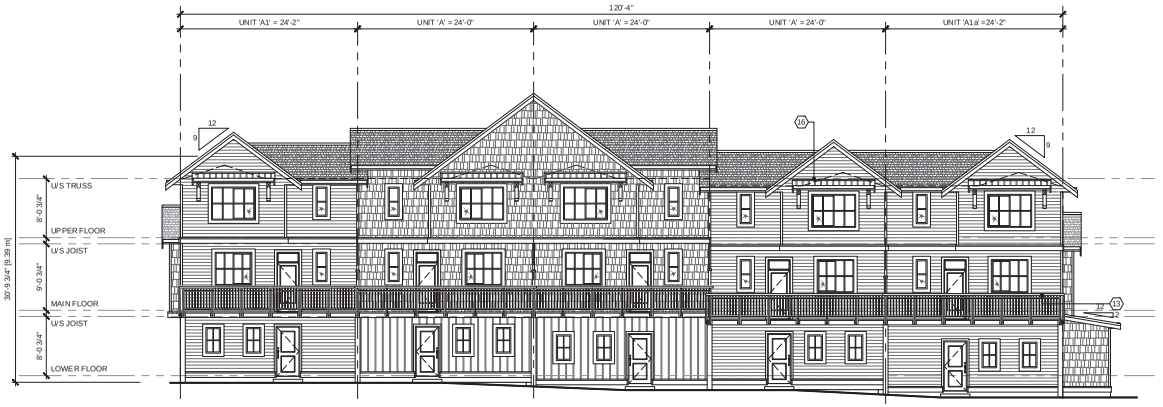
DATE 2021.06.24 FILE NO.
DWN. BN
CHK. CH **2020**

SEAL

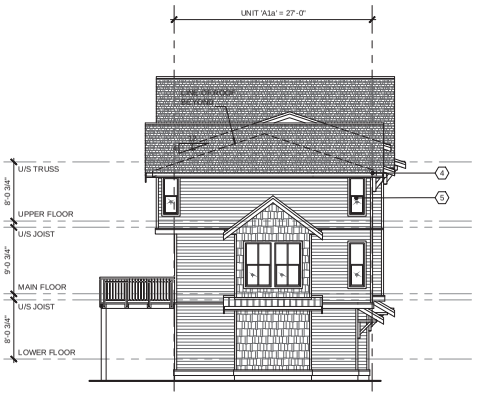
SHEET NO.
I.3
DP-13.01



WEST ELEVATION
SCALE: 1/8"=1'-0"



SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"



NORTH ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION MATERIAL LEGEND

1 COMPOSITE ASPHALT SHINGLES	8 OVERHEAD GARAGE DOORS
2 HORIZONTAL CEMENT BOARD SIDING	10 PAINTED WOOD COLUMN
3 2X10 PAINTED WOOD FASCIA c/w 1X4 WOOD TRIM	11 2x10 PAINTED WOOD TRIM c/w PREFINISHED METAL FLASHING
4 5" PREFINISHED ALUMINUM GUTTER ON 2X8 PAINTED WOOD FASCIA	12 PREFINISHED METAL THROUGH WALL FLASHING
5 SEALED DOUBLE GLAZED P.V.C. WINDOW	13 42" HIGH METAL RAILING
6 SEALED DOUBLE GLAZED P.V.C. SLIDING DOOR c/w 2x6 WOOD TRIM AROUND	14 6"x6" WOOD DECORATIVE BRACKET
7 SEALED DOUBLE GLAZED P.V.C. ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	15 CEMENT BOARD SIDING W/ WOOD BATTENS
9 ENTRY DOOR c/w 2x4 WOOD TRIM AROUND	16 WOOD OR CEMENT SHINGLE SIDING
	17 SMOOTH CEMENT BOARD PANEL
	18 GALVANIZED METAL ROOF

©Copyright reserved. This drawing is the property of Focus Architecture Incorporated and may not be duplicated in any way without their express written permission.

FOCUS
ARCHITECTURE INCORPORATED
Suite 310 - 1848 McCallum Road
Abbotsford, British Columbia V2S 0H9
t 604.853.5222 f 604.853.5442
e info@focusai.ca

2021-07-22	PLANNING REVISIONS
2021-04-30	EMERGENCY ACCESS REVISED
2021-04-07	EMERGENCY ACCESS ADDED AT EAST PROP LINE
2020-11-18	FLEX AREA CALCULATIONS
2020-09-30	RZ/DP APPLICATION

REVISIONS

CONSULTANT

CLIENT
BMG

PROJECT
TOWNHOUSE DEVELOPMENT "HEATH WEST"

20514 & 20486 80 AVENUE LANGLEY, BC

DRAWING TITLE
BUILDING 14 ELEVATIONS

DATE	2021.06.24	FILE NO.
DWN.	BN	2020
CHK.	CH	

SEAL

SHEET NO.
I.3
DP-14.02

TREE SCHEDULE - ON SITE

PMG PROJECT NUMBER: 20-116

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE				
	3	ACER X FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE MAPLE	6CM CAL; 1.8M STD; B&B
	17	ACER GRISEUM	PAPERBARK MAPLE	6CM CAL; 1.8M STD; B&B
	11	CEDRUS ATLANTICA 'GLAUCA FASTIGIATA'	FASTIGIATE BLUE ATLAS CEDAR	2.5M HT; B&B
	10	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD	6CM CAL; B&B
	10	CORNUS FLORIDA 'RUBRA'	PINK FLOWERING DOGWOOD	2.5M HT; B&B
	3	FAGUS SYLVATICA 'ASPLENIFOLIA'	FERN LEAF BEECH	6CM CAL; 1.8M STD; B&B
	35	FAGUS SYLVATICA 'DAWYCK'	FASTIGIATE OR DAWYCK BEECH	5CM CAL; B&B
	34	PICEA ABIES 'PENDULA'	WEEPING NORWAY SPRUCE	2.5M HT; B&B
	12	PRUNUS YEDOENSIS 'AKEBONO'	DAYBREAK CHERRY	6CM CAL; B&B, 1.5M STD
	10	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	7CM CAL; 1.8 STD; B&B

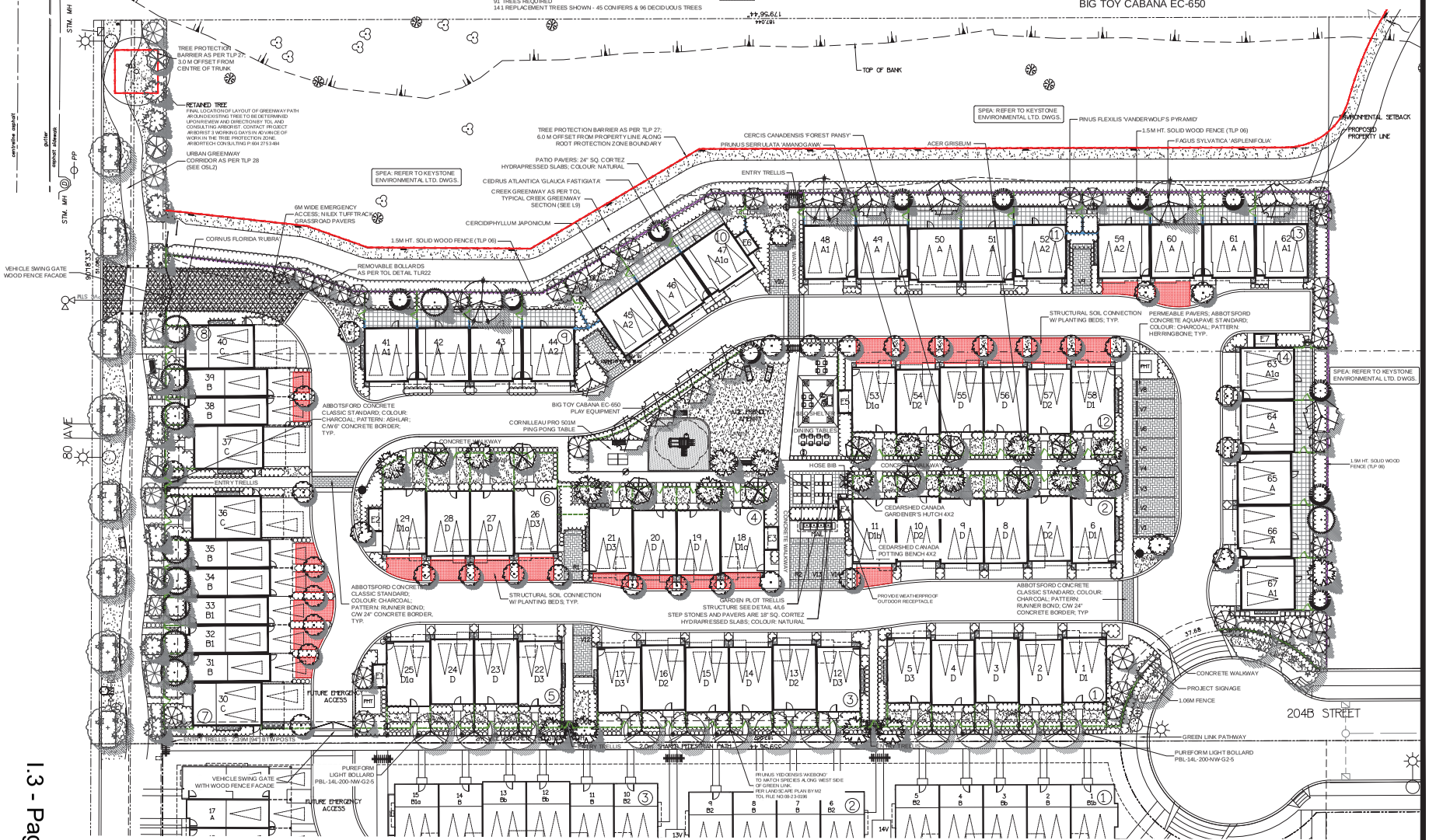
NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER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

TREE REPLACEMENT:
91 TREES REQUIRED
141 REPLACEMENT TREES SHOWN - 45 CONIFERS & 96 DECIDUOUS TREES

STRUCTURAL SOIL



BIG TOY CABANA EC-650



© Copyright reserved. This drawing and design is the property of PMG Landscape Architects and may not be reproduced or used for other projects without their permission.

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

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
5	22.01.28	DP RESUBMISSION	
4	22.01.21	BLDG & AFAA; DP RESUBMIT	
3	21.DEC.22	REVISE PER TOL COMMENTS	DO
-	21.OCT.14	DP RE-SUBMISSION	
2	21.OCT.14	REV. AS PER TOL GIS COMMENTS	CJ
1	21.JUL.21	NEW SITE PLAN / DP RE-SUBMISSION	MM

CLIENT:

PROJECT:

TOWNHOUSE DEVELOPMENT

20514 & 20486 80TH AVE.
LANGLEY, B.C.

TOL FILE NO: 08-23-0204

DRAWING TITLE:

LANDSCAPE PLAN

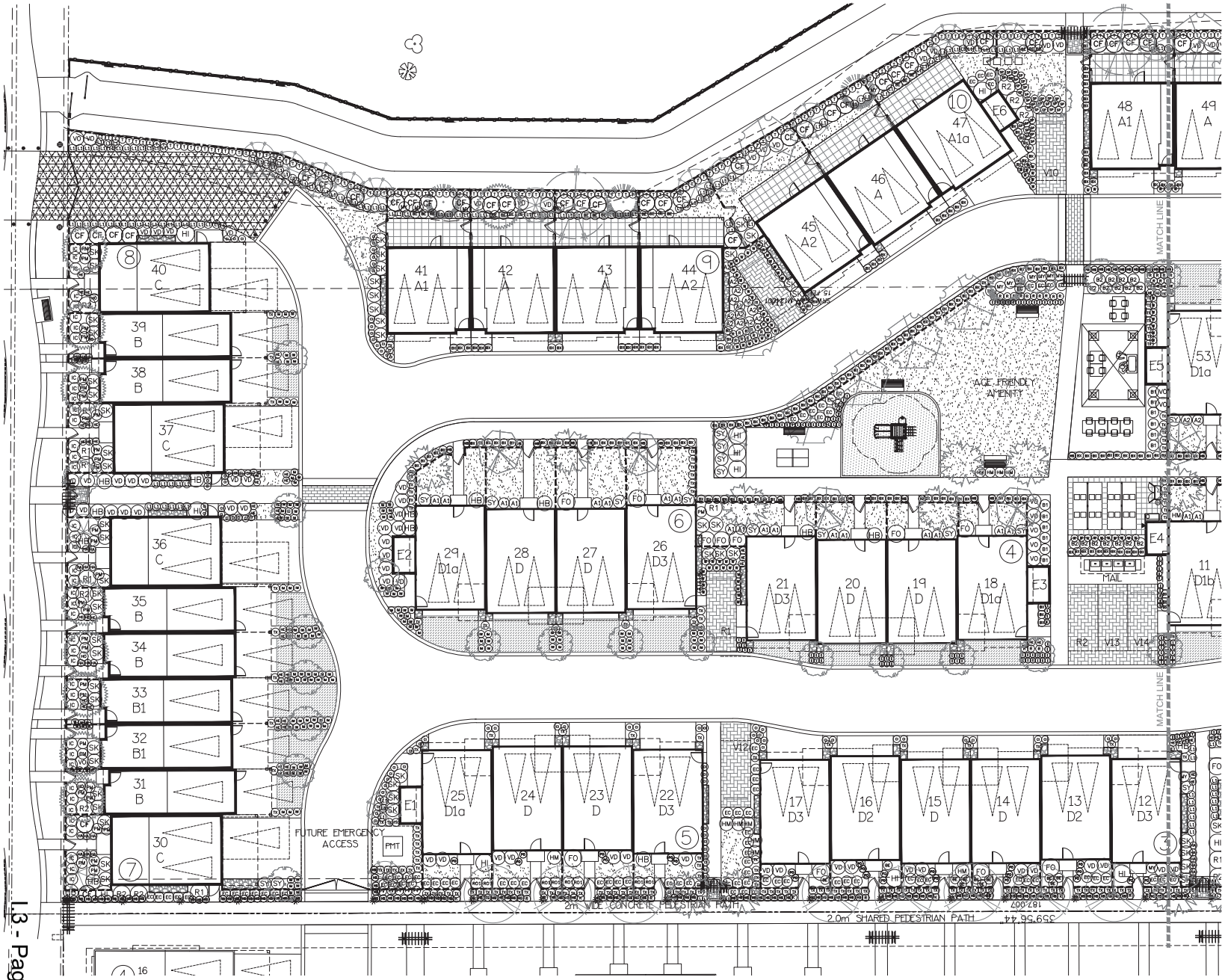
SCHEDULE B

DATE: 20.SEPT.22
SCALE: 1:250
DRAWN: MM
DESIGN: MM
CHK'D: MCY

DRAWING NUMBER: L3 OF 14

PMG PROJECT NUMBER: 20-116

20116-5 DP.ZIP



NOTE: SEE L6 FOR PLANT LIST

© Copyright reserved. This drawing and design is the property of PMG Landscape Architects and may not be reproduced or used for other projects without their permission.

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

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
5	22.01.28	DP RESUBMISSION	
4	22.01.21	BLDG & AFAA, DP RESUBMIT	
3	21.DEC.22	REVISE PER TOL COMMENTS	DO
-	21.OCT.14	DP RE-SUBMISSION	
2	21.OCT.14	REV. AS PER TOL GIS COMMENTS	CJ
1	21.JUL.21	NEW SITE PLAN / DP RE-SUBMISSION	MM

CLIENT:

PROJECT:

TOWNHOUSE DEVELOPMENT

20514 & 20486 80TH AVE.
LANGLEY, B.C.

TOL FILE NO: 08-23-0204

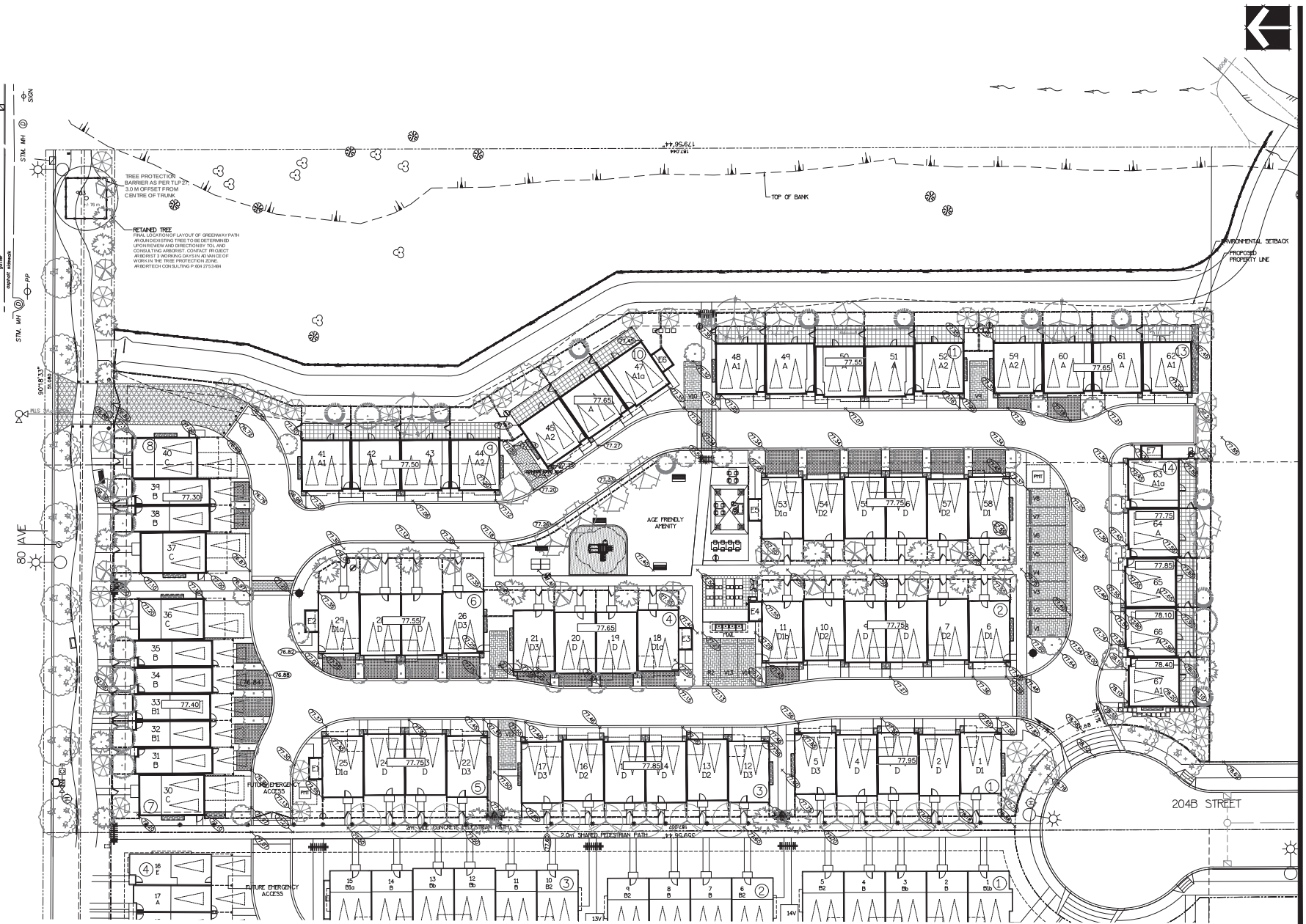
DRAWING TITLE:

LANDSCAPE SHRUB PLAN

DATE:	20.SEPT.28	DRAWING NUMBER:
SCALE:	1:150	L3
DRAWN:	MM	
DESIGN:	MM	OF 14
CHK'D:	MCY	

2011 6-5 DP.ZIP

PMG PROJECT NUMBER: **20-116**



© Copyright reserved. This drawing and design is the property of PMG Landscape Architects and may not be reproduced or used for other projects without their permission.

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

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
5	22.01.28	DP RESUBMISSION	
4	22.01.21	BLDG & AFAA, DP RESUBMIT	
3	21.DEC.22	REVISE PER TOL COMMENTS	DO
-	21.OCT.14	DP RE-SUBMISSION	
2	21.OCT.14	REV. AS PER TOL GIS COMMENTS	CJ
1	21.JUL.21	NEW SITE PLAN / DP RE-SUBMISSION	MM

CLIENT:

PROJECT:

TOWNHOUSE DEVELOPMENT

20514 & 20486 80TH AVE.
LANGLEY, B.C.

TOL FILE NO: 08-23-0204

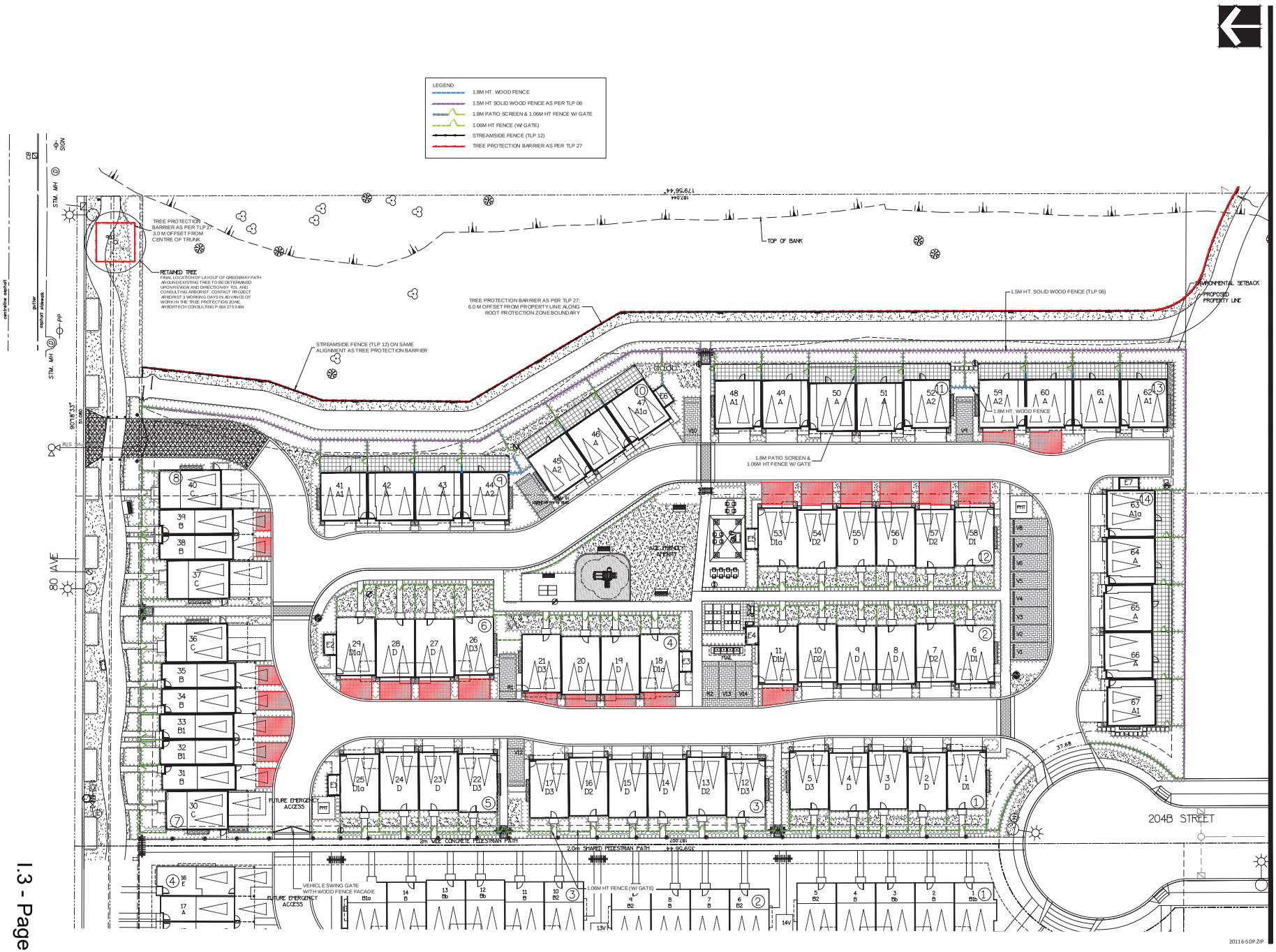
DRAWING TITLE:

GRADING PLAN

DATE:	21.OCT.04	DRAWING NUMBER:
SCALE:	1:250	L3
DRAWN:	CJ	
DESIGN:	MM	OF 14
CHK'D:	MCY	

20116-5 DP.ZIP

PMG PROJECT NUMBER: **20-116**



© Copyright reserved. This drawing and design is the property of PMG Landscape Architects and may not be reproduced or used for other projects without their permission.

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

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
5	22.01.28	DP RESUBMISSION	
4	22.01.21	BLDG & AFAA, DP RESUBMIT	
3	21.DEC.22	REVISE PER TOL COMMENTS	DO
-	21.OCT.14	DP RE-SUBMISSION	
2	21.OCT.14	REV. AS PER TOL GIS COMMENTS	CJ
1	21.JUL.21	NEW SITE PLAN / DP RE-SUBMISSION	MM

CLIENT:

PROJECT:

TOWNHOUSE DEVELOPMENT

20514 & 20486 80TH AVE.
LANGLEY, B.C.

TOL FILE NO: 08-23-0204

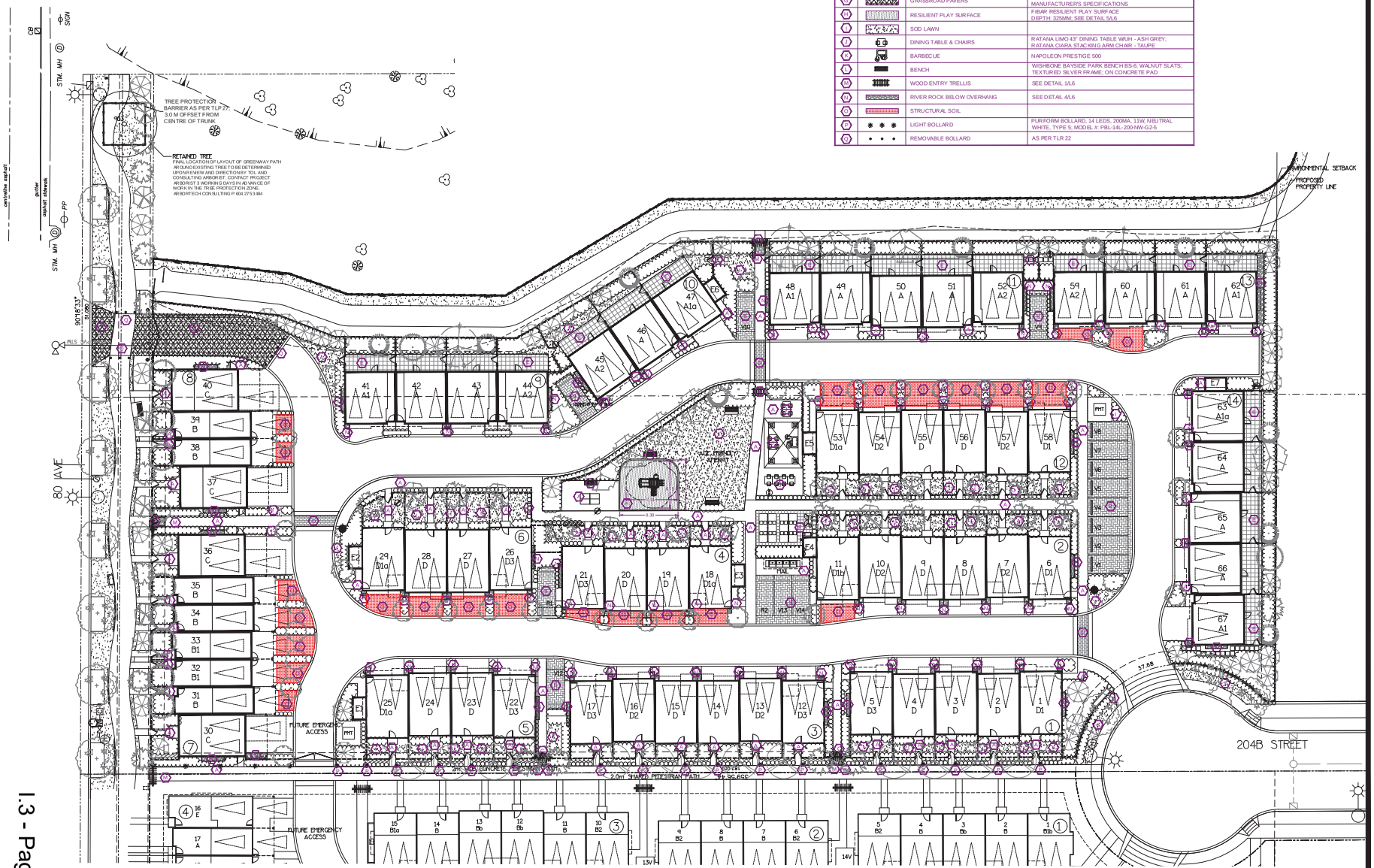
DRAWING TITLE:

FENCE PLAN

DATE:	20.SEPT.28	DRAWING NUMBER:	
SCALE:	1:250		L3
DRAWN:	MM		OF 14
DESIGN:	MM		
CHK'D:	MCY		

20116-5 DP.ZIP

PMG PROJECT NUMBER: **20-116**



MATERIALS LEGEND

	SYMBOL	ITEM	DESCRIPTION
V1		CONCRETE	BROOM FINISHED
V2		PERMEABLE PAVERS - VISITOR PARKING	ABBOTSFORD CONCRETE - AQUAPAVE STANDARD; COLOUR: CHARCOAL; PATTERN: HERRINGBONE
V3		PAVERS C/W 6" CONC. BORDER	ABBOTSFORD CONCRETE - CLASSIC STANDARD; COLOUR: CHARCOAL; PATTERN: ASHLAR
V4		PAVERS C/W 24" CONC. BORDER	ABBOTSFORD CONCRETE - CLASSIC STANDARD; COLOUR: CHARCOAL; PATTERN: RUNNER BOND
V5		PAVERS - PATIOS	ABBOTSFORD CONCRETE - 24 X 24" CORTEZ HYDRAPRESSED SLABS; COLOUR: NATURAL
V6		PAVERS - GARDEN PLOTS & SURROUNDING	ABBOTSFORD CONCRETE - 18 X 18" CORTEZ HYDRAPRESSED SLABS; COLOUR: NATURAL
V7		GRASSROAD PAVERS	NILEX TUFFTRACK GRASSROAD PAVERS; INSTALL TO MANUFACTURER'S SPECIFICATIONS
V8		RESILIENT PLAY SURFACE	FIBAR RESILIENT PLAY SURFACE DEPTH: 325MM; SEE DETAIL 5/L6
V9		SOD LAWN	
F1		DINING TABLE & CHAIRS	RATANA LIMO 43" DINING TABLE W/UH - ASH GREY; RATANA CIARA STACKING ARM CHAIR - TAUPE
F2		BARBECUE	NAPOLEON PRESTIGE 500
F3		BENCH	WISHBONE BAYSIDE PARK BENCH BS-6; WALNUT SLATS; TEXTURED SILVER FRAME; ON CONCRETE PAD
F4		WOOD ENTRY TRELLIS	SEE DETAIL 1/L6
F5		RIVER ROCK BELOW OVERHANG	SEE DETAIL 4/L6
F6		STRUCTURAL SOIL	
F7		LIGHT BOLLARD	PURFORM BOLLARD, 14 LEDS, 200MA, 11W, NEUTRAL WHITE, TYPE 5; MODEL #: PBL-14L-200-NW-G2-5
F8		REMOVABLE BOLLARD	AS PER TLR 22

© Copyright reserved. This drawing and design is the property of PMG Landscape Architects and may not be reproduced or used for other projects without their permission.

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

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
5	22.01.28	DP RESUBMISSION	
4	22.01.21	BLDG & AFAA, DP RESUBMIT	
3	21.DEC.22	REVISE PER TOL COMMENTS	DO
-	21.OCT.14	DP RE-SUBMISSION	
2	21.OCT.14	REV. AS PER TOL GIS COMMENTS	CJ
1	21.JUL.21	NEW SITE PLAN / DP RE-SUBMISSION	MM

CLIENT:

PROJECT:

TOWNHOUSE DEVELOPMENT

20514 & 20486 80TH AVE.
LANGLEY, B.C.

TOL FILE NO: 08-23-0204

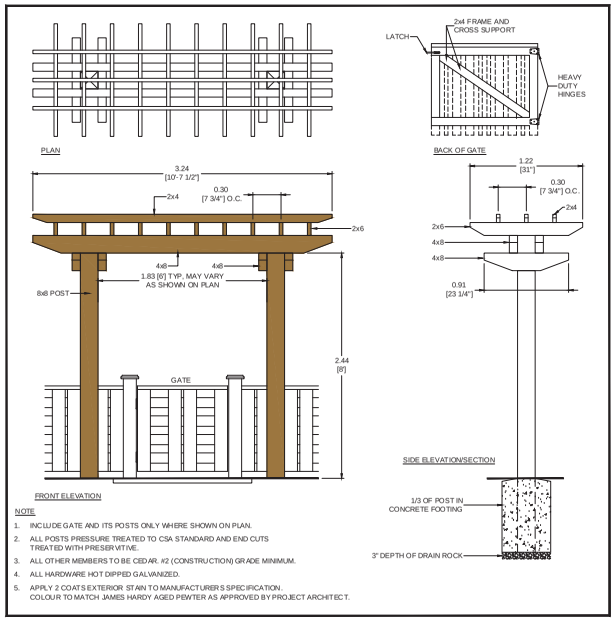
DRAWING TITLE:

MATERIALS PLAN

DATE:	21.OCT.04	DRAWING NUMBER:	
SCALE:	1:250		L3
DRAWN:	CJ		
DESIGN:	MM		OF 14
CHK'D:	MCY		

PMG PROJECT NUMBER: **20-116**

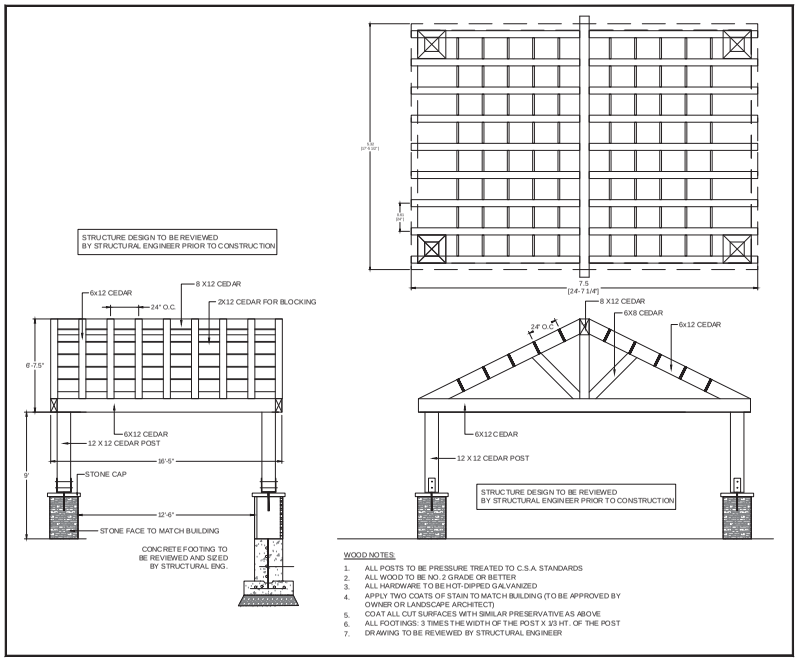
20116-5 DP.ZIP



NOTE

1. INCLUDE GATE AND ITS POSTS ONLY WHERE SHOWN ON PLAN.
2. ALL POSTS PRESSURE TREATED TO CSA STANDARD AND END CUTS TREATED WITH PRESERVITIVE.
3. ALL OTHER MEMBERS TO BE CEDAR. #2 (CONSTRUCTION) GRADE MINIMUM.
4. ALL HARDWARE HOT DIPPED GALVANIZED.
5. APPLY 2 COATS EXTERIOR STAIN TO MANUFACTURERS SPECIFICATION. COLOUR TO MATCH JAMES HARDY AGED PEWTER AS APPROVED BY PROJECT ARCHITECT.

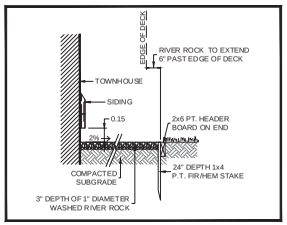
1 ENTRY TRELLIS (W/ GATE WHERE SHOWN ON PLAN)
1:25



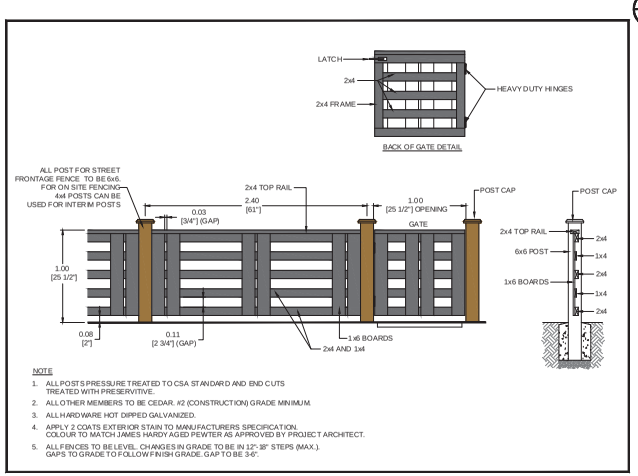
WOOD NOTES:

1. ALL POSTS TO BE PRESSURE TREATED TO C.S.A. STANDARDS
2. ALL WOOD TO BE NO. 2 GRADE OR BETTER
3. ALL HARDWARE TO BE HOT-DIPPED GALVANIZED
4. APPLY TWO COATS OF STAIN TO MATCH BUILDING (TO BE APPROVED BY OWNER OR LANDSCAPE ARCHITECT)
5. COAT ALL CUT SURFACES WITH SIMILAR PRESERVATIVE AS ABOVE
6. ALL FOOTINGS: 3 TIMES THE WIDTH OF THE POST X 3/3 HT. OF THE POST
7. DRAWING TO BE REVIEWED BY STRUCTURAL ENGINEER

6 PICNIC PERGOLA
1:50



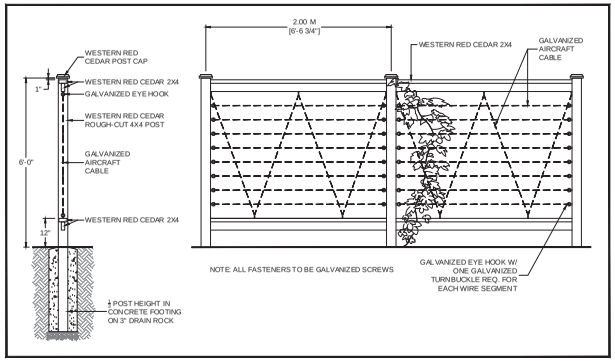
2 RIVER ROCK BELOW OVERHANG
1:25



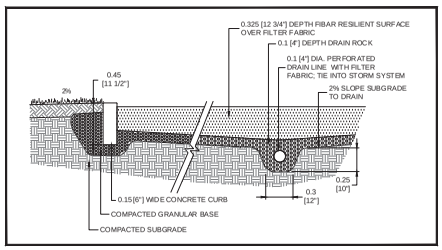
NOTE

1. ALL POSTS PRESSURE TREATED TO CSA STANDARD AND END CUTS TREATED WITH PRESERVITIVE.
2. ALL OTHER MEMBERS TO BE CEDAR. #2 (CONSTRUCTION) GRADE MINIMUM.
3. ALL HARDWARE HOT DIPPED GALVANIZED.
4. APPLY 2 COATS EXTERIOR STAIN TO MANUFACTURERS SPECIFICATION. COLOUR TO MATCH JAMES HARDY AGED PEWTER AS APPROVED BY PROJECT ARCHITECT.
5. ALL FENCES TO BE LEVEL. CHANGES IN GRADE TO BE IN 12"-18" STEPS (MAX.). GAPS TO GRADE TO FOLLOW FINISH GRADE. GAP TO BE 3-6".

3 42" (1.06m) HT. WOOD PICKET FENCE
1:25



4 GARDEN PLOT TRELLIS STRUCTURE
1:25



5 PLAY AREA DETAIL
1:25

© Copyright reserved. This drawing and design is the property of PMG Landscape Architects and may not be reproduced or used for other projects without their permission.

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

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
5	22.01.28	DP RESUBMISSION	
4	22.01.21	BIDS & AFAA, DP RESUBMIT	
3	21.DEC.22	REVISE PER TOL COMMENTS	DO
-	21.OCT.14	DP RE-SUBMISSION	
2	21.OCT.14	REV. AS PER TOL GIS COMMENTS	CJ
1	21.JUL.21	NEW SITE PLAN / DP RE-SUBMISSION	MM

CLIENT:

PROJECT:

TOWNHOUSE DEVELOPMENT

20514 & 20486 80TH AVE.
LANGLEY, B.C.

TOL FILE NO: 08-23-0204

DRAWING TITLE:

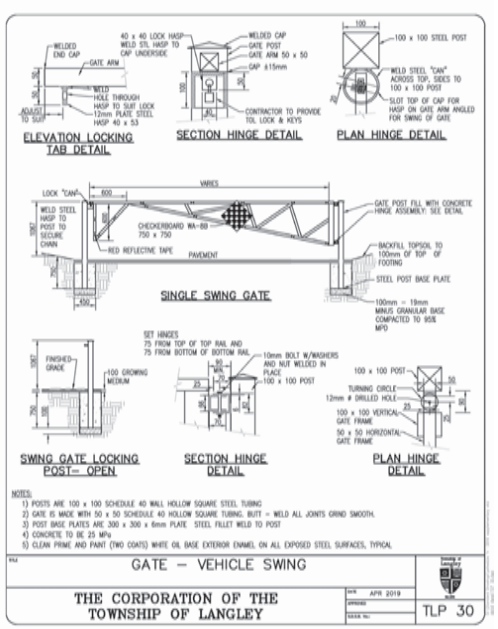
LANDSCAPE DETAILS

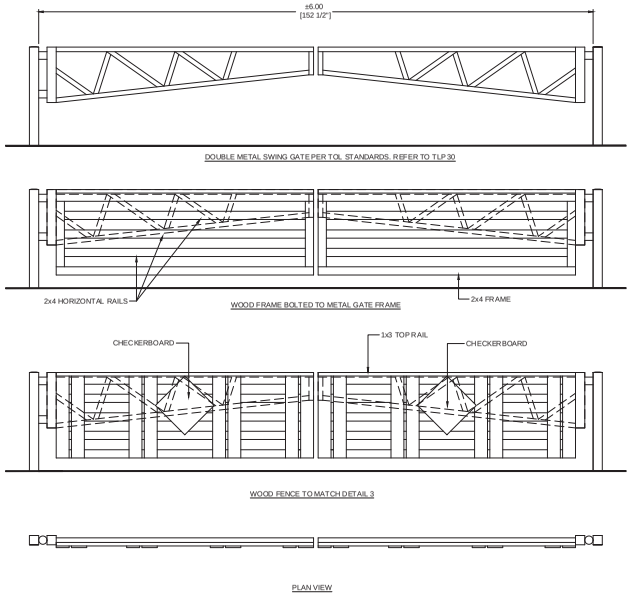
DATE:	20.SEPT.28
SCALE:	AS SHOWN
DRAWN:	MM
DESIGN:	MM
CHK'D:	MCY

DRAWING NUMBER: L3 OF 14

20116-5 DP.ZIP

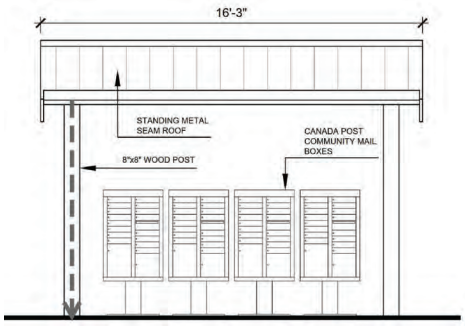
PMG PROJECT NUMBER: **20-116**

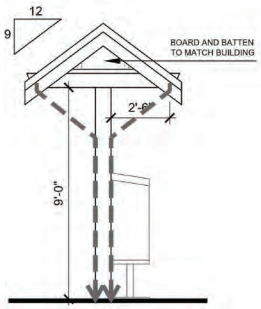


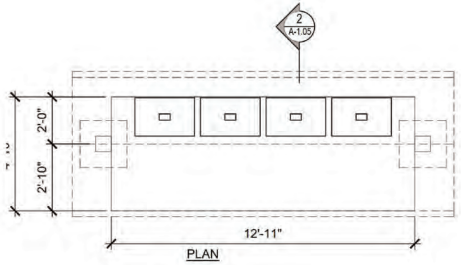


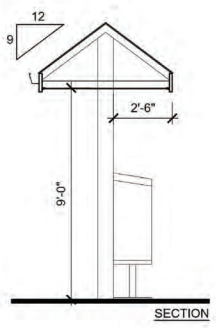
PROVIDE SHOP DRAWINGS TO BE REVIEWED BY TOL PRIOR TO FABRICATION

7 **VEHICLE SWING GATE**
1:25









MAIL KIOSK. FOR REFERENCE ONLY. REFER TO ARCHITECTS DRAWINGS.

