REGULAR MEETING OF TOWNSHIP COUNCIL AGENDA

Monday, December 18, 2023 at 1:30pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – December 18, 2023

That Council adopt the agenda and receive all agenda items of the Regular Council meeting held December 18, 2023.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – December 4, 2023

That Council adopt the Minutes of the Regular Council meeting held December 4, 2023.

2. Public Hearing Meeting – December 4, 2023

That Council adopt the Minutes of the Public Hearing meeting held December 4, 2023.

C. DELEGATIONS

1. Tod McGovern
File 0550-07

Request by Tod McGovern, to appear before Council to discuss Soil Deposit Application SO002579 for property located at 23433 – 44 Avenue.

Clerk's Note: Please see Item E.4.

C. DELEGATIONS

2. D. Gurney Family Holdings Ltd. and John Koropatnishky
File 0550-07

Request by Deane Gurney, D. Gurney Family Holdings Ltd., and John Koropatnishky, to appear before Council to discuss Soil Deposit Application SO002579 for property located at 23433 – 44 Avenue.

Clerk's Note: Please see Item E.4.

3. Satnam Singh Mashiana
File 0550-07

Request by Satnam Singh Mashiana, to appear before Council to discuss excessive fees for tree removal for development of property at 23816 Old Yale Road.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

1. Liquor Licence Application No. 000065 (Cave Cure and Therapies / 103, 20121 Willowbrook Drive) Report 23-263
File CD 08-11-0075

That Council consider the endorsement request for a Liquor Primary Licence for Cave Cure and Therapies at 103, 20121 Willowbrook Drive.

That Council adopt the following resolution, should it decide to endorse Cave Cure and Therapies request:

"That Council has considered and ENDORSED the request by Cave Cure and Therapies for a new liquor primary licence consisting of a 43 person interior service area and a five person patio characterized as having liquor service from 8:00AM to 12:00AM seven days a week.

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

E. REPORTS TO COUNCIL

In ENDORSING this request, Council has considered the views of area residents expressed to Council through written submission opportunity prior to the December 18, 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."

2. Mobile Integrated Crisis Response Teams
Report 23-266
File BLSI LSP00009

That Council direct staff to send a letter to the Minister of Public Safety and Solicitor General requesting that the Township of Langley be included in the list of municipalities receiving Mobile Integrated Crisis Response Teams.

3. Telecommunication Tower Master Plan
Council Policy Update
Report 23-272
File CD LSP00024

That Council approve the updated Council Policy 07-331, re-named Telecommunication Tower, presented as Attachment A to this report.

4. Soil Deposit Application for 23433 – 44 Avenue
Report 23-262
File ENG SO002579

That Council direct staff to process the soil deposition application for property located at 23433 – 44 Avenue.

5. Capital Request: Hudson Bay Street S-Curve Safety Improvements
Report 23-269
File ENG 5400-19-002

That Council authorize pre-approval of $50,000 from the 2024 Capital Project Reserve for the implementation of Option 1 at the S-curve on Hudson Bay Street.

That Council endorse forgoing a Public Open House and direct staff to proceed directly to construction as this is a public safety improvement.

E. REPORTS TO COUNCIL

That Council direct staff to undertake post construction traffic volume and speed surveys and report back to Council with the results.

6. 207A Street Improvement Options
Report 23-271
File ENG 5330-23-161

That Council consider the "207A Street Improvement Options" report.

7. Old Yale Road Improvements – Public Feedback Results
Report 23-264
File ENG 5330-23-078

That Council endorse the Reconstruction Option based on the public feedback received with the addition of traffic calming as the preferred option.

That Council authorize $330,369 funded from Non-Refundable Deposits collected for this project to commence the engineering assessments and detailed design.

8. Willoughby Development Phasing Policy
Report 23-265
File BLSI LRP00012

That Council adopt the Willoughby Development Phasing Policy in the form presented as Attachment A to this report.

9. Draft 2024 - 2028 Financial Plan
Report 23-267
File FIN 1700-80

That Council consider the report on the Draft 2024 - 2028 Financial Plan and direct staff to undertake further public consultation.

F. BYLAWS FOR FIRST AND SECOND READING

1. Smith Neighbourhood Plan Update
Bylaw No. 5973
Report 23-273
File BLSI LRP00010

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Smith Neighbourhood Plan) Bylaw No. 5973.

F. BYLAWS FOR FIRST AND SECOND READING

That Council consider the Smith Neighbourhood Plan Bylaw No. 5973 as consistent with the Township of Langley Financial Plan.

That Council consider and confirm that the Smith Neighbourhood Plan Bylaw No. 5973 as consistent with the Metro Vancouver Integrated Liquid Wastewater Resource Management Plan and Integrated Solid Waste and Resource Management Plan.

That Council direct staff to schedule a Public Open House and the required Public Hearing for Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Smith Neighbourhood Plan) Bylaw No. 5973.

That Council consider and confirm the consultation process during preparation of the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Smith Neighbourhood Plan) Bylaw No. 5973.

That Council acknowledge the First Nations may refer the Smith Neighbourhood Plan Bylaw No. 5973 via the People of the River Referrals Office to other Sto:lo Nations including the Katzie, Kwantlen, Matsqui and Semiahmoo Nations provided that the final date for receipt of submissions to the Township of Langley Council is 4:30pm on the date of the advertised Public Hearing for the subject bylaw.

That Council refer the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Smith Neighbourhood Plan) Bylaw No. 5973 as outlined in this report for comment.

Explanation – Bylaw No. 5973

Bylaw No. 5973 amends the Willoughby Community Plan by repealing and replacing the Smith Neighbourhood Plan and related and consequential amendments to land use of the Willoughby Community Plan.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Langley 2024 – 2028 Five-Year Financial Plan Bylaw and Development Cost Charge Reserve Fund Expenditure Bylaw
Bylaw No. 5976
Bylaw No. 5977
Report 23-268
File FIN 1700-80

That Council give first, second, and third reading to the Langley 2024 – 2028 Five-Year Financial Plan Bylaw No. 5976.