MAIL KIOSK
N.T.S.

© Copyright reserved. This drawing and design is the property of PMG Landscape Architects and may not be reproduced or used for other projects without their permission.

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

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
5	22.01.28	DP RESUBMISSION	
4	22.01.21	BLDG & AFAA; DP RESUBMIT	
3	21.DEC.22	REVISE PER TOL COMMENTS	DO
-	21.OCT.14	DP RE-SUBMISSION	
2	21.OCT.14	REV. AS PER TOL GIS COMMENTS	CJ
1	21.JUL.21	NEW SITE PLAN / DP RE-SUBMISSION	MM

CLIENT:

PROJECT:

TOWNHOUSE DEVELOPMENT

20514 & 20486 80TH AVE.
LANGLEY, B.C.

TOL FILE NO: 08-23-0204

DRAWING TITLE:

LANDSCAPE DETAILS

DATE: 20.SEPT.28
SCALE: AS SHOWN
DRAWN: MM
DESIGN: MM
CHK'D: MCY

DRAWING NUMBER: **L.3** OF 14

20116-5 DP.ZIP

PMG PROJECT NUMBER: **20-116**

Township of Langley
Est. 1873

HERITAGE ADVISORY COMMITTEE

Wednesday, June 7, 2023 at 7:07pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

MINUTES

Present:
R. Genberg, Community Co-Chair
Councillor M. Kunst, Council Co-Chair

R. Ardron, M. De Little, M. Gill, B. Mason, F. Pepin, T. Quiring, and T. Taylor

Staff:
S. Mikicich, Manager, Heritage Planning
K. Stepto, Recording Secretary

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

R. Genberg acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Heritage Advisory Committee
June 7, 2023

Moved by T. Quiring,
Seconded by T. Taylor,
That the Heritage Advisory Committee approve the agenda and receive the agenda items of the June 7, 2023 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Heritage Advisory Committee
May 3, 2023

Moved by F. Pepin,
Seconded by M. De Little,
That the Heritage Advisory Committee adopt the minutes of the May 3, 2023 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

D. REPORTS

1. Co-Chair Reports

Councillor Kunst reported that the Brookswood-Fernridge neighbourhood plans have gone to Public Hearing.

2. Report from Manager, Heritage Planning

S. Mikicich reported that the Heritage Building Incentive Program is under review and that proposed revisions will be considered by the Heritage Review Panel at its next meeting, for presentation to the Heritage Advisory Committee in September. Following the committee's endorsement, recommendations will be presented to Council for approval. The Township is still working with the current guidelines, and the recent call for applications will close on June 19.

The Heritage Information, Education, and Awareness Task Force and the Rural Heritage Task Force have been continuing to meet and will have recommendations to present to the committee in the coming months.

S. Mikicich attended the Heritage BC Conference in Chilliwack, which included a plenary session on heritage in Langley. The conference theme was "Becoming Agents of Change".

3. Museum Manager's Report

No report.

4. Heritage Review Panel

M. De Little reported that the Heritage Review Panel met to review and provide comment on three heritage-related development proposals:

New Commercial-Residential Development including conservation of the historic Berry General Store (23210 Fraser Highway)

The Panel reviewed this application for a Heritage Revitalization Agreement (including proposed Zoning Bylaw variances), and a form and character Development Permit. The proposal includes addition of the Berry General Store to the Community Heritage Register, and ongoing legal protection through Heritage Designation. The Panel provided the following comments:

- The project has the potential to be a gathering place for the local community;
- The Berry General Store should be highlighted as a key feature of the site;

D. REPORTS

- The design of the gas station and canopy should be more reflective of and sympathetic to the heritage building – noting successful examples in Cloverdale on 176 Street at 60 and 64 Avenues.
- Recommendation: The Heritage Review Panel is generally supportive of the proposed development and provides its comments for further consideration by the applicant and staff.

Gymnasium addition to Murrayville Academy (21488 Old Yale Road) – in Murrayville Conservation Area

The panel reviewed this Heritage Alteration Permit application for proposed changes to non-scheduled property (mid-century house being repurposed for school use) and new construction (gymnasium addition) in the Murrayville Heritage Conservation Area. The Panel provided the following comments:

- Variations to the front elevation of the proposed gymnasium and entry/circulation element so that it does not read as a continual flat surface, and elimination of flat roof overhang above the entry to read as a more vertical (distinct) element;
- Concern over lack of weather protection for students moving from classrooms to gymnasium;
- Suggested improvements to the parking and landscape areas.
- Recommendation: The Heritage Review Panel is generally supportive of the proposed development and provides its comments for further consideration by the applicant and staff.

Mixed Commercial-Residential Development (Glover/Mary/Church) – in Fort Langley Heritage Conservation Area

The panel reviewed a Heritage Alteration Permit application for a new commercial-residential mixed-use building on an assembled site in the Fort Langley Heritage Conservation Area. The proposal includes requested Zoning Bylaw variances related to building height, setbacks, and residential use at grade along Church Street. The Panel provided the following comments:

Building Scale and Massing:

- Should lighten up the scale and massing of the project to better fit with the more modest built form context of Fort Langley;
- Less masonry and more horizontal siding and a lighter colour scheme;
- Varied building heights and setbacks;
- Set back upper floors to reduce apparent building height;
- Carefully study floor to floor heights to see where they can be reduced and possibly stepping the floor slab, at least at grade.

Architectural Design:

- Simpler building forms with less embellishments;
- The Panel felt that the more successful local design precedents provided by the applicant were those with predominantly two-storey elements,

D. REPORTS

third storeys built into sloping roofs, and/or varied setbacks and building punctuation.

Public and Outdoor Space:

- Consider opportunities to add more tree planting areas;
- Look to program the open space with street furnishings and spaces for gathering.

Recommendation: The Heritage Review Panel believes that this is a significant project for Fort Langley, and that there are some very good elements – including the interior courtyard, new commercial space, and the introduction of more residential uses. The Panel does not support the project as presented, because it feels more design refinement is needed. The Panel recommends:

- That the applicant continues to work with staff to address outstanding concerns related to the overall massing of the project, architectural elements that appear out of context in Fort Langley, and opportunities to further enhance the public realm; and
- That revised plans be referred to the Heritage Review Panel for further review and comment.

MOTION
Moved by T. Quiring,
Seconded by R. Ardron,
That the Heritage Advisory Committee receive and endorse the recommendations of the Heritage Review Panel regarding the Berry General Store, Murrayville Academy Gymnasium Addition, and the Glover/Mary/Church Mixed Commercial-Residential Development in the Fort Langley.
CARRIED

COUNCIL
Moved by R. Genberg,
Seconded by M. De Little,
That the Heritage Advisory Committee recommend that Council consider a Public Input Opportunity be provided for the Glover/Mary/Church Mixed Commercial-Residential Development in Fort Langley.
CARRIED

5. Douglas Day 2023 Planning Committee Report

No report.

6. Museum Advisory Group Report

F. Pepin reported that the Museum is in the process of hiring staff and that an opening date has not yet been determined.

E. CORRESPONDENCE

F. 2023 WORK PROGRAM

1. Review of Committee Terms of Reference

The committee reviewed a proposed amendment to the Terms of Reference including the addition of a new Section 8.3.2 to permit the appointment of one qualified external candidate to the core Panel when members of the core Panel do not fully possess the required conservation expertise outlined in Section 8.2.1.

MOTION
Moved by T. Taylor,
Seconded by T. Quiring,
That the Heritage Advisory Committee endorse the proposed amendments to the Terms of Reference.
CARRIED

COUNCIL
Moved by R. Ardron,
Seconded by T. Taylor,
That the Heritage Advisory Committee recommend that Council approve the Heritage Advisory Committee Terms of Reference, as amended. (See Attachment A).
CARRIED

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Langley Heritage Society Update

F. Pepin reported that work is being done to the CN Station which will open on Canada Day. He further reported that he attended the Heritage BC Conference where a lot of the focus was on Indigenous relations. He commented that the Langley Heritage Society has been involved with Indigenous groups for many years, including its conservation of the historic church on Kwantlen First Nation Reserve Land on McMillan Island. The Society also participated in the May Day Parade.

2. Alder Grove Heritage Society Update

T. Quiring reported that she also attended the Heritage BC Conference, and that June is Indigenous History Month. The Society is fundraising to buy needed equipment and to continue the digitizing of historical newspapers. Community Heritage Day will take place on August 19.

I. NEXT MEETING

Date: Wednesday, September 6, 2023
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00pm

J. TERMINATE

Moved by M. Gill,
Seconded by T. Taylor,
That the meeting terminate at 9:10pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

Township of Langley
Est. 1873

TERMS OF REFERENCE

HERITAGE ADVISORY COMMITTEE (HAC)

Approved by Council:	12/07/2009
Amended:	05/06/2013
Amended:	10/17/2016
Amended:	

1.0 ESTABLISHMENT

The HERITAGE ADVISORY COMMITTEE (the "Committee") is established pursuant to the Advisory Committee Establishment Bylaw 2008 No. 4700, including its amendments, and is an advisory committee subject to the specific scope and mandate outlined in this Bylaw and as supplemented by the provisions of this document.

2.0 PURPOSE

The Committee is established by Council to:

2.1 make recommendations to Council on matters related to the identification, preservation, and recognition of community heritage assets;

2.2 provide timely input on heritage resources and areas impacted by development as requested; and

2.3 undertake or support heritage activities authorized by Council that contribute to the promotion, appreciation, understanding, and advancement of heritage conservation in the Township.

3.0 MANDATE

The Committee is interested in the stewardship of Langley's tangible and intangible heritage values. Built and cultural heritage values exist in historic sites and in the character of heritage areas, streetscapes, and neighbourhoods. Rural and natural landscapes provide heritage values in landmarks, vistas, fertile plains, country roads, naturally wooded areas, significant watercourses and specifically planted features and landscapes. Historic cemeteries represent social, historical, structural, and archaeological heritage values. Heritage values exist in transportation links through layouts, routing, technology, numbering, and naming related to roads, trails, rails, crossings, air, and water transportation methods. Events and celebrations reflect traditional practices and cultural heritage values. Heritage objects and collections represent archaeological, First Nations, and non-aboriginal heritage values.

4.0 COMPOSITION AND STRUCTURE

4.1 Community Representatives

In making its appointments to the Heritage Advisory Committee, Council is requested to consider Langley's geographic diversity and public interest and appoint applicants who possess knowledge and expertise in the areas of community history, built, natural and cultural heritage, conservation or heritage preservation techniques, community engagement or heritage interpretation practices.

4.2 Duration of Appointments

Appointments made after the date of adoption of Bylaw No. 4700 will serve as year one in the calculation of service for all Committee appointees.

4.3 Remuneration

A member may be reimbursed for incidental and out of pocket expenses incurred for work on behalf of and approved by the Committee upon prior approval of Council.

5.0 ROLES AND RESPONSIBILITIES

5.1 Roles of the Committee

The Committee is also responsible to:

5.1.1 support the stewardship activities of planning, documenting, protecting, preserving, enhancing, recognizing, and interpreting Langley's natural, built, and cultural heritage resources and services;

5.1.2 assist in determining the heritage values related to the historical, cultural, aesthetic, scientific or educational worth of a property, area or site and make recommendations pertaining to the recognition of such values;

5.1.3 work together and with the community to build partnerships and to assist to develop, coordinate and implement activities, programs or services that inform and educate community residents in matters related to the importance of heritage in contributing to the character and identity of the community;

5.1.4 establish and maintain liaison and communication with Council, other committees of council, other non-council committees, community heritage organizations, other community groups, and township staff in performing these roles and responsibilities.

5.2 Responsibilities of Committee Members

5.2.1 Co-Chair

The Committee Co-Chair facilitates the meetings along with the Council member representative Co-Chair and works with staff on related tasks between meetings. The Co-Chairs will consult with staff and the Committee members to appoint liaison

representatives to support the work of affiliated committees. The Co-Chairs speak for heritage issues and represents the views of the Committee in any external liaisons and Township meetings. The Committee members may temporarily appoint a community representative Co-chair in his/her absence.

5.2.2 Committee Members

Committee members' work together to contribute community knowledge, expertise and advice in matters related to the stewardship of Langley's heritage.

6.0 MEETINGS

6.1 Staff Support

The Heritage Planner, or designate shall attend and support Committee meetings. The Cultural Services Manager, or designate shall attend Committee meetings to provide historical information, archival documentation and notice of program services that support the work of the Committee.

7.0 SUBCOMMITTEES

When and as required by other levels of government, and in maintenance of professional standards, accreditations, or best practices Council may consider and allow the formation of subcommittees with specific expertise and oversight. As these subcommittees are not ad hoc or task force specific, the establishment of a subcommittee must be by a resolution of Township Council on a yearly basis.

8.0 ESTABLISHMENT of the Heritage Review Panel (Subcommittee)

The Heritage Review Panel is established as a subcommittee of the Heritage Advisory Committee to act as a special purpose resource group in the preservation, rehabilitation, and restoration of Township heritage assets. The request for heritage input is oftentimes a timely and technical matter, and the Committee sees fit to assign this task to selected representatives of the Committee having a particular skill set, and report back to the Committee with their recommendations. The Panel's members are interested and experienced in design, construction, and the processes and approaches of obtaining successful outcomes in the conservation of heritage assets.

8.1 Purpose and Scope of the Heritage Review Panel

The Heritage Review Panel is established as an ongoing subcommittee of the Heritage Advisory Committee to undertake the following as requested:

8.1.1 Provide advice and guidance in the preservation, rehabilitation, and restoration of heritage assets;

8.1.2 Provide comment on development proposals that impact heritage sites, resources, heritage conservation areas, and the Milner Development Permit Area;

8.1.3 Provide technical input on applications to the Heritage Building Incentive Program and make recommendations to the Committee in the awarding of grants; and

8.1.4 Provide comments on other matters referred to the Heritage Advisory Committee by Council related to heritage buildings and design at the Committee's request.

8.2 Composition and Structure of the Heritage Review Panel

8.2.1 The composition of the Panel shall be considerate of the appropriate range of expertise required to provide informed input on the work referred to the Panel. Appointment of members will be based on their experience and knowledge in the area of restoration construction and design. Conservation expertise in the area of architecture, design, landscape architecture, planning, building construction, building code requirements, and construction costing are areas which contribute to the Panel's resources, and individuals with these backgrounds will be considered by the Committee during the selection process. In addition, the Panel will be comprised of individuals who, as residents, represent the diverse communities that comprise the Township.

8.2.2 The membership of the Heritage Review Panel will consist of Heritage Advisory Committee members, and may also include the participation of individuals from the community who are not members of the Committee.

8.2.3 The Heritage Review Panel will be composed of:

- A 'core' Panel of a minimum of three (3) individuals of which two (2) or more will be members of the Committee. Additional members may or may not be members of the Committee.
- One (1) of the Committee members will be selected by the Committee to act as primary Committee Liaison and Panel Chair of the subcommittee.
- It is understood that community input is a vital part of heritage review processes and in instances where the Panel is requested to provide input on development within one of the Township's heritage conservation areas:
- A maximum of two (2) additional community representatives from that community will be selected by the Committee to join the Panel in providing input.

8.2.4 Staff support for the Panel will be provided by the staff liaison appointed to the Heritage Advisory Committee, who will schedule the meetings and set the agenda. Meeting notes prepared for review processes will be reviewed and agreed to by the Panel prior to the Panel making any recommendations to the Committee. Panel input will also be shared with staff in a timely manner for their reference and consideration as part of the community input received on an application in the processing of heritage-related projects.

8.2.5 In the event of a Heritage Building Incentive Program review, quorum will be 50% or more of the members of the 'core' Panel who provide this input. In the event of the review of a proposed project within a conservation area, quorum will be 50% or more of the core Panel and community representatives combined. A simple majority of those in attendance is necessary in all recommendations made by the Heritage Review Panel.

8.2.6 In no case will the Panel be composed of more than six (6) members for any of the work or reviews undertaken.

8.3 Appointment of Members to the Heritage Review Panel

8.3.1 The Heritage Advisory Committee Co-Chair will work with staff, the Heritage Review Panel Chair, and the Committee membership, to appoint members having expertise to the 'core' Panel, and to identify and appoint a minimum of two community representatives to the Panel for those instances where input on projects within the Fort Langley and Murrayville heritage conservation areas is requested.

8.3.2 In instances where members appointed to the 'core' Panel do not fully possess the required conservation expertise outlined in Section 8.2.1, appointment of one qualified external candidate to the 'core' Panel may be considered.

8.3.~~2~~3 Community residents interested in volunteering their time with respect to the Township's heritage conservation areas may put their name forward to the Heritage Advisory Committee Co-Chairs for consideration prior to January of each year in which a place will be available.

8.3.~~4~~3 In the absence of any volunteers, the Committee may elect to request a formal call for applications. If a formal call for applications is undertaken, an applicant's request to join the Panel will be reviewed by the staff liaison to the Committee in conjunction with the Committee Co-Chairs, and the Panel Chair, who will, as a group, make a recommendation to the Committee as a whole.

8.3.5 Community representatives will be selected by the Committee based on their association with and knowledge of the subject conservation area, their conservation experience, and their ability to bring additional design, construction, business or historical perspectives to the review process.

8.3.6 All individuals selected by the Heritage Advisory Committee to serve on the Heritage Review Panel must be endorsed by Council.

8.3.7 Appointments to the Panel will generally take place at the first meeting of the year or as practical.

8.3.8 All members appointed to the Heritage Review Panel will serve without remuneration on a voluntary basis.

8.4 Terms of Appointment for Members of the Heritage Review Panel

The Committee will appoint members to the Heritage Review Panel for a two-year term. All appointments begin in the month of January and end in the month of December of the second year of a term. If for any reason an appointed member cannot complete a full term, the Committee may elect to appoint another individual to fill the vacancy for the balance of the term with Council's endorsement.

8.5 Roles and Responsibilities

8.5.1 The responsibilities of the Committee liaison(s) to the Heritage Review Panel are to provide timely input to the Heritage Advisory Committee and staff on heritage conservation matters as requested.

8.5.2 The Panel Chair will be responsible for providing monthly oral or written reports as elected, to the Committee on the work of the Panel. The Committee shall receive these reports for information or ratification as required.

8.5.3 All members, whether Committee members or other community representatives, selected to comprise the Panel are expected to conduct themselves in a way that upholds the integrity of the Panel, and will be subject to the requirements and code of behavior expectations set out in the Council Advisory Committee Establishment Bylaw 2008 No. 4700 and the Code of Ethics, Confidentiality, and Conflict of Interest for Council Members and Appointees, Policy No. 01-030.

8.6 Conflict of Interest

In the absence of a Heritage Review Panel, or the inability of the Panel to achieve a quorum of its members, due to a conflict of interest or other justifying circumstances, the work of the Panel will be referred as appropriate to the Heritage Advisory Committee.

8.7 Meetings

Meetings will be arranged on an as-needed basis as work arises throughout the year.

9.0 TASK FORCES

The Committee may establish a task force for a specific purpose with duration of up to a maximum of 180 days to undertake special projects which may require extended consultation, review and planning, subject to prior approval by Council.

10.0 LIAISON TO OTHER HERITAGE INTEREST GROUPS

The Committee recognizes that there may be others with interest in the practices of heritage conservation, celebration, and presentation. The Heritage Advisory Committee shall support the work of the following by appointing liaison(s) to ensure timely two-way communication of mutual interest and benefit.

10.1 Douglas Day Committee

10.1.1 Governor James Douglas read the *Act* to create the Colony of British Columbia in Fort Langley on November 19, 1858. The celebration of this event has become a community tradition and opportunity to celebrate Langley's cultural heritage and the efforts of Langley "pioneers". This committee provides input into the preparation and presentation of this annual event.

10.1.2 The responsibilities of the liaison(s) to the Douglas Day Committee are to assist in the planning, development, promotion and support the implementation of the annual event associated with the celebration of Douglas Day.

10.1.3 The business of this committee is shared with the Heritage Advisory Committee via the committee liaison representative(s) for information purposes only. Minutes of the Douglas Day Committee if presented, will be received by the Heritage Advisory Committee and be forwarded to Council for information.

10.2 Museum Advisory Group

10.2.1 Preservation of artifact and archival collections provides an invaluable and unique documentation of Langley's material and cultural heritage. Museum programs and exhibits and archival services provide opportunities for public access and enhance the understanding and celebration of Langley's history.

10.2.2 The responsibilities of the liaison(s) to the Museum Advisory Group are to provide advice related to the planning and development of annual service priorities and support the acquisition, documentation, and preservation of collections and the presentation and dissemination of programs and services related to the material and informational cultural heritage in the Museum and Archives.

10.2.3 The business of this committee is shared with the Heritage Advisory Committee via the committee liaison representative(s) for information purposes only.

11.0 RELATIONSHIP TO OTHER COUNCIL ADVISORY COMMITTEES

The Heritage Advisory Committee shall liaise with other Advisory Committees as required, or as directed by Council, on matters of mutual interest and benefit.

Township of Langley
Est. 1873

COUNCIL PROCESS COMMITTEE

Monday, June 12, 2023 at 12:00pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

M I N U T E S

CHAIR: Councillor K. Richter

PRESENT: Mayor E. Woodward, Councillors T. Baillie, S. Ferguson, M. Kunst, B. Martens, M. Pratt, R. Rindt, and M. vanPopta

M. Bakken and J. Winslade

W. Bauer, M. Natt, K. Stepto, and B. Weller

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

Councillor Richter acknowledged the Traditional Territories of the Coast Salish Peoples.

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Council Process Committee Agenda – June 12, 2023

Moved by Councillor Martens,
Seconded by Councillor Kunst,
That the Council Process Committee approve the agenda and receive the agenda items of the June 12, 2023 meeting.
CARRIED

B. ITEMS FOR DISCUSSION

The following item was referred from the May 29, 2023 Regular Council meeting:

1. Support for Construction Industry and Reduced Timelines

Moved by Councillor vanPopta,
Seconded by Councillor Pratt,
Whereas:

B. ITEMS FOR DISCUSSION

1. The City of Surrey allows for a more permissive range of construction to take place on Saturdays and permits construction to occur on Statutory Holidays;
2. The City of Abbotsford allows for a more permissive range of construction to take place on Saturdays and permits construction to occur on Sundays and Statutory Holidays; and
3. The construction industry in the Township of Langley is currently disadvantaged by neighbouring municipalities that have more permissive ranges of construction, such as “situations where Construction needs to begin before 7:00am typically due to large concrete pours” (January 12, 2015, Report to Council 15-03);

Therefore be it resolved that Council hereby directs staff to report to Council with draft bylaw amendments to Community Standards Bylaw 2019 No. 5448 for Council to consider that:

For multi-family residential construction and single-family residential subdivision new construction:

1. within developing areas of Willoughby, Brookswood/Fernridge, and Aldergrove Core Area Plan permits construction to occur from 7:00am to 6:00pm on Saturdays; and
2. allows for an automatic exemption for concrete placements that commence, including any and all staging activity, no earlier than but permitted to begin at 6:00am maintaining community notification requirements.

MOTION DIVIDED
Moved by Councillor vanPopta,
Seconded by Councillor Pratt,
That Items 1 and 2 be considered separately.
CARRIED

Councillor Martens opposed

MOTION 1
Moved by Councillor vanPopta,
Seconded by Councillor Pratt,
Therefore, be it resolved that Council hereby directs staff to report to Council with draft bylaw amendments to Community Standards Bylaw 2019 No. 5448 for Council to consider that:

For multi-family residential construction and single-family residential subdivision new construction:

- within developing areas of Willoughby, Brookswood/Fernridge, and Aldergrove Core Area Plan permits construction to occur from 7:00am to 6:00pm on Saturdays.

DEFEATED

B. ITEMS FOR DISCUSSION

Councillors Baillie, Ferguson, Kunst, Martens, Richter, and Rindt opposed

COUNCIL
Moved by Councillor Baillie
Seconded by Councillor Pratt,
That the Council Process Committee recommends that Council direct staff to report to Council with draft bylaw amendments to Community Standards Bylaw 2019 No. 5448 for Council to consider that for multi-family residential construction and single-family residential subdivision new construction:

- allows for an automatic exemption for concrete placements that commence, including any and all staging activity, no earlier than but permitted to begin at 6:00am maintaining community notification requirements.

AMENDMENT
Moved by Councillor Martens,
Seconded by Councillor Richter,
That the motion be amended to direct staff to also provide a report regarding the pros and cons of automatic exemptions.
CARRIED

Councillor vanPopta opposed

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

Councillor Richter opposed

C. TERMINATE

Moved by Councillor Pratt,
Seconded by Councillor Martens,
That the meeting terminate at 1:03pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 29, 2023 - REGULAR MEETING	**REPORT:**	23-83
FROM:	ENGINEERING DIVISION	**FILE:**	5330-24-082
SUBJECT:	NORTH WILLIAMS SANITARY LIFT STATION		

RECOMMENDATIONS:

That Council authorize staff to proceed with the tendering and construction of a sanitary lift station to service the Williams Neighbourhood; and

That Council approve receipt of developer funding and creation of a new sanitary sewer capital project for the North Williams Sanitary Lift Station.

ANALYSIS:

The Engineering Servicing Plan for the Williams Neighbourhood identified the need for a sanitary lift station located in the 8100 Block of 216 Street to provide sanitary servicing to the area. This project is identified in the Development Cost Charge (DCC) Bylaw as Project 18S030, with a DCC recoverable cost of $2,531,430.

The developer's consultant for Township of Langley Project No. 08-25-0116 submitted a design as part of the development application to meet the servicing requirements. The development application is at third reading and the construction of the lift station is a prerequisites before fourth reading can be considered. The estimated cost for this work in 2021 was $2,468,450. Following past practice, the Engineering Division contracts directly with the developer's consultant and contractors building municipal sanitary lift station facilities to maintain oversight and control of changes while ensuring municipal standards are met.

Community Implications:

Without the sanitary lift station, fourth reading of Project No. 08-25-0116 cannot be considered and the development of the business park area will be unable to proceed within the Williams Neighbourhood plan.

Financial Implications:

No financial implications to the Township are expected for the construction of the lift station as the works will be fully financed by the developer.

Community Development will be bringing forward a Development Cost Charge Frontending Agreement and Development Works Agreement Bylaw for Council's consideration once the Township has tendered the works which will allow the developer the opportunity to recoup a portion of their cost for the works from development within the catchment, in addition to credits available against the sanitary DCCs payable for the project.

The final cost will be identified through the tender process. The $3,200,000 amount shown in the table below is based on a 30% increase anticipated for materials, supplies, and labour over the 2021 estimate of $2,468,450.

Staff are requesting Council's approval to receipt actual funding required from the developer to complete the project, which may be more or less than the revised 2023 estimated cost of $3,200,000.

Township of Langley Capital Project Description						
Project Title:	**Sanitary Lift Station: North Williams**					
	CFWD 2022	2023	2024	2025	2026	2027
Requested Amount		$3,200,000				
Budget Remaining						
Total Projected Cost		$3,200,000				

Project Description *(Phased Project)	To design and construct a sanitary lift station in the Williams Neighbourhood.
Project Justification and Consequences of Not Proceeding *(Phased Project)	The developer of ToL Project No. 08-25-0116 is required to construct a sanitary lift station as per the Williams Neighbourhood Engineering Services Plan. Without this lift station, development will not be able to proceed. The Township requires the lift station construction be administered by the Township to ensure standards are met.

Project Priority Ranking (please circle applicable ranking)	**Critical**	**High** (circled)	**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:	**Sanitary Lift Station: North Williams**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2022	2023	2024	2025	2026	2027
Other: External Funding (Developer)		$3,200,000				
Total		**$3,200,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	$81,014
Climate Action Category	
Climate Action ID	

Respectfully submitted,

Dave McCormick
UTILITIES PLANNING ENGINEER
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff
COMMUNITY DEVELOPMENT DIVISION	S. Richardson

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 29, 2023 - REGULAR MEETING	**REPORT:**	23-82
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-14-0234
SUBJECT:	REZONING APPLICATION NO. 100688 (1317903 BC LTD. / JOHAL / 20534 – 71A AVENUE AND 7091 – 204 STREET)		

PROPOSAL:

Application to rezone approximately 0.78 ha (1.9 ac) of land located at 20354 – 71A Avenue and 7091 – 204 Street to Residential Zone R-1A to facilitate a residential subdivision consisting of 14 single family lots.

RECOMMENDATION SUMMARY:

That Council give first, second, and third reading to Bylaw No. 5816 subject to nine (9) development prerequisites being satisfied prior to final reading.

RATIONALE:

The proposed development complies with the Willoughby Community Plan and Central Gordon Estates Neighbourhood Plan.

RECOMMENDATION:

That Council give first, second, and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1317903 BC Ltd. / Johal) Bylaw No. 5816 rezoning 0.78 ha (1.93 ac) of land located at 20354 – 71A Avenue and 7091 – 204 Street to Residential Zone R-1A to facilitate the subdivision of 14 single family lots, subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley 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, greenways, and necessary traffic improvements in accordance with the Township's Master Transportation Plan, the Subdivision and Development Servicing Bylaw, and the Central Gordon Estate 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 Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection);
5. Registration of restrictive covenants:
    a. Identifying the units (minimum 5% for single family) required to comply with the adaptable housing requirements;

   b. No build covenant on the northern portion of Lot 7 until such time that consolidation with adjacent lands is complete;

6. Registration of a statutory right-of-way over:
   a. The western portion of Lot 1 for the purposes of a green link;
   b. The northern portion of Lot 7 for the purposes of vehicular access; and
   c. The northern portions of Lot 10, 11, and 14 to adequate dimensions to support an interim road design;
7. Completion of a road closure bylaw for the south half of 71A Avenue;
8. Compliance with the Community Amenity Contributions Policy, Willoughby Arterial Road Completion Amenity Policy if applicable, and the requirements of the Willoughby Greenway Amenity Policy; and
9. 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 compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy.

EXECUTIVE SUMMARY:

Bhupinder Johal has applied on behalf of 1317903 BC Ltd. to rezone the subject site to Residential Zone R-1A to facilitate the subdivision of 14 single family lots.

A delegated development permit for form and character is being processed concurrently and will be considered by the delegated official should Council elect to advance this application.

As the proposed development is consistent with the Willoughby Community Plan and Central Gordon Estate Neighbourhood Plan (NP), staff recommend Council consider the rezoning request subject to the completion of nine (9) development prerequisites.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Rezoning Bylaw No. 5816.

REFERENCE:

Owner:	1317903 BC Ltd. 5694 – 136 Street Surrey, BC V3X 1J3
Agent:	Bhupinder Johal 1205, 22091 Fraserwood Way Richmond, BC V6W 0A8
Legal Description:	Lot 5 Section 14 Township 8 New Westminster District Plan 78954 Lot 59 Section 14 Township 8 New Westminster District Plan 37468
Location:	20354 - 71A Avenue and 7091 - 204 Street
Area:	0.78 ha (1.93 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Residential Zone R-1A
Willoughby Community Plan:	Residential
Central Gordon Estate Neighbourhood Plan:	Residential 2 (6-8 units per acre (UPA) / 14-19 units per hectare (UPH)) and green link

BACKGROUND:

- The subject lands are currently zoned Suburban Residential Zone SR-2 and are designated Residential 2 (6-8 UPA / 14-19 UPH) in the Central Gordon Estate NP. The Central Gordon Estate NP also identifies a green link on the western portion of the subject site (Attachment C).

DISCUSSION / ANALYSIS:

- Bhupinder Johal, on behalf of 1317903 BC Ltd., has applied to rezone 0.78 ha (1.93 ac) of land in the Central Gordon Estate NP to Residential Zone R-1A to facilitate a residential development consisting of 14 single family lots (Attachment E).
- The proposed rezoning and single family subdivision complies with the Central Gordon Estate NP (7.3 UPA / 17.9 UPH).
- At the December 12, 2022 Regular Meeting of Council, Council directed staff to work with the property owner to the north of the subject site (7109 – 204 Street) and resolved the following:

  That the Peter Formby delegation be referred to staff to work with the delegate to provide a lot and road layout on the west side of 204 Street, near the delegates property, that ensures an equal burden among the properties developing in the area; and

  Specifically undertake a land exchange between Formby and the Township of Langley to compensate Formby for the disproportionate contribution their property is required to make to the new road network.

- In consideration of the December 12, 2022 resolution, a condition to close the south half of 71A Avenue has been included to facilitate property and road network items.

Adjacent Uses:

	Existing Use	Neighbourhood Plan Designation	Existing Zoning
North:	Two single family lots	Residential 2 (6-8 UPA)	Suburban Residential Zone SR-2
South:	A property currently under construction for 87 townhouses (ToL Project No. 08-14-0202)	Townhouse B (12-40 UPA)	Comprehensive Development Zone CD-148
East:	204 Street, beyond which is one property currently under application and at third reading (ToL Project No. 08-14-0230) for the development of an eight lot single family residential subdivision and one single family lot.	Residential 2 (6 - 8 UPA) and Townhouse C (12- 20 UPA)	Suburban Residential SR-2
West:	A single family lot	Townhouse B (12-40 UPA)	Suburban Residential SR-2

Zoning Amendment:

- Bylaw No. 5816 proposes to rezone the site to Residential Zone R-1A to facilitate the development of 14 single family lots.
- The project complies with the provisions of the proposed zone in terms of siting, lot dimensions, siting, and density (7.3 UPA).

Subdivision:

- The applicant is proposing to subdivide the subject parcel to create 14 lots, with three lots fronting 204 Street and 11 lots fronting a new 71 Avenue (Attachment E).
- As a condition of development, a statutory right of way is required on the north portion of Lot 7 to allow temporary access until such time the ultimate road and associated services are available through adjacent developments.
- As a condition of development, a statutory right-of-way is also required on the northern portions of Lot 10, 11, and 14 for emergency access purposes.

Development Permit:

- The subject site is located in Development Permit Area ‘B’ – Residential (for form and character) in the Willoughby Community Plan.
- Council, through Bylaw No. 5246 (Development Permit Delegation Bylaw), delegated issuance of Development Permits for residential developments without commercial or industrial components with a density equal to or less than 25 UPA to a delegated staff official.
- As the proposed residential development is less than 25 UPA, the associated application is being processed concurrently for consideration by a delegated staff official.

Community Amenity Contributions:

The Community Amenity Contributions (CAC) Policy applies to the subject rezoning and specifies target contribution amounts based on unit types. Based on current rates, the CAC calculation for this proposal is as follows:

	Unit Count	Rate per unit	Total
Single Family	14	$16,900	$236,600
		Total	**$236,600**

Tree Protection / Replacement:

The applicant has submitted tree management plans indicating the following:

Significant Trees on Site	Significant Trees Retained	Replacement Trees Required	Replacement Trees Provided	Street Trees Provided	Total Trees Post Development
44	0	58	58	15	73

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.

Policy Considerations:

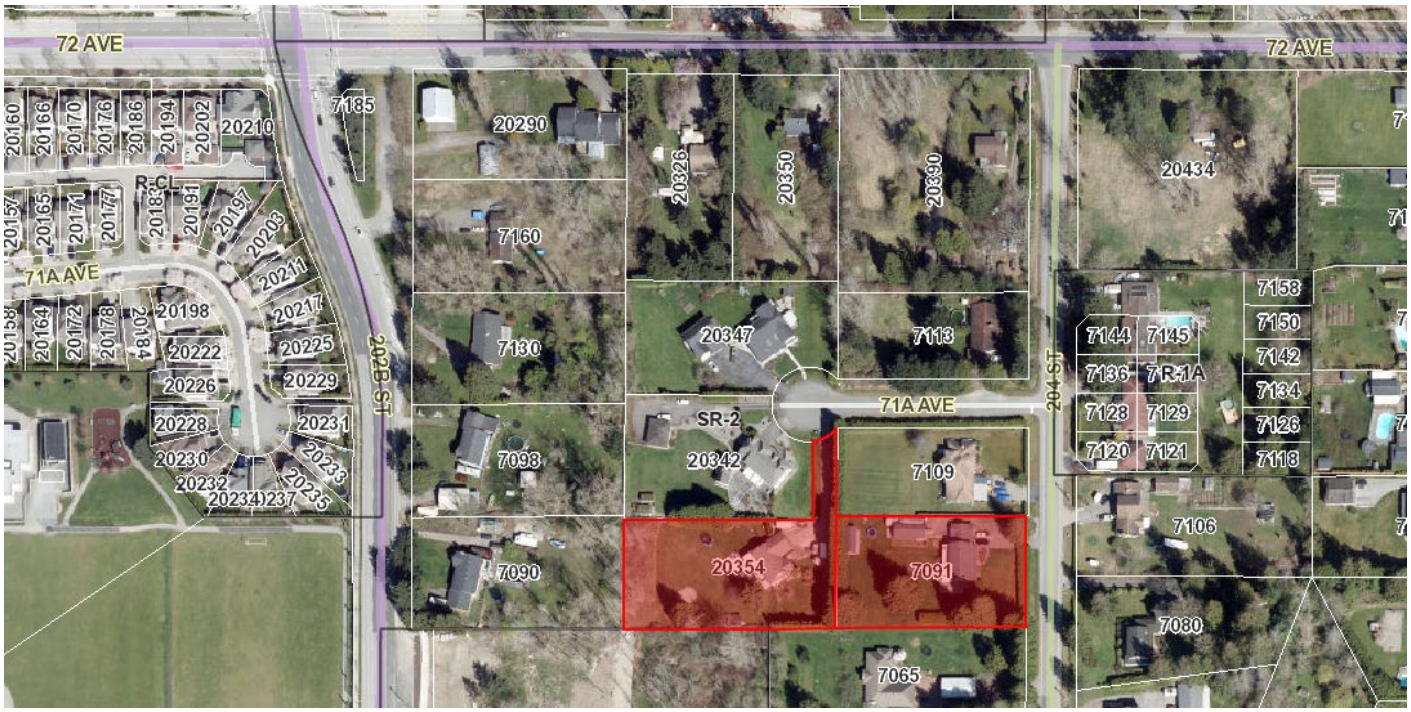
The proposed rezoning application facilitates the development of 14 single family lots. The proposal is consistent with the Willoughby Community Plan and Central Gordon Estate NP. Staff recommend Council give first, second, and third reading to Bylaw No. 5816 (subject to nine (9) development prerequisites).

Respectfully submitted,

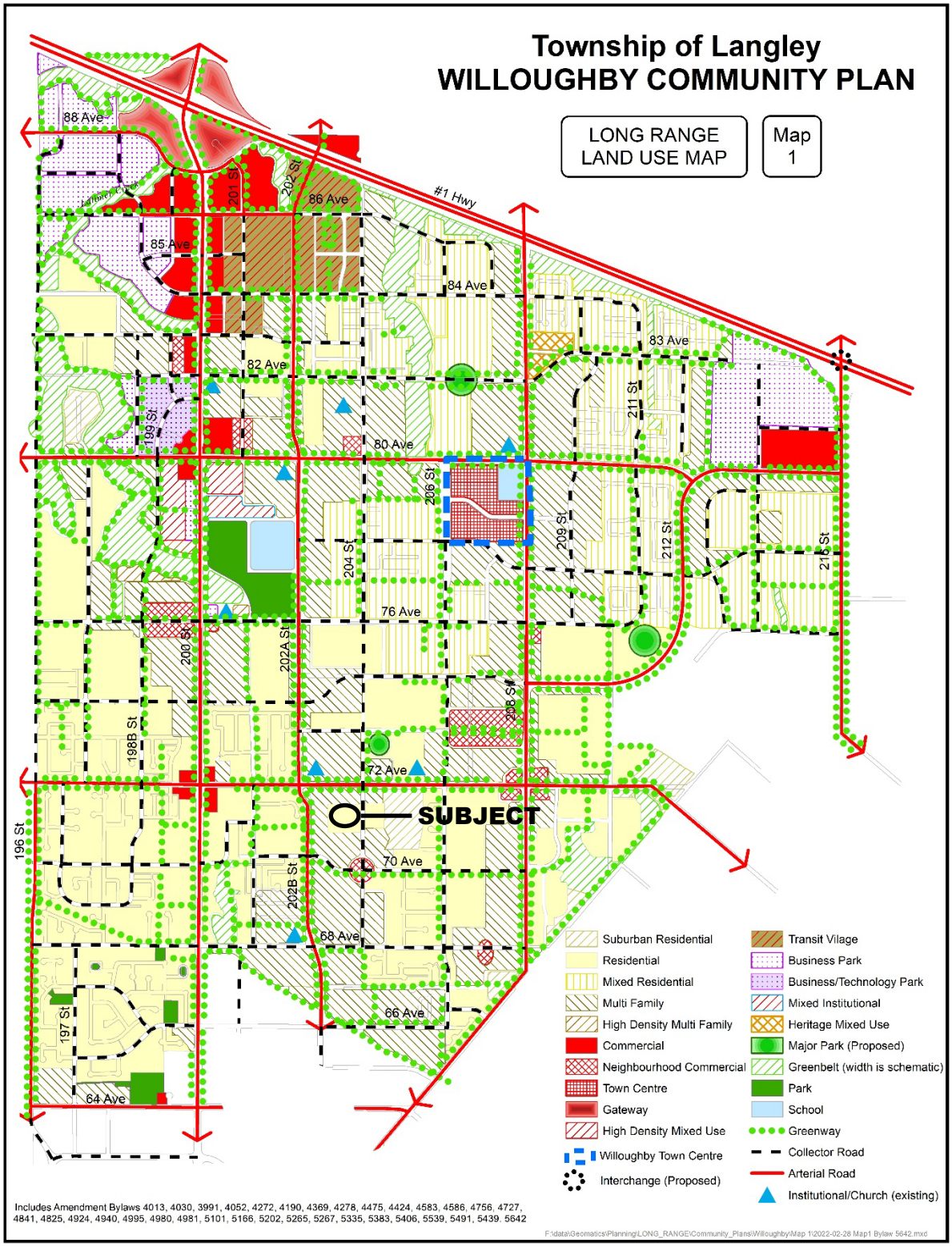
Ruby Sandher
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Aerial Context Map
ATTACHMENT B	Willoughby Community Plan Map
ATTACHMENT C	Central Gordon Estates Neighbourhood Plan Map
ATTACHMENT D	Zoning Bylaw No. 2500 Map
ATTACHMENT E	Site Plan Submitted by Applicant

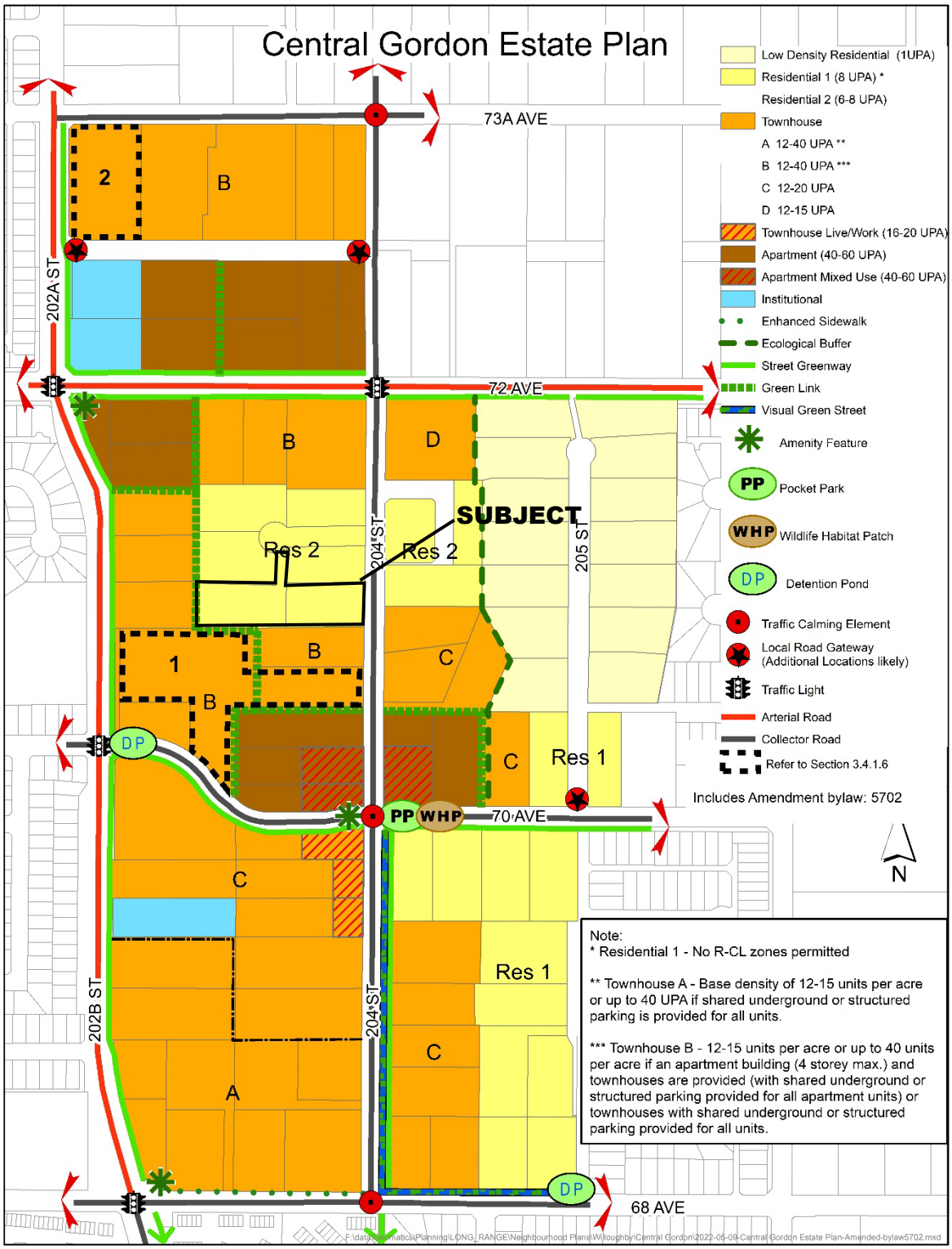
ATTACHMENT A



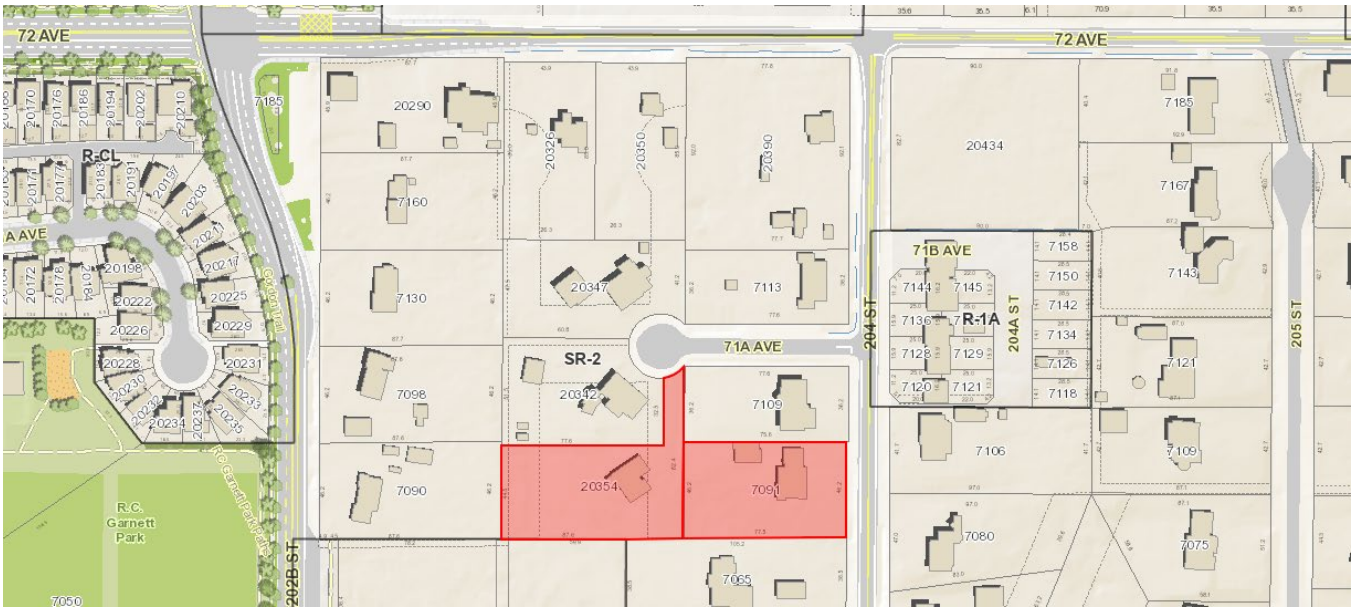
ATTACHMENT B



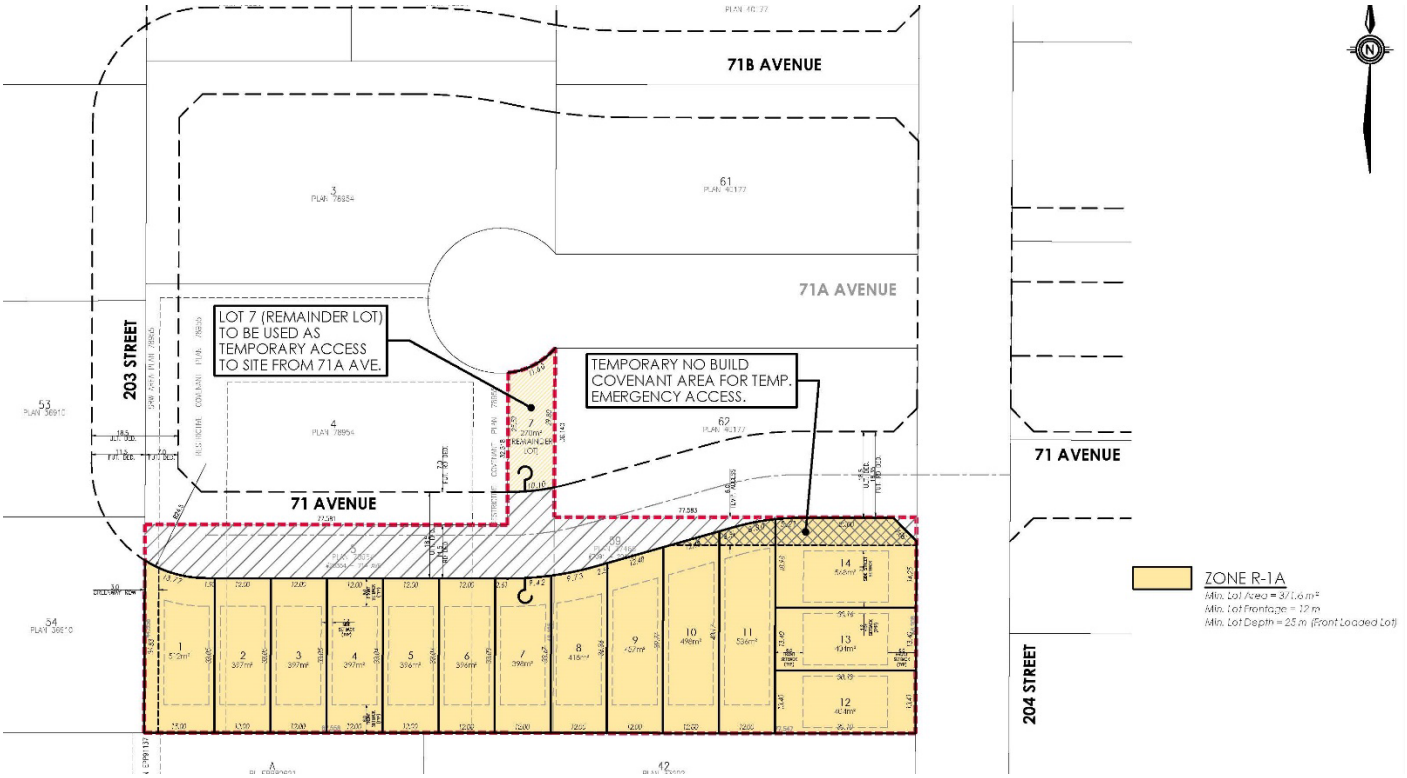
ATTACHMENT C



ATTACHMENT D



ATTACHMENT E



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (1317903 BC LTD. / JOHAL) BYLAW NO. 5816

EXPLANATORY NOTE

Bylaw No. 5816 rezones properties located at 20354 - 71A Avenue and 7091 – 204 Street from Suburban Residential Zone SR-2 to Residential Zone R-1A to accommodate a 14 lot residential subdivision.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (1317903 BC LTD. / JOHAL) BYLAW NO. 5816

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 (1317903 BC Ltd. / Johal) Bylaw No. 5816”.

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

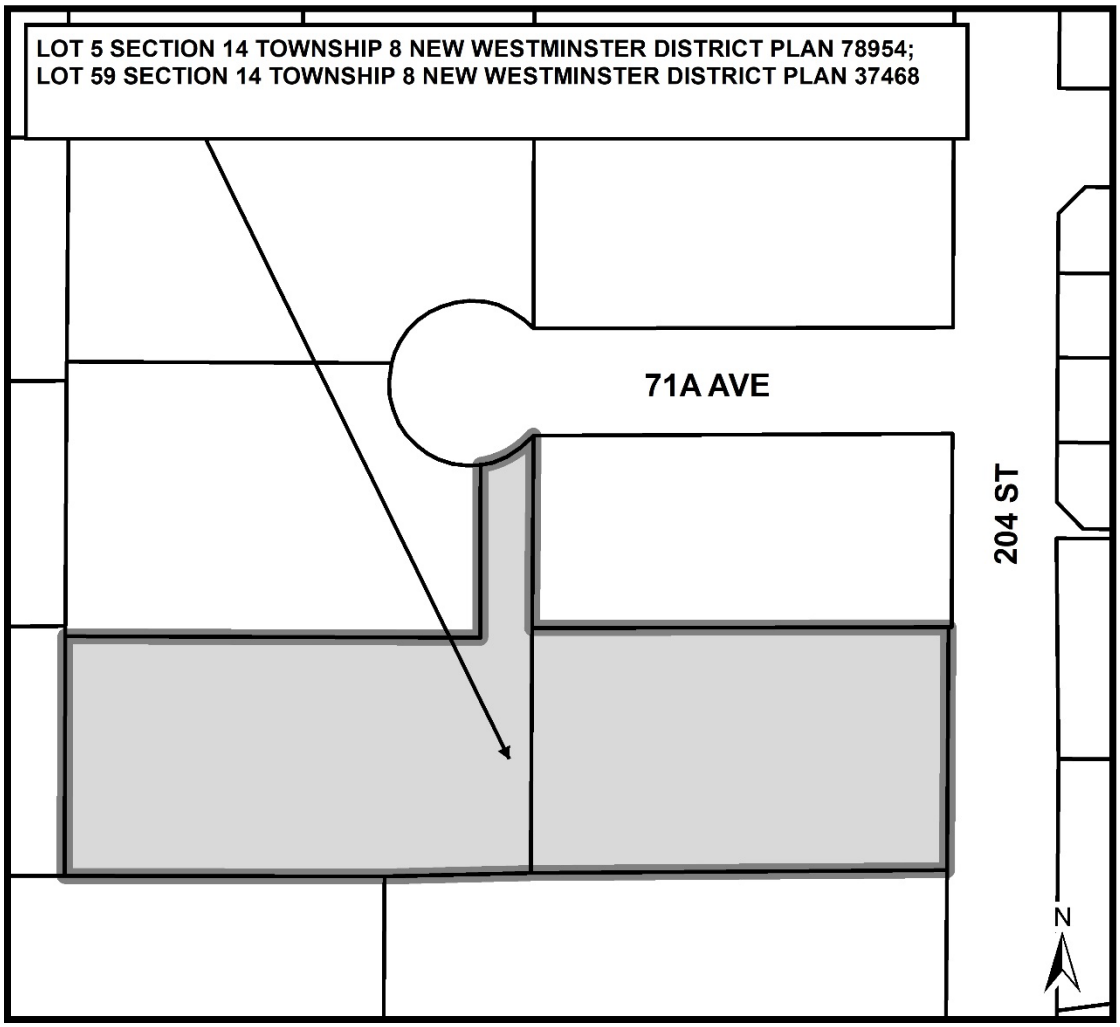
   Lot 5 Section 14 Township 8 New Westminster District Plan 78954
   Lot 59 Section 14 Township 8 New Westminster District Plan 37468

   as shown delineated on Schedule “A” attached to and forming part of this Bylaw to Residential Zone R-1A.

NOTICE WAS ADVERTISED on the	18, 25	day of	May	, 2023
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

SCHEDULE 'A'
BYLAW NO. 5816



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 26, 2023 - REGULAR MEETING	**REPORT:**	23-125
FROM:	MUNICIPAL ADMINISTRATION DIVISION	**FILE:**	LRP00014
SUBJECT:	REVISIONS TO THE PROPOSED BOOTH, FERNRIDGE, AND RINN NEIGHBOURHOOD PLANS		

RECOMMENDATIONS:

That Council repeal second reading of "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";

The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rinn Neighbourhood Plan) Bylaw No. 5797";

The "Langley Official Community Plan Bylaw 2017 No. 5300 Amendment (Brookswood-Fernridge Community Plan – Consequential Amendments) Bylaw No. 5798";

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

The revised "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 5796";

The revised "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rinn Neighbourhood Plan) Bylaw No. 5797";

The revised "Langley Official Community Plan Bylaw 2017 No. 5300 Amendment (Brookswood-Fernridge Community Plan – Consequential Amendments) Bylaw No. 5798";

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

The revised draft Brookswood-Fernridge Amendments to the Community Amenity Contributions Policy;

The draft Brookswood-Fernridge Arterial Road Completion Amenity Policy;

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

Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan – Consequential Amendments) Bylaw No. 5798; and

That Council give first, second, and third reading to Fees and Charges Bylaw 2007 No. 4616 Amendment Bylaw No. 5908.

EXECUTIVE SUMMARY:

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

The overall objective has been to create comprehensive, integrated, systems-based NPs that are predicated upon careful planning and thoughtful design to imagine and create neighbourhoods that are walkable, vibrant, social, and livable while 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.

At the June 12, 2023 Regular Meeting, Council passed a referral motion directing staff to amend the proposed NPs and associated documents. The referral motion included nine items. The first seven items included directions (A – G) to amend the proposed NPs (Bylaws No. 5795, 5796 & 5797) and consequential amendments to the Brookwood-Fernridge Community Plan (Bylaw No. 5798). Item eight (H) included three parts related to the Brookswood-Fernridge amendments to the Community Amenity Contributions (CAC) Policy. The final direction (I) included amendments to the policy in the proposed NPs and direction to staff regarding updates to the Engineering Services Plan.

If Council proceeds with the adoption of the revised NPs as outlined and discussed in this Report, the three (3) neighbourhoods once fully built-out will be home to approximately 46,000 residents in about 16,000 dwelling units. For comparison, the proposed NPs presented to Council on May 8, 2023 included a population projection of 63,000 in approximately 20,000 dwelling units for the three neighbourhood areas.

PURPOSE:

This report presents the revised versions of the proposed Booth, Fernridge and Rinn Neighbourhood Plans and the consequential amendments to the Brookswood-Fernridge Community Plan, based on Council direction.

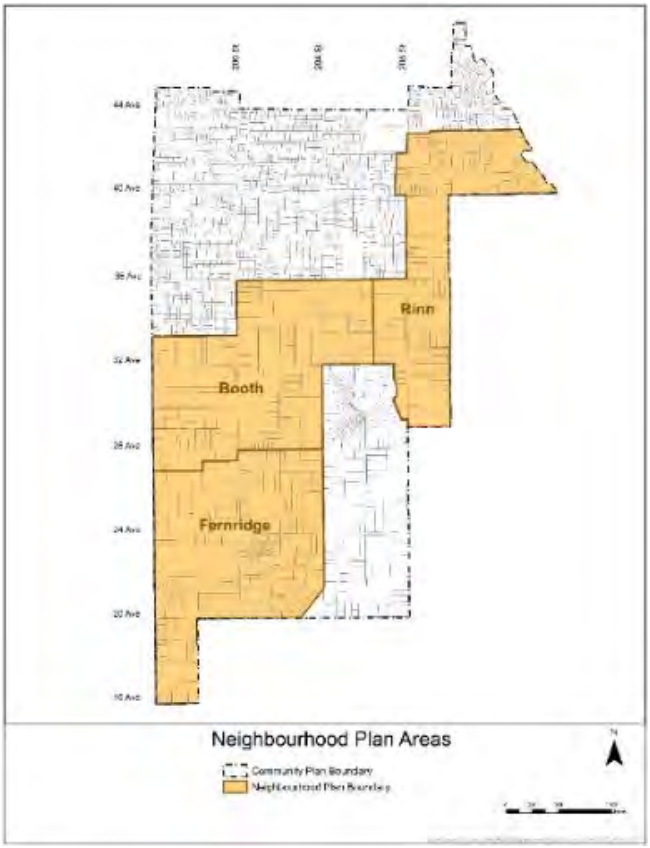
In addition, this report presents a revised draft of the Brookswood-Fernridge Greenway Amenity Policy, a revised draft of the Brookswood-Fernridge amendments to the Community Amenity Contributions (CAC) Policy and the draft Brookswood-Fernridge Arterial Road Completion Amenity Policy.

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 the proposed update to the BFCP based on 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 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 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.

At the May 8, 2023 Regular Meeting, staff presented the proposed Booth, Fernridge and Rinn Neighbourhood Plans (Bylaws No. 5795, 5796 & 5797) as well as consequential amendments to the Brookwood-Fernridge Community Plan (Bylaw No. 5798). Council gave first and second reading to the bylaws and authorized staff to schedule a Public Hearing for May 29, 2023.

Following the May 29, 2023 Public Hearing at the June 12, 2023 Regular Meeting, Council considered third reading of the bylaws and passed a referral motion instructing staff to amend the proposed bylaws with the following considerations:

A. *Revert and reinstate the land use designation of Single Family 4 to Single Family 2 and associated densities of 10,000 ft^2 per single family lot for the future Glenwood Neighbourhood Plan area, as outlined within the Brookswood-Fernridge Community Plan Adopted in 2017;*

B. *Revert and reinstate the land use designation from Single Family 4 to Single Family 2 and associated densities of 10,000 ft^2 per single family lot for areas within the proposed Fernridge Neighbourhood Plan south of 24 Avenue and not within close proximity to 200th Street, except within close proximity to the Agricultural Land Reserve;*

C. *Update the proposed designation of Single Family 1 adjacent to the City of Surrey to Single Family 2 and associated densities of 10,000 ft^2 per single family lot;*

D. *Update the proposed single family designations within close proximity to urban/rural boundaries at the Agricultural Land Reserve to associated densities of 7,000 ft^2 and 10,000 ft^2 per single family lot, as it may be appropriate for Council to consider;*

E. *Update the proposed designations along 200th Street between 33A and 20 Avenues to an updated a mix of rowhome and/or townhome development, and commercial development to accommodate some additional single family densities of 7,000 ft^2 and 10,000 ft^2 per single family lots elsewhere, as it may be appropriate for Council to consider;*

F. *Update the currently proposed Rinn Neighbourhood Plan to include additional mixed-use Commercial Village on the east side of 208th Street from 40 Avenue to 42 Avenue, in addition to the proposed townhouse uses at this location, as it may be appropriate for Council to consider;*

G. *Amend the proposed designation of Single Family 3 to Manufactured Home Park for the Cedar Creek Estates manufactured home park within the Booth Neighbourhood Plan at the northwest corner of 200 Street and 30 Avenue to align with the designations of the four other manufactured home parks within the Fernridge Neighbourhood Plan; and*

H. *Amend the proposed Community Amenity Contributions Council Policy 07-166:*

    1. *to include within the Community Amenity Contributions Fund an anticipated quantity of land acquisitions for civic purposes needed due to manage growth throughout the Township of Langley as it may be appropriate for Council to consider;*

    2. *to update Section 5.2(f) for additional residential density of Townhouse / Rowhouse / Duplex and/or Single Family units to cash amounts closer to market value, as it may be appropriate for Council to consider; and*

    3. *to include a Community Police Office within Brookswood-Fernridge to the Community Amenity Contribution Fund as a listed community amenity.*

I. *Prescribe pervious surfaces and finishes for non-vehicle spaces, such as sidewalks, multi-use pathways, trails, and greenways, public squares and the like, both on public and private property (all residential, commercial, and institutional land uses) and on streetscapes throughout the Brookswood-Fernridge Neighbourhood Plans, as it may be practical to and appropriate for Council to consider; and*

    Identify and incorporate design and material standards as part of the Engineering Services Plan for the Neighbourhood Plans in order to facilitate this desired outcome.

In keeping with Council's June 12, 2023 referral motion, the proposed NPs and consequential refinements to the Brookswood-Fernridge Community Plan have been revised and completed for Council's consideration.

DISCUSSION/ANALYSIS:

The following discussion summarizes the refinements prepared in response to the direction given.

Item A. Revert and reinstate the land use designation of Single Family 4 to Single Family 2 and associated densities of 10,000 ft^2 per single family lot for the future Glenwood Neighbourhood Plan area, as outlined within the Brookswood-Fernridge Community Plan Adopted in 2017;

Land Use Maps (Map 1) in each of the proposed NPs (Bylaws No. 5795, 5796 and 5797) have been amended to reinstate the Single Family 2 Land Use Designation – minimum single family lot size of 10,000 ft^2 – as reflected and delineated in the existing Brookswood-Fernridge Community Plan (2017) and associated refinements to Map 1 and Map 2 of the Consequential Amendments to the Brookswood-Fernridge Community Plan (Bylaw No. 5798).

Item B. Revert and reinstate the land use designation from Single Family 4 to Single Family 2 and associated densities of 10,000 ft^{2}per single family lot for areas within the proposed Fernridge Neighbourhood Plan south of 24 Avenue and not within close proximity to 200 Street, except within close proximity to the Agricultural Land Reserve;

Land Use Map (Map 1) in the proposed Fernridge Neighbourhood Plan (Bylaw No. 5796) has been amended to reinstate the Single Family 2 Land Use Designation – minimum single family lot size of 10,000 ft^2 – as reflected and delineated in the existing Brookswood-Fernridge Community Plan (2017) and associated refinements to Land Use Map 1 and Map 2 of the Consequential Amendments to the Brookswood-Fernridge Community Plan (Bylaw No. 5798) for lands south of 24 Avenue. Said maps in relation to the proposed Fernridge Neighbourhood Plan were also amended by changing the Land Use Designation for seven properties on the north side of the 19600 Block of 21 Avenue from Single Family 2 to Single Family 5.

Item C. Update the proposed designation of Single Family 1 adjacent to the City of Surrey to Single Family 2 and associated densities of 10,000 ft2 per single family lot;

Land Use Map (Map 1) in the proposed Fernridge Neighbourhood Plan (Bylaw No. 5796) has been amended to include a Single Family 2 Land Use Designation – minimum single family lot size of 10,000 ft^2 – for areas adjacent to the municipal boundary with the City of Surrey, for properties immediately north of 20 Avenue and south of 20 Avenue to 16 Avenue. Associated refinements to Land Use Map 1 and Map 2 of the Consequential Amendments to the Brookswood-Fernridge Community Plan (Bylaw No. 5798) have also been incorporated to reflect a similar change to that applied to the proposed Fernridge Neighbourhood Plan, as amended.

Item D. Update the proposed single family designations within close proximity to urban/rural boundaries at the Agricultural Land Reserve to associated densities of 7,000 ft^2 and 10,000 ft^2 per single family lot, as it may be appropriate for Council to consider;

Land Use Map (Map 1) in the proposed Rinn Neighbourhood Plan (Bylaw No. 5797) has been amended by replacing the Single Family 4 Land Use Designation – minimum single family lot size of 4,000 ft^2 – for lands south of 36 Avenue, near to the urban/rural boundaries, with a combination of Single Family 2 Land Use Designation – minimum single family lot size of 10,000 ft^2 – for lands nearest said boundary and Single Family 3 Land Use Designation – minimum single family lot size of 7,000 ft^2 – for the remainder. Associated refinements to Land Use Map 1 and Map 2 of the Consequential Amendments to the Brookswood-Fernridge Community Plan (Bylaw No. 5798) have also been incorporated to reflect a similar change to that applied to the proposed Rinn Neighbourhood Plan, as revised.

Item E. Update the proposed designations along 200th Street between 33A and 20 Avenues to an updated a mix of rowhome and/or townhome development, and commercial development to accommodate some additional single family densities of 7,000 ft2 and 10,000 ft2 per single family lots elsewhere, as it may be appropriate for Council to consider;

Land Use Map (Map 1) in the proposed Booth Neighbourhood Plan (Bylaw No. 5795) has been amended by incorporating a new Rowhouse / Townhouse Mixed Use Land Use Designation along the west side of 200 Street between 32 Avenue and approximately the 33A Avenue alignment. Furthermore, Land Use Map (Map 1) in the proposed Fernridge Neighbourhood Plan (Bylaw No. 5796) has been amended by incorporating the Rowhouse / Townhouse Land Use Designation for a portion of land along the west side of 200 Street, north of the 27 Avenue alignment, as well as lands immediately south of Little Campbell River along both east and west sides of 200 Street.

Land Use Maps (Map 1) in the proposed Booth and Fernridge Neighbourhood Plans (Bylaws No. 5795 and 5796) have been amended by incorporating the Single Family 3 Land Use Designation – minimum single family lot size of 7,000 ft^2 – for the lands between the 196 Street alignment, approximately the 198 Street alignment, the 32 Avenue alignment and approximately the 27 Avenue alignment. Also, Land Use Maps (Map 1) in the proposed Booth and Fernridge Neighbourhood Plans (Bylaws No. 5795 and 5796) have been amended by incorporating the Single Family 3 Land Use Designation – minimum single family lot size of 7,000 ft^2 – for appropriate lands between the 202 Street alignment, approximately the 204 Street alignment, the 32 Avenue alignment, and approximately the 24 Avenue alignment.

A new Special Housing Land Use Designation has been incorporated into the Land Use Map (Map 1) in the proposed Fernridge Neighbourhood Plan (Bylaw No. 5796) and a new policy section (4.11) for the Special Housing land use designation has been added. The exact location and land area size will be finalized as part of a future rezoning application for the municipally-owned Horne Pit lands.

Associated refinements to Land Use Map 1 and Map 2 and necessary policy of the Consequential Amendments to the Brookswood-Fernridge Community Plan (Bylaw No. 5798) have also been incorporated to reflect a similar change to that applied to the proposed Booth and Fernridge Neighbourhood Plans, as revised.

Item F. Update the currently proposed Rinn Neighbourhood Plan to include additional mixed-use Commercial Village on the east side of 208th Street from 40 Avenue to 42 Avenue, in addition to the proposed townhouse uses at this location, as it may be appropriate for Council to consider;

Land Use Map (Map 1) in the proposed Rinn Neighbourhood Plan (Bylaw No. 5797) has been amended by including a Commercial Village, mixed-use Land Use Designation along the east side of 208 Street, between 40 and 42 Avenues, and relocating the Rowhouse / Townhouse Land Use Designation eastward between the hydro transmission alignment to the north, that has a Utility Land Use Designation, 40 Avenue in the south and a property with a Institutional Land Use Designation to the east. Associated refinements to Land Use Map 1 and Map 2 of the Consequential Amendments to the Brookswood-Fernridge Community Plan (Bylaw No. 5798) have also been incorporated to reflect a similar change to that applied to the proposed Rinn Neighbourhood Plan, as revised.

Item G. Amend the proposed designation of Single Family 3 to Manufactured Home Park for the Cedar Creek Estates manufactured home park within the Booth Neighbourhood Plan at the northwest corner of 200 Street and 30 Avenue to align with the designations of the four other manufactured home parks within the Fernridge Neighbourhood Plan;

Land Use Map (Map 1) in the proposed Booth Neighbourhood Plan (Bylaw No. 5795) has been amended by replacing the Single Family 3 Land Use Designation – minimum single family lot size of 7,000 ft^2 – with a Manufactured Home Park Land Use Designation for the Cedar Creek Estates located at 3031 – 200 Street within the Booth Neighbourhood Plan to align with the designations of the four other manufactured home parks within the Fernridge Neighbourhood Plan. Associated refinements to Land Use Map 1 and Map 2 of the Consequential Amendments to the Brookswood-Fernridge Community Plan (Bylaw No. 5798) have also been incorporated to reflect a similar change to that applied to the proposed Rinn Neighbourhood Plan, as revised.

Item H. Amend the proposed Community Amenity Contributions Council Policy 07-166:
Sub-Item 1. to include within the Community Amenity Contributions Fund an anticipated quantity of land acquisitions for civic purposes needed due to manage growth throughout the Township of Langley as it may be appropriate for Council to consider;
Sub-Item 2. to update Section 5.2(f) for additional residential density of Townhouse / Rowhouse / Duplex and/or Single Family units to cash amounts closer to market value, as it may be appropriate for Council to consider; and
Sub-Item 3. to include a Community Police Office within Brookswood-Fernridge to the Community Amenity Contribution Fund as a listed community amenity; and

The proposed Brookswood-Fernridge neighbourhood plan amendments to Community Amenity Contributions Council Policy 07-166, have been further revised to incorporate additional funds to cover the costs of land acquisitions for civic purposes, including necessary funding to establish a Community Policy Office in one of the neighbourhoods. Revisions also incorporate the recalibration of the per unit target contribution amounts, specifically the ground-oriented categories of Single Family and Townhouse/Rowhouse/Duplex (see Attachment A).

Item I. Prescribe pervious surfaces and finishes for non-vehicle spaces, such as sidewalks, multi-use pathways, trails, and greenways, public squares and the like, both on public and private property (all residential, commercial, and institutional land uses) and on streetscapes throughout the Brookswood-Fernridge Neighbourhood Plans, as it may be practical to and appropriate for Council to consider; and Identify and incorporate design and material standards as part of the Engineering Services Plan for the Neighbourhood Plans in order to facilitate this desired outcome.

Section 5.2 Groundwater Protection and Management, Policy #3 for each of the proposed NPs (Bylaws No. 5795, 5796 and 5797) have been amended to incorporate specificity in relation to minimizing impervious surfaces and appropriately applying pervious hard surface materials in the new neighbourhoods. More regulatory, design, and material details to guide this policy direction of minimizing impervious surfaces will be provided in the new Zoning Schedules, the Brookswood-Fernridge Engineering Services Plan, and the associated Public + Publicly-Accessible Space Pattern Book. These documents will be finalized upon Council's full consideration of the NPs.

Council Policies:
In addition to amendments to the proposed NPs and consequential refinements to the Brookswood-Fernridge Community Plan, several associated Council policies presented to Mayor and Council on May 8, 2023 have been revised in response to the Council's referral motion of June 12, 2023 and in response to feedback garnered through the Public Hearing process. Specifically, the Brookswood-Fernridge amendments to the Community Amenity Contributions (CAC) Policy have been revised based on Council direction, as discussed in the previous section.

Furthermore, the draft Brookswood-Fernridge Greenway Amenity Policy has been revised and the Parks, Open Space and Neighbourhood Facilities Map (Map 2) in the proposed Booth

Neighbourhood Plan (Bylaw No. 5795) has been amended to incorporate minor changes to the Creek Greenway category to add a small section of trail along the west side of Anderson Creek, immediately north of the 32 Avenue right-of-way, for Council consideration (see Attachment B).

Lastly, pursuant to Council resolution on February 10, 2020, and referenced in the Council Report on May 8, 2023, a draft Brookswood-Fernridge Arterial Road Completion Amenity Policy has been prepared (see Attachment C) for Council's consideration.

Neighbourhood Planning Administration Fee (Bylaw No. 5908):
As in other neighbourhood plan areas, the cost of preparing the NPs is recovered through a neighbourhood planning administration fee that forms part of the proposed Fees and Charges Bylaw 2007 No. 4616. An administration fee of $1,991.69 per gross developable acre is proposed for the Booth, Fernridge, and Rinn Neighbourhood Plans in Amendment Bylaw No. 5906, an amendment to the Fees and Charges Bylaw 2007 No. 4616.

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 the proposed amendments as guided by the June 12, 2023 referral motion and pending any further direction from Council, staff recommend that Council authorize staff to schedule the required Public Hearing for Monday, July 12, 2023 at 7:00 pm for the revised Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Booth Neighbourhood Plan) Bylaw No. 5795; the revised Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 5796; the revised Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rinn Neighbourhood Plan) Bylaw No. 5797; and the revised Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan – Consequential Amendments) Bylaw No. 5798.

Respectfully submitted,

Russell Nelson
SENIOR PLANNER
for
MUNICIPAL ADMINISTRATION DIVISION

ATTACHMENT A	Revised Draft Amendment to the Community Amenity Contributions Policy
ATTACHMENT B	Revised Draft Brookswood-Fernridge Greenway Amenity Policy
ATTACHMENT C	Draft Brookswood-Fernridge Arterial Road Completion Amenity Policy

Township of Langley
Est. 1873

ATTACHMENT A

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;
- Community Police Office in Brookswood-Fernridge
- Land for these amenities and other civic facilities

(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	$35,500	$29,450	$21,750	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 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 maybe recalculated to reflect the changes to the MPI from time to time

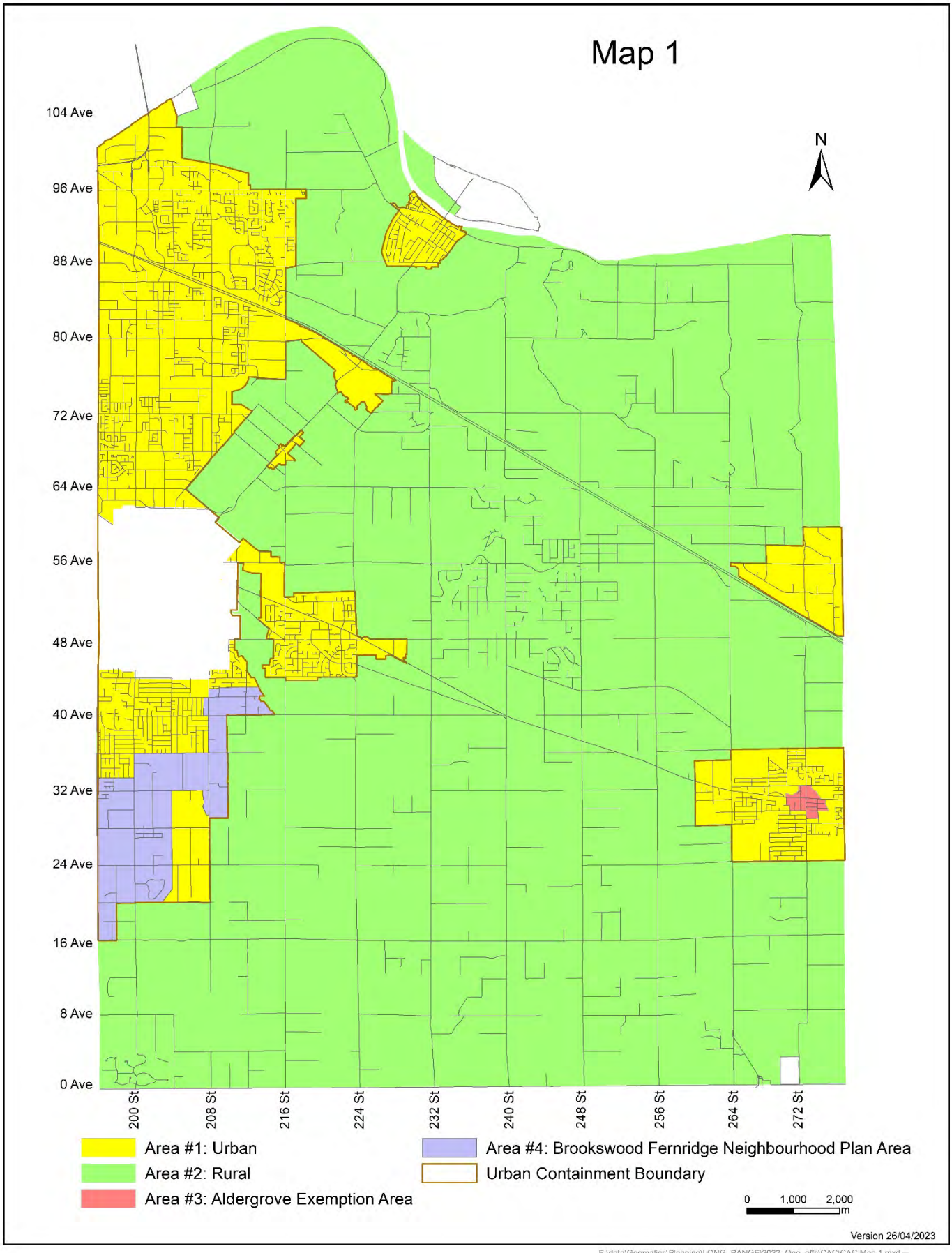
5.7 This Policy is to be administered and monitored by the Community Development Division and the Finance Division.

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

	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]
CAC Target Contribution Amounts	$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

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:

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 General Manager of Community Development of the Township, or his designate, determines that the construction of the improvements would be premature the developer shall provide the Amenity Cost by way of cash plus Unimproved Land; and

c) where the property being developed does not contain 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).

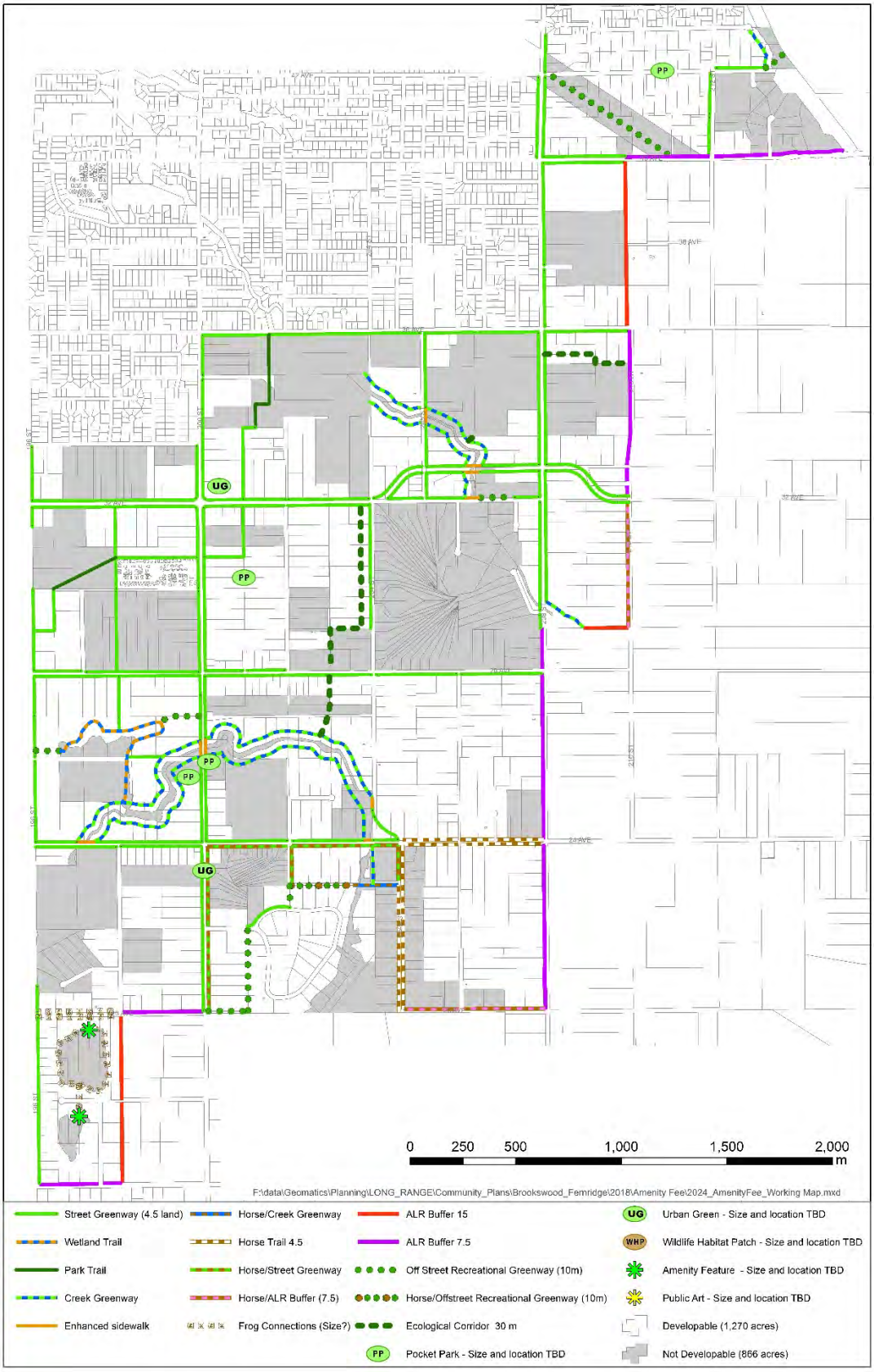
4.12 Amenity costs collected will be placed in an interest-bearing Reserve Fund.

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)	-	-	$4,062,094.88	$4,062,094.88
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**	**$69,271,796.24**	**$321,627,802.51**

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.

ATTACHMENT C

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Brookswood-Fernridge Arterial Road Completion Amenity Contribution

Policy No: 07-###
Approved by Council: 2023-##-##
Revised by Council:

1. Purpose

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

2. Background

The Brookswood-Fernridge area requires amenities in the form of land for public transportation. Amenity zoning provisions of the *Local Government Act* may be used to acquire the land for public transportation amenities.

3. Related Policies

Brookswood-Fernridge Community Plan

4. Policy

4.1 The Brookswood-Fernridge area requires the provision of land for public transportation amenities ("Amenities") as shown in Schedule A.

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

4.3 The Township has determined that an equitable sharing of the land acquisition cost (and excludes construction and maintenance costs) of the Amenities in the Development Area will be $32.17 per square metre of Developable Land plus applicable sales or similar taxes ("Amenity Cost"), calculated as shown in Schedule C. For the purposes of this Policy "Developable Land" means the gross area of a parcel excluding streamside protection areas and the area below the top of bank. Detention Pond lands are included within the definition of “Developable Land”.

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

4.5 Where the Township is procuring land for the provision of Amenities the Township will receive the land by purchasing at market value, road dedication, or other means as may be required.

4.6 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.

4.7 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.

4.8 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, if adopted by Council, 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 Amenities, the developer shall provide the Amenity Cost by way of Unimproved Land plus cash;

b) where the property being developed does not contain Amenities, the developer shall provide the Amenity Cost by way of cash only;

c) where the property being developed contains Amenities whereby the Township has purchased the land as per s. 4.5, the developer will reimburse the Township for the purchase cost of the land acquired for Amenities, and provide the Amenity Cost by way of cash.

4.9 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).