That Council give first, second, and third reading to the Development Cost Charge Reserve Fund Expenditure Bylaw No. 5977.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

Explanation – Bylaw No. 5976

The Langley 2024 - 2028 Five-Year Financial Plan Bylaw No. 5976 authorizes the expenditure of funds for the Municipality. The Langley 2024 - 2028 Five-Year Financial Plan Bylaw No. 5976 is prepared pursuant to Section 165 of the Community Charter and is required to be adopted by Council prior to the Tax Rates Bylaw and May 15, 2024.

An expenditure that is not provided for in the 2024 - 2028 Five-Year Financial Plan is not lawful.

Explanation – Bylaw No. 5977

Bylaw No. 5977 provides for the 2024 Capital Expenditure Program (and related debt) from the Development Cost Charge Reserve Fund as provided by the 2024 – 2028 Five Year Financial Plan. The projects are for road, stormwater, sewer, water services and for parkland acquisition and development.

Expenditures have been included in the DCC Expenditure Bylaw, even when it looks like there are not enough funds available, in the event that enough DCC funds are received during the year. Projects will only proceed when sufficient funds are available.

Funds that become available in the Parkland Acquisition DCC Reserve, Water DCC Reserve, Stormwater DCC Reserve, and Roads DCC Reserve are first directed towards payment of the annual debt.

Presently, there are estimated expenditures under the bylaw in the amount of $176,273,795 which include capital carry-forwards from prior years, current debt payments and new capital projects for 2024.

Should any of the above-noted monies remain unexpended at the end of a project; the unexpended balance will be returned to the credit of the reserve fund.

2. User Pay Utility Rate Bylaws for 2024
Bylaw No. 5978
Bylaw No. 5979
Bylaw No. 5980
Report 23-270
File FIN 1700-80

That Council give first, second, and third reading to the Langley Waterworks Regulation Bylaw 2008 No. 4697 Amendment Bylaw No. 5978.

That Council give first, second, and third reading to the Langley Sewerworks Regulation Bylaw 2018 No. 5367 Amendment Bylaw No. 5979.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

That Council give first, second, and third reading to the Langley Solid Waste Management Bylaw 2016 No. 5200 Amendment Bylaw No. 5980.

Explanation – Bylaw No. 5978

Bylaw No. 5978 sets the minimum charge for metered water customers at $352.57 for each six-month period for the first 110 cubic meters of water consumed. The current rate is $329.72.

The volume of water consumed after the first 110 cubic meters per six-month period will be charged a rate of $1.019 per cubic meter. The current rate is $0.953 per cubic meter.

The flat rate for residential customers will be $705.14. The current rate is $659.44.

Explanation – Bylaw No. 5979

Bylaw No. 5979 sets the annual flat rate per service connection at $608.13 for residential sewer use. The current rate is $548.16.

The rate for Non-Residential sewer use is set at $1.711 per cubic meter of sewage discharged with a minimum of $304.07 per service connection for each six-month period. The current rates are $1.542 per cubic meter of sewage discharged with a minimum of $274.08 per service connection for each six-month period.

Explanation – Bylaw No. 5980

Bylaw No. 5980 set the base collection fees for Municipal Collection Services (curbside collection) at $202.39. The current rate is $183.46.

The rate for Centralized collection - all services are set at $148.82. The current rate is $134.90.

The rate for centralized collection - organics only are set at $53.57. The current rate is $48.56.

The cart size fee for 240L container is set at $170. The current rate is $160. The cart size fee for 120L container is set at $85. The current rate is $80.

H. BYLAWS FOR CONSIDERATION AT THIRD READING

I. BYLAWS FOR FINAL ADOPTION

J. ITEMS FROM PRIOR MEETINGS

Mayor Woodward has directed reconsideration of Item I.3 from the December 4, 2023 Regular Council meeting in accordance with Section 131 of the Community Charter:

1. Council Procedure Bylaw 2016 No. 5199 Amendment Bylaw No. 5963
Report 23-239
File LS 3900-25

That Council give final reading to "Council Procedure Bylaw 2016 No. 5199 Amendment Bylaw No. 5963".

Explanation – Bylaw No. 5963

Bylaw No. 5963 amends Bylaw No. 5199 and makes amendments and improvements including agenda submission deadlines, agenda release timing, and electronic meeting and Council delegation requirements.

K. MAYOR AND COUNCIL REPORT

L. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

M. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

The following information has been brought forward from the December 4, 2023 Closed Council meeting for public information:

1. 2024 Council Appointments of Community Members to Township of Langley Council Advisory Committees
Report C23-86
File LS 0540-01

That Council proceed with appointments of community members to Township of Langley Council Advisory Committees (Attachment A).

Heritage Advisory Committee
That Council appoint the following community members to the Heritage Advisory Committee for a two-year term beginning January 1, 2024.

- Manjit Gill
- Fred Pepin
- Tami Quiring

CARRIED

M. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

Recreation, Culture and Parks Advisory Committee

That Council appoint the following community members to the Recreation, Culture and Parks Advisory Committee for a two-year term beginning January 1, 2024.

- Erin Barbour
- Shannon Cook
- Ramandeep Jahj
- Gaith Sarhan

CARRIED

Seniors Advisory Committee

That Council appoint the following community members to the Seniors Advisory Committee for a two-year term beginning January 1, 2024.