4.10 Amenity costs collected will be placed in an interest-bearing statutory capital Reserve Fund.

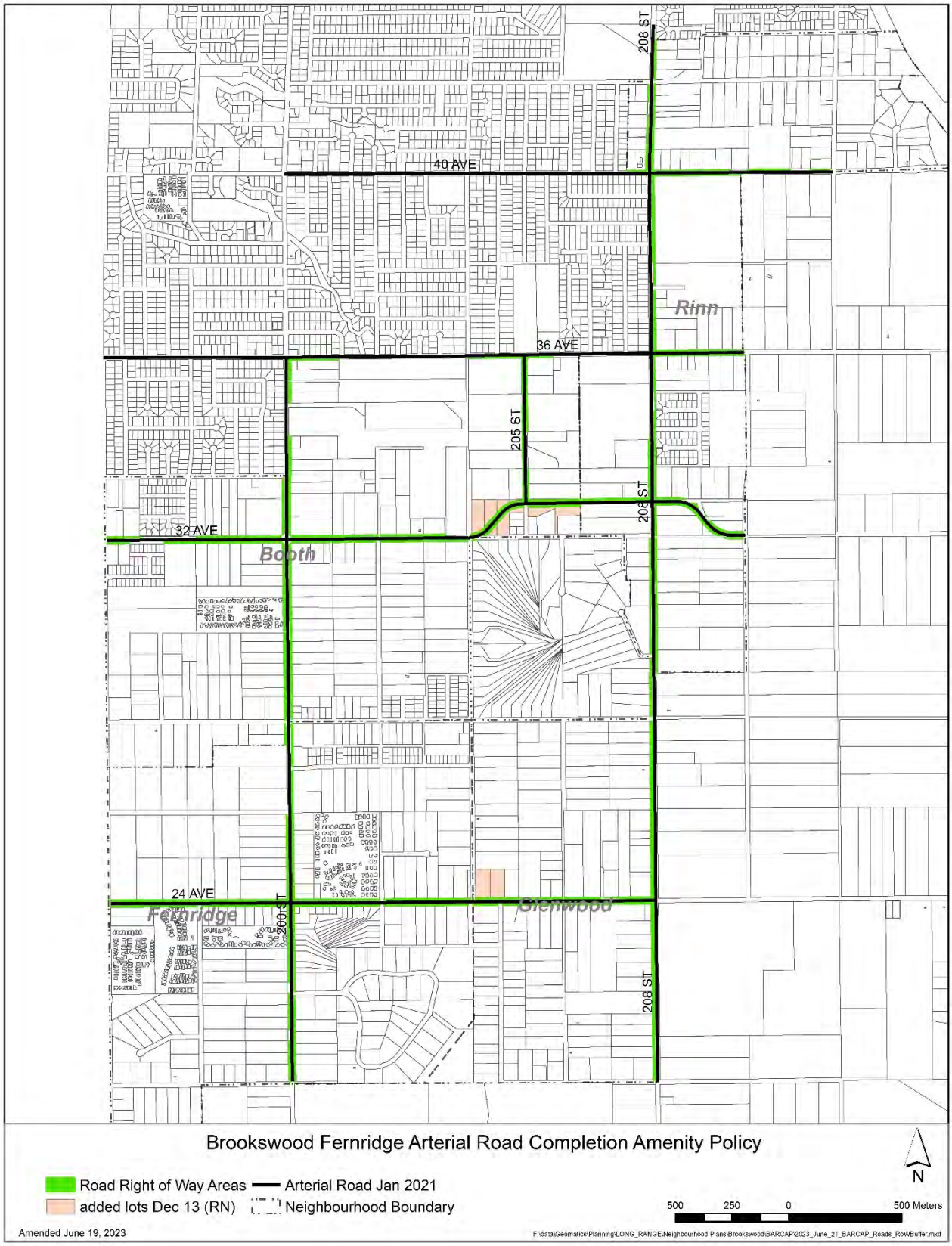
4.11 Nothing in this policy will fetter the discretion of the Council of the Township to exercise its legislative powers and functions.

4.12 Rebates shall be made available where the Amenity Cost has been provided by way of Unimproved Land plus cash, as per Section 4.8 a) and b) above. In such cases, the flow of calculated amount of rebate shall be based on availability of sufficient funds in the Reserve Fund; and shall be processed on a on a first-in / first-out basis. For clarity, rebates will be paid out at the same rate as contributions are collected without the Reserve Fund rate accepting any risks or liabilities.

4.13 In-stream applications, where the required public hearing has, at time of adoption of this Policy, been concluded, shall not be subject to the provisions of this Policy.

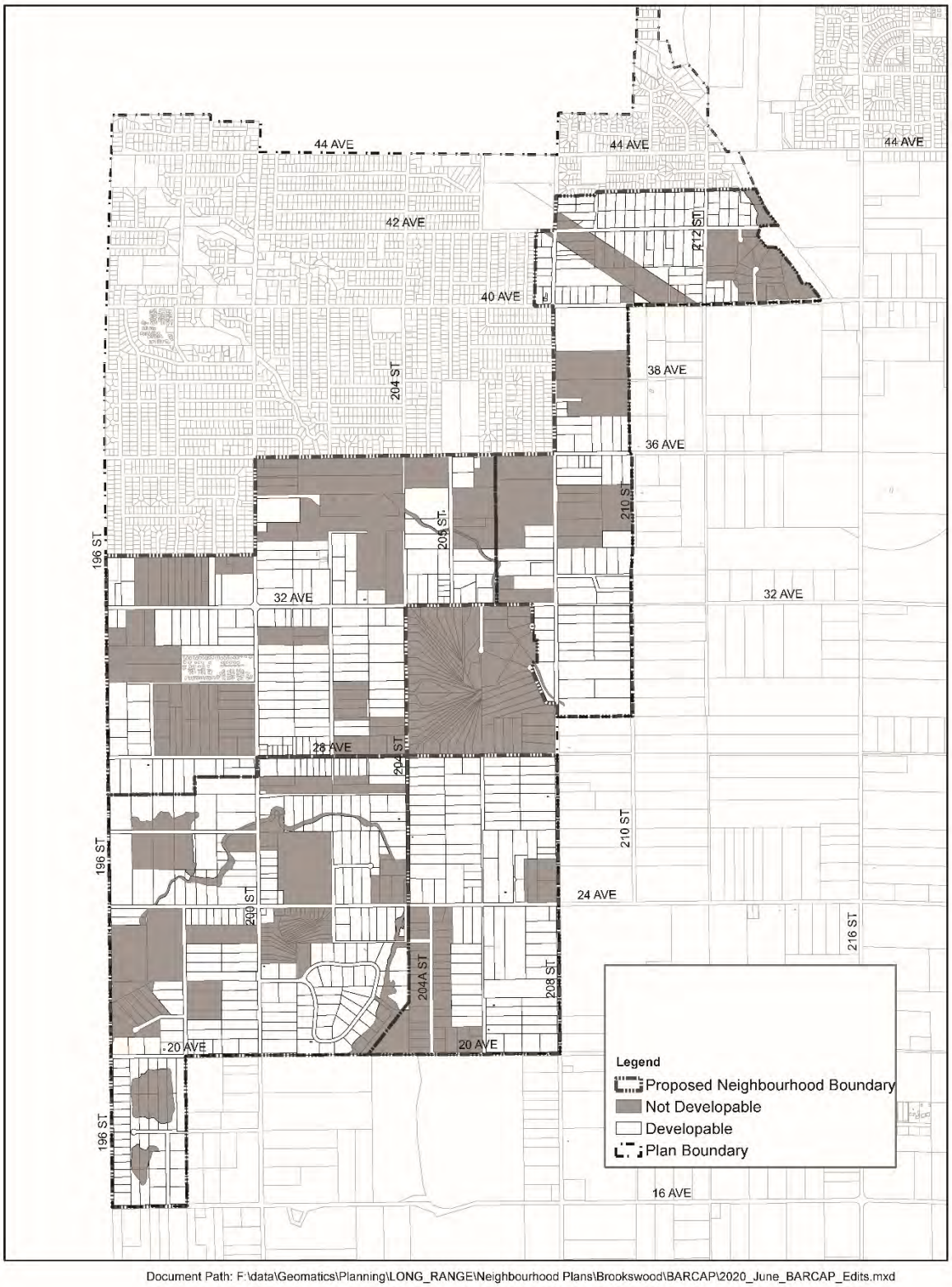
Schedule A

Brookswood-Fernridge Arterial Road Completion Amenities



Schedule B

Development Area



Schedule C

Brookswood-Fernridge Area Transportation Amenity Cost Calculation

Road	Approximate area (acres)	Approximate land cost ($)
Booth		
200 Street	4.51	$11,286,640
205 Street	0.20	$509,509
32 Avenue	6.82	$17,058,245
32 Avenue Extension	17.66	$44,150,000
36 Avenue	0.54	$1,344,248
Fernridge		
200 Street	3.43	$8,577,685
24 Avenue	3.86	$9,657,385
Glenwood		
204 Street Realignment	4.25	$10,625,000
208 Street	3.70	$9,240,534
24 Avenue	1.79	$4,486,062
Rinn		
208 Street	5.41	$13,515,659
32 Avenue	4.22	$10,546,480
36 Avenue	0.32	$812,373
40 Avenue	0.26	$652,207
Brookswood (buildout area)		
208 Street	0.73	$1,820,552
32 Avenue	0.01	$25,123
36 Avenue	0.27	$667,411
40 Avenue	0.49	$1,231,596
Total	**58.47**	**$146,206,709**

Amenity Cost = $146,206,709 / 4,544,294.63 square metres = $32.17 per square metre;
or $321,736.86 per hectare;
or $130,206.91 per acre.

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	08	day of	May	, 2023
READ A SECOND TIME the	08	day of	May	, 2023
PUBLIC HEARING HELD the	29	day of	May	, 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

Booth



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Schedule BF-1 Brookswood-Fernridge Community Plan

Booth Neighbourhood Plan

Bylaw No. 5795

Intentionally Left Blank

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

Intentionally Left Blank

TABLE OF CONTENTS

1.0 INTRODUCTION 1
1.1 Planning for Booth's Future 1
1.2 Relationship to Other Plans 1
1.3 Plan Area 2
1.4 Plan Purpose + Process 4
2.0 NEIGHBOURHOOD DIRECTIONS 5
2.1 Imagine Booth ~ A Great Neighbourhood 5
2.2 Neighbourhood Character Goals 6
3.0 NEIGHBOURHOOD DESIGN CONCEPT 11
3.1 Neighbourhood Design Concept 11
3.2 Community Activity Precinct Urban Form 15
3.3 Rowhouse + Townhouse Precinct Urban Form 18
3.4 Single Family Precinct Urban Form 20
4.0 NEIGHBOURHOOD LAND USE 23
4.1 Land Use Designations and Corresponding Zones 23
4.2 General Land Use Policies 25
4.3 Single Family 2 (SF2) 28
4.4 Single Family 3 (SF3) 29
4.5 Single Family 4 (SF4) 30
4.6 Single Family 5 (SF5) 31
4.7 Rowhouse/Townhouse 39
4.8 Rowhouse/Townhouse Mixed Use 46
4.9 Apartment 49
4.10 Commercial Village 52
4.11 Institutional 57
4.12 Parks and Open Space 59
4.13 Aquatic Conservation 60
5.0 NATURAL ENVIRONMENT + CLIMATE CHANGE REPONSE 61
5.1 Nature Conservation 61
5.2 Groundwater Protection and Management 64
5.3 Neighbourhood Forestry 66
5.4 Renewable Energy + Low Carbon Neighbourhoods 68
6.0 NEIGHBOURHOOD PLACEMAKING 71
6.1 Active and Nature (Passive) Park Spaces 72

6.1.1 Community Parks 72
6.1.2 Neighbourhood Parks 73
6.1.3 Urban Pocket Park 73
6.2 Greenways and Pedestrian/Cycling Connections 75
6.2.1 Street Greenways 75
6.2.2 Neighbourhood Edge Greenways 76
6.2.3 Nature Corridor Greenway 77
6.2.4 Aquatic Greenways and Trails 79
6.2.5 Semiahmoo Trail 79
6.2.6 Enhanced Sidewalks 80
6.2.7 Mid-Block Pedestrian Links 81
6.3 Heritage 82
6.4 Crime Prevention Through Environmental Design 83
7.0 MOBILITY + TRANSPORTATION INFRASTRUCTURE 85
7.1 Network 86
7.2 Walking 87
7.3 Cycling 88
7.4 Transit 88
7.5 Mobility Hub 89
7.6 Parking and Loading 89
8.0 FINANCIAL STRATEGY 91
9.0 GROWTH AND CHANGE MANAGEMENT 93
9.1 Introduction 93
9.2 General Prerequisites 93
9.3 Development Prerequisites in the Community Activity Precinct 95
9.4 Specific Development Prerequisites 96
9.5 Further Plan Implementation 98
MAPS 99
MAP 1 | Land Use Plan 100
MAP 2 | Parks, Open Space and Neighbourhood Facilities 101
MAP 3 | Environment 102
MAP 4 | Habitable Basement Overlay 103
MAP 5 | Road Network Concept 104
MAP 6 | Cycling Network Concept 105

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.

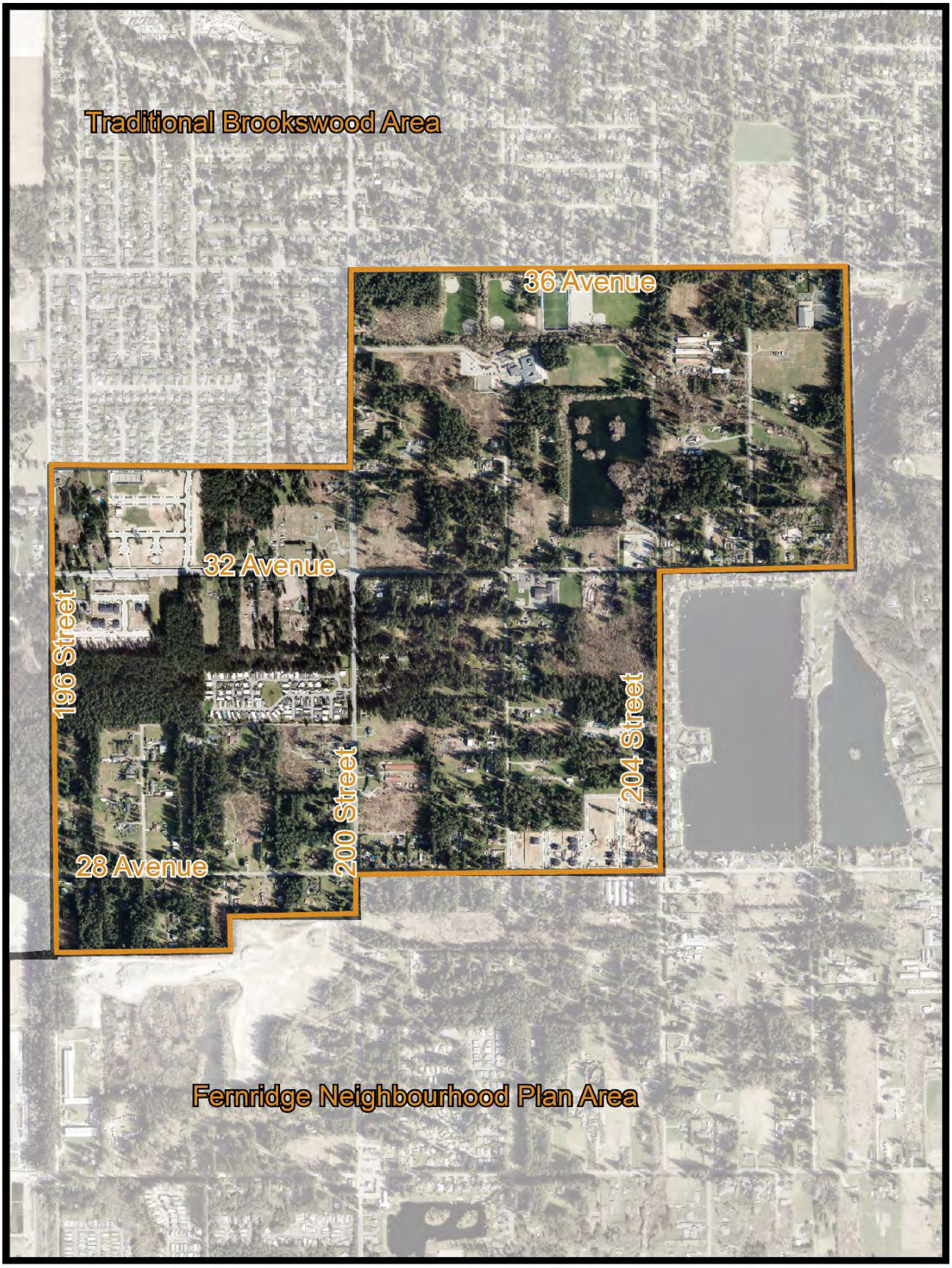


Figure 2. **Booth Neighbourhood Plan Area**

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

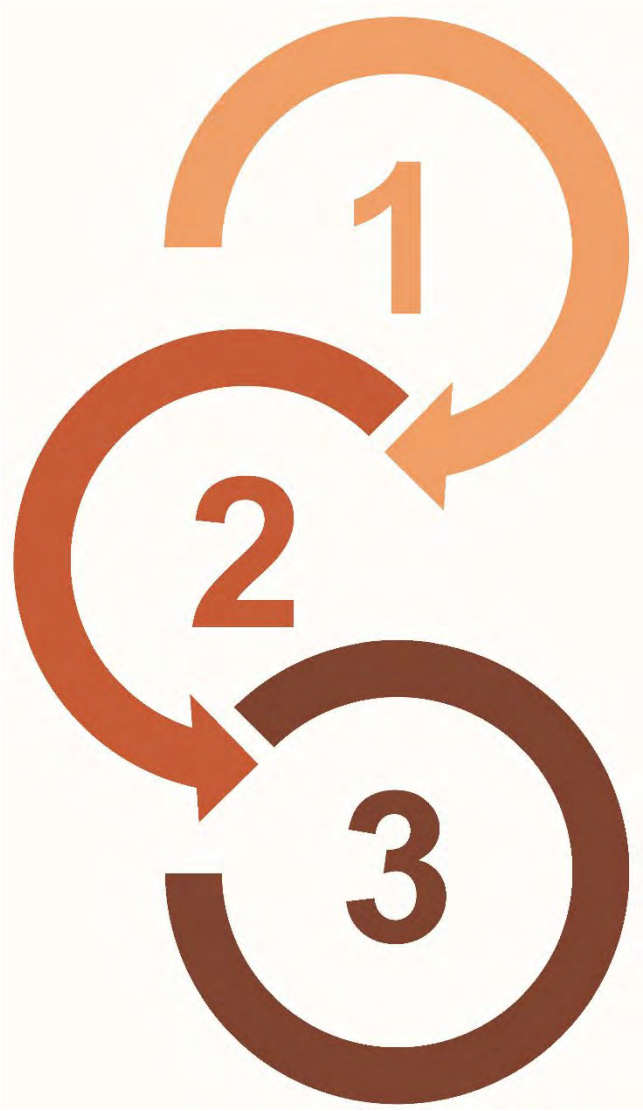


Figure 3. Booth Neighbourhood Plan Process

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.

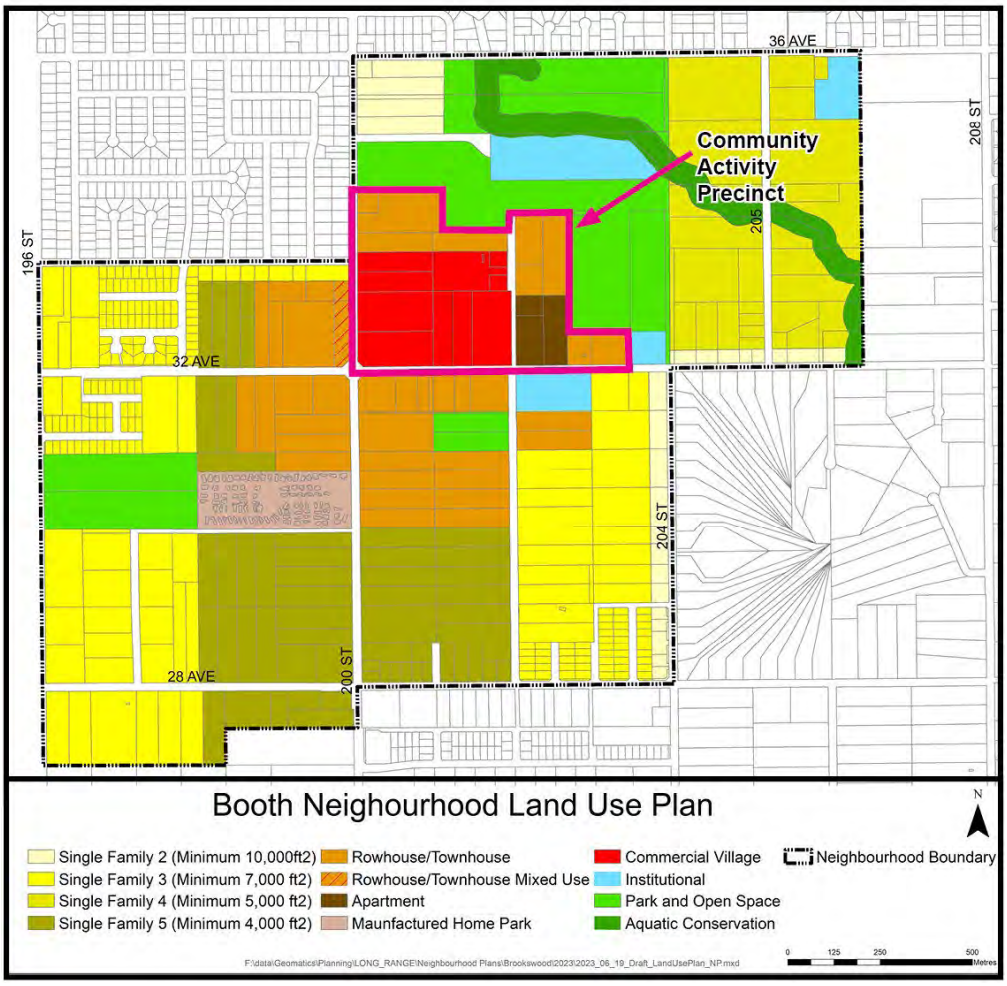


Figure 8. **Community Activity Precinct**

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.

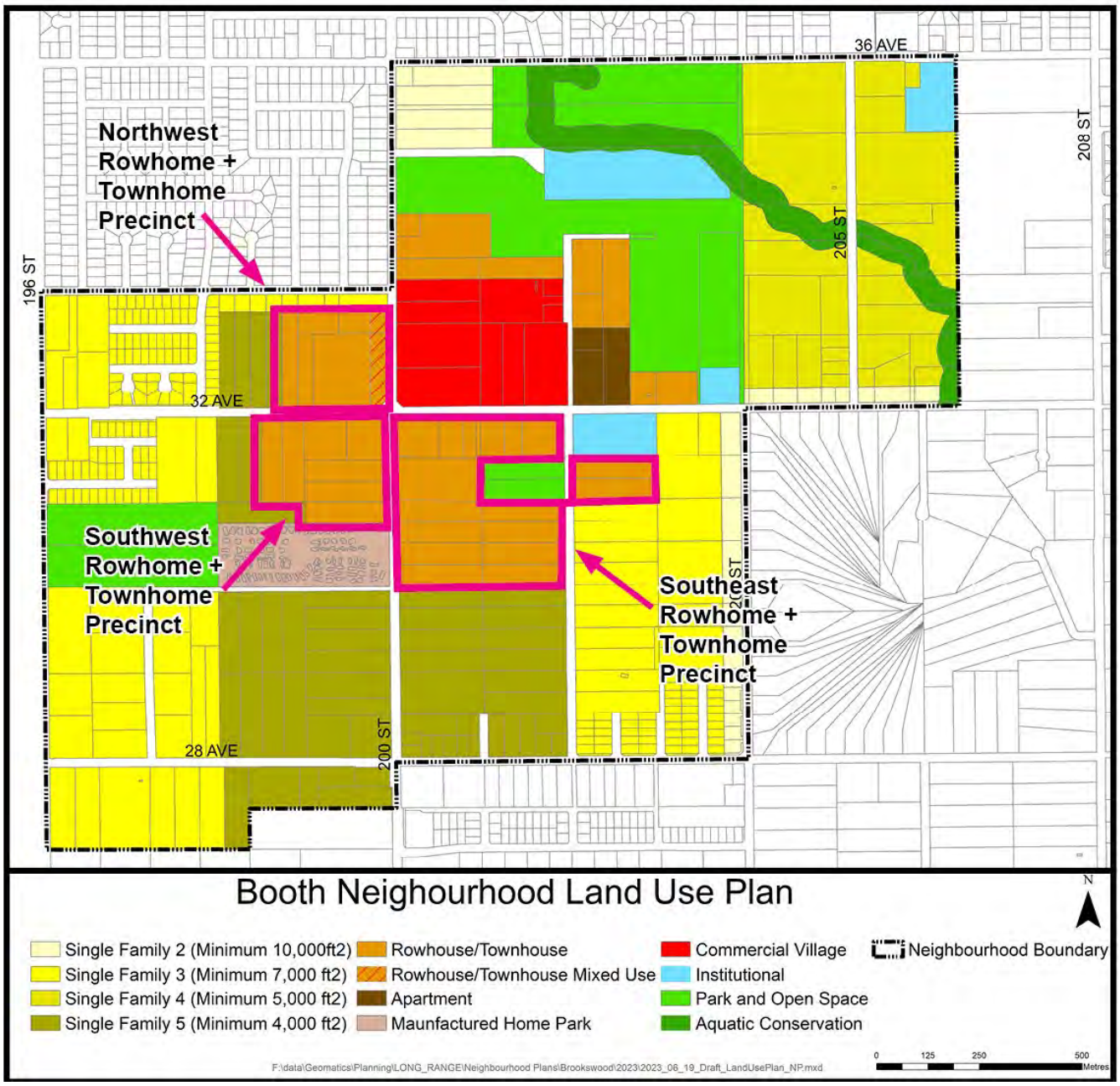


Figure 9. **Rowhouse + Townhouse Precincts**

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.

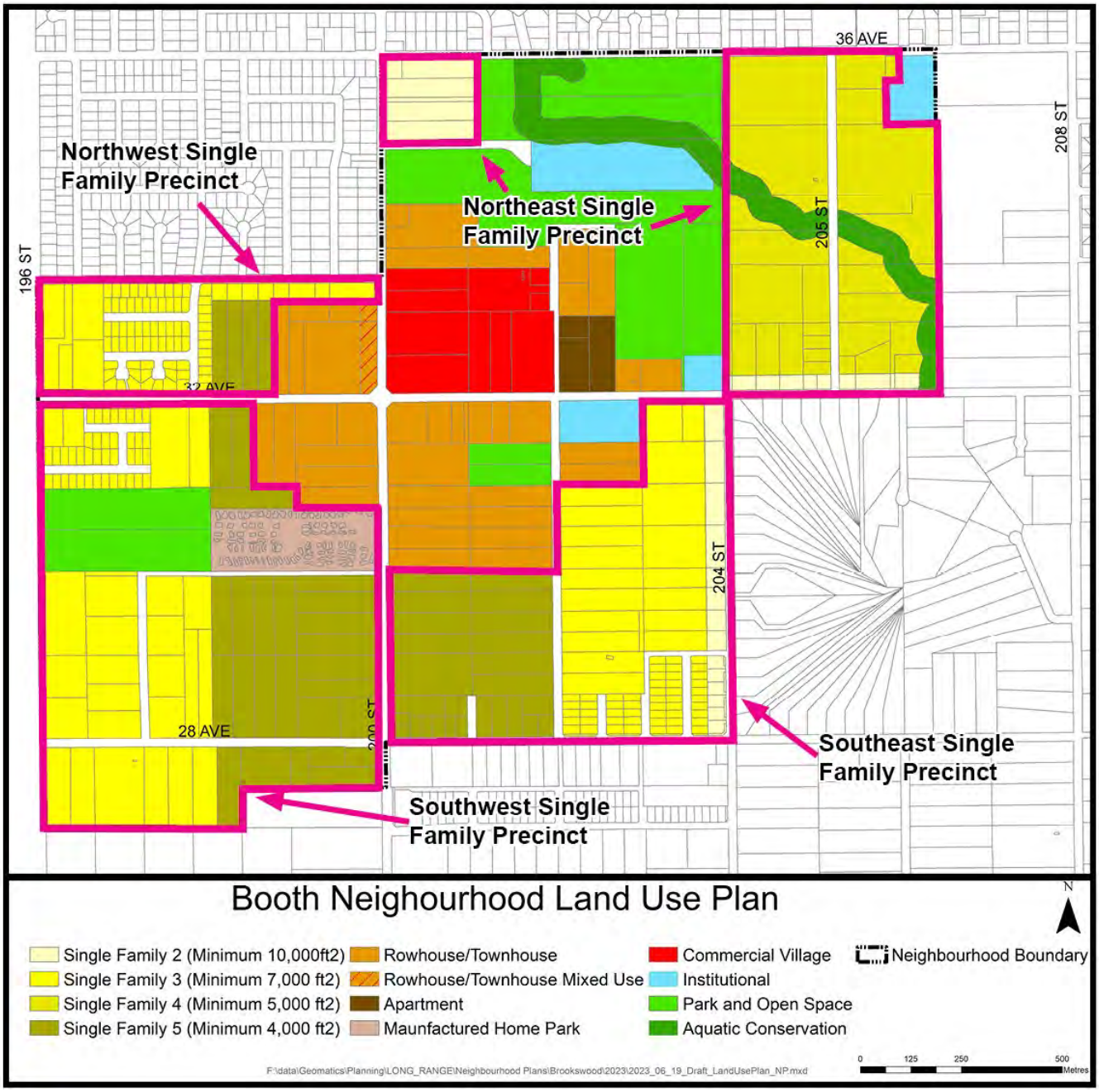


Figure 10. **Single Family Precincts**

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 incorporates 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 pedestrian 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.

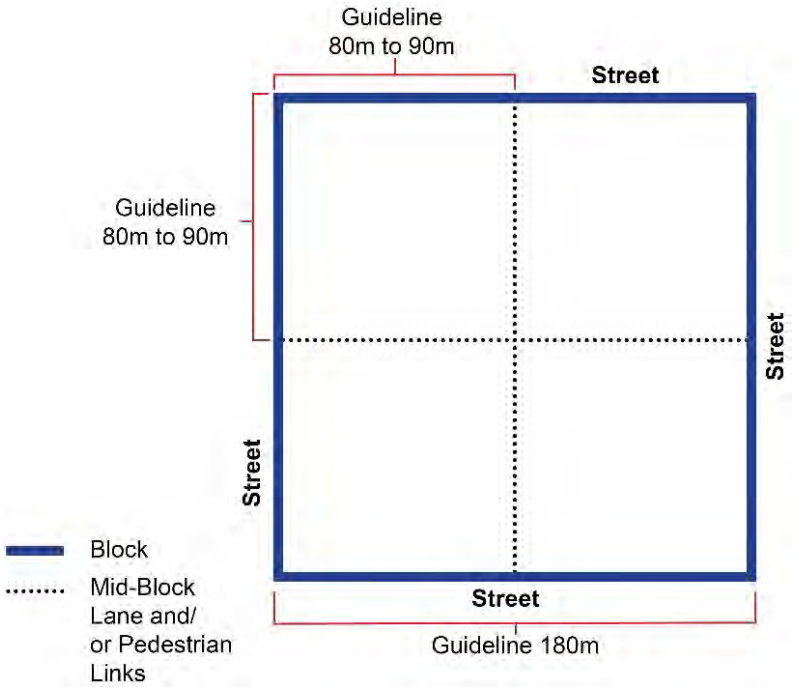


Figure 11. Block Pattern Guideline Diagram for Townhouse, Apartment and Commercial Village Land Use Designations in the Community Activity Precinct

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 1 storey 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.

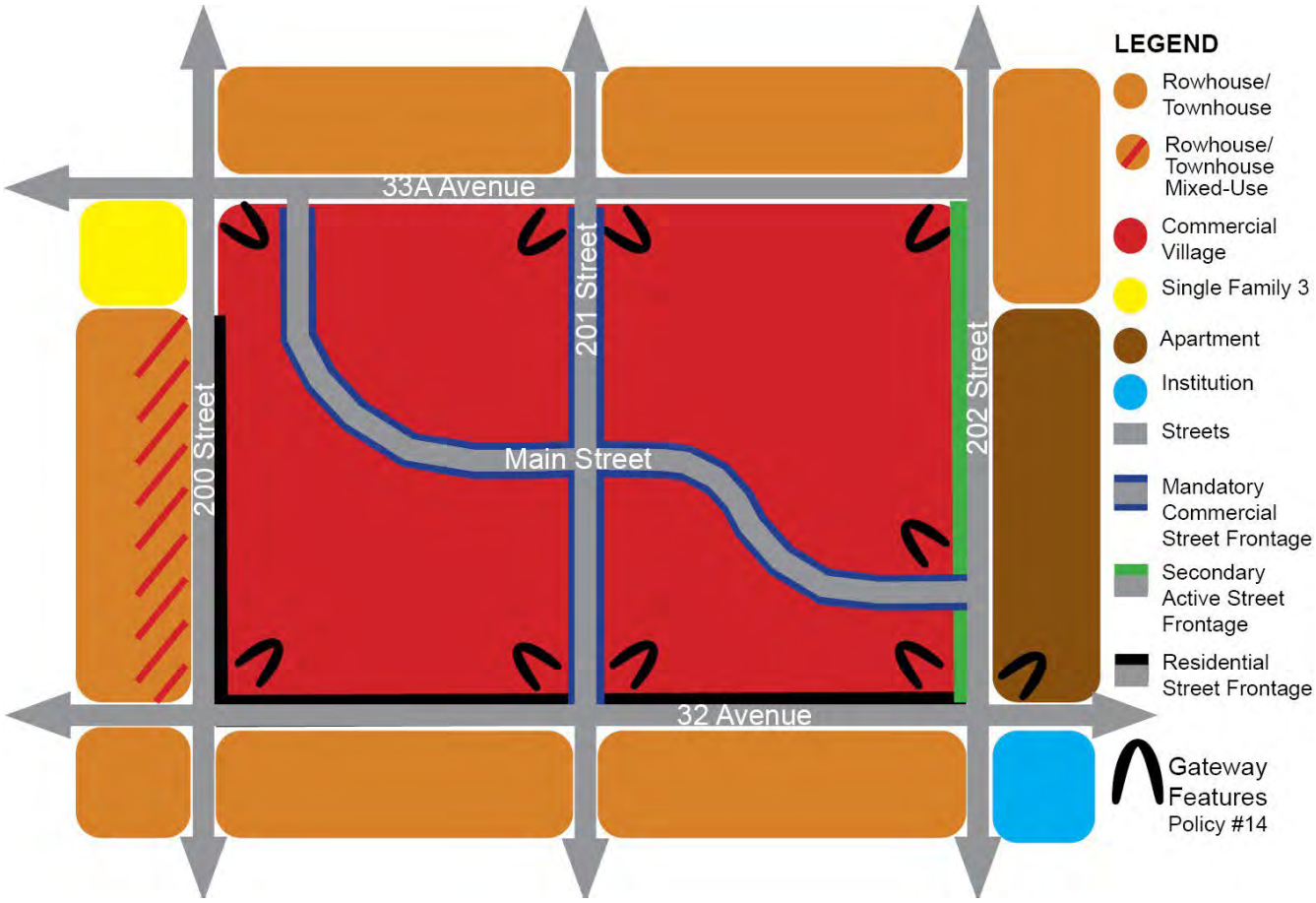


Figure 12. Community Activity Precinct Street Frontage Types

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.

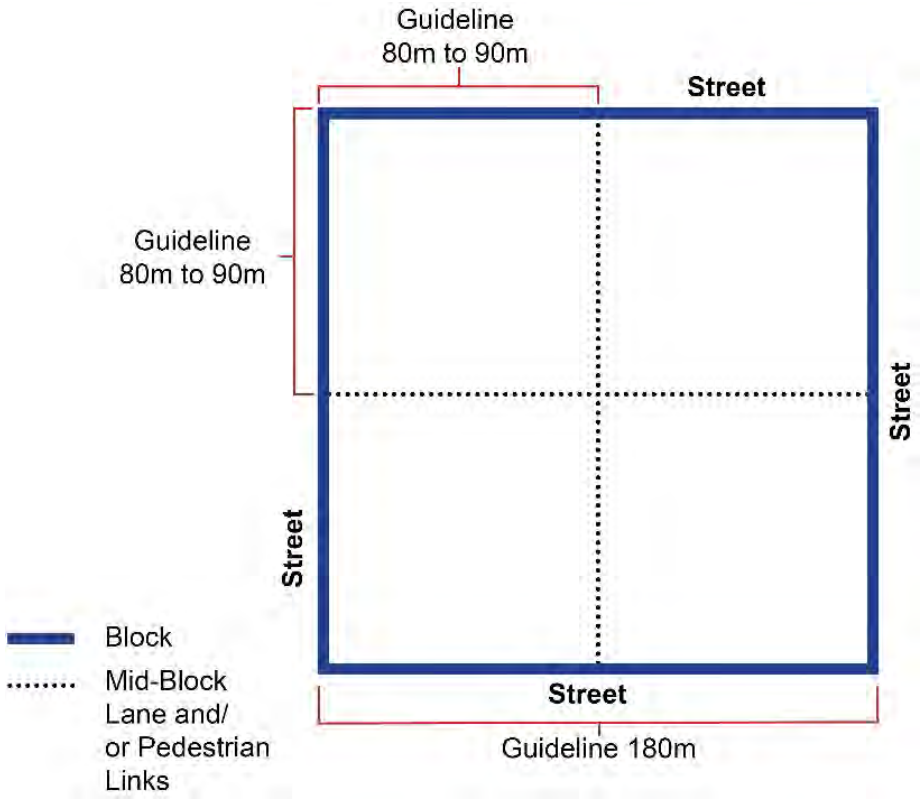


Figure 13. Block Pattern Guideline Diagram for Rowhouse + Townhouse Precincts

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 60metre intervals (i.e., this is intended to achieve a sub-block vehicular access grid that is up to 180 metres on any one side with 60 metre intervals, and roughly an 80 to 90 metre interval 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.

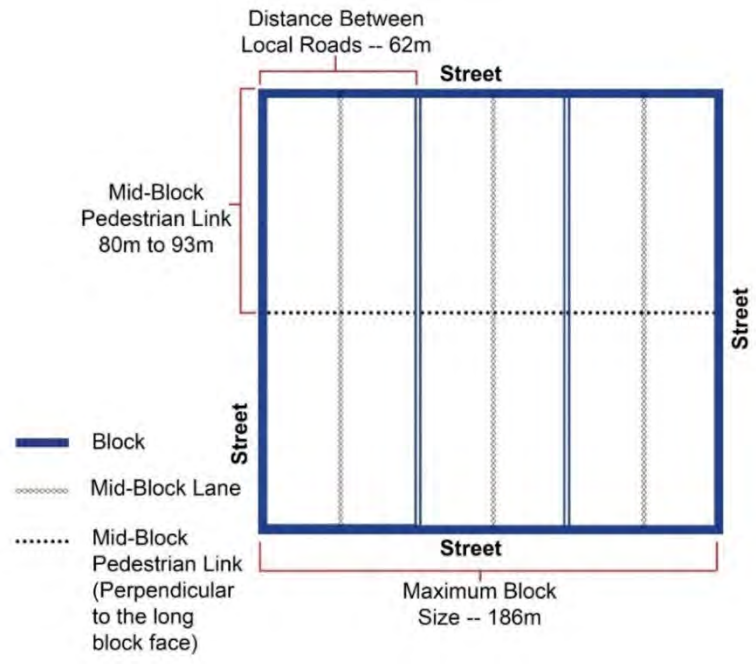


Figure 14. Block Pattern Guideline Diagram for Single Family Precincts

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 Small Home Courtyard 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 **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.

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 2 (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-1D Single Family Residential – Minimum 650 m^2 Lot Size P-1 Civic Institutional P-2 Community Care facility
	Single Family 4 (SF4)	R-SL (A) Small Lot (465 m^2) Single Family + Laneway Home P-1 Civic Institutional P-2 Community Care facility
	Single Family 5 (SF5)	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
	Rowhouse Townhouse Mixed Use	CD Zone 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-7 Aquatic Conservation

3. Comprehensive Development (CD) zoning is expressly identified for the Commercial Village and Rowhouse Townhouse Mixed-Use 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;
   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 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, Single Family 3, Single Family 4, Single Family 5, 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, Single Family 3, Single Family 4 and Single Family 5, 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. 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, Single Family 4, Single Family 5, Rowhouse], 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. Encouragement the development of short-term and long-term Supportive housing, subsidized rental housing (see Township of Langley's Housing Action Plan).

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, Single Family 3, Single Family 4 and Single Family 5 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 low-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**. Incorporate and apply rear-loaded, street and lane, block and lot patterns for single family uses.

2. 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.

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 #3 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 (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.

6. 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. 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.

4.4 Single Family 3 (SF3)

The Single Family 3 (SF3) Land Use Designation is to provide low-density single family housing adjacent to and along the western municipal/neighbourhood boundary and between the denser single family and multiple family along the 200 Street corridor and the low-density single family areas. The SF3 Land Use designation accommodates single family dwellings with a minimum lot size of 650 m^2 (7,000 ft^2). Policies specific for the SF3 Land Use Designation are as follows:

Policies:

1. Accommodate single family dwellings on lots, with a minimum size of 650 m^2 (7,000 ft^2), in areas designated Single Family 3 (SF3) as delineated on **Map 1.** Incorporate and apply rear-loaded, street and lane, block and lot patterns for single family uses.

2. 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.

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 4.4, Policy #3 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 (minimum 6.0m), side yard lot line (minimum 2.0m), 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.

6. 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. 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.

4.5 Single Family 4 (SF4)

The Single Family 4 (SF4) Land Use Designation is to provide medium-density single family housing between and adjacent to two community parks – Noel Booth and Dale Ball. 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 lots, with a minimum size of 465 m^2 (5,000 ft^2), in areas designated Single Family 4 (SF4) as delineated on **Map 1.** Incorporate and apply rear-loaded, street and lane, block and lot patterns for single family uses.

2. 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.

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 4.5, Policy #3 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 (minimum 6.0m), side yard lot line (minimum 2.0m), 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.

6. 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. 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.

4.6 Single Family 5 (SF5)

Single-Family 5 (SF5) 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 SF5 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, small lot rowhouse, 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 SF5 Land Use Designation are as follows:

Policies:

All Housing Types

1. Provide a diversity of housing type including a (SF5 Type A) single family housing, as well as (SF5 Type B) two dwelling units, (SF5 Type C) three dwelling units and (SF5 Type D) four dwelling units on a fee-simple lot, (SF5 Type E) Small Home Courtyard, (SF5 Type F) Manufactured Home Park, and (SF5 Type G) small lot rowhouse 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 5 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 (SF5 Type B) or a Small Home Courtyard (SF5 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 SF5 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 SF5 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. 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.

Single Family Use (SF5 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 (SF5 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 (SF5 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.

Small Lot Rowhouse Use (SF5 Typology G)

31. Locate small lot 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 325 m^2 for internal lots, 341 m^2 for building end lots and 357 m^2 for corner lots, as defined in the Township of Langley *Zoning Bylaw*. Incorporate optional Flex Space (e.g., home office, games room) as a permitted accessory residential use above the detached garage.

32. 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 publically visible part of the development site.

33. 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).

34. 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.

35. 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.

36. 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.

37. 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.

38. 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. 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.

39. 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.

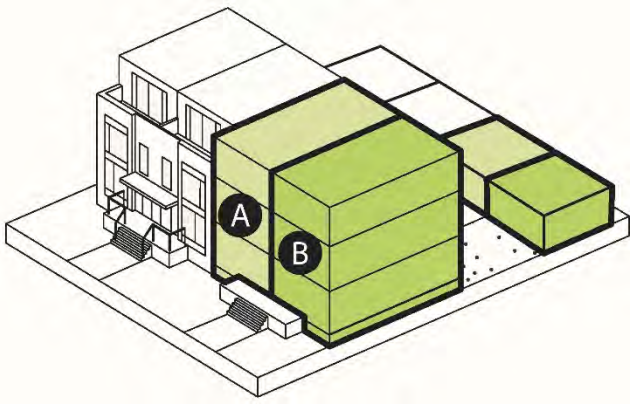
4.7 Rowhouse/Townhouse

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 publically 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:

    b. 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. 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

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.