- Shashank Hedao
- Kate Ludlam
- Angela Nierop
- Sherry Tingley

CARRIED

2. Former Aldergrove Fire Hall No. 3 - 2900 – 272 Street

That the former Aldergrove Fire Hall No. 3 located at 2900 – 272 Street be added to the Township of Langley Community Heritage Register pursuant to Section 598 of the Local Government Act based on architectural, contextual and associative values, its compatibility or usability for new uses within its current context, and its current condition; and

That the matter be referred to the Heritage Advisory Committee for the history of the site to be researched and a plaque be created and installed.
CARRIED

Section 90(1) (e) Property

N. FOR INFORMATION

1. Snow and Ice Control Sidewalk Program Update
Memorandum – Public Works Division
File 5400-11

N. FOR INFORMATION

2. Heritage Advisory Committee
Minutes – December 6, 2023
File 0540-20

O. MOTIONS ARISING FROM INFORMATION

P. OTHER BUSINESS

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

1. Confirmed Support for Bus Rapid Transit within the Township of Langley

Whereas:

1. TransLink and the Mayors' Council on Regional Transportation unanimously endorsed the Access for Everyone Plan Transport 2050: 10-Year Priorities in 2022 to urgently expand and improve transit throughout Metro Vancouver to support record-setting population growth, housing affordability, GHG emission reduction targets and reconciliation;

2. The Access for Everyone Plan places a strong emphasis on quick and cost-effective delivery of new, at-grade rapid transit through nine new Bus Rapid Transit ("BRT") corridors throughout the region;

3. BRT requires the allocation of new road space and a potential reconfiguration of some roadways for a successful implementation;

4. Municipalities are the primary administrators of local and regional roads in the region and will be crucial partners in the successful implementation of future BRT corridors;

5. TransLink and the Mayors' Council have confirmed and announced that the Langley-Haney Place BRT corridor will be prioritized within the first phase of BRT projects that can be completed quickly and to a high quality with support from municipal and other local government partners to serve as a showcase for this type of rapid transit to the rest of the region;

6. This BRT project from TransLink would represent of the largest infrastructure investment within the Township of Langley's history; and

7. The Province of BC recently introduced Bill 47, Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023, which will impact transit-orientated

P. OTHER BUSINESS

development around rapid transit with potential implications for 200 Street 2040 and areas north of Highway #1;

Therefore be it resolved that Council hereby confirms its support for Bus Rapid Transit featuring dedicated bus lanes, transit signal priority, enhanced customer amenities at stations and specialized vehicles to support fast, reliable, high-quality rapid transit along the Langley-Haney Place BRT route to the Willowbrook SkyTrain Station; and further

That Township of Langley support for 200 Street Bus Rapid Transit to the Willowbrook SkyTrain Station includes:

1) Working with TransLink to finalize and confirm a Bus Rapid Transit Action Plan Commitment Framework to partner with TransLink to expeditiously achieve a high quality BRT corridor;
2) Willingness to allocate resources and in-kind support, as needed;
3) Willingness to expedite processes, permits and approvals and to co-lead and support public engagement; and
4) Aligning local plans and policies to support Transit Oriented Communities and implement supportive infrastructure including walking and cycling networks.

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

2. Proclamations for Indigenous Rights and Reconciliation

Whereas:

1. Council received a proclamation request on November 19, 2023, from Troy Abromaitis on behalf of All Nations Outreach regarding Indigenous Survivors Day;

2. Council Policy 01-021 limits the Township of Langley's involvement in proclamations; and

3. There is no mechanism for Council to consider proclamation requests centered on Indigenous rights and reconciliation;

Therefore be it resolved that Council hereby directs staff to report to Council with a proposed policy amendment to provide an exception for Council to consider granting Indigenous reconciliation proclamation requests, based on provincial and federal legislation regarding the spirit of reconciliation.

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 C.1 - Section 90(1) (j) Information
Item E.1 - Section 90(1) (a) Personnel
Item G.1 - Section 90(1) (m) Another Enactment
Item G.2 - Section 90(1) (f) Law Enforcement
Item G.3 - Section 90(1) (a) Personnel
Item G.4 - Section 90(1) (e) Property, (k) Negotiations
Item G.5 - Section 90(1) (e) Property,
Section 90(2) (b) Intergovernmental Relations

R. TERMINATE

REGULAR MEETING OF TOWNSHIP COUNCIL MINUTES

Monday, December 4, 2023 at 1:30pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

PRESENT: Mayor E. Woodward

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

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

W. Bauer, K. Mahil, and K. Stepto

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

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

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – December 4, 2023

Moved by Councillor Baillie,
Seconded by Councillor Ferguson,
That Council adopt the agenda and receive all agenda items of the Regular Council meeting held December 4, 2023.

AMENDMENT
Moved by Councillor vanPopta,
Seconded by Councillor Rindt,
That item P.3 be added to the agenda.
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

B. ADOPTION OF MINUTES

1. Regular Council Meeting – November 20, 2023

Moved by Councillor Martens,
Seconded by Councillor Baillie,
That Council adopt the Minutes of the Regular Council meeting held November 20, 2023.
CARRIED

Councillor Richter opposed

2. Public Hearing Meeting – November 20, 2023

Moved by Councillor Rindt,
Seconded by Councillor Martens,
That Council adopt the Minutes of the Public Hearing meeting held November 20, 2023.
CARRIED

C. DELEGATIONS

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D. PRESENTATIONS

1. 2024 Draft Budget Presentation

K. Mahil, Manager, Financial Planning, provided an overview of the Draft 2024 Operating Budget. The following information was discussed regarding User Pay Utilities and Universal Services:

User Pay Utilities Budget (water, sanitary sewer, and solid waste)

Revenue and Cost Drivers include:

- User Fee revenue from growth (new development)
- Other user fees and charges (water, sewer, and solid waste)
- Salary and wage contracts
- Special contracts
- Regional District
- Maintenance contracts
- Equipment and vehicle
- Asset management

2024 budget issues and challenges:

- Inflation
- Regional District costs (GVS&DD, GVWD, Metro tipping fees)
- Operating impact of Township Capital and Community Development
- Infrastructure costs (water, sewer, and solid waste)

D. PRESENTATIONS

Infrastructure costs from operating funds for water, sewer, solid waste include:

- Transfer to reserves and surplus
- Debt servicing
- Asset maintenance

The non-discretionary budget changes and discretionary budget requests, along with one-time project expenditures, were presented.

Universal Services Budget (parks, transportation, stormwater, protectives services, recreation and culture, facilities and general government)

The following items were referred from Council to the 2024 budget discussions:

- Rural community solid waste management
- 10 additional Bylaw Enforcement Officers 2023-2026
- 15 Additional RCMP Officers 2023-2027
- Ceasing groundwater extraction
- South Coast Highway Patrol Service delivery realignment
- Community Grant Policy amendments
- Deployment Analysis Module (ADAM) Software
- Operating request – rain garden maintenance responsibilities
- Operating request – snow and ice control sidewalk
- Additional staff request – Engineering Technologist II (1) and Plan Reviewers (2)
- Walkable Holiday Light Display

Revenue and Cost Drivers include:

- Property Tax revenue from growth
- Other user fees and charges
- Salary and wage contracts
- Special contracts
- Regional District and TransLink
- Maintenance contracts
- Materials and supplies
- Equipment and vehicles
- Asset management.