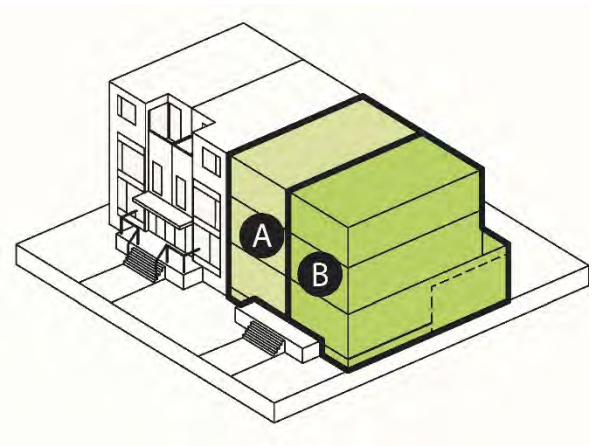
Townhouse Development:

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

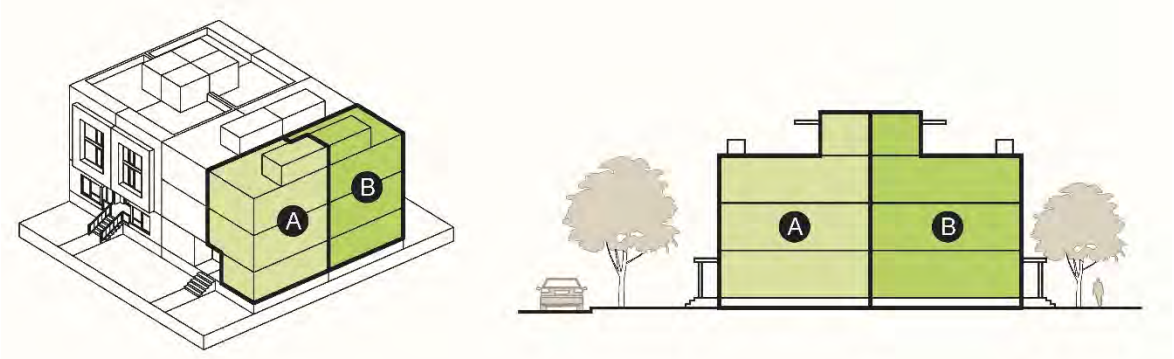
sufficient soil volume (Section 5.3. Policy #3), root depth, soil drainage and rainwater infiltration considerations.

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.



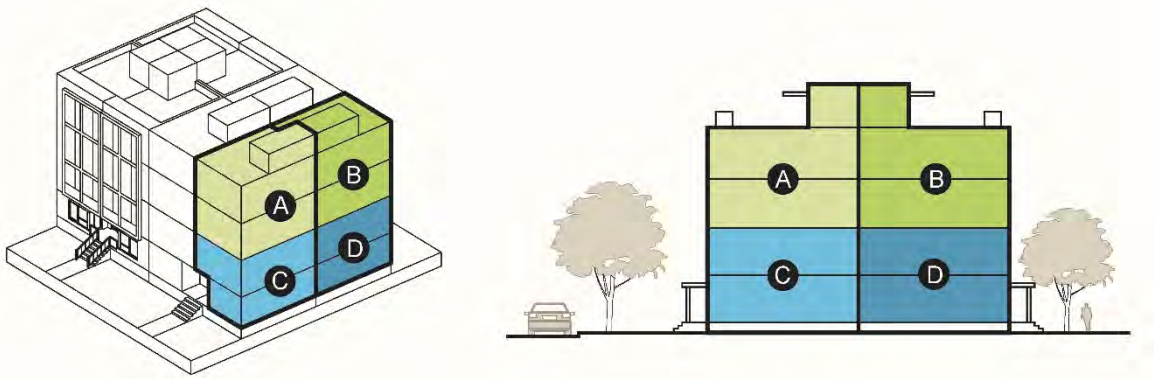
    b. A **back-to-back courtyard townhouse** means a two to three storey residential building containing multiple dwelling units that is divided vertically, where each of the dwelling units is divided by and shares one common rear wall and one or two common side walls with neighbouring units. The back-to-back 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.



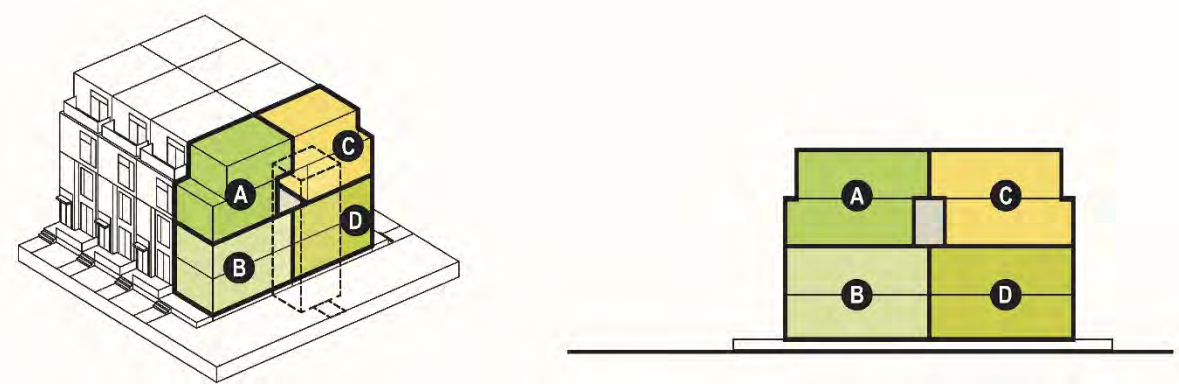
    c. A **stacked courtyard townhouse** building means a three to four storey residential structure containing multiple dwelling units that are divided vertically and horizontally, and two, two-storey units are stacked vertically together – a two-level unit stacked on top of a two-level units. Each of the 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.

4.8 Rowhouse/Townhouse Mixed Use

The Rowhouse/Townhouse Mixed Use Land Use Designation provides opportunities to provide street-facing, ground-floor, pedestrian friendly retail shops, offices, restaurants, and health services, along with rowhouse and townhouse uses within the same building and/or development site. This designation is located in the Northwest Rowhouse + Townhouse Precinct (see Sections 3.3). The Rowhouse/Townhouse Mixed Use 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. Policies specific to this Rowhouse Townhouse Land Use Designation are as follows:

Policies:

1. Establish a modest-density, mixed-use shopping street along a small portion of 200 Street, north of 32 Avenue on lands with a Rowhouse/Townhouse Mixed Use Land Use Designation, as delineated on **Map 1**. All buildings and structures together must not exceed a maximum gross floor area of 0.9 times the net developable lot area for all permitted uses. 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.

2. Incorporate mixed-use, street-facing, pedestrian friendly buildings in this designation to have residential townhouse units on the upper two floors above and/or behind and attached to the commercial uses fronting 200 Street, 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, and similar, as well as townhouse uses in combined, mixed use buildings.

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 childcare uses. Locate business, medical and professional offices on the second and/or third storey above retail and service commercial uses located on the first storey. No separate, stand-alone buildings specifically for retail, office and service commercial uses.

5. Design mixed-use commercial/residential buildings in the Rowhouse/Townhouse Mixed Use Land Use Designation, that provides:

   a. a three (3) storey in height for all buildings.

   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. 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 any surface parking behind street fronting buildings along 200 Street. Off-street parking means a use providing for the vehicle and bicycle parking needs generated by a permitted use.

   d. 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.

   e. a common lobby for each building with office uses and townhouse 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.

f. 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.

g. 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.

h. continuous weather protection for pedestrians on all building frontages that include ground floor commercial uses.

i. a high-quality pedestrian realm along all building faces, including those buildings not adjacent to public streets, and those that are adjacent to publically-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).

6. 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.

7. 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 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 publically-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 micromobility 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.

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.

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.

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.

4.10 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. Provide a community police office with funding contributed from community amenity contributions within the first storey of a building within the Commercial Village Land Use Designation.

10. Design a combination of mixed-use commercial/residential buildings, and commercial/ institutional/residential buildings in the Commercial Village Land Use Designation, that provide:

j. 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.

k. 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.

l. 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.

m. 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.

n. 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.

o. 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.

p. 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.

q. 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.

r. 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.

s. 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.

t. 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.

u. 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.

v. continuous weather protection for pedestrians on all building frontages that include ground floor commercial and recreational uses.

w. a high-quality pedestrian realm along all building faces, including those buildings not adjacent to public streets, and those that are adjacent to publically-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).

11. 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.

12. 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.

4.11 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/schools 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*.

13. Incorporate a community policing office within the Commercial Village Land Use designation, with funding contributed from community amenity contributions.

4.12 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.

4.13 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.

4. Amend the Township of Langley Zoning Bylaw to include a new Institutional Zone for aquatic conservation areas.

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. Our municipality and region is 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 'Neighbourwoods' 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 multi-family 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 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 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 Brookswood-Fernridge 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 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 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 Brookswood-Fernridge 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 Brookswood-Fernridge 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.

Intentionally left blank

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**).

Intentionally left blank

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 Brookswood-Fernridge 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 Brookswood-Fernridge 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.

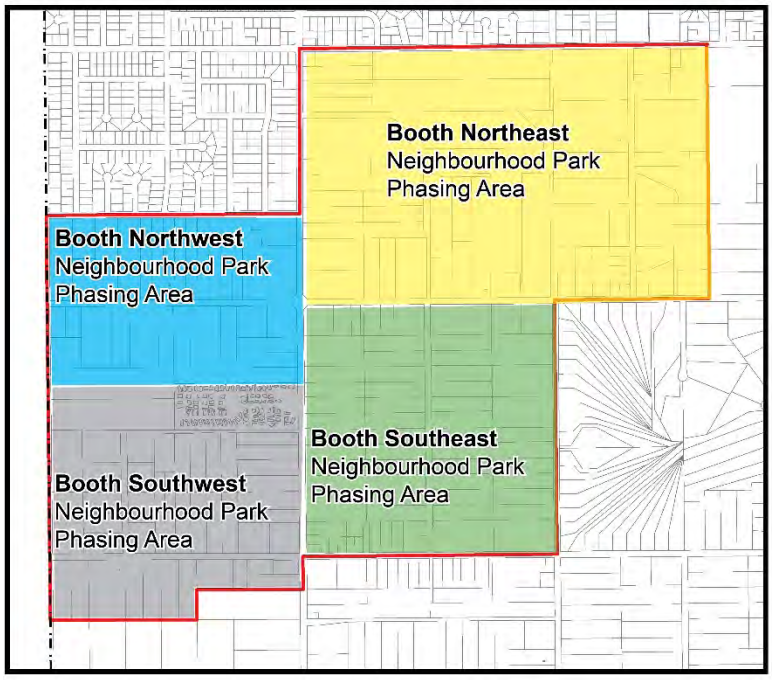


Figure 21. **Neighbourhood Park Phasing Areas**

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**).

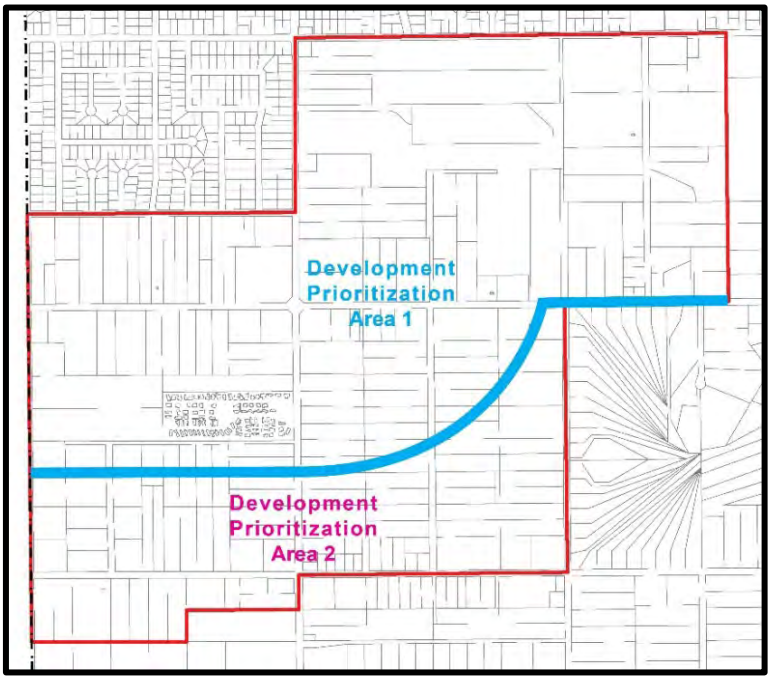


Figure 22. **Development Prioritization Areas**

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 a 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.

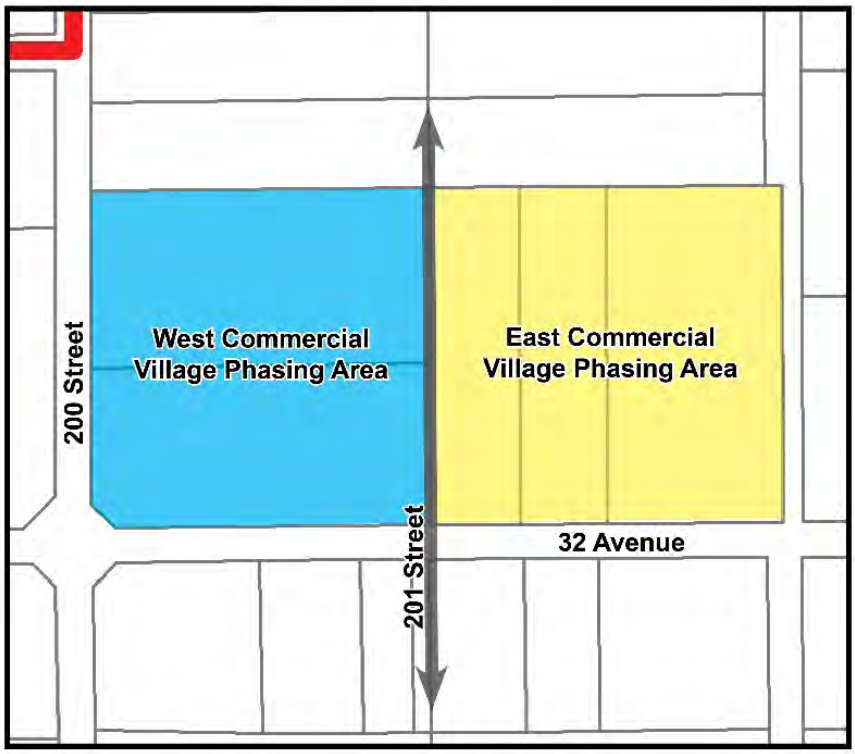


Figure 23. Commercial Village Phasing Areas

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 Brookswood-Fernridge Greenway Amenity Policy as amended from time to time.

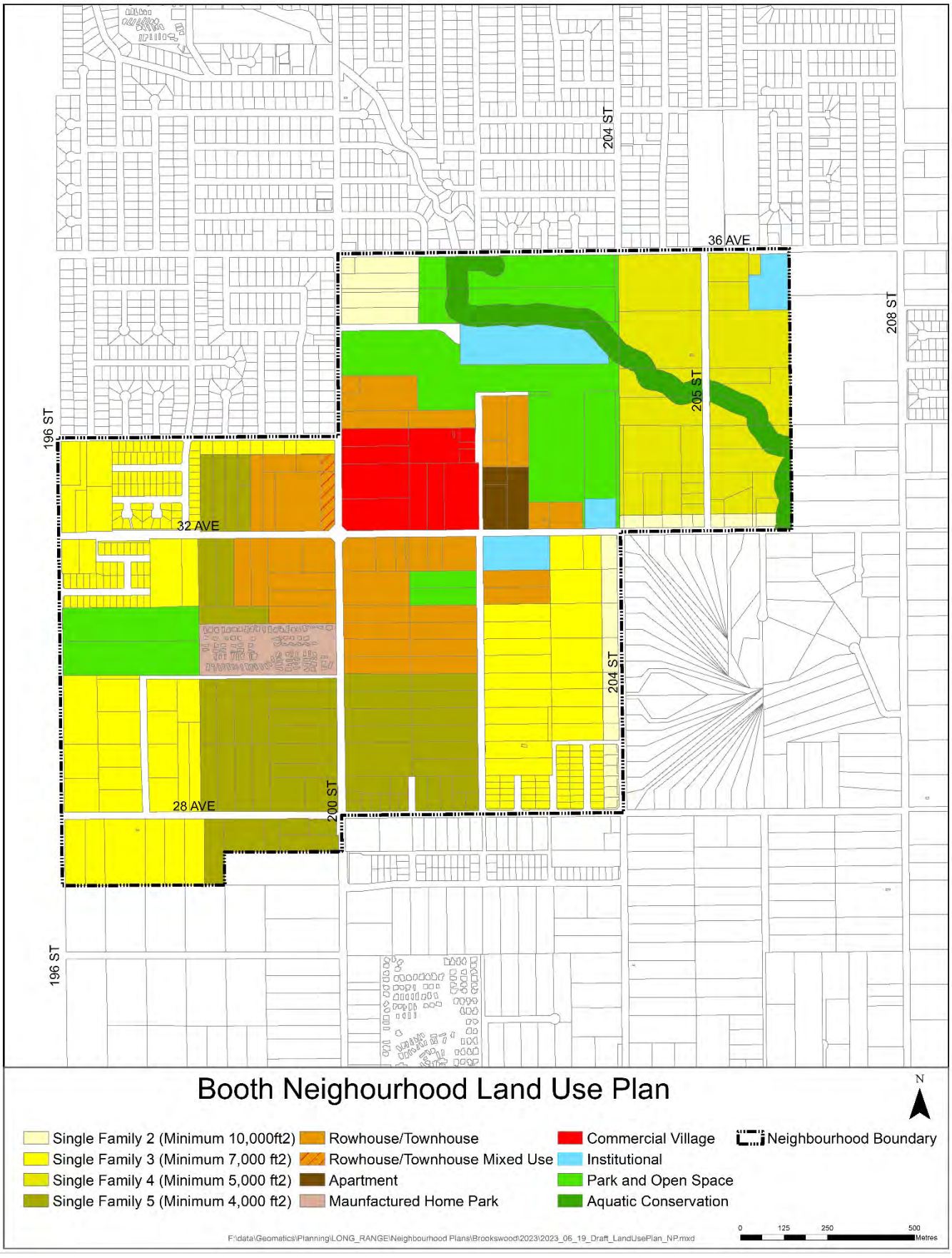
9.5 Further Plan Implementation

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.

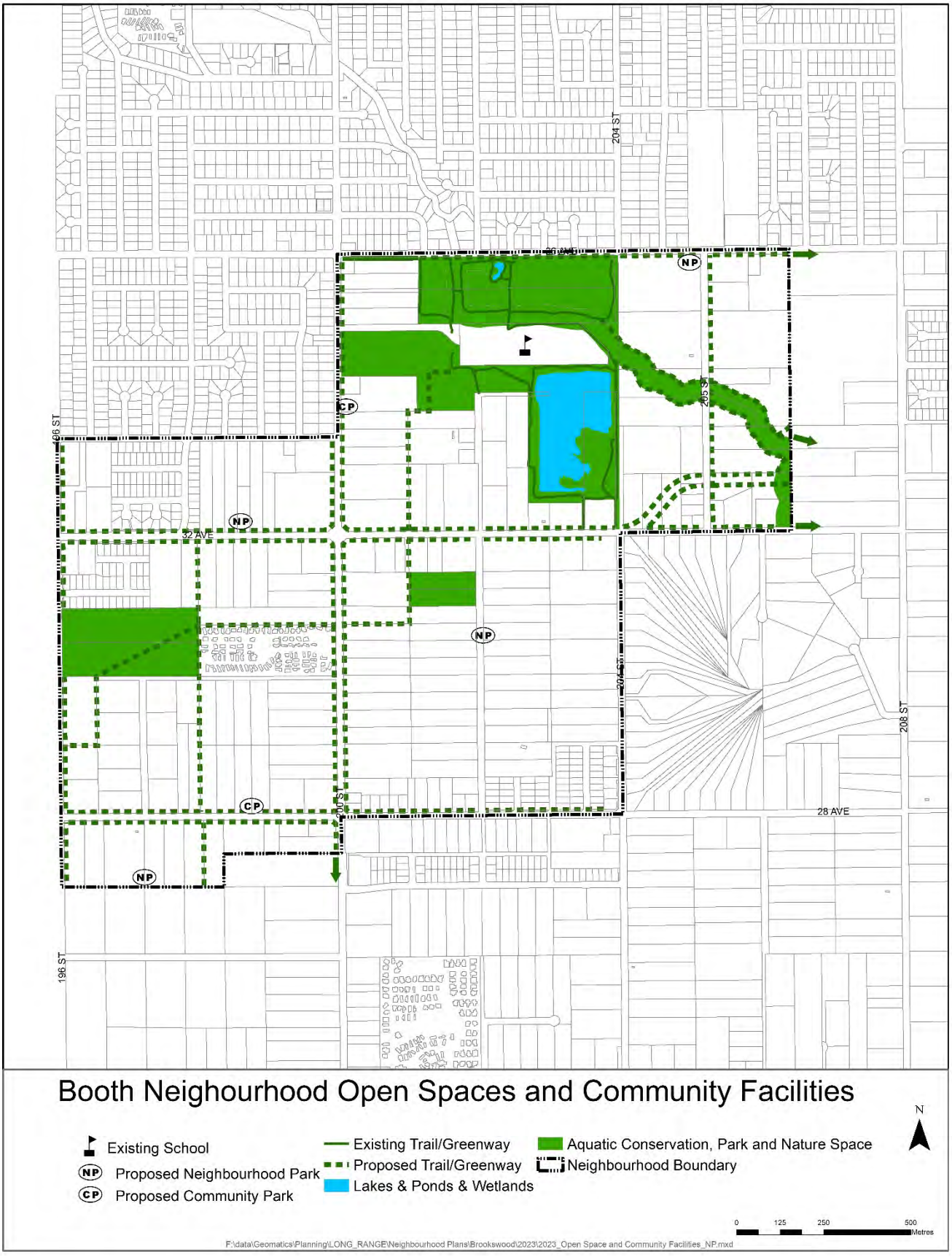
2. Complete research on municipal best practices for providing more direct support for development of child care space (e.g. explore policy and regulatory incentives for the creation of child care space with multi-family development; investigate the potential for the development of a partnership funding support policy through community amenity contributions).

MAPS

MAP 1 | Land Use Plan



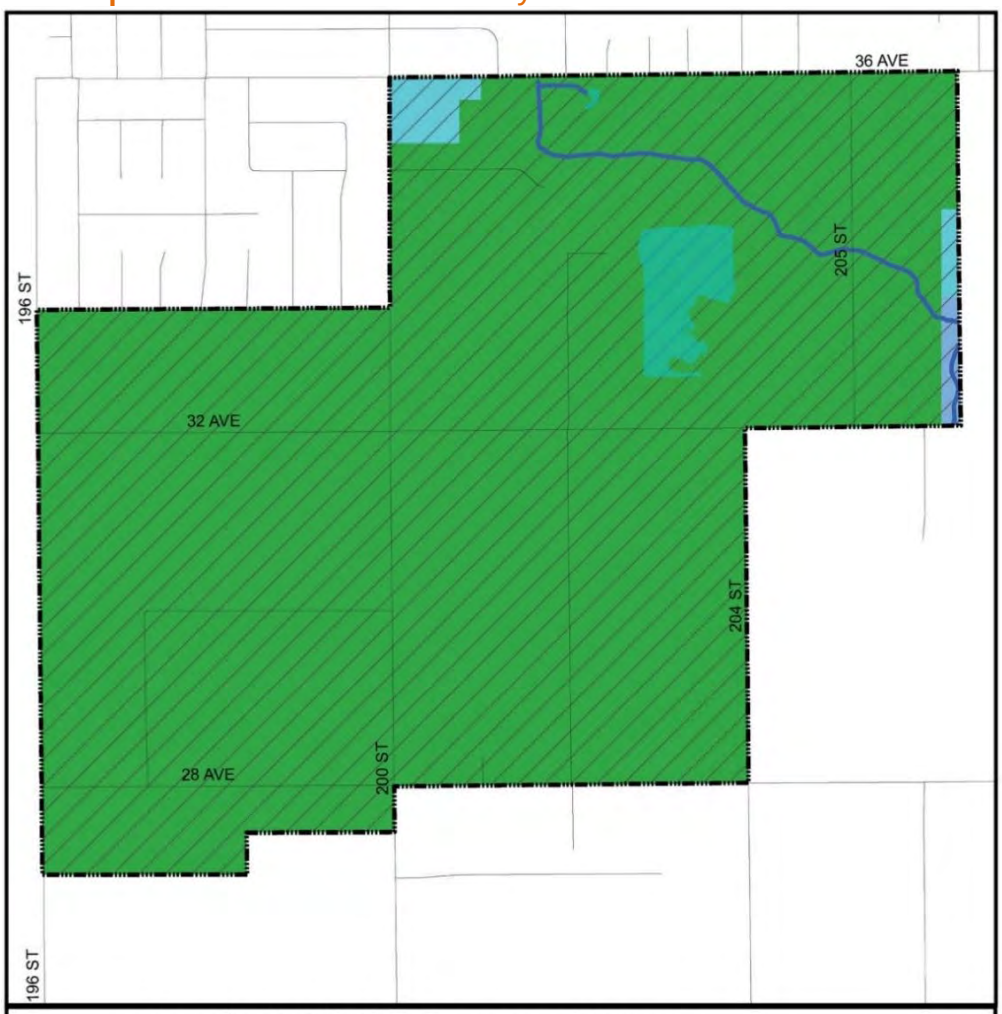
MAP 2 | Parks, Open Space and Neighbourhood Facilities

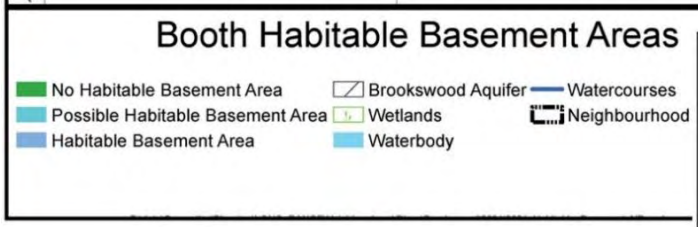


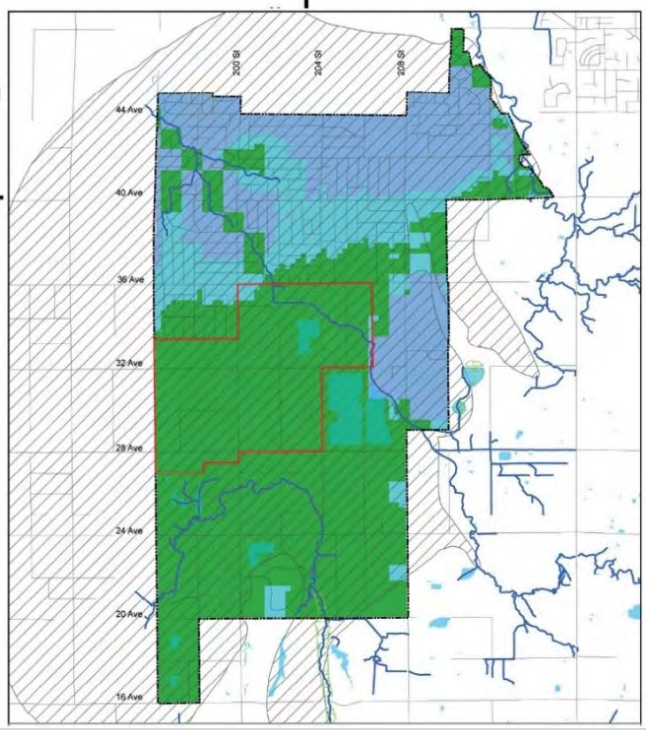
MAP 3 | Environment



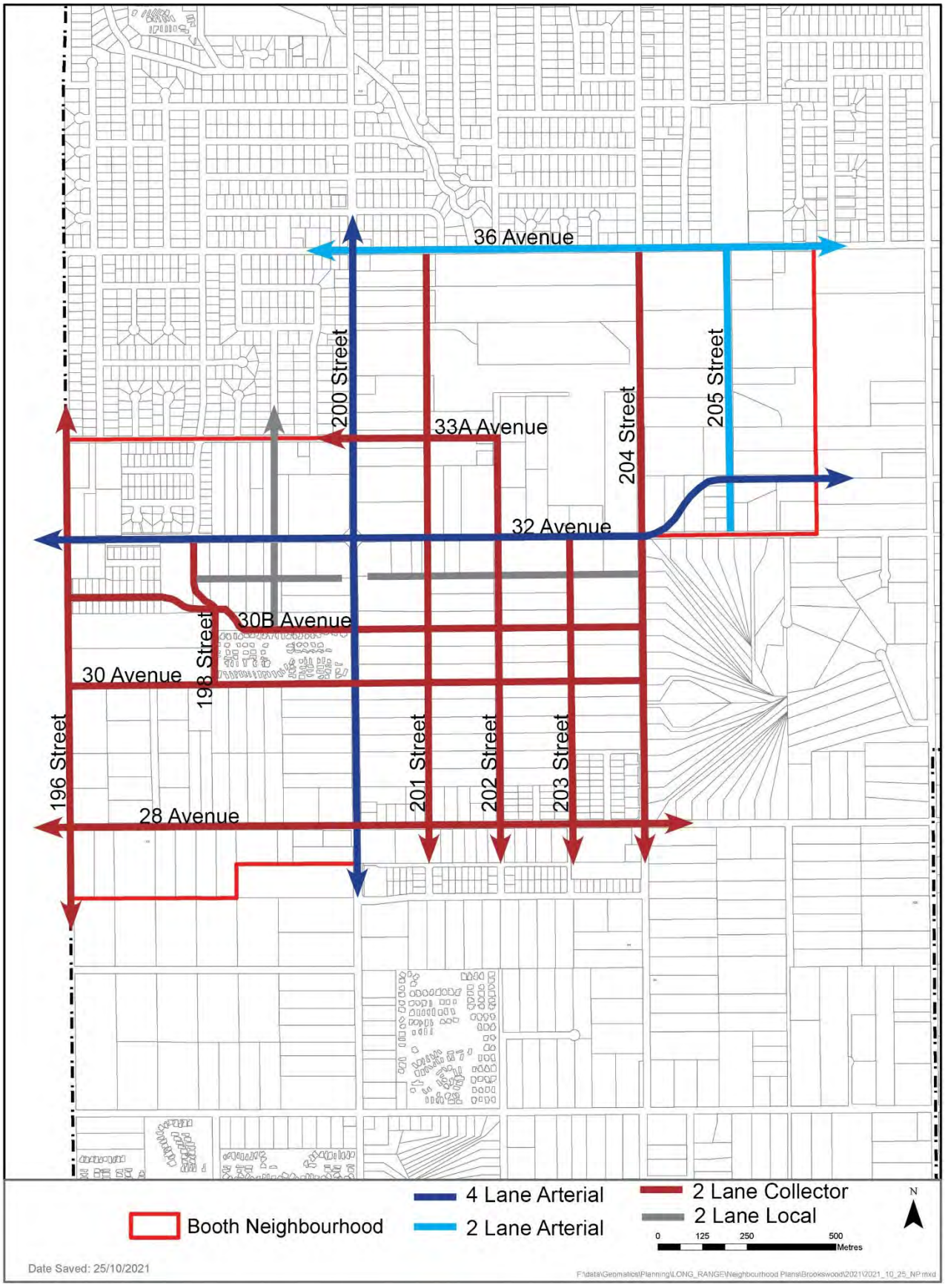
MAP 4 | Habitable Basement Overlay



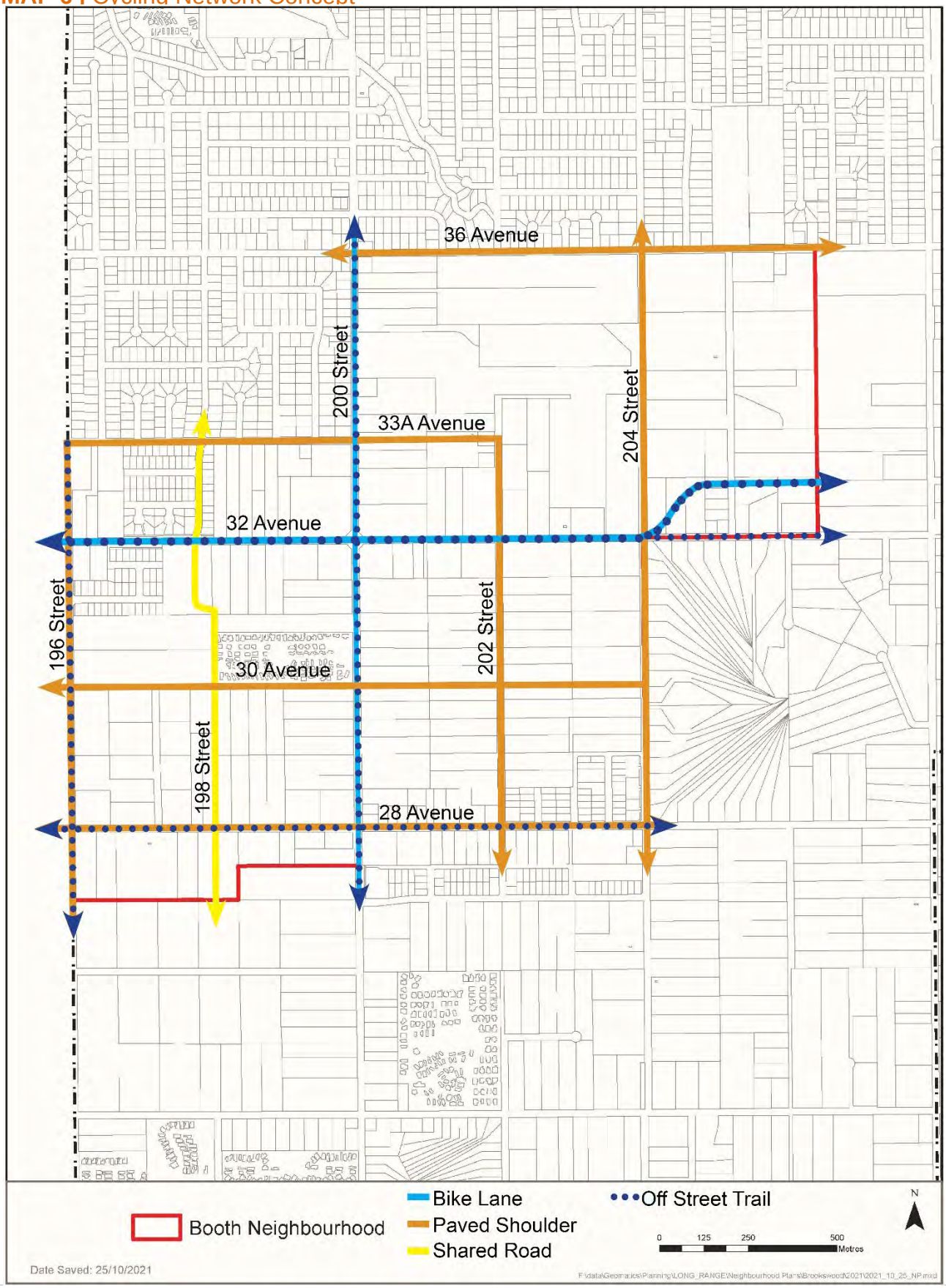




MAP 5 | Road Network Concept



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.

Intentionally left blank



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	08	day of	May	, 2023
READ A SECOND TIME the	08	day of	May	, 2023
PUBLIC HEARING HELD the	29	day of	May	, 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

Intentionally Left Blank

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

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

Intentionally Left Blank

TABLE OF CONTENTS

1.0 INTRODUCTION 1
1.1 Planning for Fernridge's Future 1
1.2 Relationship to Other Plans 1
1.3 Plan Area 2
1.4 Plan Purpose + Process 4
2.0 NEIGHBOURHOOD DIRECTIONS 5
2.1 Imagine Fernridge ~ a Great Neighbourhood 5
2.2 Neighbourhood Character Goals 6
3.0 NEIGHBOURHOOD DESIGN CONCEPT 11
3.1 Neighbourhood Design Concept 11
3.2 Neighbourhood Activity Precinct Urban Form 14
3.3 Single Family Precinct Urban Form 18
4.0 NEIGHBOURHOOD LAND USE 21
4.1 Land Use Designations and Corresponding Zones 21
4.2 General Land Use Policies 23
4.3 Single Family 1 (SF1) 26
4.4 Single Family 2 (SF2) 27
4.5 Single Family 3 (SF3) 28
4.6 Single Family 5 (SF5) 29
4.7 Rowhouse/Townhouse 36
4.8 Manufactured Home Park 44
4.9 Commercial Village 44
4.10 Institutional 48
4.11 Special Housing 50
4.12 Parks and Open Space 51
4.13 Aquatic Conservation 51
5.0 NATURAL ENVIRONMENT + CLIMATE CHANGE RESPONSE 53
5.1 Nature Conservation 53
5.2 Groundwater Protection and Management 56
5.3 Neighbourhood Forestry 58
5.4 Renewable Energy + Low Carbon Neighbourhoods 60
6.0 NEIGHBOURHOOD PLACEMAKING 63

6.1 Active and Nature (Passive) Parks Spaces 63
6.1.1 Neighbourhood Parks 64
6.1.2 Urban Pocket Parks 65
6.1.3 Nature Parks & Nature Park Spaces 66
6.2 Greenways and Pedestrian/Cycling Connections 66
6.2.1 Street Greenway 67
6.2.2 Neighbourhood Edge Greenways 68
6.2.3 Nature Corridor Greenway 69
6.2.4 Aquatic Greenways and Trails 70
6.2.5 Enhanced Sidewalks 71
6.2.6 Mid-Block Pedestrian Links 71
6.3 Heritage 72
6.4 Crime Prevention Through Environmental Design 73
7.0 MOBILITY + TRANSPORTATION INFRASTRUCTURE 75
7.1 Network 76
7.2 Walking 77
7.3 Cycling 77
7.4 Transit 78
7.5 Parking and Loading 78
8.0 FINANCIAL STRATEGY 81
9.0 GROWTH AND CHANGE MANAGEMENT 83
9.1 Introduction 83
9.2 General Prerequisites 83
9.3 Development Prerequisites in the Neighbourhood Activity Precinct 85
9.4 Specific Development Prerequisites 85
MAPS 87
MAP 1 | LAND USE PLAN 88
MAP 2 | PARKS, OPEN SPACE AND NEIGHBOURHOOD FACILITIES 89
MAP 3 | ENVIRONMENT 90
MAP 4 | HABITABLE BASEMENT OVERLAYS 91
MAP 5 | ROAD NETWORK CONCEPT 92
MAP 6 | CYCLE NETWORK CONCEPT 93

1.0 INTRODUCTION

1.1 Planning for Fernridge's Future

The Fernridge neighbourhood is the southern-most part of Brookswood-Fernridge, 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 to 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 Booth. The southern boundary of this neighbourhood is adjacent to the Agricultural Land Reserve, 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).

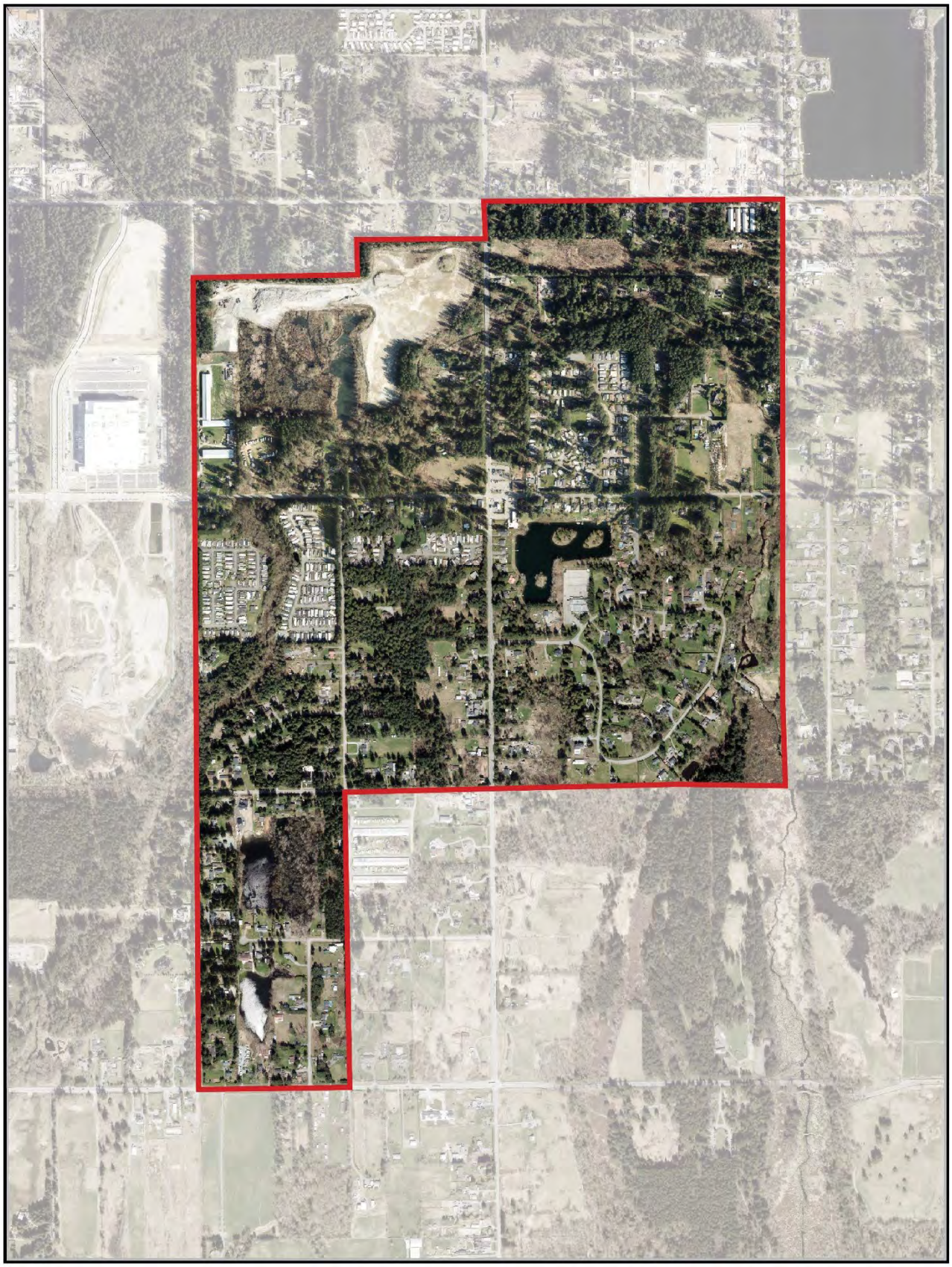


Figure 2. **Fernridge Neighbourhood Plan Boundary**

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

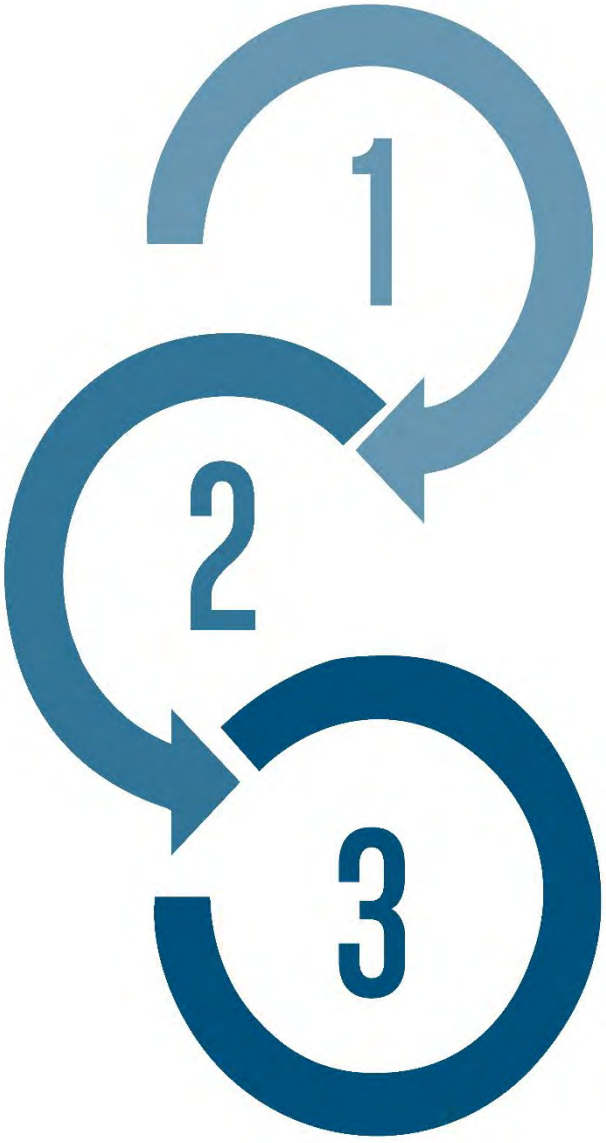


Figure 3. Fernridge Neighbourhood Plan Process

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 (4) 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. They 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 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.