2024 budget issues and challenges include:

- Inflation
- Regional costs (RCMP contract and Fraser Valley Regional Library)
- Salary and wage contracts
- Operating impact of Township Capital and Community Development
- Interest rates
- Infrastructure Cost and Asset Management

D. PRESENTATIONS

The non-discretionary and discretionary budget requests, along with one-time project expenditures, were presented.

The 2024 Library Levy was discussed.

The draft total property tax increase calculated for the operating budget was presented as 7.59% with the estimated impact on a representative house.

Draft 2022 Capital Budget Presentation

The following items were referred from Council to the 2024 budget discussions:

- Old Yale Road
- Park upgrades for North Langley Diamond Sports
- Completion of Fraser Highway by 2030
- Potable water infrastructure of Fraser Highway
- Fort Langley Waterfront Project
- Union of British Columbia Municipalities Disaster Risk Reduction Program grant submission
- Fraser Valley Flood Mitigation Funding
- Capital Request – rain garden maintenance responsibilities
- Capital request – Ice and dry arenas facility, parking, and enhancements
- Potential upgrades to the Fraser River Presentation Theatre
- TransLink 2024 funding request
- 88 Avenue (River Road) and 252 Street intersection and rail crossing improvements
- Aldergrove Community Centre expansion
- Capital request – Safe Streets Project, 80 Avenue from 204 Street to 212 Street

Projects for each division, both funded and unfunded, were presented as well as carry-forward projects not yet complete.

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council receive the 2024 Universal Services Operating, 2024 Library Services, 2024 User Pay Utilities, and 2024 Capital Budget for further consideration, discussion, and approval.
CARRIED

D. PRESENTATIONS

REFERRAL
Moved by Councillor Martens,
Seconded by Councillor Kunst,
That the draft 2024 Budget be referred to a Council Process Committee meeting for further discussion.
DEFEATED

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

MOTION
Moved by Councillor Richter,
Seconded by Councillor Kunst,
That the Mayor's Contingency Fund of $100,000 be removed from the one-time funded list.
DEFEATED

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

MOTION
Moved by Councillor Richter,
That the 2024 Budget increase be set to 3%.
THE MAYOR RULED THIS MOTION OUT OF ORDER

CHALLENGE TO THE CHAIR
Councillor Richter Challenged the Chair

The question was called on sustaining the Chair, and it was
CARRIED

Councillor Richter opposed

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council direct staff to prepare the five-year financial plan and prepare the financial plan bylaw for approval.
CARRIED

Councillor Richter opposed

MEETING RECESSED
The meeting recessed at 3:15pm.

MEETING RECONVENED
The meeting reconvened at 3:24pm.

E. REPORTS TO COUNCIL

1. Development Permit Application No. 101314
(United Self-Storage Ltd. / 6296 – 202 Street)
Report 23-254
File CD 08-11-0074

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council authorize issuance of Development Permit No. 101314 to United Self Storage Ltd. for property located at 6296 – 202 Street subject to the following conditions being satisfied to the acceptance of the Township of Langley, unless otherwise noted:

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

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. On-site landscaping being secured by a letter of credit at the Building Permit stage.
b. Submission of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw.
c. Submission of an erosion and sediment control plan or exemption in accordance with the Erosion and Sediment Control Bylaw.
d. Payment of applicable building permit administration fees, Development Cost Charges, and supplemental Development Permit application fees.

CARRIED

2. Fraser Highway Employment Lands Area Plan
Report 23-257
File BLSI LRP00023

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council endorse the Terms of Reference for the Fraser Highway Employment Lands Area Plan in the form presented substantially as Attachment A in this report.

E. REPORTS TO COUNCIL

AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor Pratt,
That the Terms of Reference be amended to include a fourth bullet to include review of the tree canopy, loss of tree canopy, and replacement of tree canopy.
DEFEATED

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

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

Councillor Richter opposed

3. Capital Request – 2023 Local Government Climate Action Program Funding for Energy and Emissions Reduction Projects
Report 23-259
File FCP 0810-01

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council authorize using up to $185,000 in Local Government Climate Action Program (LGCAP) funds from the Climate Action Reserve Fund to implement the four projects described in this report.
CARRIED

4. Capital Request – Construction of 208 Street (72 Avenue to 76 Avenue)
Report 23-255
File ENG 5330-23-160

Moved by Mayor Woodward,
Seconded by Councillor Martens,
That Council authorize $23,731,945 from various sources for the construction of 208 Street from 72 Avenue to 76 Avenue.
CARRIED

Councillors Kunst and Richter opposed

5. Housing Action Update
Report 23-256
File BLSI LSP00009

E. REPORTS TO COUNCIL

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council direct staff to prepare a policy to require new apartment development to provide a minimum of 20% of units with three (3) or more bedrooms per unit.

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That the motion be amended to change the requirement for new apartment development from 20% to 10% of units for Apartment (6 Storeys or less) and 5% for Apartment (7 Storeys or more).
CARRIED

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That the motion be amended to change the overall project average unit size of 750 square feet.
CARRIED

Councillor Richter opposed

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That staff be directed to provide a Public Input Opportunity as part of the policy preparation.
CARRIED

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

MOTION
That Council direct staff to prepare a policy and consequential bylaw amendments to permit detached accessory dwelling units.

That Council direct staff to prepare a policy and consequential bylaw amendments to permit secondary suites within duplex units.

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Martens,
That the motion above be deferred until the regulations for Bill 44 have been received.
CARRIED

F. BYLAWS FOR FIRST AND SECOND READING

1. Official Community Plan Amendment and Rezoning Application No. 100274 (Essence Properties Inc. / 7883 – 199 Street) Bylaw No. 5941 Bylaw No. 5942 Report 23-261
File CD 08-22-0116

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
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 (Jericho Sub-Neighbourhood Plan) Bylaw 2010 No. 4825 Amendment (Essence Properties Inc.) Bylaw No. 5941 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Essence Properties Inc.) Bylaw No. 5942 rezoning 0.96 ha (2.37 ac) of land located at 7883 – 199 Street to Comprehensive Development Zone CD-196 to facilitate the development of a future apartment 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 road dedications, greenways, widenings, and necessary traffic improvements including dedication of the west half of 199 Avenue, in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw, and the Jericho Sub-Neighbourhood Plan.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
4. Compliance with Age Friendly Amenity Area requirements.
5. 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).
6. Dedication and protection of Streamside Protection and Enhancement Area and final acceptance of streamside restoration and enhancement plans, details and security consistent with Schedule 3 Streamside Protection and Enhancement, of the Township of Langley Official Community Plan.
7. Registration of restrictive covenants acceptable to the Township:
   a. prohibiting development until a Development Permit is issued for the site and identifying a minimum of 10% of the units in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan
   b. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention and replacement, protection details, and securing in

F. BYLAWS FOR FIRST AND SECOND READING

compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection), is accepted by the Township.

8. Compliance with the requirements of the Community Amenity Contributions Policy, Willoughby Arterial Road Completion Amenity Policy if applicable, Willoughby Greenway Amenity Policy, and 5% Neighbourhood Park Land Acquisition Policy.
9. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, 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 (Jericho Sub-Neighbourhood Plan) Bylaw 2010 No. 4825 Amendment (Essence Properties Inc.) Bylaw No. 5941 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. 5941 and 5942.

AMENDMENT
Moved by Councillor Pratt,
Seconded by Councillor Martens,
That Bylaws No. 5941 and No. 5952 be amended to permit commercial and/or institutional space on the ground floor.
CARRIED

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

Councillor Richter opposed

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

H. BYLAWS FOR CONSIDERATION AT THIRD READING

I. BYLAWS FOR FINAL ADOPTION

1. Fraser Valley Inter-municipal Business Licence Bylaw and Inter-municipal Business Licence Agreement Bylaw
Bylaw No. 5960
Bylaw No. 5961
Report 23-241
File PLI 3900-25

Moved by Councillor Martens,
Seconded by Councillor Baillie,
That Council give final reading to "Inter-municipal Business Licence Bylaw No. 5960", and

"Inter-municipal Business Licence Agreement Bylaw No. 5961".
CARRIED

2. Langley Building Bylaw Amendment – Energy Step Code
Bylaw No. 5966
Report 23-242
File PLI 3900-40

Moved by Councillor vanPopta,
Seconded by Councillor Pratt,
That Council give final reading to "Langley Building Bylaw 2008 No. 4642 Amendment Bylaw No. 5966".
CARRIED

3. Council Procedure Bylaw 2016 No. 5199 Amendment
Bylaw No. 5963
Report 23-239
File LS 3900-25

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give final reading to "Council Procedure Bylaw 2016 No. 5199 Amendment Bylaw No. 5963".
CARRIED

J. ITEMS FROM PRIOR MEETINGS

1. Licencing Bylaw and Policy Amendment
Report 23-232
File PLI 4320-01

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council endorse the draft Township of Langley Licencing Bylaw 2016 No. 5192 Amendment Bylaw No. 5878 and authorize staff to schedule the required notice pursuant to applicable regulations; and

J. ITEMS FROM PRIOR MEETINGS

That Council endorse amendments to Council Policy 07-411 Renewal of Existing Licences Enforcement.

REFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council refer Licencing Bylaw and Policy Amendment back to staff for a Report to Council outlining how annual licenses for secondary suites could be replaced with a secondary suite line item applied with municipal property taxation, a transition plan, and the potential benefits thereof, including, but not necessarily limited to, a reduction in staff time, arrears collection and community overhead.

CARRIED

K. MAYOR AND COUNCIL REPORT

L. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

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

N. FOR INFORMATION

1. **Joint School-Park Sites - History and Financial Projections**
   Report 23-260 – Bylaws, Legal and Strategic Implementation Division
   File 6440-06-001

2. **Mayor and Council Correspondence Delivery**
   Memorandum – Legislative Services Division
   File 0550-08

3. **Child Care Facilities Planning**
   Memorandum – Bylaws, Legal and Strategic Implementation Division
   File 6440-01

4. **Agricultural Advisory and Economic Enhancement Committee**
   Minutes – November 22, 2023
   File 0540-20

N. FOR INFORMATION

5. Indigenous Survivors Day
File 0630-01

Correspondence received from Troy Abromaitis, on behalf of All Nations Outreach, requesting that June 30, 2024 be proclaimed as Indigenous Survivors Day.

O. MOTIONS ARISING FROM INFORMATION

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

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council directs staff to include an agricultural/rural community outreach campaign as part of the Agricultural Advisory Committee's 2024 work program considering the recommendations from the Agricultural Advisory and Economic Enhancement Committee's Building Agricultural/Rural Connections Task Force.

REFERRAL
Moved by Councillor Rindt,
Seconded by Councillor vanPopta,
That Council refer this motion to the new Agriculture Advisory Committee to be considered within Q1 of 2024.
CARRIED

Councillors Pratt and Richter opposed

P. OTHER BUSINESS

1. Potential Repeal of Booth, Rinn and Fernridge Neighbourhood Plans

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

1. Bill 44 Housing Statutes (Residential Development) Amendment Act, 2023 ("Bill 44") will require that all municipalities within the Province of British Columbia grant, by right, up to 4-6 dwelling units per any existing single family lot greater than 280 m^2 and less than 4,050 m^2;

2. Bill 44 mandates that off-street parking cannot be required for dwelling units required to be granted, such that Council cannot require "off-street

P. OTHER BUSINESS

parking or loading spaces for the residential use of a housing unit required to be permitted" (14 Section 525);

3. Bill 44 and its provisions would be applicable to any newly created single family areas once created, arbitrarily, by right, increasing dwelling unit densities without off-street parking or other provisions applicable to single family designations within the Township of Langley, including those with secondary suites; and

4. Due to Bill 44, the recently adopted Booth, Rinn, Fernridge Neighbourhood Plans contemplated of 47,000 residents is now projected to be approximately 115,000 to 120,000 residents (not including Glenwood) without any necessary neighbourhood planning for school sites, park capacity, recreation facilities and engineering services plans;

Therefore be it resolved that Council hereby directs staff to initiate the repeal of the Booth, Rinn and Fernridge Neighbourhood Plans as soon as it is confirmed that the Township of Langley has not been granted an exemption from the implementation of Bill 44 2023 Housing Statutes (Residential Development) Amendment Act via legislation or regulations for developing areas within the Urban Containment Boundary.