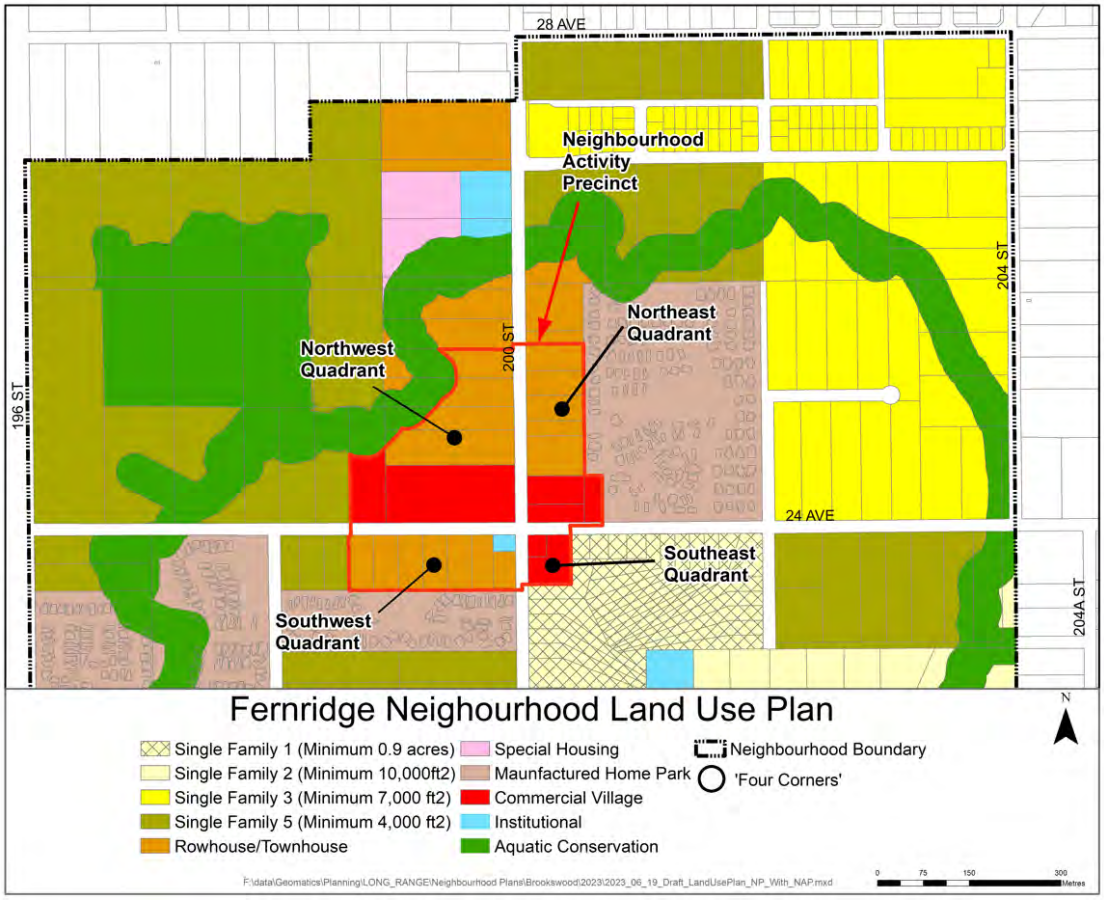


Figure 8. Neighbourhood Activity Precinct

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 incorporates 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.

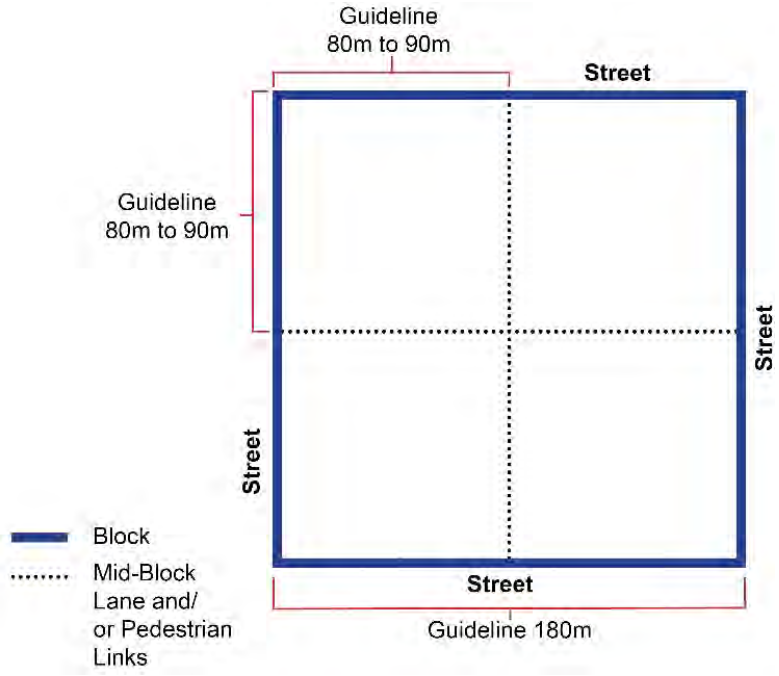


Figure 10. Block Pattern Guideline Diagram for Rowhouse, Townhouse, and Commercial Village Land Use Designations in the Neighbourhood Activity Precinct

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, publically 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.

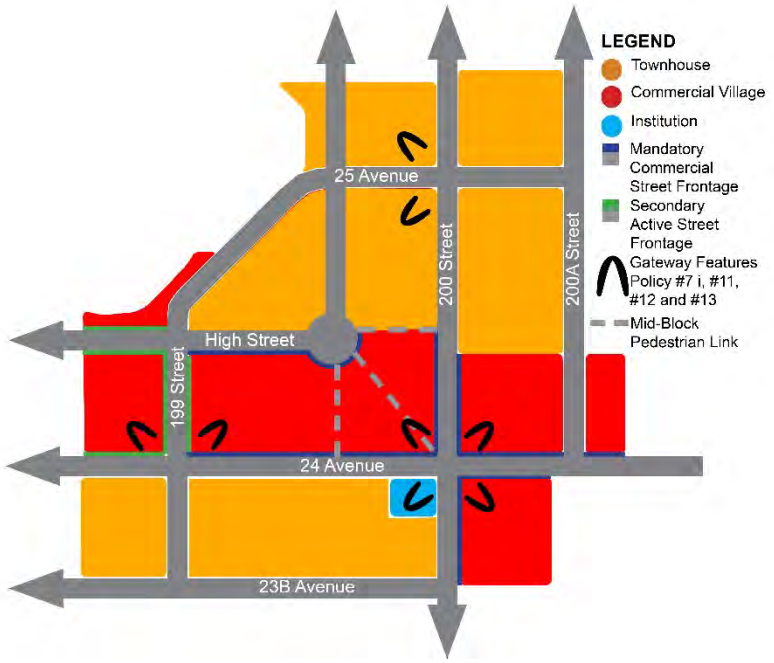


Figure 11. Neighbourhood Activity Precinct Street Frontage Type

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 60 metre intervals (i.e., this is intended to achieve a sub-block vehicular access grid that is up to 180 metres on any one side with 60 metre intervals, and roughly an 80 to 90 metre interval 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.

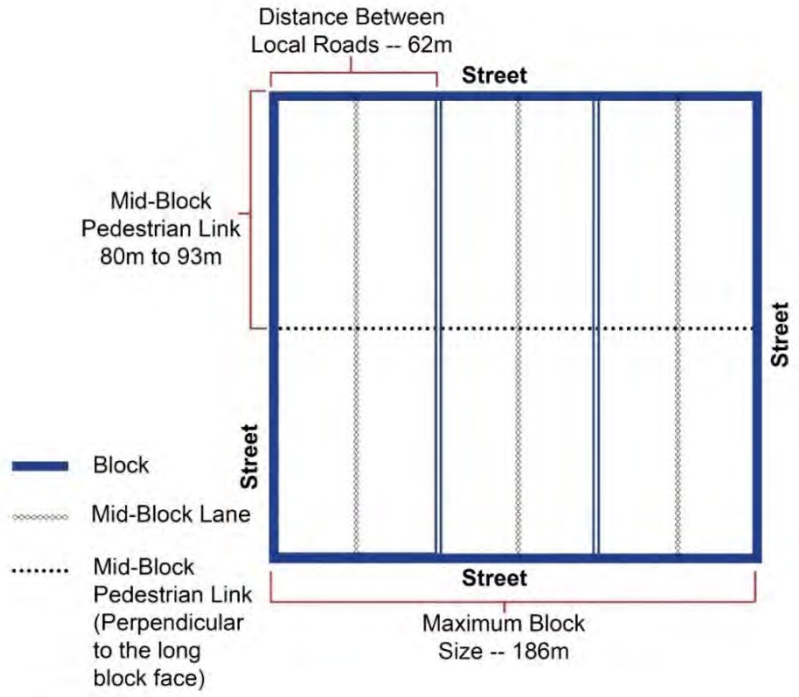


Figure 12. Block Pattern Guideline Diagram for Single Family Precincts

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 2 (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-1D Single Family Residential – Minimum 650 m^2 Lot Size P-1 Civic Institutional P-2 Community Care facility
	Single Family 5 (SF5)	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-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
	Special Housing	CD Zone
	Park and Open Space	P-1 Civic Institutional
	Aquatic Conservation	P-7 Aquatic Conservation

3. Comprehensive Development (CD) zoning is expressly identified for the Commercial Village and Special Housing Land Use Designations 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 1, Single Family 2, Single Family 3, Single Family 5, and rowhouse development on lands designated as Rowhouse/Townhouse, based on minimum lot sizes. Calculate development density for lands designated as 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 1, Single Family 2, Single Family 3 and Single Family 5, 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. 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 1, Single Family 2, Single Family 3, Single Family 5, Rowhouse], 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;



Figure 13. 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. Encouragement the development of short-term and long-term Supportive housing, subsidized rental housing (see Township of Langley's Housing Action Plan).

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, Single Family 3, and Single Family 5 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 1 (SF1)

The Single Family 1 land use designation accommodates single family dwellings with a minimum lot size of 0.8 hectares (2 acres). 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 as part of a single family dwelling, OR a coach house, 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.

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 #3 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 (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.

6. 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. 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.

4.4 Single Family 2 (SF2)

The Single Family 2 (SF2) Land Use Designation is to provide low-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 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) in the vicinity of the Campbell Valley Regional Park, the Agricultural Land Reserve and the municipal boundary, in areas designated Single Family 2 (SF2) as delineated on **Map 1**. Incorporate and apply rear-loaded, street and lane, block and lot patterns for single family uses.

2. 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.

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 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 (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.

6. 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. 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.

4.5 Single Family 3 (SF3)

The Single Family 3 (SF3) Land Use Designation is to provide low-density single family housing between the 202 and 204 Streets to serve as a transition between the denser single family and multiple family along the 200 Street corridor and the low-density single family areas to the east. The SF3 Land Use designation accommodates single family dwellings with a minimum lot size of 650 m^2 (7,000 ft^2). Policies specific for the SF3 Land Use Designation are as follows:

Policies:

1. Accommodate single family dwellings on lots, with a minimum size of 650 m^2 (7,000 ft^2), in areas designated Single Family 3 (SF3) as delineated on **Map 1.** Incorporate and apply rear-loaded, street and lane, block and lot patterns for single family uses.

2. 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.

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 4.5, Policy #3 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 (minimum 6.0m), side yard lot line (minimum 2.0m), 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.

6. 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. 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.

4.6 Single Family 5 (SF5)

Single Family 5 (SF5) 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 SF5 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, small lot rowhouse, 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 SF5 Land Use Designation are as follows:

Policies:

All Housing Typologies

1. Provide a diversity of housing type including a (SF5 Type A) single family housing, as well as (SF5 Type B) two dwelling units, (SF5 Type C) three dwelling units and (SF5 Type D) four dwelling units on a fee-simple lot, (SF5 Type E) Small Home Courtyard, (SF5 Type F) Manufactured Home Park, and (SF5 Type G) small lot rowhouse 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 5 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 (SF5 Type B) or a Small Home Courtyard (SF5 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 SF5 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 SF5 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. 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.

Single Family Use (SF5 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 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 (SF5 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 (SF5 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 (SF5 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.

Small Lot Rowhouse Use (SF5 Typology G)

31. 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 325 m^2 for internal lots, 341 m^2 for building end lots and 357 m^2 for corner lots, as defined in the Township of Langley *Zoning Bylaw*. Incorporate optional Flex Space (e.g., home office, games room) as a permitted accessory residential use above the detached garage.

32. 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 publically visible part of the development site.

33. 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).

34. 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.

35. 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.

36. 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.

37. 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.

38. 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. 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.

39. 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.

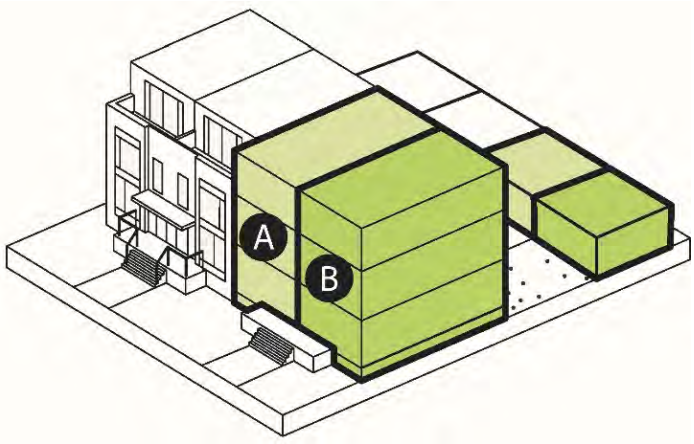
4.7 Rowhouse/Townhouse

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 publically 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:

    b. 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.

    c. 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.

    d. 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.

    e. Rear entrances for all principal dwelling units in the form of ‘swing doors’ that are separate from the front entrance.

    f. 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.

g. 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.

h. Avoid the use of slab-on-grade foundations for habitable spaces for the principal residential use. 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.

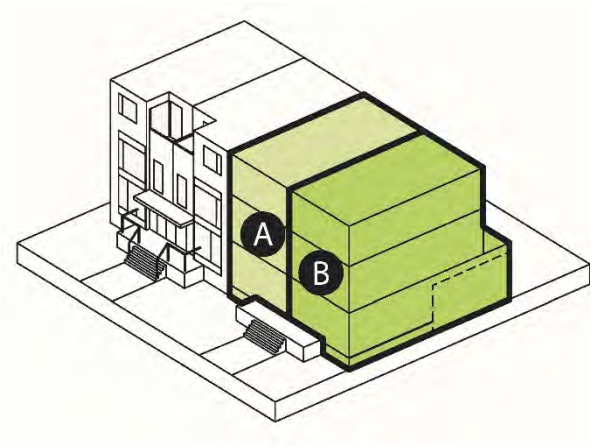
9. Demonstrate subtle design variations for rowhouse units and buildings along public frontages to strengthen unit identity and support a pedestrian scale. Façades fronting lanescapes, greenways, Mid-Block Pedestrian Links or public trails should be of similarly high quality as those fronting public streets.

Townhouse Development

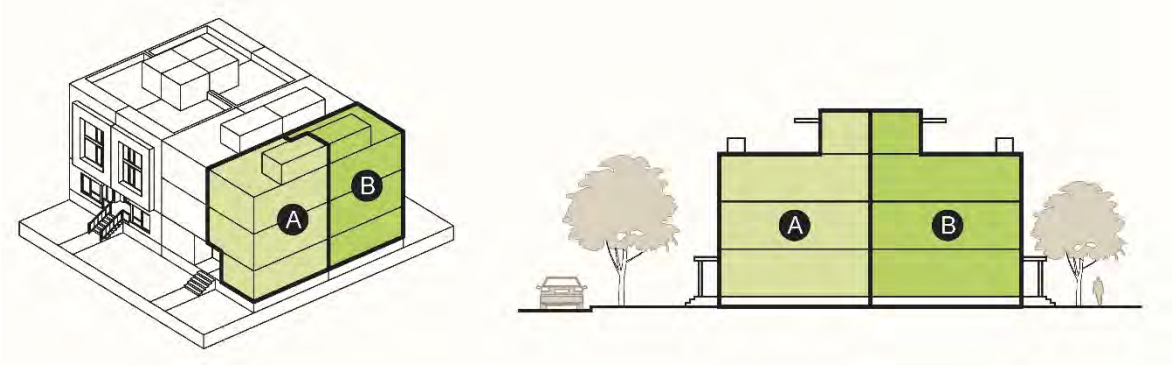
10. Provide for Conventional Townhouse (see policy #11 below) land uses where all buildings and structures together, including townhouses with a primary bedroom on the first storey, have a maximum gross floor area of 0.9 times the net developable lot area for all plan areas designated Rowhouse / Townhouse 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.



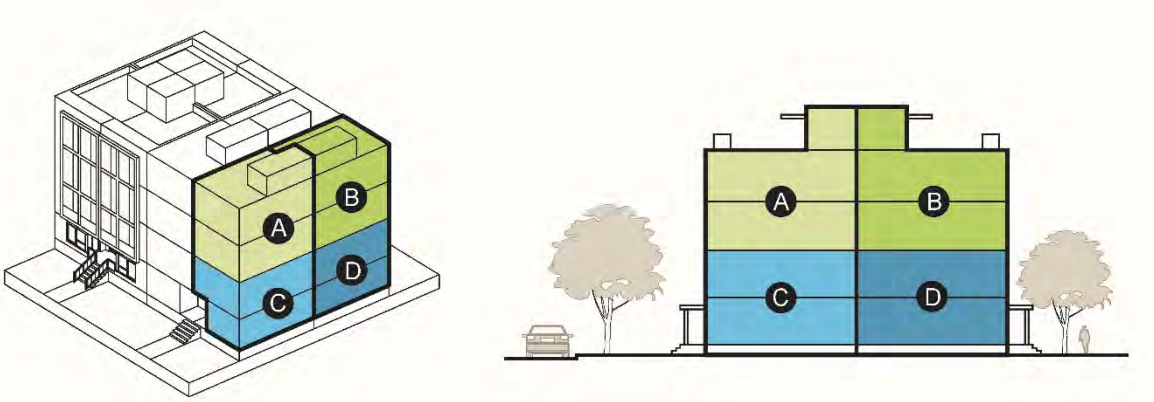
b. A **back-to-back courtyard townhouse** means a two to three storey residential building containing multiple dwelling units that is divided vertically, where each of the dwelling units is divided by and shares one common rear wall and one or two common side walls with neighbouring units. The back-to-back 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.



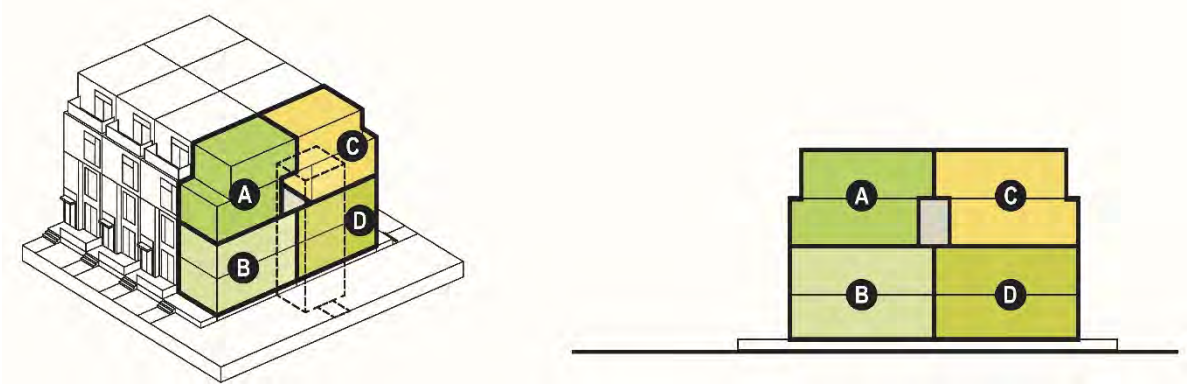
c. A **stacked courtyard townhouse** building means a three to four storey residential structure containing multiple dwelling units that are divided vertically and horizontally, and two, two-storey units are stacked vertically together – a two-level unit stacked on top of a two-level units. Each of the 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.

4.8 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.

4.9 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.

4.10 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 Fernridge 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, childcare 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*.

4.11 Special Housing

To meet the needs of diverse residents at every stage of their lives, the housing stock in Brookswood-Fernridge should include a variety of housing forms and tenures. The Special Housing Land Use Designation accommodates the development of special services/needs housing, including short-term and long-term supportive housing, subsidized rental housing and purpose-built market rental housing, as defined the Township of Langley's Housing Action Plan, as amended from time to time. Policies specific to this Special Housing designation are as follows:

Policies:

1. Support the development of special services/needs housing, including short-term and long-term supportive housing, subsidized rental housing and purpose-built market rental housing, as defined the Township of Langley's Housing Action Plan, on lands with a Special Housing Land Use Designation as delineated on **Map 1**. A variety of these special forms of housing can be included on the same development site.

2. Design the form and character of the development to be compatible with adjacent (property line or across a street) uses.

4.12 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.

4.13 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. Amend the Township of Langley Zoning Bylaw to include a new Institutional Zone for aquatic conservation areas.

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 Infastucture:** Framewok 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 'Neighbourwoods' 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 multi-family 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 NP 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**.

6.1.2 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 aso 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.

6.1.3 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 6.0 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 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.

6.2.6 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 Brookswood-Fernridge 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 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.

Intentionally Left Blank

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 a street, rear public lanes, and block pattern for all development.

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**).

Intentionally left blank

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 Brookswood-Fernridge 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 Brookswood-Fernridge 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.

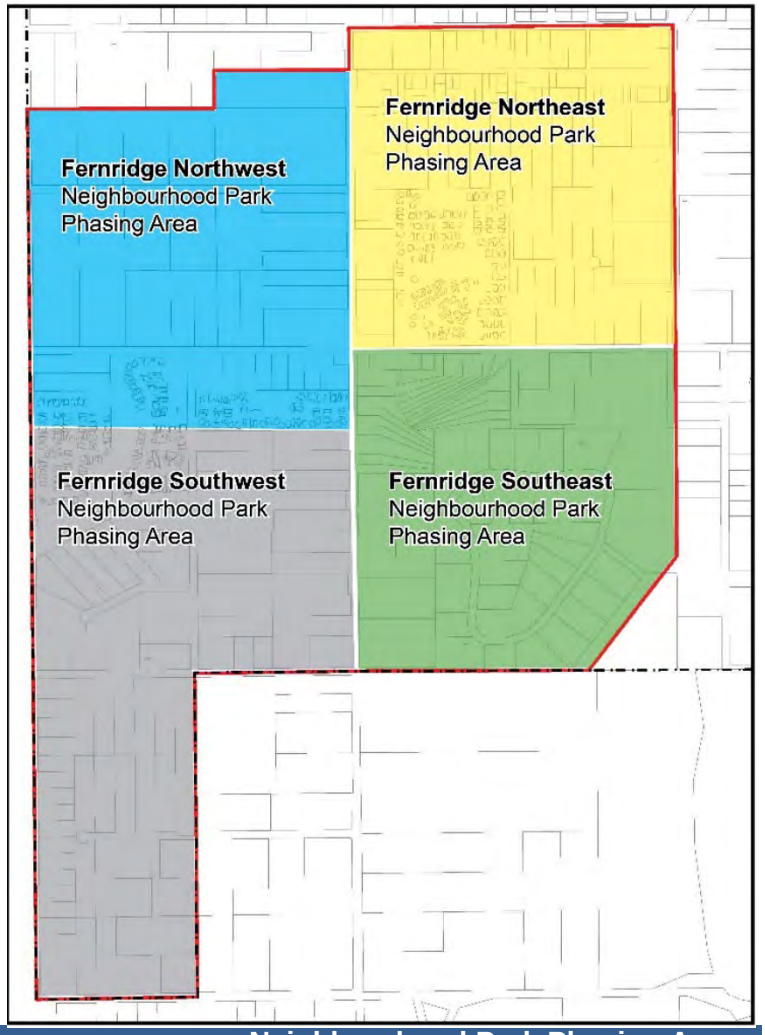


Figure 16. Neighbourhood Park Phasing Areas

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.

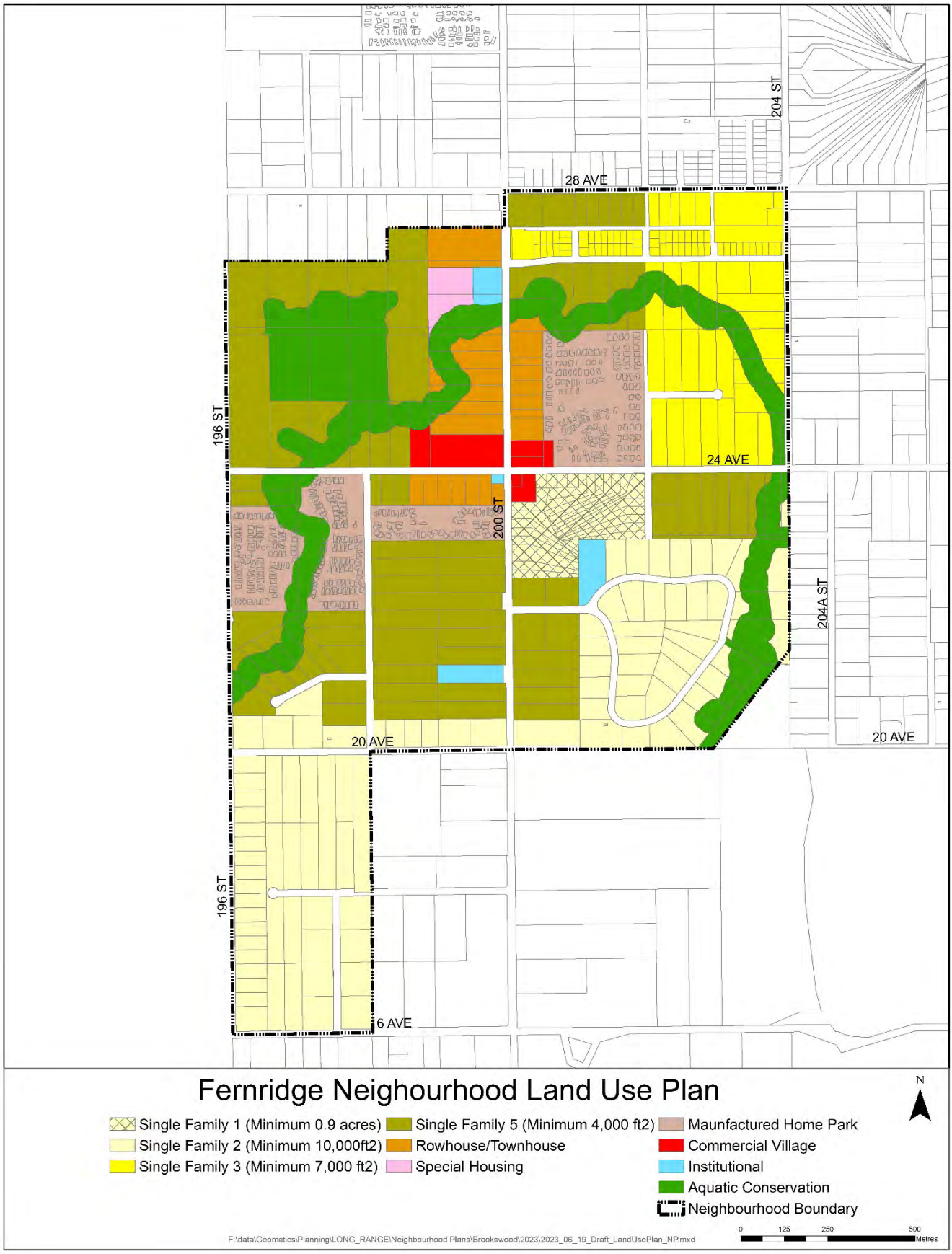
12. Register a restrictive covenant on title preventing developments from constructing or placing any barriers to public access where provided – physical or psychological (i.e. fences, gates, signage. etc.).

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 Brookswood-Fernridge Greenway Amenity Policy as amended from time to time.

MAPS

MAP 1 | Land Use Plan

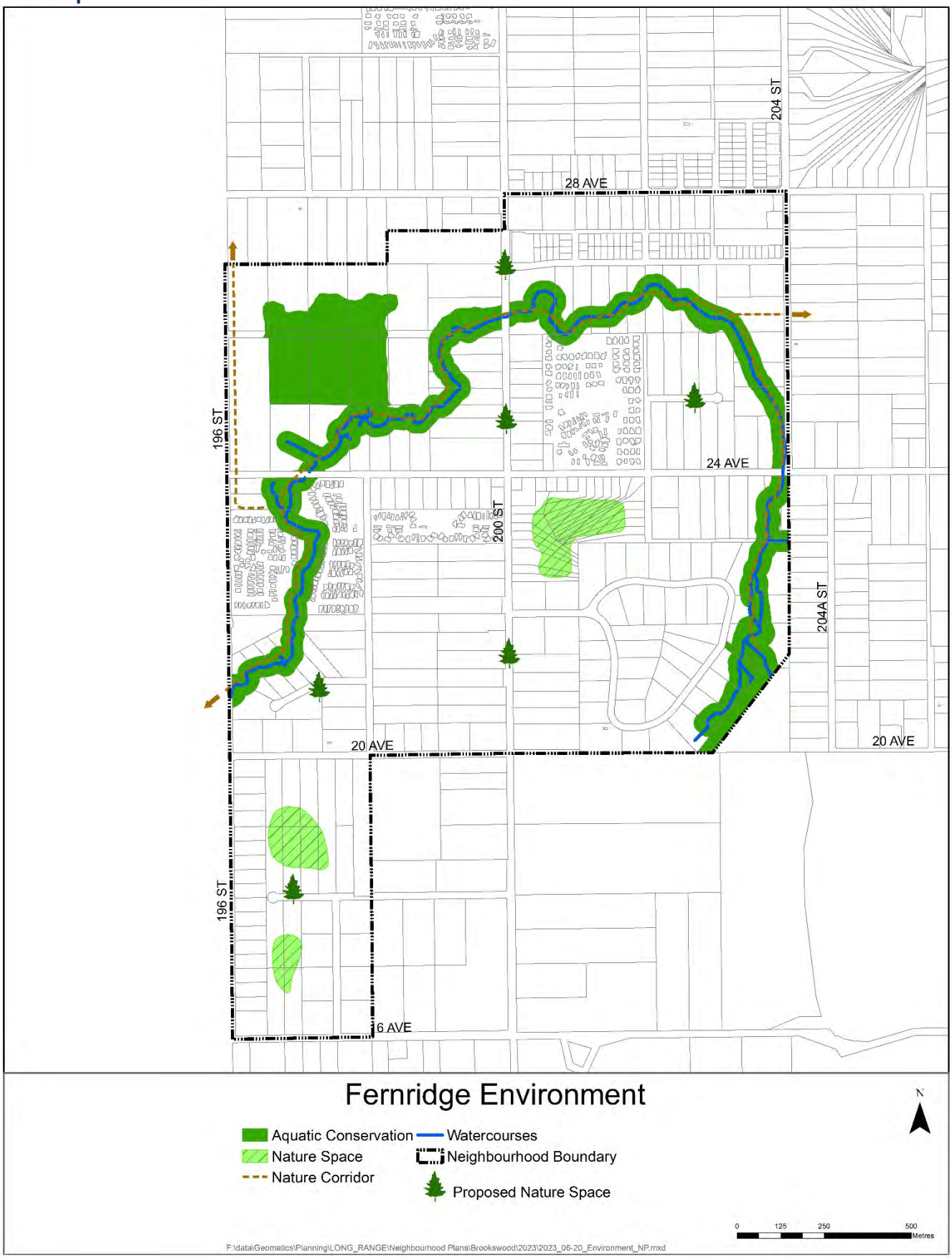


MAP 2 | Parks, Open Space and Neighbourhood Facilities

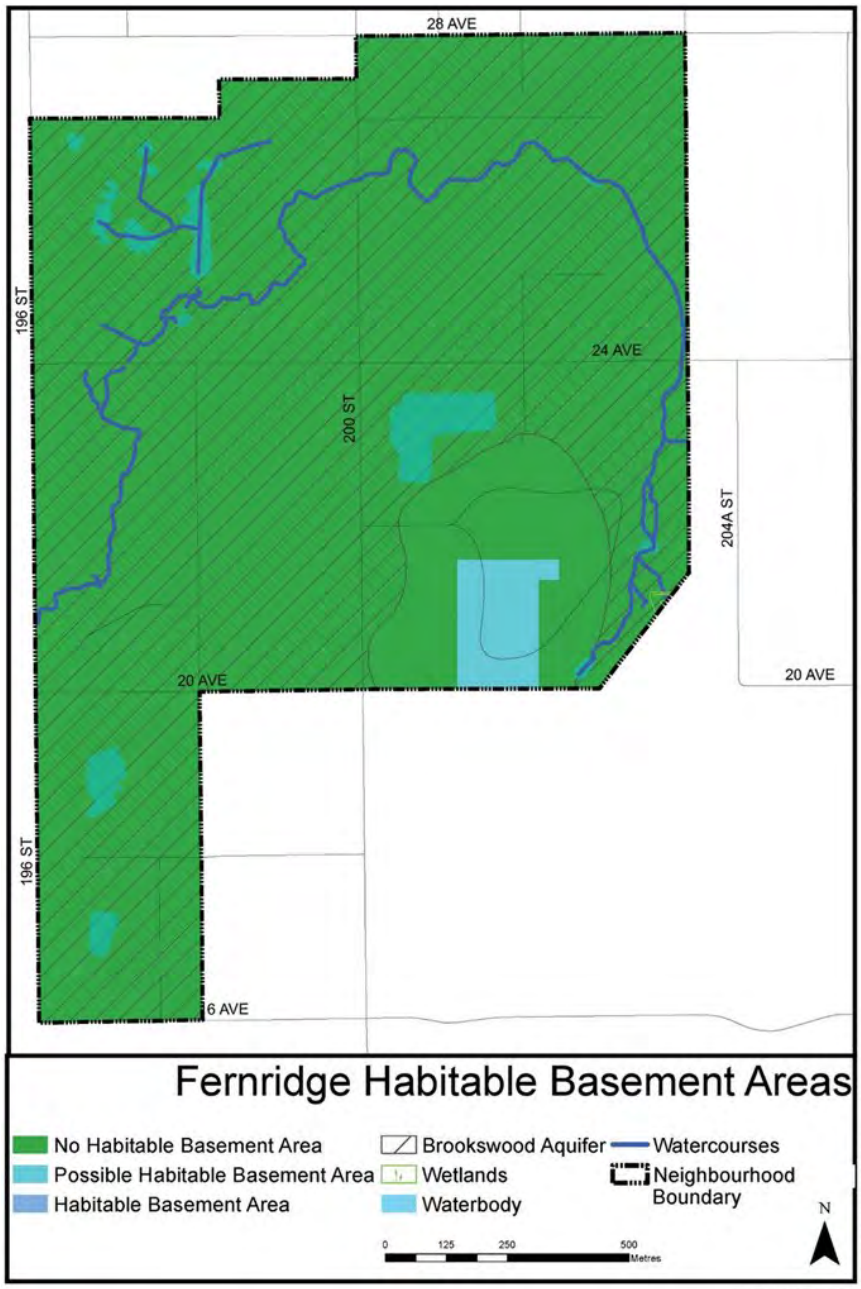
Note: To serve the needs of the Fernridge neighbourhood and the broader community of Brookswood-Fernridge, development must contribute up to three (3) new, joint elementary schools and neighbourhood parks. The exact location and design of each new elementary school and neighbourhood park site are yet to be determined. Also, a nature neighbourhood park, a middle school and associated neighbourhood park will also need to be accommodated in Fernridge. Their exact location and design are yet to be determined.

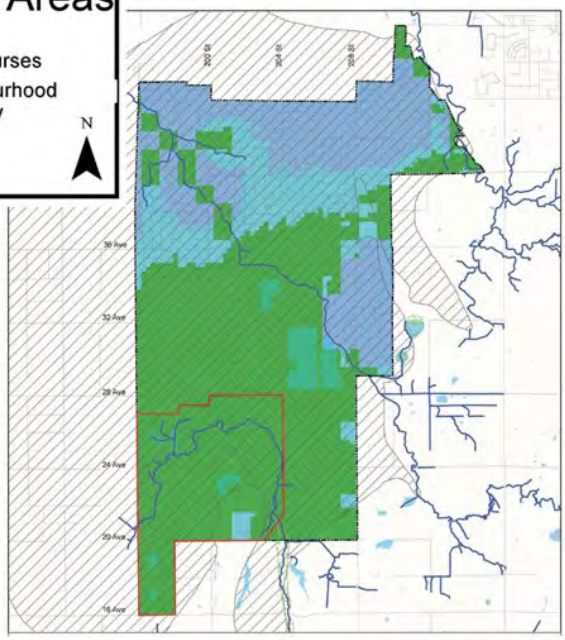


MAP 3 | Environment

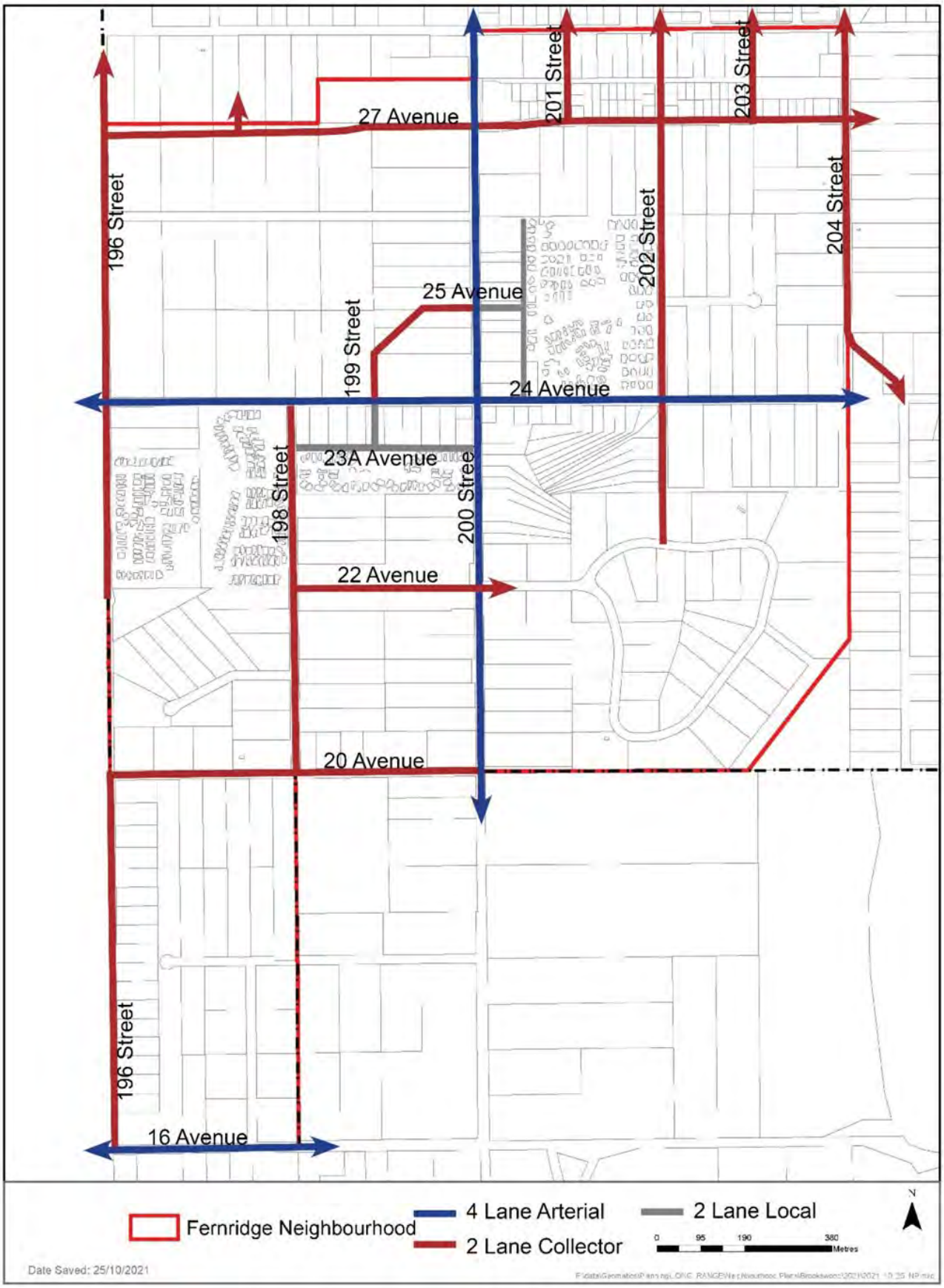


MAP 4 | Habitable Basement Overlays

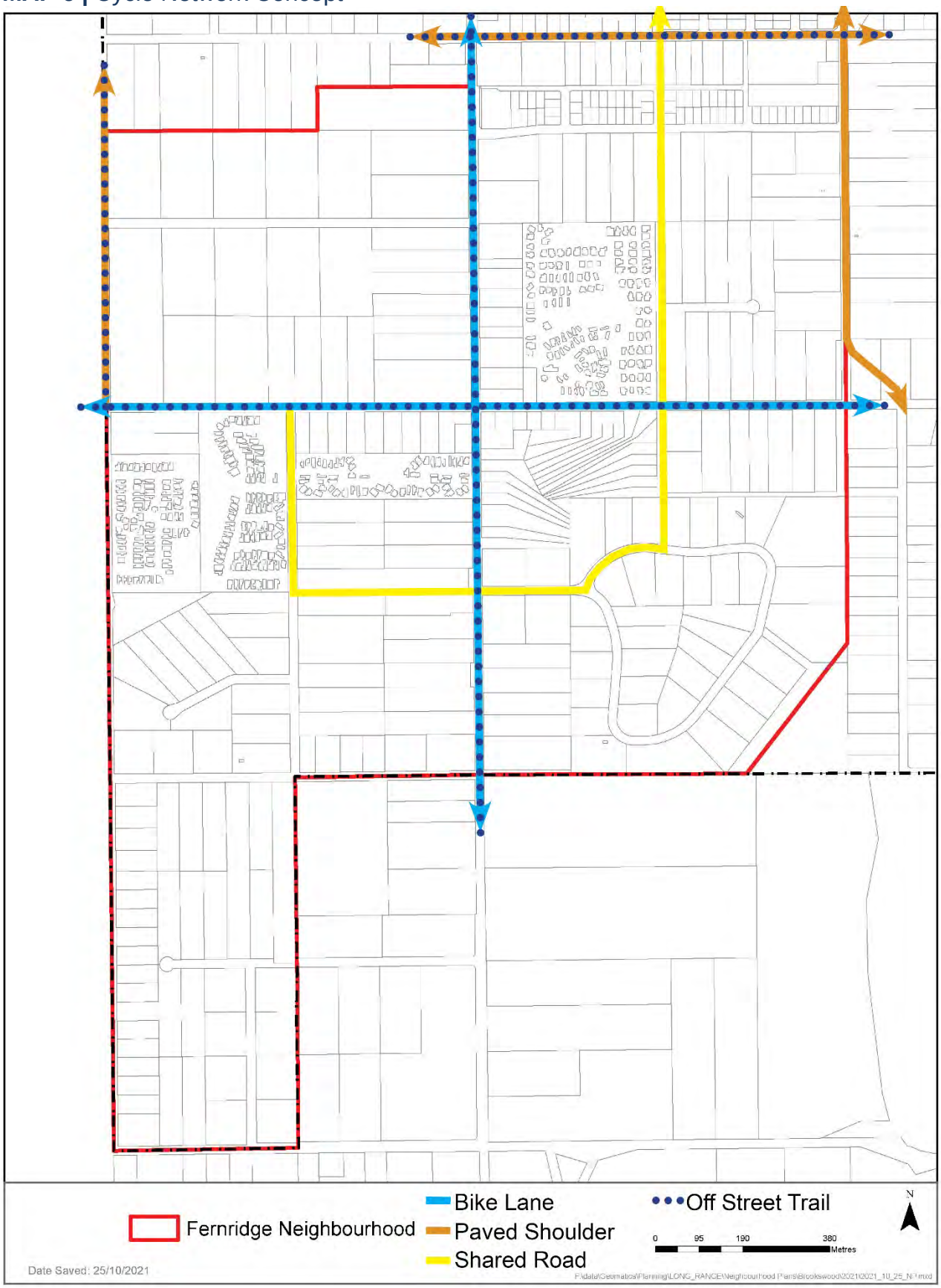




MAP 5 | Road Network Concept



MAP 6 | Cycle Network Concept



Intentionally Left Blank



Township of Langley

Est. 1873

Township of Langley
20338 - 65 Avenue
Langley, British Columbia V2Y 3J1

Community Development Division
604.533.6034

tol.ca

CA17-186IP

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;

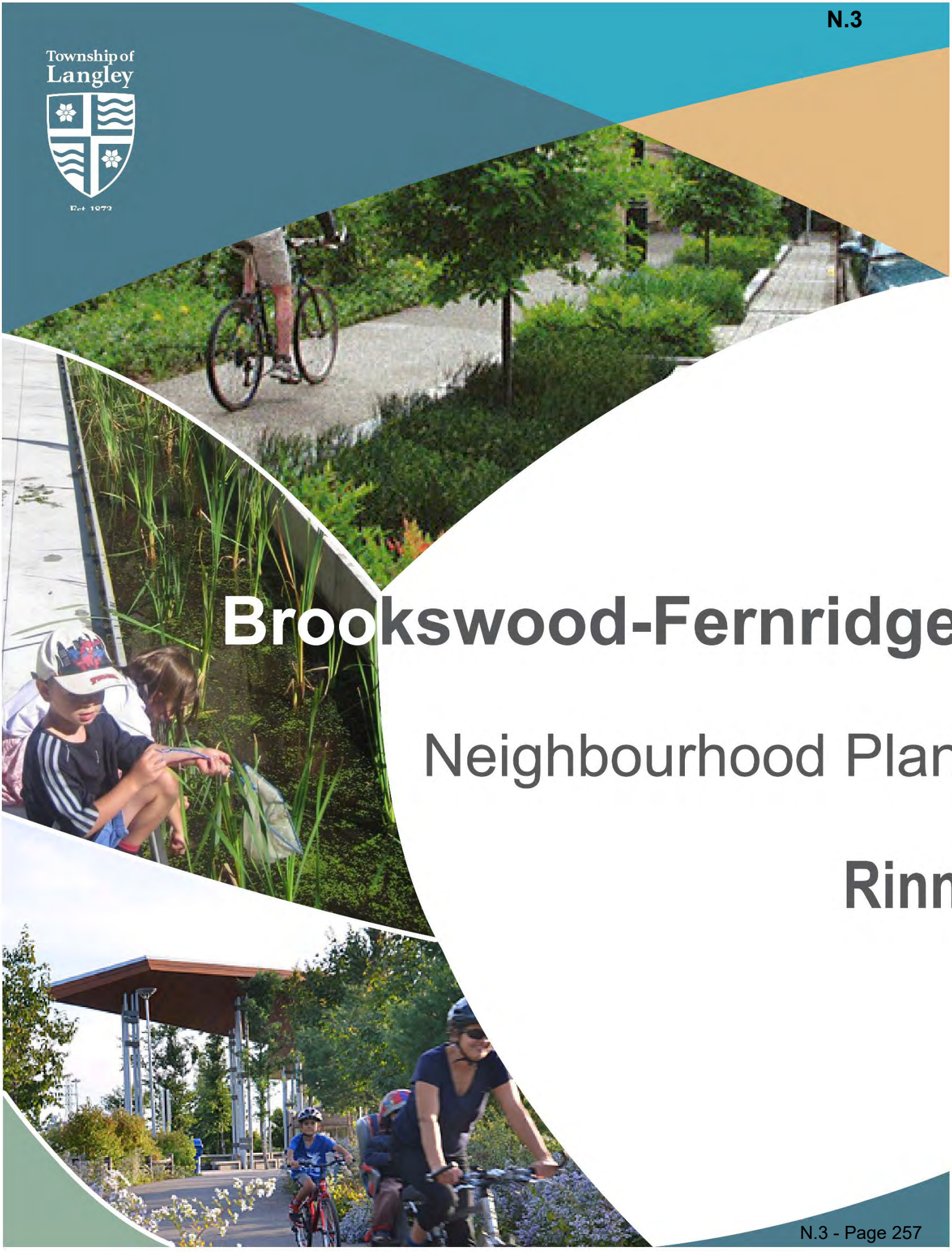
    b) adding Schedule "BF-3" Rinn Neighbourhood Plan as shown as Schedule "A" attached to and forming part of this bylaw.