DEFERRAL
Moved by Councillor Richter,
Seconded by Councillor Kunst,
That the motion be deferred until Council has extended an invitation to the Minister of Housing and his staff to meet with Council to discuss Bill 44 and the impacts on communities within the Township, no later than Q1 of 2024.
DEFEATED

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

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

Councillor Richter opposed

2. Reconsideration of In-Stream Development Applicable to Bill 44

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
Be it resolved that Council hereby directs staff to include one motion for reconsideration of third reading for all in-stream development applications that contain single family development forms as soon as it is confirmed that the Township of Langley has not been granted an exemption from the implementation of Bill 44 2023 Housing Statutes (Residential Development)

P. OTHER BUSINESS

Amendment Act via legislation or regulations for developing areas within the Urban Containment Boundary; and

That staff be directed to include the reconsideration motion in a future Regular Council agenda for Council's consideration.
CARRIED

Councillor Richter opposed

3. Aldergrove Veterans and Seniors Society

Moved by Councillor vanPopta,
Seconded by Councillor Ferguson,
That Council approve $3,000 from Council Contingency to be granted to the Aldergrove Veterans and Seniors Society to assist with operational costs in 2024, and to refer them to the grants program in 2025.
CARRIED

4. Bill 44 - Minister of Housing Invitation

Moved by Councillor Ferguson,
Seconded by Councillor Martens,
That Council extend an invitation to the Minister of Housing to speak to Council about Bill 44 and the impacts on communities within the Township, no later than Q1 of 2024.
CARRIED

Q. MOTION TO RESOLVE INTO SPECIAL CLOSED MEETING

Moved by Councillor Martens,
Seconded by Councillor Pratt,
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) (e) Property, (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) (k) Negotiations
Item E.6 - Section 90(1) (e) Property, (k) Negotiations
Item E.7 - Section 90(1) (a) Property
Item E.8 - Section 90(1) (a) Personnel
Item F.1 - Section 90(1) (f) Law Enforcement
Item G.1 - Section 90(1) (a) Personnel
Item I.1 - Section 90(1) (a) Personnel
Item I.2 - Section 90(1) (e) Property

Item I.3 - Section 90(1) (k) Negotiations
Item I.4 - Section 90(1) (a) Personnel
CARRIED

R. TERMINATE

Moved by Councillor Pratt,
Seconded by Councillor vanPopta,
That the meeting terminate at 5:00pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

Township of Langley

Est. 1873

REGULAR MEETING OF TOWNSHIP COUNCIL

FOR THE PURPOSE OF PUBLIC HEARING MINUTES

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

PRESENT: Mayor E. Woodward

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

C. Kooner

S. Little and K. Stepto

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

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

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Meeting for Public Hearing and Development Permits – December 4, 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 December 4, 2023.
CARRIED

B. PUBLIC HEARING

1. Revisions to the Proposed Williams Neighbourhood Plan Update Bylaw No. 5799 Report 23-249

File BLSI LRP00012

B. PUBLIC HEARING

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799"

Explanation – Bylaw No. 5799

C. Kooner explained that Bylaw No. 5799 amends the Willoughby Community Plan by incorporating the Williams Neighbourhood Plan and related and consequential amendments to land use of the Willoughby Community Plan. 923 Public Notices were sent out.

Submissions from the public:

1. N. Clarke, Corporate Legal Counsel for Lorval Capital Management Ltd., was in attendance and expressed concerns regarding lack of early and ongoing consultation with local residents and stated that the landowners object to the Williams Neighbourhood Revision. She requested that the Township withdraw and rescind the proposed Williams Neighbourhood Revision.
2. S. Bouchard, COO Lorval Developments, was in attendance and stated that 15 acres of the plan have been changed from light industrial to civic use. Eight acres have already received third reading for a movie studio expansion, and seven acres are over a pond. He further commented on development of the pond and the surrounding area that will be served. He asked if there would be a better place to place the proposed civic works yard? He requested that the Williams Neighbourhood Revision be deferred or amended to remove the civic works yard and to follow through with the original proposed pond.
3. J. Pernu, McElhanney Consulting, was in attendance and expressed concerns with the location of round-abouts on the south side of 80 Avenue. He asked Council to consider revising the road networks and layouts.

The following written submissions were received from the public:

1. E. Vogt, a Langley resident, expressing concerns about the narrow roads handling additional traffic, and access to a proposed development at 212 Stret and 83 Avenue.
2. K. Broyles, a Langley resident, asking if a new recreation centre is planned for the area.
3. C. Loong, Senior Planner, TransLink, providing feedback on the Willams Neighbourhood Plan amendment.
4. A. Sivia, Sivia Construction, asking Council to consider removing the policy regarding having rear entrance doors on all units.
5. M. Fang, a Langley resident, expressing concerns about blocking sunlight, inconsistent architecture, lack of privacy, and blocking the mountain view.
6. D. Kask, a Langley resident, commending Council for considering the comments from the last public hearing and the revisions made.

B. PUBLIC HEARING

7. Lawson Lundell Law Corporation, Counsel to G&T Martini Holdings and other owners of the majority of lands located north of 80th Avenue in the Williams Neighbourhood, expressing opposition to the proposed Wililams Neighbourhood Revision.
8. N. and N. Cicuto, Langley residents, thanking Council for increasing the buffer zone on 216 Street, and expressing concerns about high density going deeper towards the centre of Williams residential area, and asking for a heavier emphasis on retaining mature trees.
9. N. Clarke, Corporate Legal Counsel for Lorval Capital Management Ltd., expressing concerns regarding lack of early and ongoing consultation with local residents and stating that the landowners object to the Williams Neighbourhood Revision.

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council consider third and final reading of "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799".
CARRIED

Councillors Kunst and Richter opposed

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council grant third and final reading of "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799"; and

That Council adopt the Willoughby Greenway Amenity Policy No. 07-234, as amended; and

That Council adopt the Community Amenity Contributions Policy No. 07-166, as amended.

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799" be amended to reduce the minimum percentage of family-friendly units (three or more bedroom units) from 20% to 10% in Section 5.6.1 (Policy 12), Section 5.6.2 (Policy 11), and Section 5.7 (Policy 8.f) of the proposed Williams Neighbourhood Plan.
CARRIED

Councillors Kunst and Richter opposed

B. PUBLIC HEARING

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799" be amended to remove the requirement for rear entrance for dwelling units in the form of 'swing doors' that is separate from vehicular parking and access points from Section 5.5.2 (Policy 3.d) and Section 5.5.1 (Policy 4.d) of the proposed Williams Neighbourhood Plan.

CARRIED

Councillors Kunst and Richter opposed

DEFERRAL
Moved by Councillor Kunst,
Seconded by Councillor Richter,
That consideration of third and final reading of "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799", as amended, be deferred for legal advice.
DEFEATED

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

DEFERRAL
Moved by Councillor Martens,
Seconded by Councillor Kunst,
That consideration of third and final reading of "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799", as amended, be deferred until the first Regular Council meeting in January 2024.
DEFEATED

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

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

Councillors Kunst, Martens, and Richter opposed

C. TERMINATE

Moved by Councillor Rindt,
Seconded by Councillor Ferguson,
That the meeting terminate at 7:52pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

Council Delegation Request

All persons or organizations who wish to appear before Council as a delegation must submit a written request.

1 Delegate Information

Applicant/Organization name
Tod McGovern

2 Council Meeting Information

Council meeting date
DECEMBER 18, 2023 **at 1:30pm**

3 Topic

Soil Deposit application SO002579

4 Additional Information

Purpose of presentation ❑ Information only ❑ Request letter of support ❑ Request funds
☒ Other **Opposed to application**

Desired resolution
I do not want the subject soil deposit application to be considered until the Fraser Highway Employment Lands Area Plan has been completed as the fill deposit location could interfere with the eventual servicing of my property. My property and the subject property are both part of the Fraser Highway Employment Lands as deliniated in File LRP00023

5 Meeting Location

Fraser River Presentation Theatre, 4th Floor
Township of Langley Civic Facility
20338 – 65 Avenue, Langley, BC V2Y 3J1

Office use only	
❑ Approved ❑ Declined ❑ Other _____	❑ Applicant informed

SEE NEXT

Council Delegation Request

All persons or organizations who wish to appear before Council as a delegation must submit a written request.

1 Delegate Information

Applicant/Organization name

D. Gurney Family Holdings Ltd and John Koropatnishky owners of property located at 23357 44th Ave Langley BC

2 Council Meeting Information

Council meeting date

12/18/2023 **at 1:30pm**

3 Topic

Proposed Deposit of Soil at 23433 44th Ave Langley BC and opposition to such deposit of soil.

Soil has previously been deposited above 23357 44th Ave. The result of this deposit is that the rainfall no longer purculates into the soil above the property and drains down to 23357 44th Ave being the low point. We have had to dig a trench along the east property line to have water drain into a pond in order to prevent the land from becoming completely submerged in water and to prevent the water from migrating into the trailer park on west side of proprery.

4 Additional Information

Purpose of presentation ☒ Information only ☐ Request letter of support ☐ Request funds
☐ Other _____

Desired resolution

The soil deposit permit at 23433 44th Ave be denied until proper approved drainage has been installed that direct the water away from the properties that are below 23433 44th Ave.

5 Meeting Location

Fraser River Presentation Theatre, 4th Floor
Township of Langley Civic Facility
20338 – 65 Avenue, Langley, BC V2Y 3J1

Office use only	
☐ Approved ☐ Declined ☐ Other _____	☐ Applicant informed

SEE NEXT

From: do_not_reply@notifications.tol.ca
Sent: Tuesday, December 12, 2023 2:17 PM
To: legservicesinfo
Subject: Delegation Requests by Satnam Singh Mashiana Director Shaib Home Construction Ltd

Please note the following response to Delegation Requests has been submitted at Tuesday December 12th 2023 2:14 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  12/18/2023
- **Name of delegate or organization wishing to appear**
  Satnam Singh Mashiana
- **Topic**
  Excessive Tree Cutting Fees Imposed By Township
- **Purpose of presentation**
  Other
- **for other, describe here:**
  Request For Waiving Off Tree Cutting Fees
- **Desired resolution**
  Waiving Off of Tree Cutting Fees .
  Issue : Requested Cooperation from Township For Small Business Owner nd Langley Township Resident Satnam Singh Mashiana
  Detailed Issue : Property Address 23816 Old Yale road Langley
  Please go back in the History of this Property
  This Property has been a Pain in the Back for neighbours and City since over a decade
  This Property has had a history of Gro Op Illegal Operations , Unpaid Utilities to the City and a safety concern to the neighbours
  Now I live right next door and decided to take on the development of this property by building 2 beautiful new homes
  This will make the neighbourhood uniform with most newer homes surrounding
  Now if the Property was to be subdivided then no tree permits would have been required
  But Easier and faster way is to stratafy and build two new homes and I would humbly request The Council to cooperate and not put this hefty amount of 72000 on me
  The Trees in question are in the way of Driveway , Septic and Field , Accessory building or building itself or some trees are already dying
  You could even schedule a site visit to confirm the issue
  The Arborist Report is already submitted with my plans to the City
  Please realize that I am doing this when interest rates are at the highest since last 20 years and builders are being charged double digit interest rates by the Bank

I would humbly Request your Cooperation
My Endeavours of building two strata homes is motivated by the statement of Housing Minister to build more homes quickly .