READ A FIRST TIME the	08	day of	May	, 2023
READ A SECOND TIME the	08	day of	May	, 2023
PUBLIC HEARING HELD the	29	day of	May	, 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

Intentionally Left Blank

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

Intentionally Left Blank

TABLE OF CONTENTS

1.0 INTRODUCTION 1
1.1 Planning for Rinn's Future 1
1.2 Relationship to Other Plans 1
1.3 Plan Area 2
1.4 Plan Purpose + Process 4
2.0 NEIGHBOURHOOD DIRECTIONS 5
2.0 NEIGHBOURHOOD DIRECTIONS 5
2.1 Imagine Rinn ~ a Great Neighbourhood 5
2.2 Neighbourhood Character Goals 6
3.0 NEIGHBOURHOOD DESIGN CONCEPT 11
3.1 Neighbourhood Design Concept 11
3.1.2 Single Family Precincts 19
4.0 NEIGHBOURHOOD LAND USE 23
4.1 Land Use Designations and Corresponding Zones 23
4.2 General Land Use Policies 25
4.3 Single Family 1 (SF1) 28
4.4 Single Family 2 (SF2) 29
4.5 Single Family 3 (SF3) 30
4.6 Single Family 5 (SF5) 31
4.7 Rowhouse/Townhouse 39
4.8 Commercial Village 46
4.9 Institutional 50
4.10 Parks and Open Space 52
4.11 Aquatic Conservation 53
5.0 NATURAL ENVIRONMENT + CLIMATE CHANGE RESPONSE 55
5.1 Nature Conservation Areas and Neighbourhood Green Infrastructure Networks 55
5.2 Groundwater Protection and Management 58
5.3 Neighbourhood Forestry 60
5.4 Renewable Energy + Low Carbon Neighbourhoods 63
6.0 NEIGHBOURHOOD PLACEMAKING 67
6.1 Active and Nature (Passive) Park Spaces 67
6.1.1 Community Parks 68
6.1.2 Neighbourhood Parks 68
6.2 Greenways and Pedestrian/Cycling Connections 69
6.2.1 Street Greenways 70

6.2.2 Neighbourhood Edge Greenways....71
6.2.3 Nature Corridor Greenway....72
6.2.4 Aquatic Greenways and Trails....73
6.2.5 Enhanced Sidewalks....74
6.2.5 Mid-Block Pedestrian Links....74
6.3 Heritage....75
6.4 Crime Prevention Through Environmental Design....76
7.0 MOBILITY + TRANSPORTATION INFRASTRUCTURE....77
7.1 Network....78
7.2 Walking....79
7.3 Cycling....80
7.4 Transit....80
7.5 Parking and Loading....81
8.0 FINANCIAL STRATEGY....83
9.0 GROWTH AND CHANGE MANAGEMENT....85
9.1 Introduction....85
9.2 General Prerequisites....85
9.3 Development Prerequisites in The Neighbourhood Activity Precinct....87
9.4 Specific Development Prerequisites....87
MAPS....89
MAP 1 | LAND USE PLAN....90
MAP 2 | PARKS, OPEN SPACE AND NEIGHBOURHOOD FACILITIES....91
MAP 3 | ENVIRONMENT....92
MAP 4 | HABITABLE BASEMENT OVERLAY....93
MAP 5 | ROAD NETWORK CONCEPT....94
MAP 6 | CYCLING NETWORK CONCEPT....95

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).

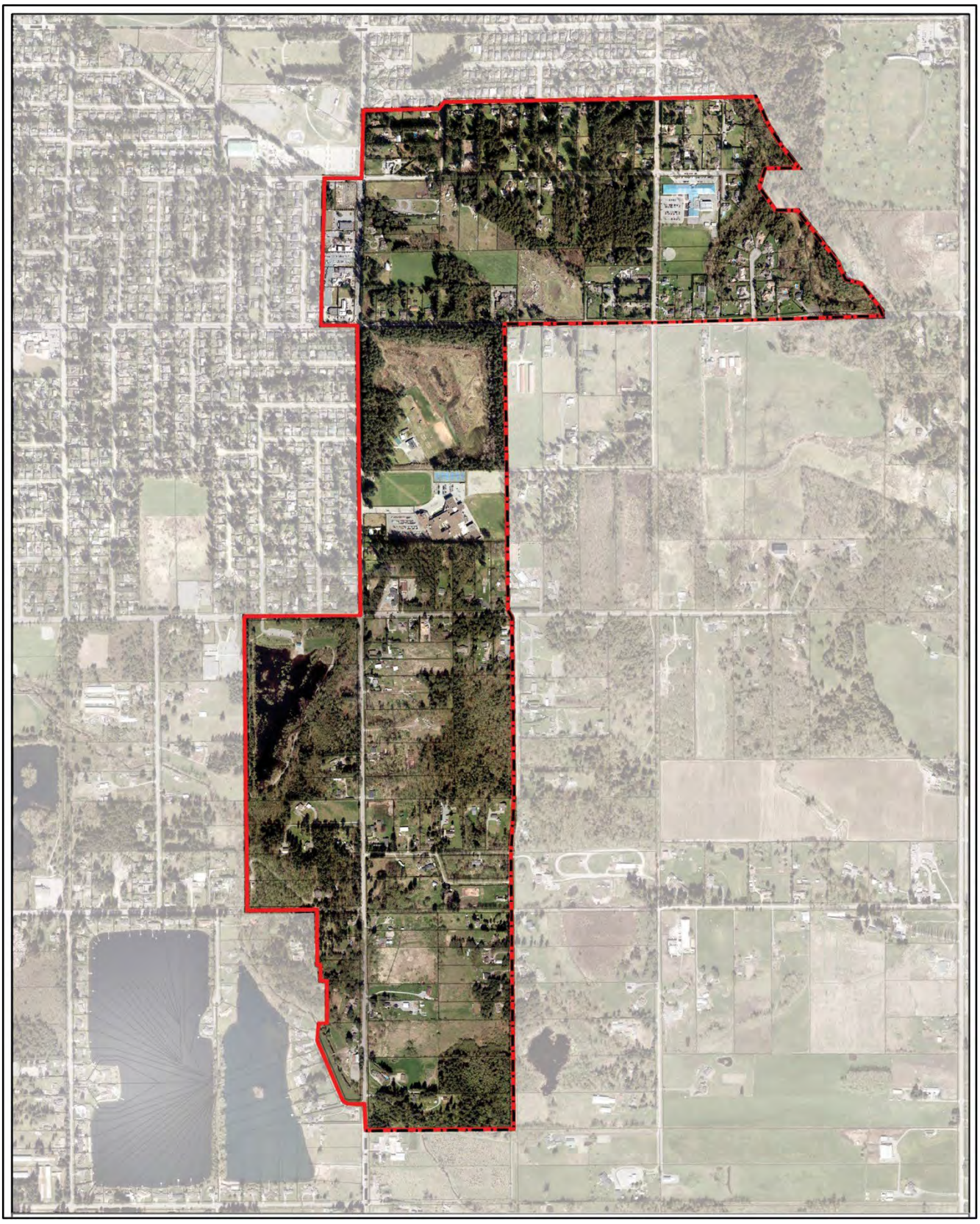


Figure 2. **Rinn Neighbourhood Plan Boundary**

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' or 'playbook' for guiding growth and change in the neighbourhood. As illustrated below (see **Figure 3**), the Plan was prepared through a comprehensive public engagement program. The RNP document sets out the Neighbourhood Character Goals and Policies that will shape growth and change in the Rinn area over the next 25 to 30 years and beyond. The RNP 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) + 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
- ✓ Completed Public + Publicly-Accessible Space Pattern Book and new Residential Zoning Schedules
- ✓ Conducted Phase #3 Public Engagement
- ✓ Bylaw consideration by Council

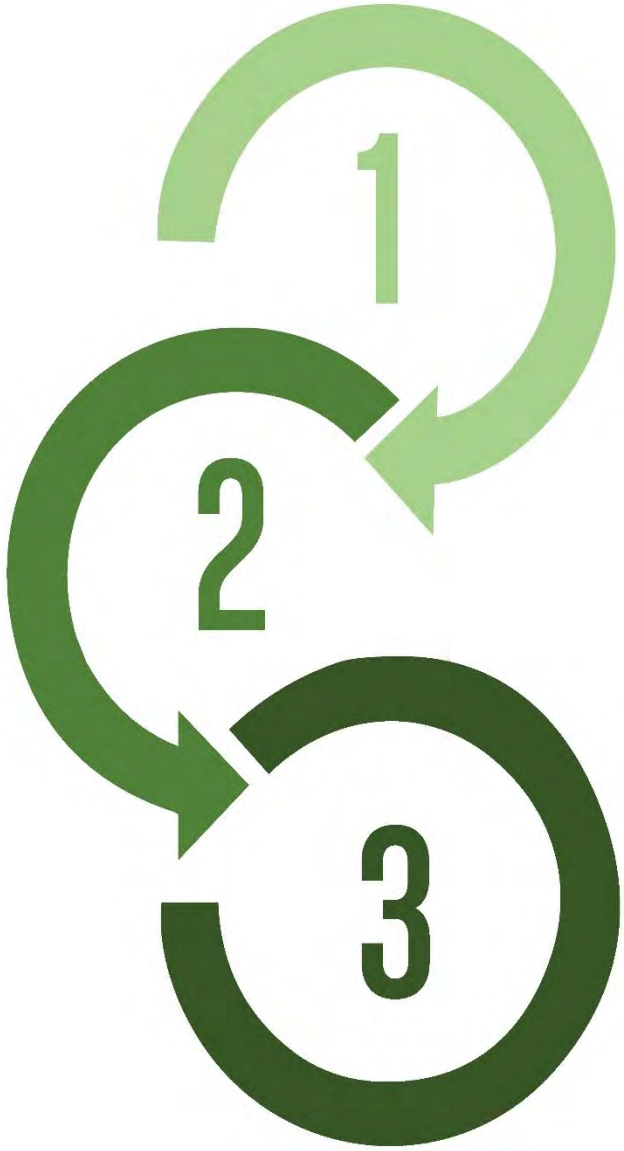


Figure 3. Rinn Neighbourhood Plan Process

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, socialable, 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 ***Brookswood-Fernridge Community Plan*** (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, 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 Rinn ~ a Great Neighbourhood

The Rinn 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 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 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 Rinn's small town, forested character.

The Rinn 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 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 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 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 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 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.

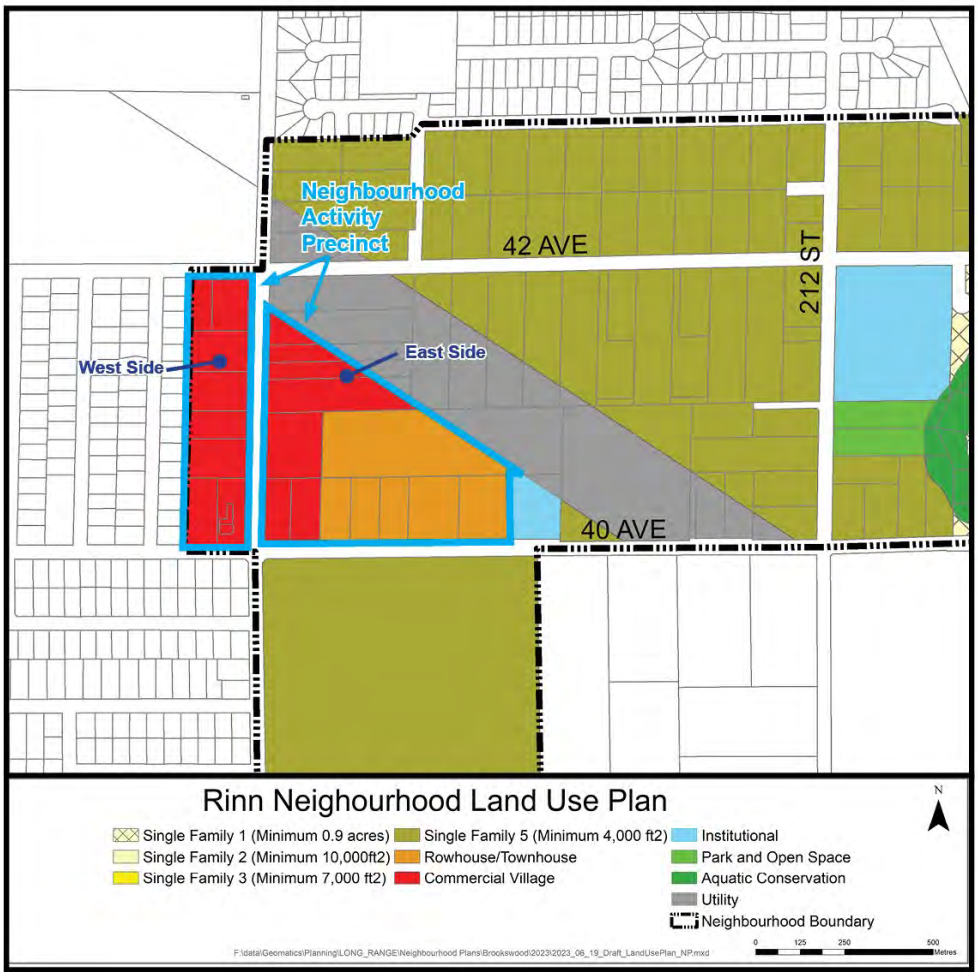


Figure 8. Neighbourhood Activity Precinct

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.

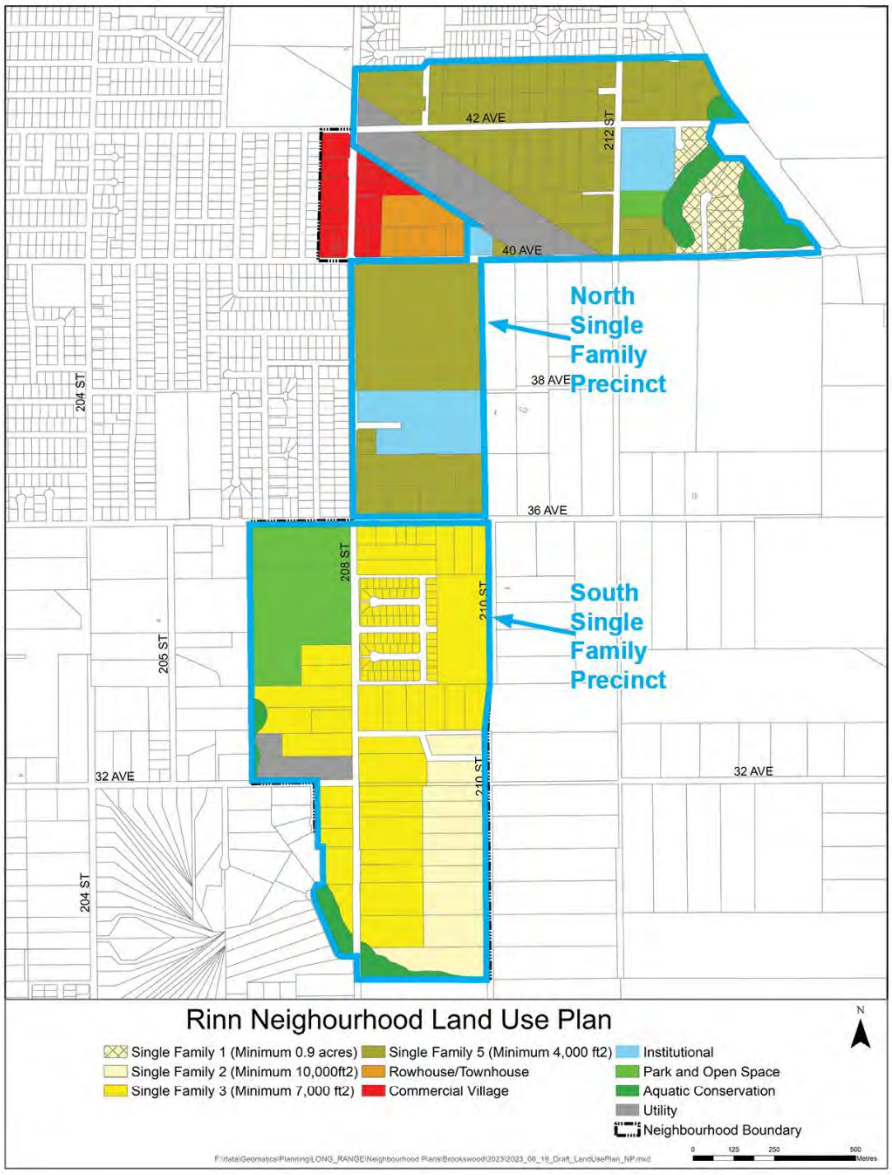


Figure 9. **Single Family Precincts**

3.2 Neighbourhood Activity Precinct Urban Form

Policies specific for the Neighbourhood Activity Precinct are as follows:

Policies:

1. Design pedestrian, block and street structure for both sides of 208 Street, between 40 and 42 Avenues, in the Neighbourhood Activity Precinct with high connectivity, that incorporates 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.

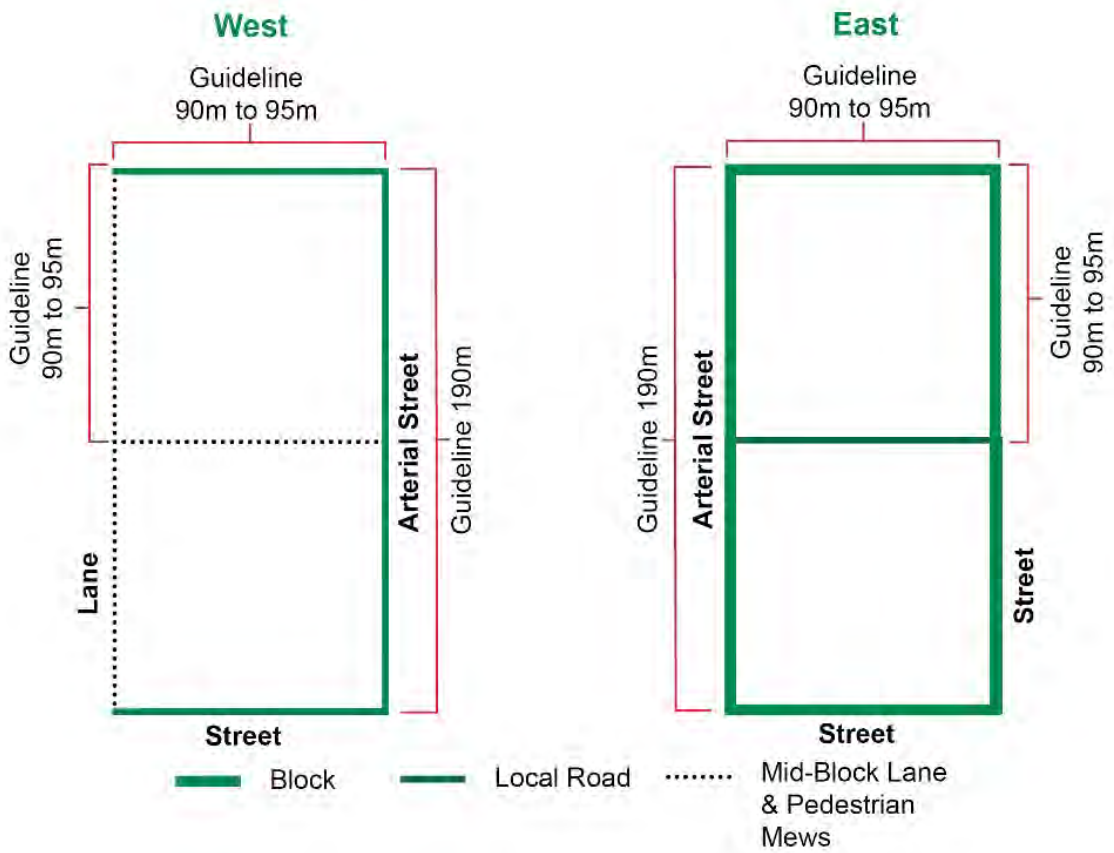


Figure 10. Block Pattern Guideline Diagram for Townhouse and Commercial Village Land Use Designations in the Neighbourhood Activity Precinct

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 on the west, and on 208 and 208B Streets on the east, 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, a minimum 3-metre-wide accessible hard-surface pathway, lighting a various elevations, and a variety of seating and seating spaces. 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.

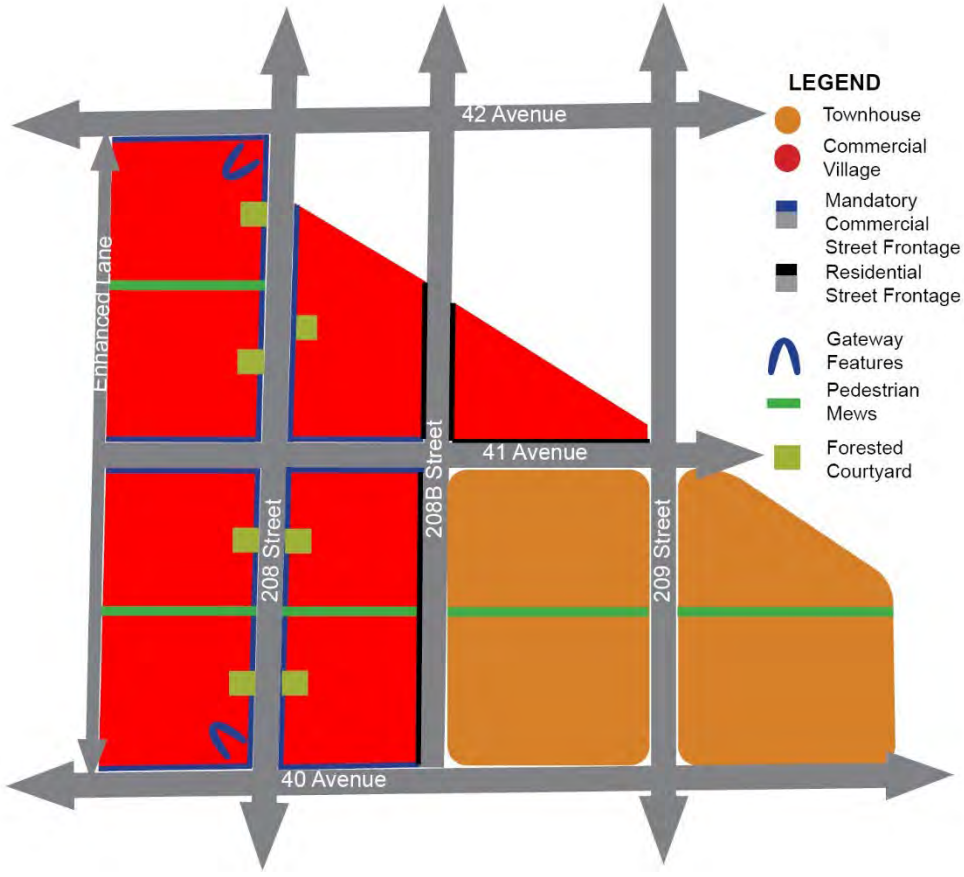


Figure 11. Neighbourhood Activity Precinct Street Frontage Type

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.

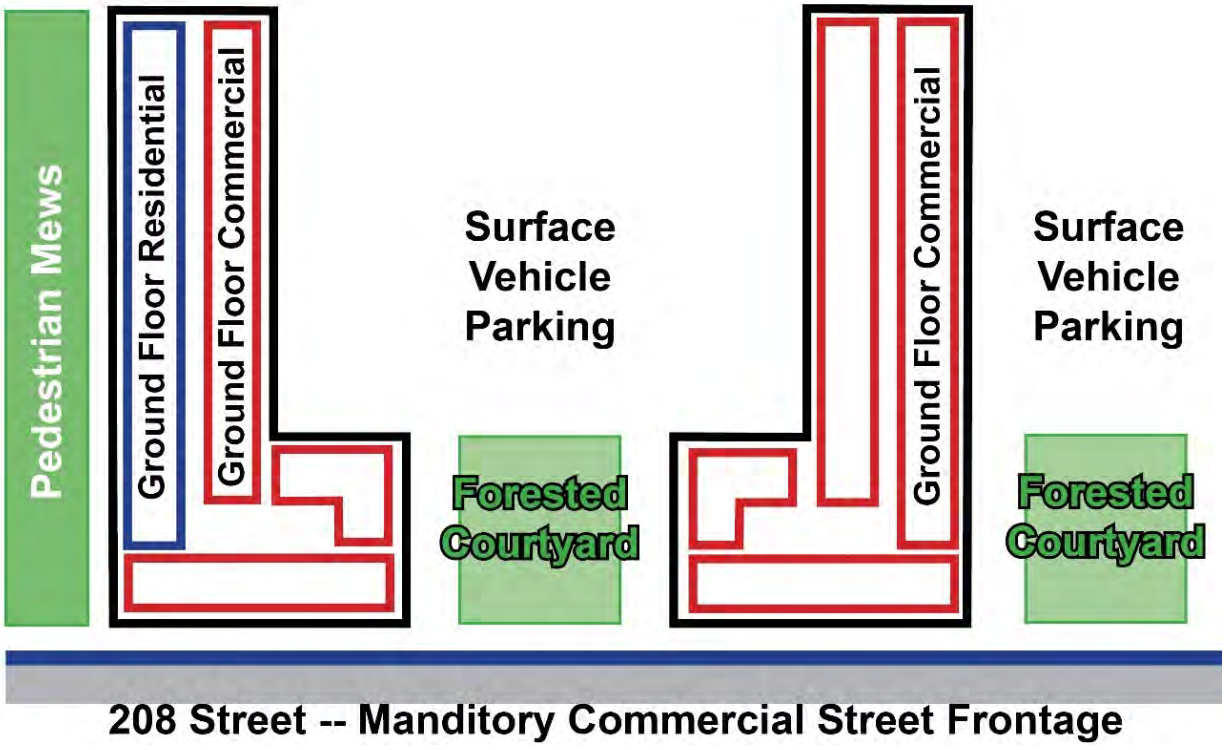


Figure 12. **Recommended Site Layout concept**

3.1.2 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 60metre intervals (i.e., this is intended to achieve a sub-block vehicular access grid that is up to 180 metres on any one side with 60 metre intervals, and roughly an 80 to 90 metre interval 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 Small Home Courtyard 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 **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.

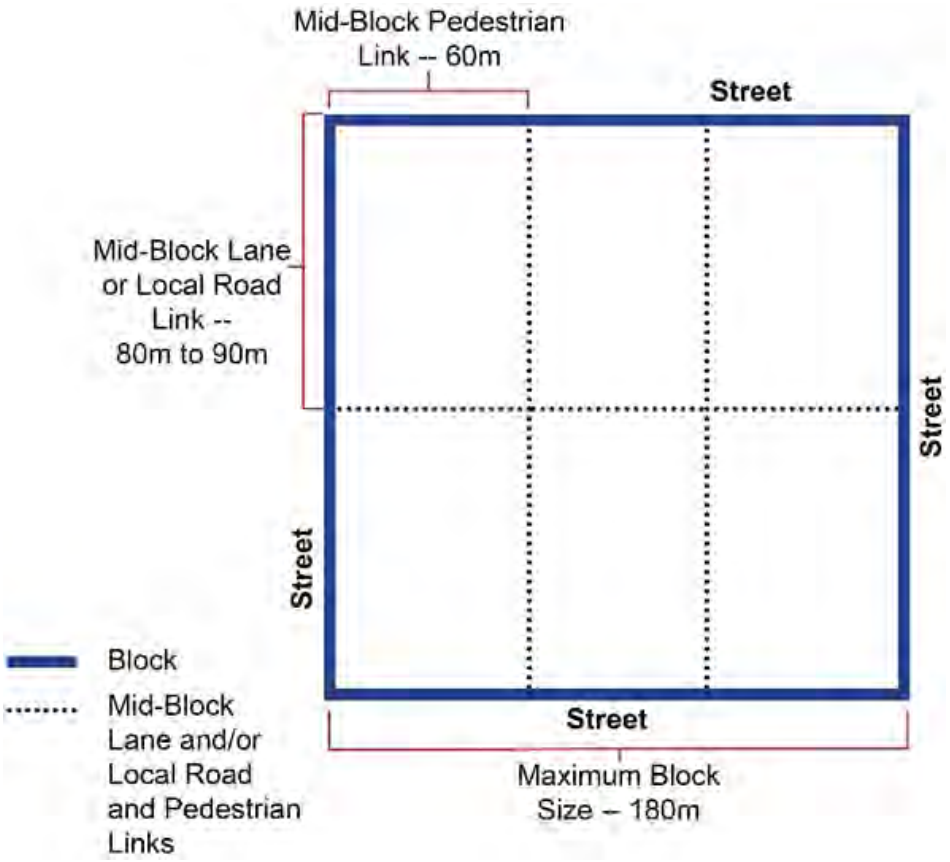


Figure 13. Block Pattern Guideline Diagram for Single Family Precincts

Intentionally Left Blank

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 2 (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-1D Single Family Residential – Minimum 650 m^2 Lot Size P-1 Civic Institutional P-2 Community Care facility
	Single Family 5 (SF5)	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-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-7 Aquatic Conservation
	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 Brookwood-Fernridge Community Plan (BFCP) to achieve quality, resilient design.

2. Calculate development density for lands designated as Single Family 1, Single Family 2, Single Family 3, Single Family 5, and rowhouse development on lands designated as Rowhouse Townhouse, based on minimum lot sizes. Calculate development density for lands designated as 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. 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. First accommodate, then incorporate, medium and large trees for a minimum of twenty percent (20%) 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. Encouragement the development of short-term and long-term Supportive housing, subsidized rental housing (see Township of Langley's Housing Action Plan).

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, Single Family 3, and Single Family 5 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 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 as part of a single family dwelling, OR a coach house, 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.

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 #3 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 (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.

6. 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. 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.

4.4 Single Family 2 (SF2)

The Single Family 2 (SF2) Land Use Designation is to provide low-density single family housing adjacent to the Agricultural Land Reserve to serve as a transition of scale and density between urban and rural areas. 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) in the vicinity of the Campbell Valley Regional Park, the Agricultural Land Reserve and the municipal boundary, in areas designated Single Family 2 (SF2) as delineated on **Map 1**. Incorporate and apply rear-loaded, street and lane, block and lot patterns for single family uses.

2. 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.

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 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 (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.

6. 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. 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.

4.5 Single Family 3 (SF3)

The Single Family 3 (SF3) Land Use Designation is to provide low-density single family housing between the 202 and 204 Streets to serve as a transition between the denser single family and multiple family along the 200 Street corridor and the low-density single family areas to the east. The SF3 Land Use designation accommodates single family dwellings with a minimum lot size of 650 m^2 (7,000 ft^2). Policies specific for the SF3 Land Use Designation are as follows:

Policies:

1. Accommodate single family dwellings on lots, with a minimum size of 650 m^2 (7,000 ft^2), in areas designated Single Family 3 (SF3) as delineated on **Map 1.** Incorporate and apply rear-loaded, street and lane, block and lot patterns for single family uses.

2. 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.

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 4.5, Policy #3 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 (minimum 6.0m), side yard lot line (minimum 2.0m), 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.

6. 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. 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.

4.6 Single Family 5 (SF5)

Single Family 5 (SF5) 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 SF5 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, small lot rowhouse, 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 SF5 Land Use Designation are as follows:

Policies:

All Housing Typologies

1. Provide a diversity of housing type including a (SF5 Type A) single family housing, as well as (SF5 Type B) two dwelling units, (SF5 Type C) three dwelling units and (SF5 Type D) four dwelling units on a fee-simple lot, (SF5 Type E) Small Home Courtyard, (SF5 Type F) Manufactured Home Park, and (SF5 Type G) small lot rowhouse 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 5 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 (SF5 Type B) or a Small Home Courtyard (SF5 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 SF5 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 SF5 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. 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.

Single Family Use (SF5 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 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 (SF5 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 (SF5 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 (SF5 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.

Small Lot Rowhouse Use (SF5 Typology G)

31. 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 325 m^2 for internal lots, 341 m^2 for building end lots and 357 m^2 for corner lots, as defined in the Township of Langley *Zoning Bylaw*. Incorporate optional Flex Space (e.g., home office, games room) as a permitted accessory residential use above the detached garage.

32. 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 publically visible part of the development site.

33. 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).

34. 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.

35. 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.

36. 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.

37. 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.

38. 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. 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.

39. 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.

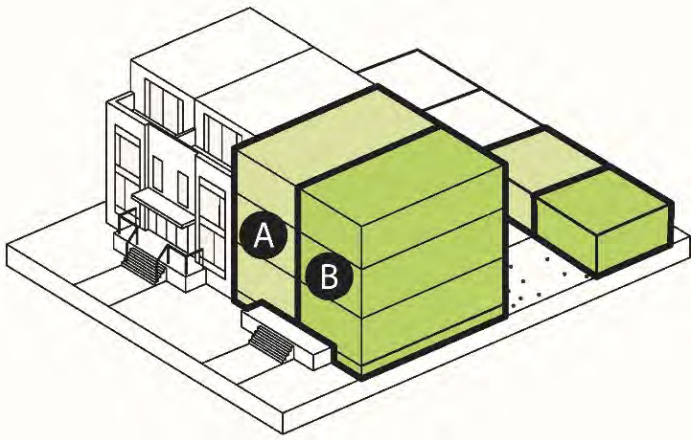
4.7 Rowhouse/Townhouse

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 publically 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:

    b. 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.

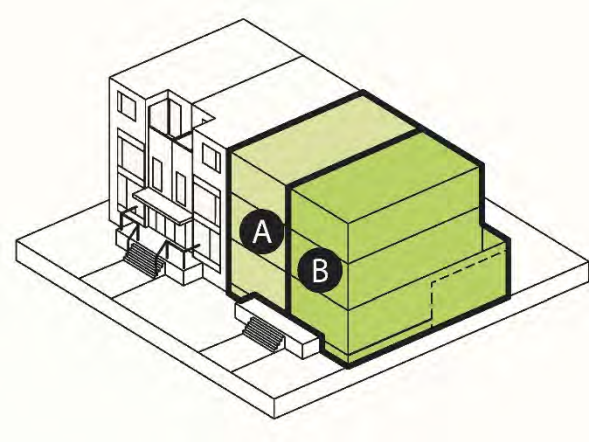
9. Demonstrate subtle design variations for rowhouse units and buildings along public frontages to strengthen unit identity and support a pedestrian scale. Façades fronting lanescapes, greenways, Mid-Block Pedestrian Links or public trails should be of similarly high quality as those fronting public streets.

Townhouse Development:

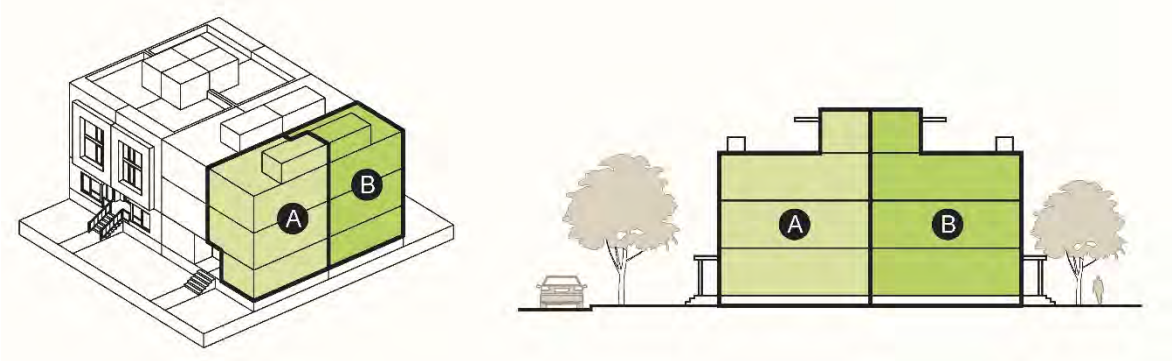
10. Provide for Conventional Townhouse (see policy #11 below) land uses where all buildings and structures together, including townhouses with a primary bedroom on the first storey, have a maximum gross floor area of 0.9 times the net developable lot area for all plan areas designated Rowhouse / Townhouse 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.



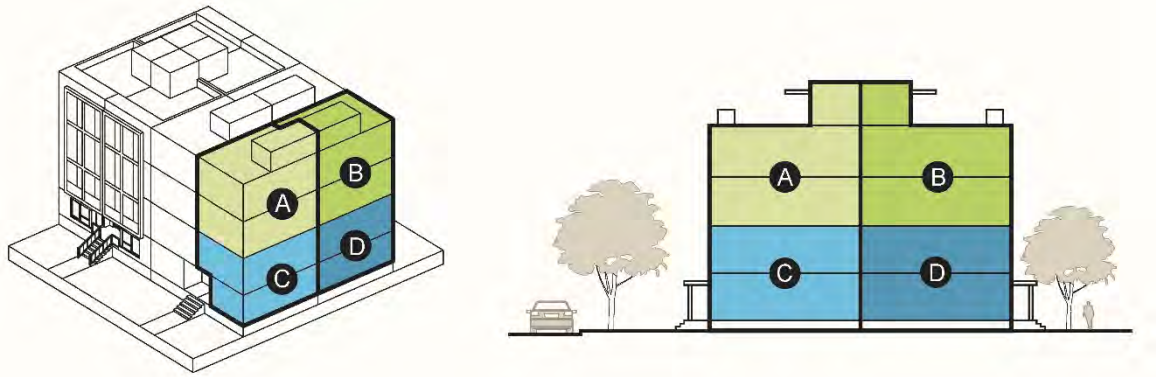
b. A **back-to-back courtyard townhouse** means a two to three storey residential building containing multiple dwelling units that is divided vertically, where each of the dwelling units is divided by and shares one common rear wall and one or two common side walls with neighbouring units. The back-to-back 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.



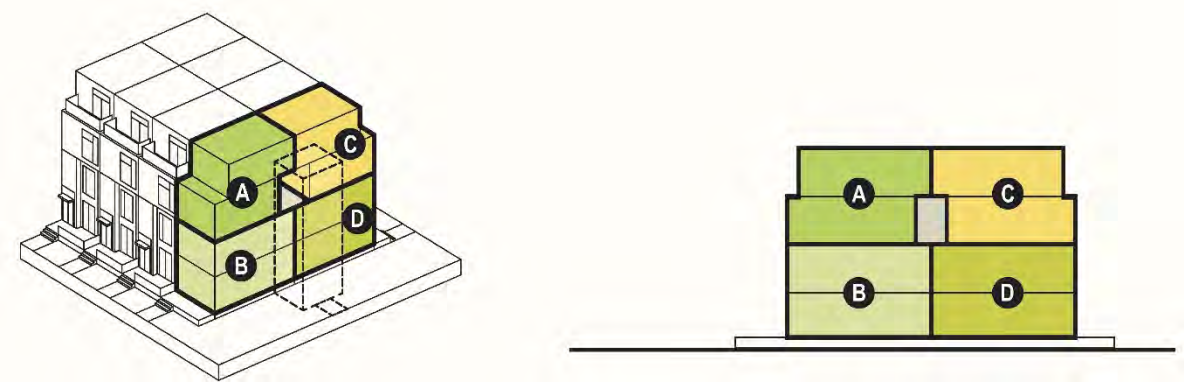
c. A **stacked courtyard townhouse** building means a three to four storey residential structure containing multiple dwelling units that are divided vertically and horizontally, and two, two-storey units are stacked vertically together – a two-level unit stacked on top of a two-level units. Each of the 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.

4.8 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 publically-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.

12. Allow for apartment residential uses only in the area outlined on **Map 1**. In other words, requirements for commercial uses at finished grade are optional.

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 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 2,125 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 two (2) new elementary schools will be needed in Rinn to accommodate the number of students in this neighbourhood. A secondary 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 two (2) 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*.

4.10 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 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.

4.11 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 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.

4. Amend the Township of Langley Zoning Bylaw to include a new Institutional Zone for aquatic conservation areas.

Intentionally Left Blank

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 is 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:

Policies:

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 ‘Neighbourwoods’ 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 multi-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.

Intentionally left blank

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 four 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 8.2, 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 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 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 Brookswood-Fernridge 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 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 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 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 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 Brookswood-Fernridge 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. Realign the centre line of 208 Street toward the west when adjacent to lands designated Agricultural Land Reserve so that the full, required cross-section of this arterial road can be realized on the urban side without disturbing the rural/agricultural side of the alignment.

6. 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.

7. 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.

8. 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**).

Intentionally left blank

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 Brookswood-Fernridge 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 Brookswood-Fernridge 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.

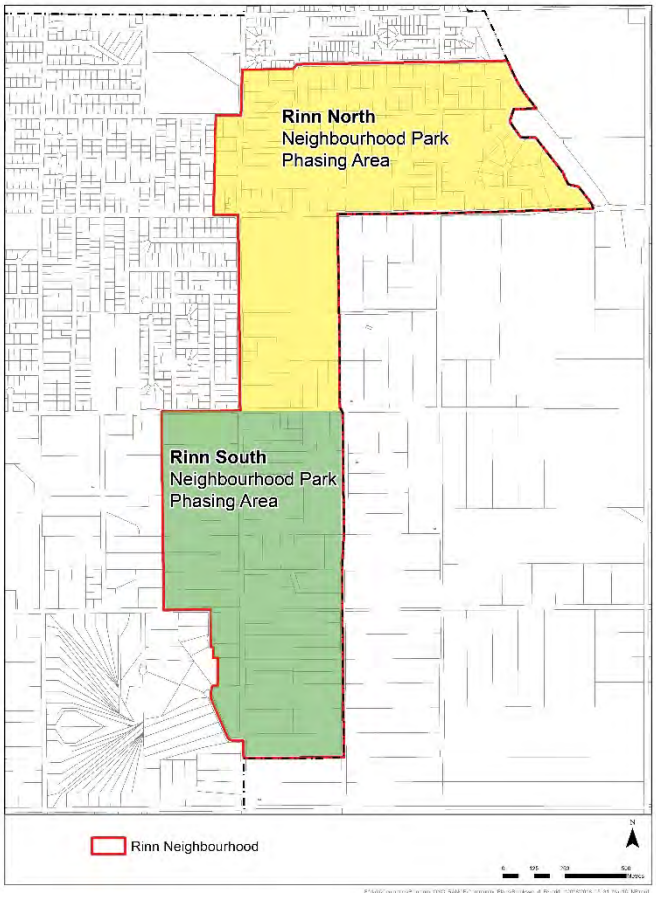


Figure 16. Neighbourhood Park Phasing Areas

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.

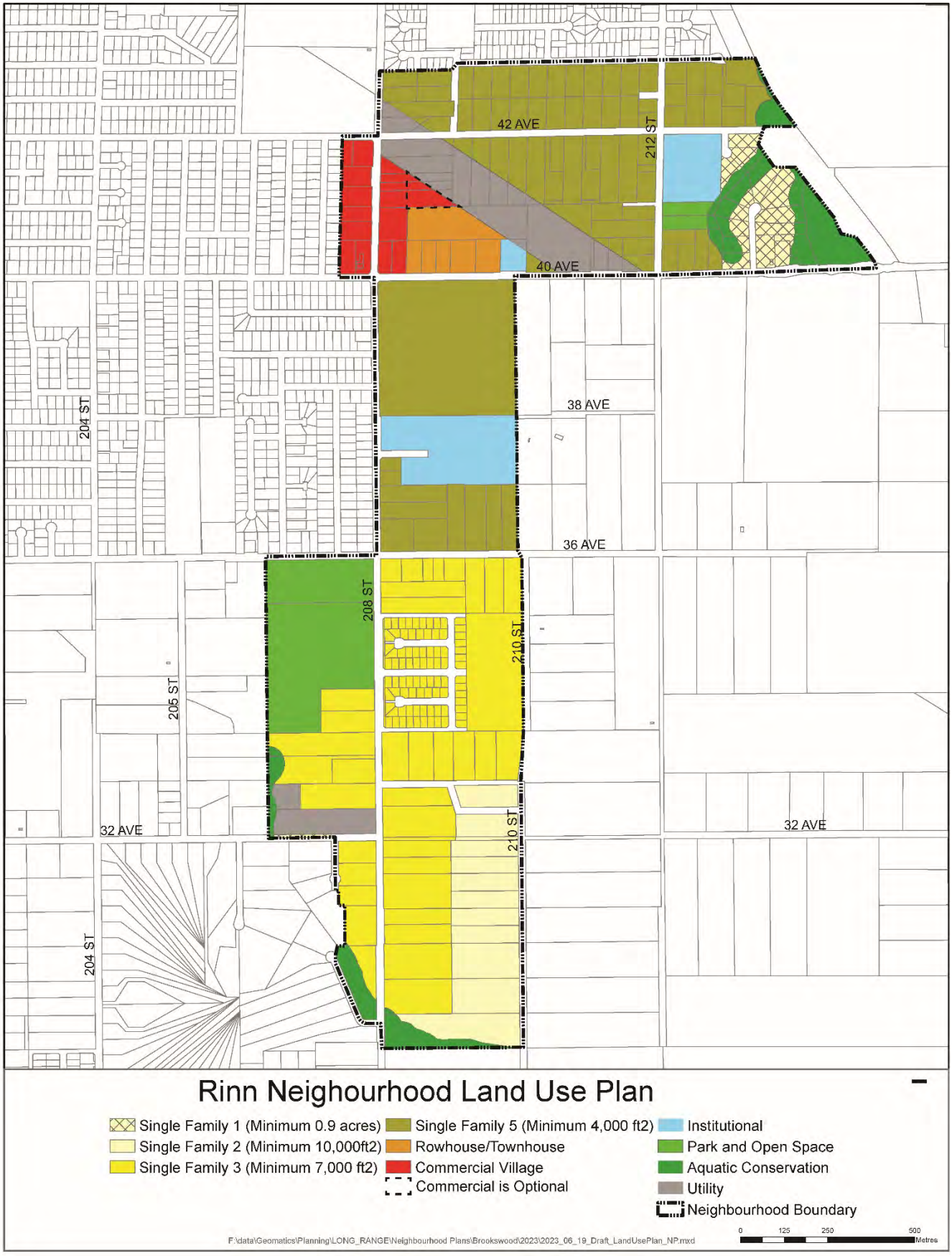
12. Register a restrictive covenant on title preventing developments from constructing or placing any barriers to public access where provided – physical or psychological (i.e. fences, gates, signage. etc.).

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.

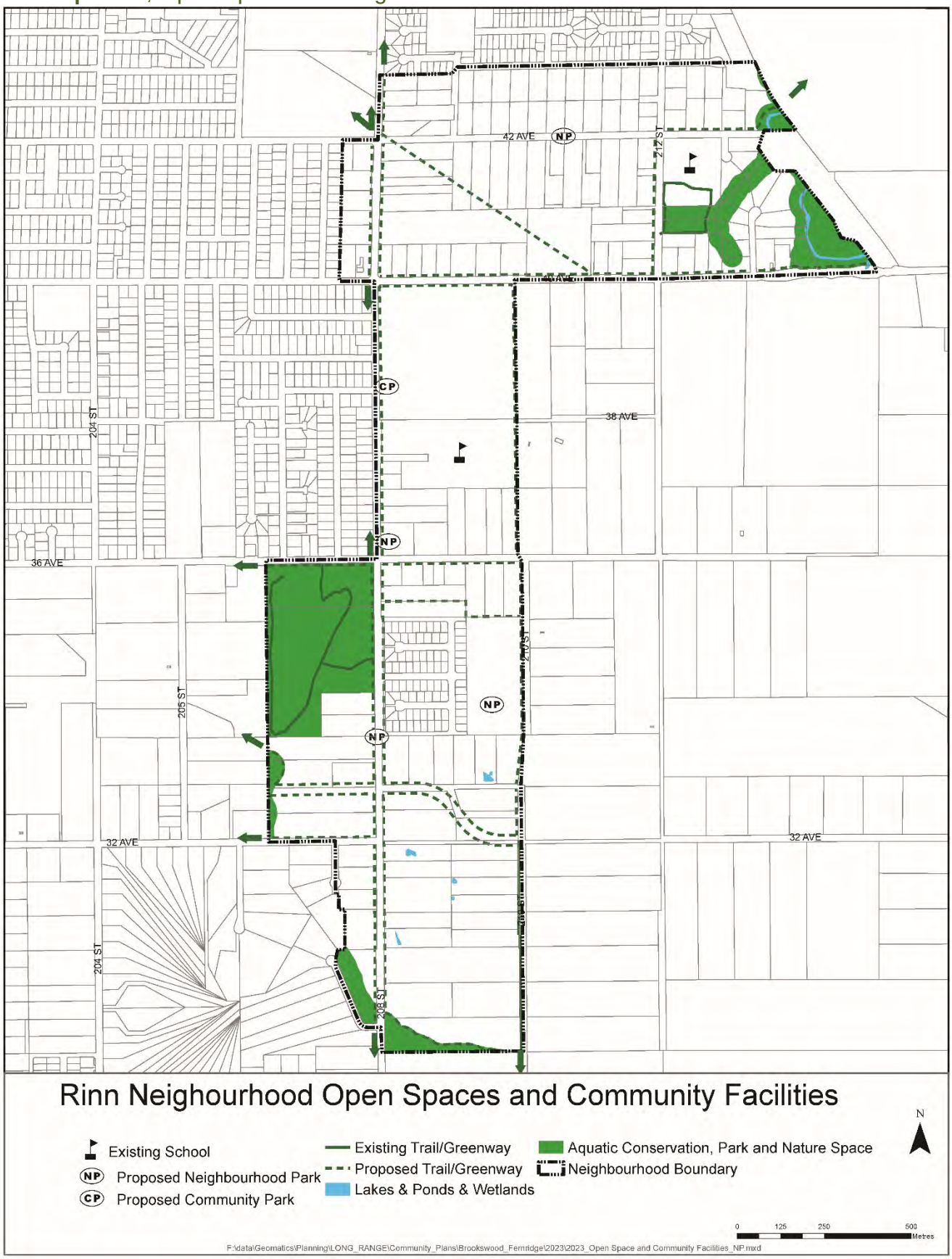
14. Payment of rezoning, development permit and neighbourhood planning fees, community amenity contribution fees, arterial road completion amenity fees, the five (5%) percent neighbourhood parkland amenity fees, and the Brookswood-Fernridge Greenway Amenity Policy as amended from time to time.

MAPS

MAP 1 | Land Use Plan



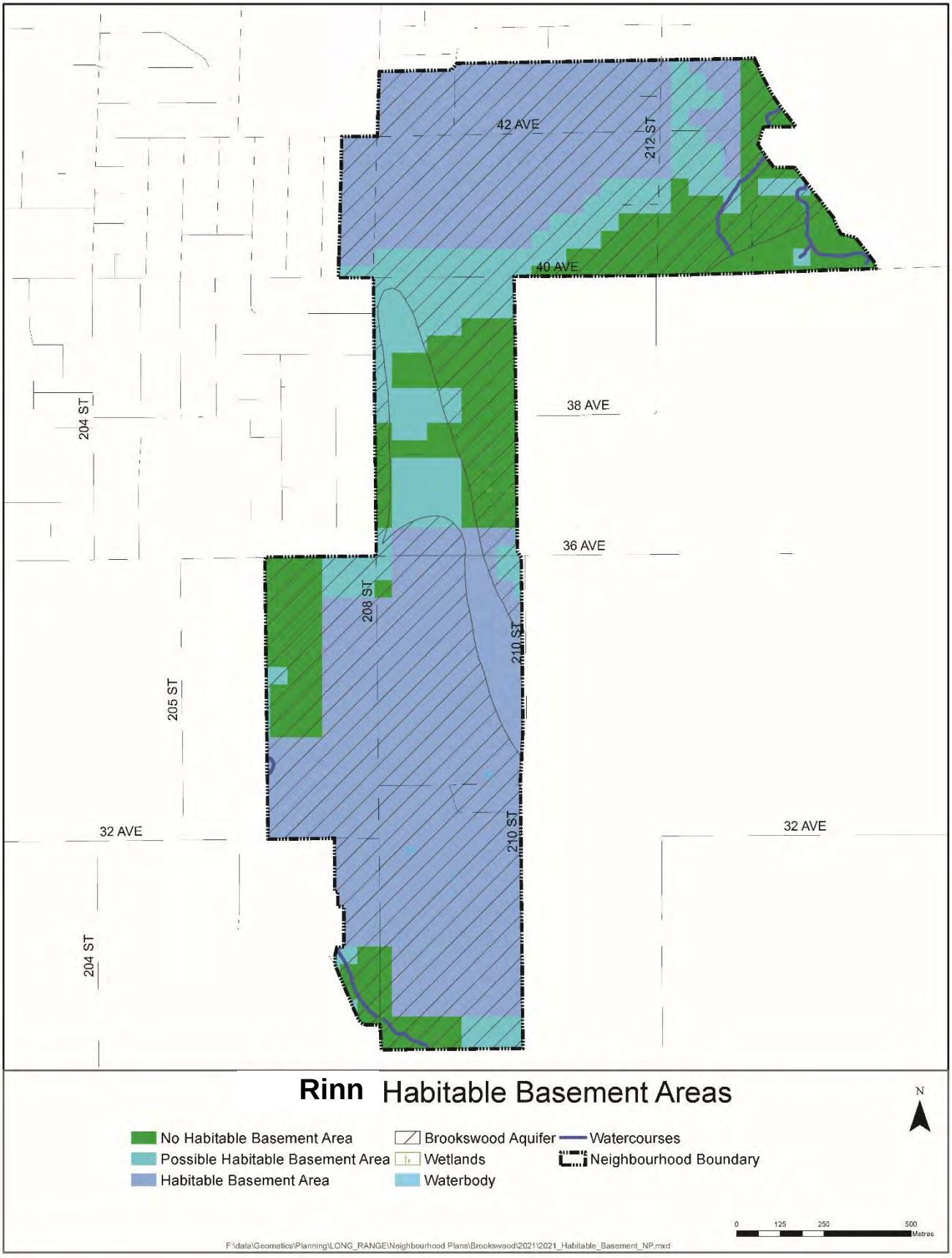
MAP 2 | Parks, Open Space and Neighbourhood Facilities



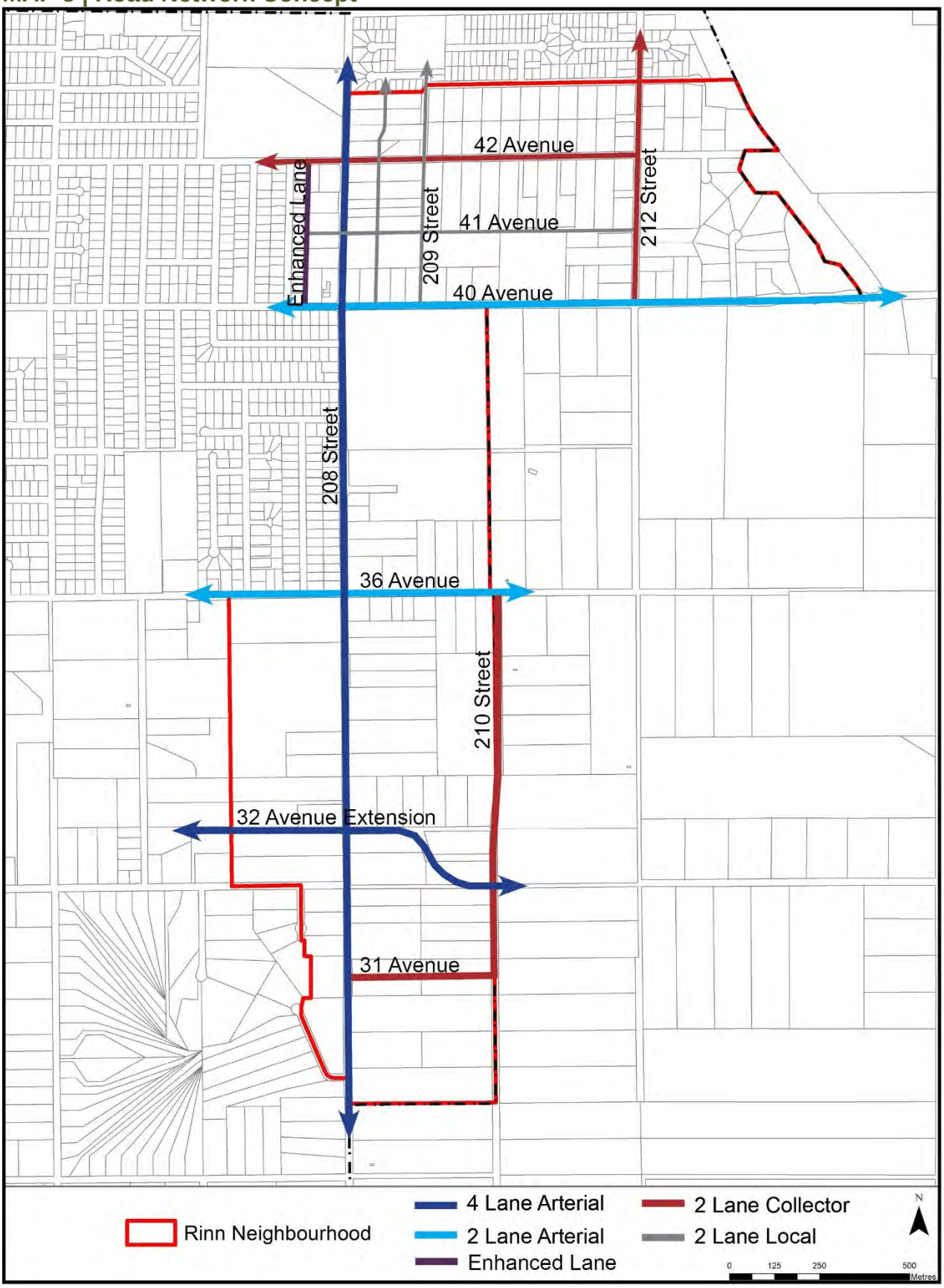
MAP 3 | Environment



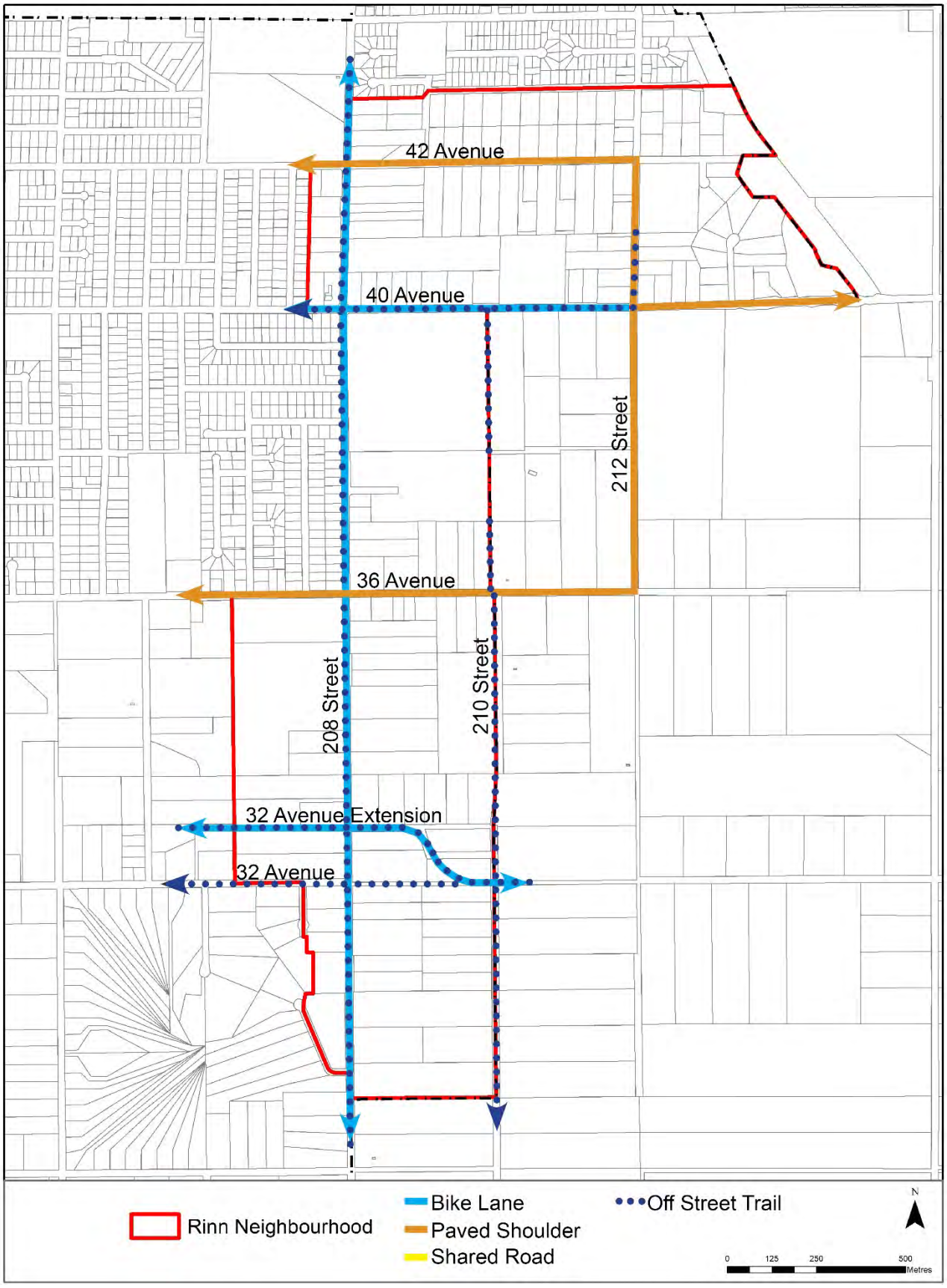
MAP 4 | Habitable Basement Overlay



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.



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 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. 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 2023 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 60,200" and the bullet points "Rinn – 5,200, Booth – 11,700, Fernridge – 9,000, Glenwood – 3,500, with the following:

- Rinn – 12,500
- Booth – 18,100
- Fernridge – 15,200
- Glenwood – 4,040;

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:

"The Single-Family 3 (SF3) Land Use Designation accommodates single family dwellings with a minimum lot size of 650 m^2 (7,000 ft^2)

Policies:

1. Accommodate single family dwellings on a minimum lot size of 650 m^2 (7,000 ft^2) within areas designated Single Family 3.
2. 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)
3. Incorporate and apply a rear-loaded, street and lane, block and lot pattern.";

o) Adding a two new Subsections, 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. 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)
3. Incorporate and apply a rear-loaded, street and lane, block and lot pattern.";

"Section 4.6 Single Family 5 (SF5)

"Single-Family 5 (SF5) 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)
    - ✓ Small lot 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 325 m^2 for internal lots, 341 m^2 for building end lots and 357 m^2 for corner

lots, as defined in the Township of Langley *Zoning Bylaw*. Incorporate optional Flex Space (e.g., home office, games room) as a permitted accessory residential use above the detached garage

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 SF5 Land Use Designation.
6. Incorporate and apply a rear-loaded, street and lane, block and lot pattern.";

p) Relabeling "Subsection 4.5 Rowhouse/Townhouse" as Subsection "4.7 Rowhouse / Townhouse and relabeling all subsequent subsections through to "4.15 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.
5. Consider accommodating townhouse mixed use where appropriate.";

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."

aa) Deleting the map following the title ‘Map 1 – Integrated Community Concept’ and replacing it with the map on Schedule ‘A’ to this Bylaw;

bb) Deleting the map following the title ‘Map 2 – Land Use Plan’ and replacing it with the map on Schedule ‘B’ to this Bylaw;

cc) Deleting the map following the title ‘Map 3 – Open Space and Community Facilities’ and replacing it with the map on Schedule ‘C’ to this Bylaw;

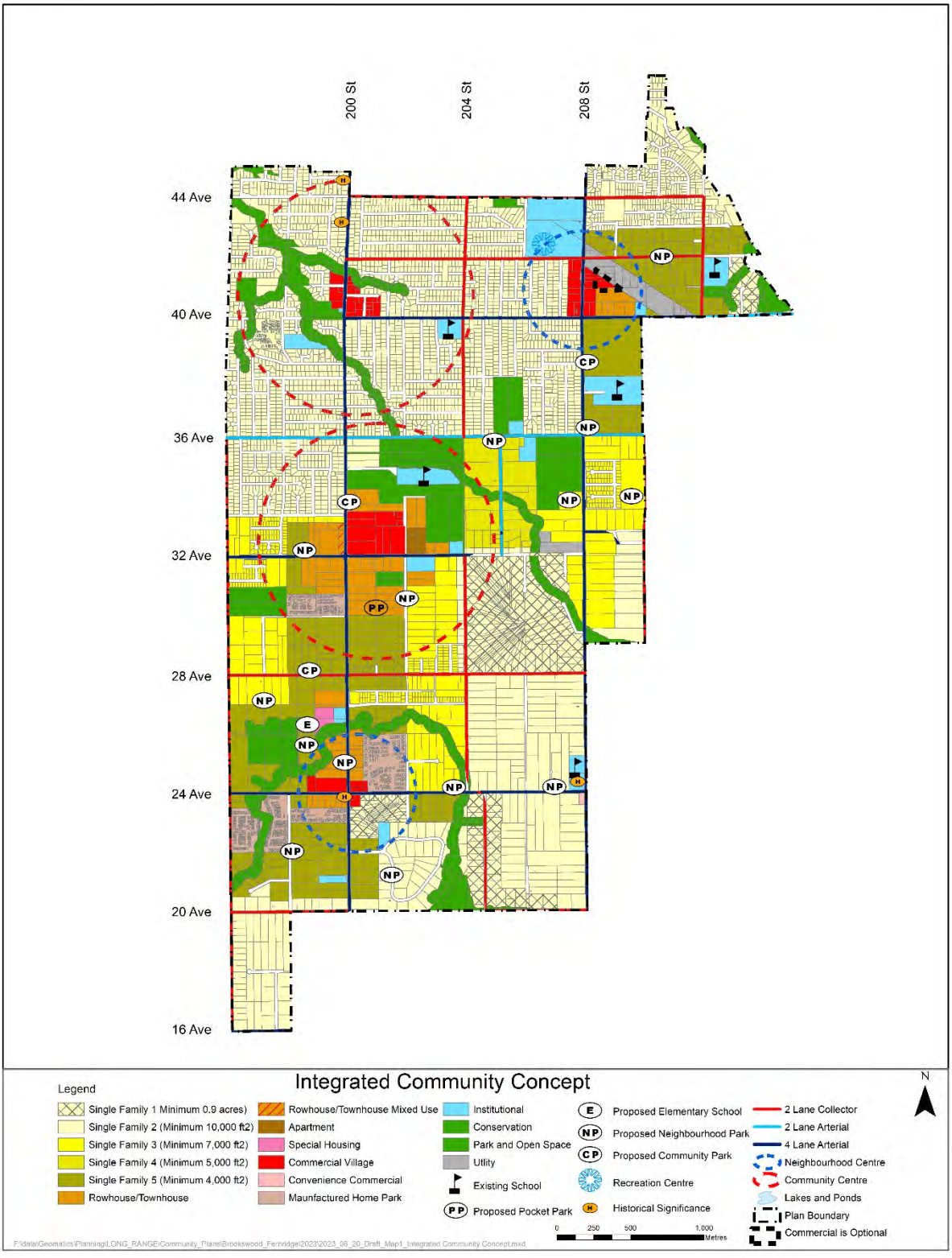
dd) Deleting the map following the title ‘Map 4 – Environment’ and replacing it with the map on Schedule ‘D’ to this Bylaw; and

ee) Deleting the map following the title ‘Map 11 – Development Permit Areas’ and replacing it with the map on Schedule ‘E’ to this Bylaw.

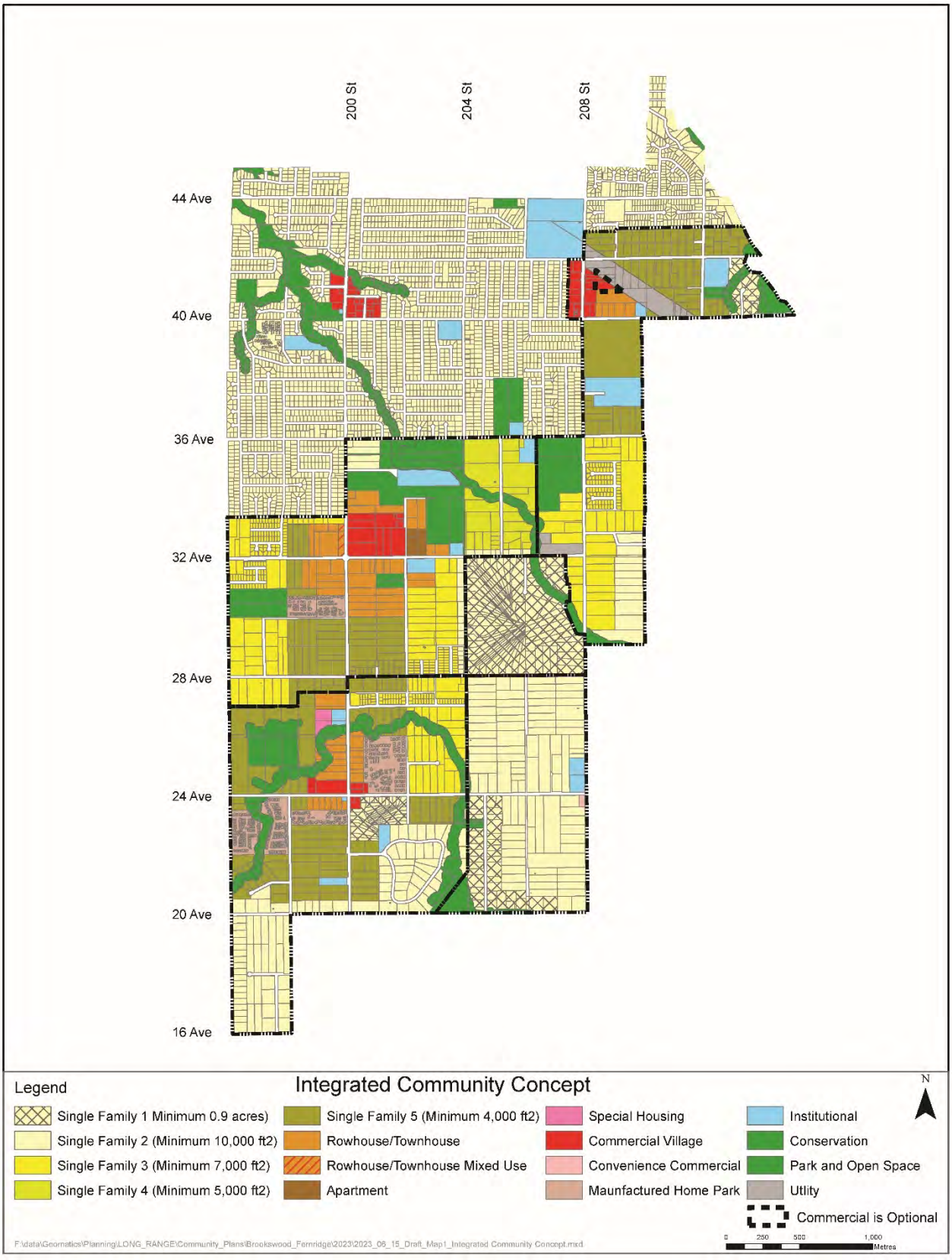
READ A FIRST TIME the	8	day of	May	, 2023
READ A SECOND TIME the	8	day of	May	, 2023
PUBLIC HEARING HELD the	29	day of	May	, 2023
READ A THIRD TIME the		day of		, 2023
RECONSIDERED AND ADOPTED the		day of		, 2023

_____ Mayor _____ Township Clerk

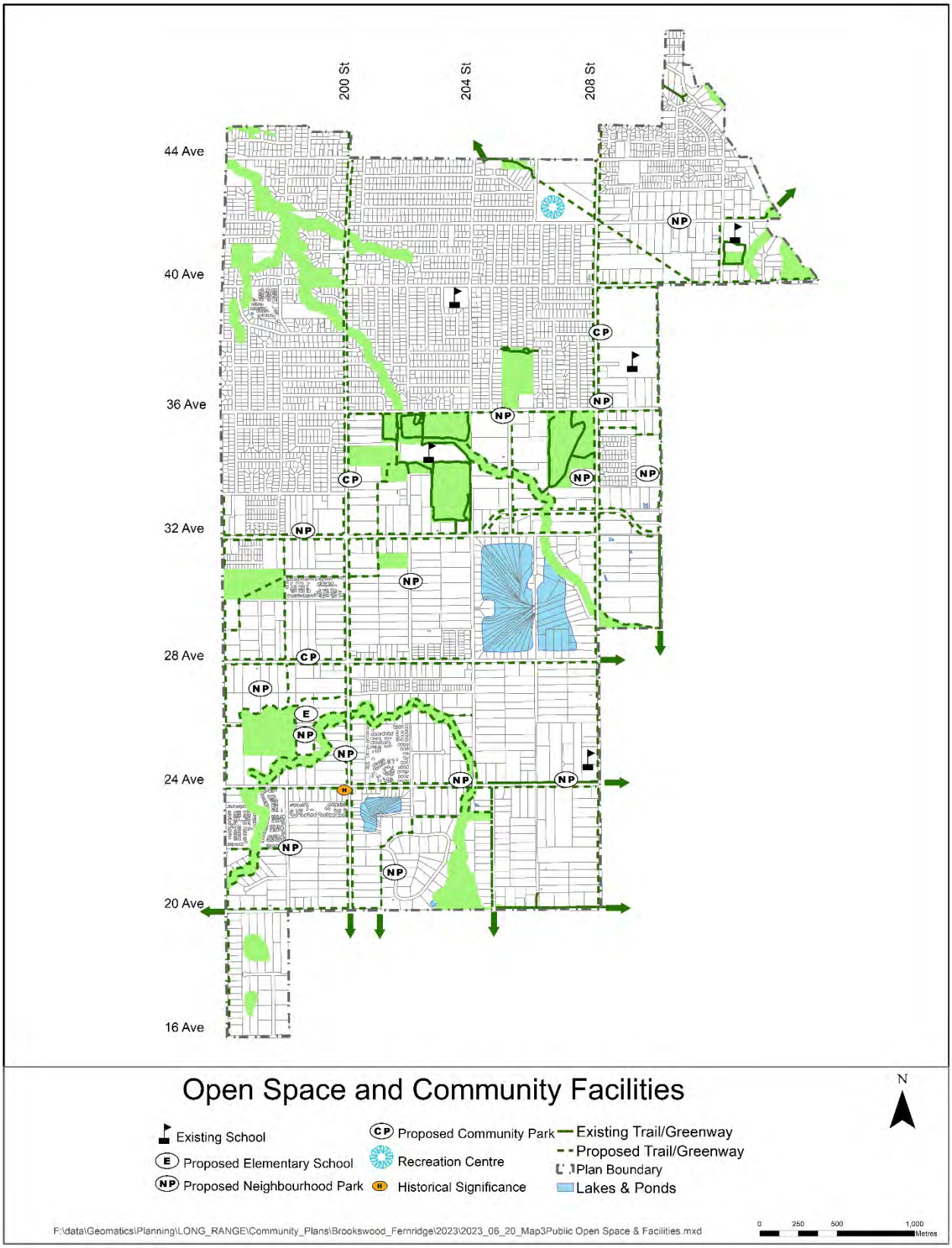
SCHEDULE “A”
BYLAW NO. 5798



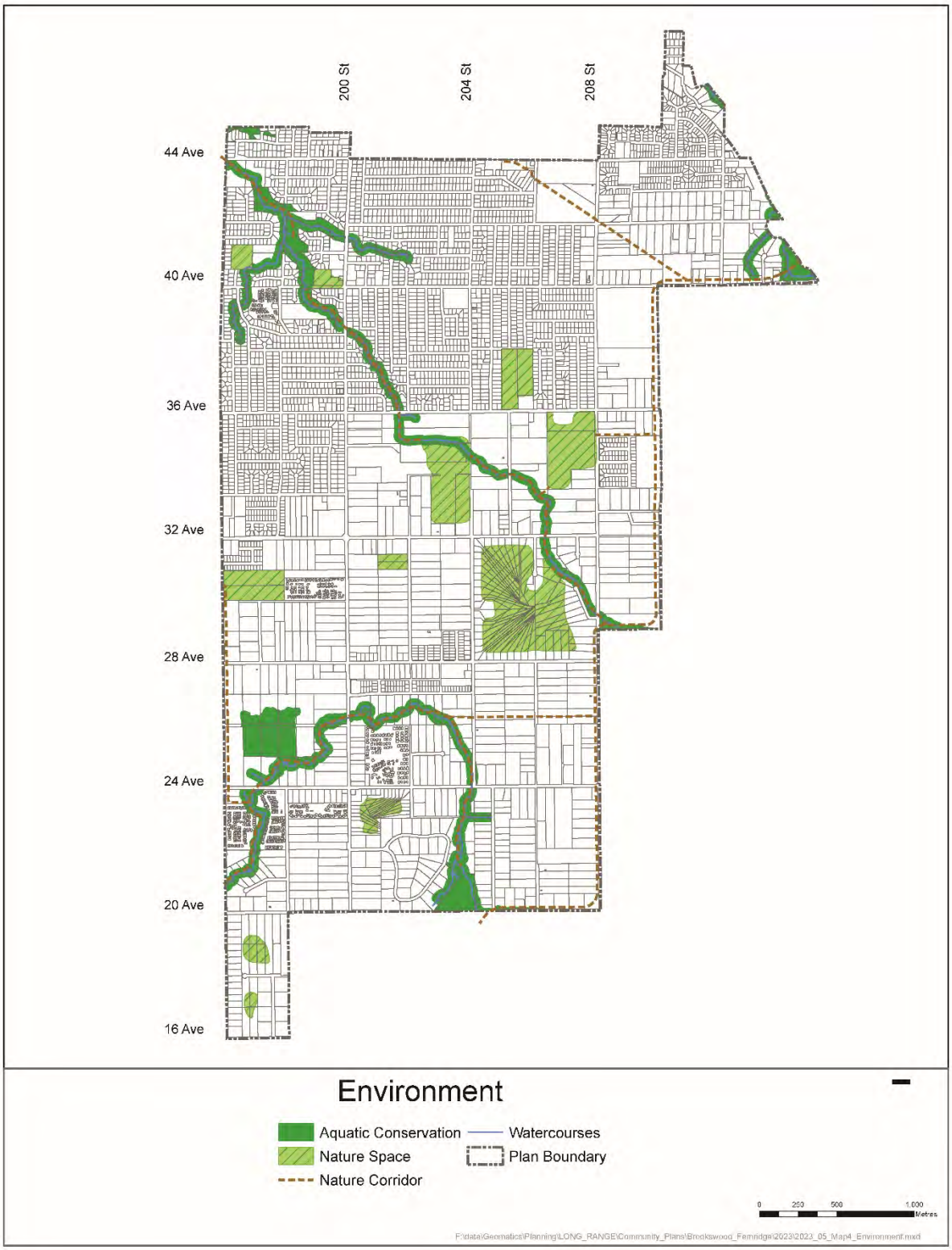
SCHEDULE 'B'
BYLAW NO. 5798



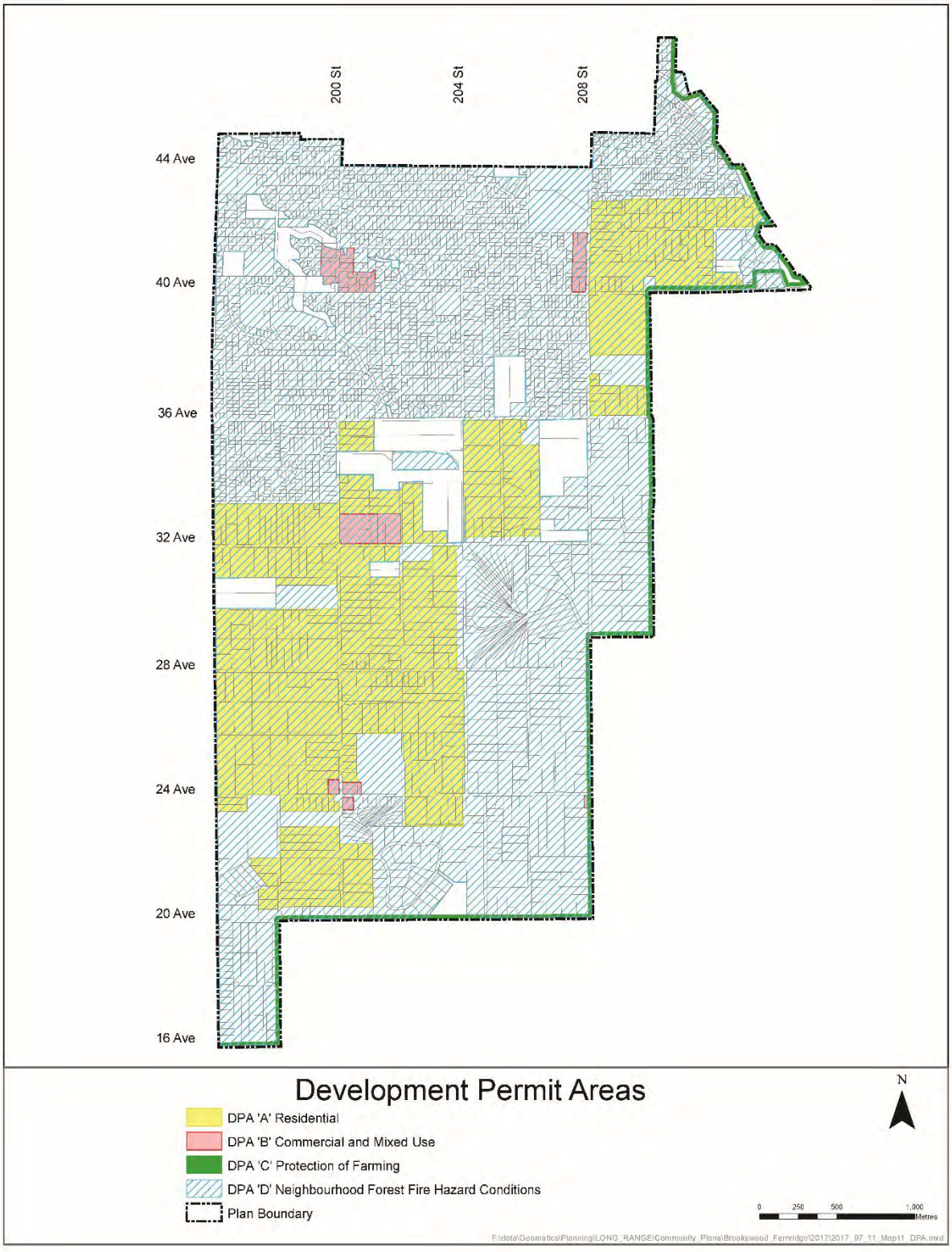
SCHEDULE 'C'
BYLAW NO. 5798



SCHEDULE 'D'
BYLAW NO. 5798



SCHEDULE 'E'
BYLAW NO. 5798



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

FEES AND CHARGES BYLAW 2007 NO. 4616 AMENDMENT

BYLAW NO. 5908

EXPLANATORY NOTE

Bylaw No. 5908 provides a Neighbourhood Planning Administration Fee for Booth, Fernridge and Rinn.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

FEES AND CHARGES BYLAW 2007 NO. 4616 AMENDMENT

BYLAW NO. 5908

WHEREAS it is deemed necessary and desirable to amend Fees and Charges Bylaw 2007 No. 4616, 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 "Fees and Charges Bylaw 2007 No. 4616 Amendment Bylaw No. 5908".

2. Fees and Charges Bylaw 2007 No. 4616, as amended, is further amended by adding replacing a row titled "Booth, Fernridge and Rinn (in Brookswood-Fernridge)" under "Neighbourhood Planning Administration Fees" in Schedule 14 – Development Application, as follows:

DEVELOPMENT APPLICATION Fee Type	**Description**	**Fees and Charges without tax**
	Booth, Fernridge and Rinn (in Brookswood-Fernridge) Fee per gross acre being rezoned.	$1,991.69

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