- **Full name**
  Satnam Singh Mashiana Director Shaib Home Construction Ltd
- **Email address**
  FOIPPA s.22(1)
- **Address**
  FOIPPA s.22(1)
- **Primary Phone**
  FOIPPA s.22(1)

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

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	DECEMBER 18, 2023 - REGULAR MEETING	**REPORT:**	23-263
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-11-0075
SUBJECT:	LIQUOR LICENCE APPLICATION NO. 000065 (CAVE CURE AND THERAPIES / 103, 20121 WILLOWBROOK DRIVE)		

PROPOSAL:

Request for Council endorsement (to the Liquor and Cannabis Regulation Branch (LCRB)) for a Liquor Primary Licence at Cave Cure and Therapies located at 103, 20121 Willowbrook Drive.

RECOMMENDATION SUMMARY:

That Council consider the request to endorse the Liquor Primary Licence application including input received in accordance with Council's Liquor Licencing Policy.

RATIONALE:

Council's consideration of the Liquor Primary Licence is required in accordance with Council's Liquor Licencing Policy and Liquor and Cannabis Regulation Branch regulations.

RECOMMENDATIONS:

That Council consider the endorsement request for a Liquor Primary Licence for Cave Cure and Therapies at 103, 20121 Willowbrook Drive.

That Council adopt the following resolution, should it decide to endorse Cave Cure and Therapies request:

> *"That Council has considered and ENDORSED the request by Cave Cure and Therapies for a new liquor primary licence consisting of a 43 person interior service area and a five person patio characterized as having liquor service from 8:00AM to 12:00AM seven days a week.*
>
> *In ENDORSING this request, Council deems that it has considered and found acceptable the establishment's location; its proximity to other special or recreational facilities and public buildings; the proposed person capacity and hours of liquor service; 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 December 18, 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."

EXECUTIVE SUMMARY:

Cave Cure and Therapies has made an application to Council to endorse a new liquor primary licence for Cave Cure and Therapies located at 103, 20121 Willowbrook Drive.

The subject application proposes a new liquor primary licence consisting of a 43 person interior service area and a five person patio characterized as having liquor service from 8:00am to 12:00am seven days a week.

Although the issuance of liquor primary licences is a Provincial jurisdiction, the Liquor and Cannabis Regulation Branch provides municipal councils with the opportunity to "endorse" or "not endorse" applications for liquor primary licences.

Township of Langley Council (through its Liquor Licencing Policy) has chosen to participate in the endorsement process involving applications for liquor primary licences. Accordingly, Council may consider the public input prior to consideration of the endorsement request.

PURPOSE:

The purpose of this report is to provide Council with information and recommendations with respect to the endorsement request for a liquor primary licence for Cave Cure and Therapies located at 103, 20121 Willowbrook Drive.

REFERENCE:

Owner	WD Retail Ltd. 100, 33 East 8 Avenue Vancouver BC V5T 1R5
Agent	Cave Cure and Therapies Inc. 103, 20121 Willowbrook Drive Langley BC V2Y 0L3
Legal Description:	Portion of Lot 74 District Lot 311 Group 2 New Westminster District Plan 2466 Except: Part Dedicated Road Plan BCP41549
Civic Address:	103 – 20121 Willowbrook Drive
Area:	1.69 ha (4.18 ac)
Willowbrook Community Plan:	Regional Commercial, Conservation Area, Greenway, and Business Office Park
Existing Zoning:	Regional Commercial Zone C-1

BACKGROUND/HISTORY:

- The subject site is zoned Regional Commercial Zone C-1 and designated Regional Commercial, Conservation Area, Greenway and Business Office Park in the Willowbrook Community Plan (Attachment A).
- Cave Cure and Therapies has been operating a spa on the subject site since 2019.
- A liquor primary licence is required to be issued by the LCRB to businesses that want to offer liquor service as an additional service to patrons (i.e. spas, salons, retail stores, etc.).
- The liquor primary licence application is being considered pursuant to Policy No. 07-407 Liquor Licencing Policy (Attachment B).

DISCUSSION/ANALYSIS:

- Cave Cure and Therapies has applied to the LCRB for a new liquor primary licence.
- According to the applicant, the current business offers “clinical practitioner services, spa services, a café, spa retail (i.e., esthetics products, bath products, tea)” and the proposed liquor service would be accessory to the primary business.
- The proponent has applied for a capacity of 48 (43 person interior capacity and five person patio) with proposed hours of liquor service from 8:00am to 12:00am seven days a week.
- Although the approval of liquor primary licence applications is a Provincial jurisdiction, the LCRB provides Council with the opportunity to “endorse” or “not endorse” applications.
- The site’s Regional Commercial Zone C-1 permits liquor primary uses subject to provisions of the LCRB.

Adjacent Uses:

	Existing Use	Willowbrook Community Plan Designation	Existing Zoning
North:	Commercial and industrial properties	Regional Commercial, Conservation Area, and Business Office Park	Service Commercial Zone C-3 and General Industrial Zone M-2
South:	Willowbrook Drive and commercial properties in the City of Langley	n/a	n/a
East:	Matheson Creek Conservation Area, beyond which are industrial properties	Conservation Area and Business Office Park	General Industrial Zone M-2
West:	Commercial properties	Regional Commercial	Regional Commercial Zone C-1

Liquor Licencing Policy:

- Council adopted its Liquor Licence Endorsement Policy in 2004 and approved revisions to the Policy in 2017. The policy requires that Council be consulted with respect to applications for new liquor primary licences. It also requires Council to hold a "Liquor Licencing Hearing" accommodated as a written submission opportunity.
- Section 5.4 of the Policy specifies locational criteria when considering whether to recommend rejection or approval of liquor primary licences to the LCRB, including the following:

  5.4.1 Generally, a new or relocated Liquor Primary establishment should not be located within 0.5 km of an existing or proposed elementary school, secondary school, church, neighbourhood park, or sub-neighbourhood park. This distance may be revised by Council if the establishment is located within a community centre or other facility owned or operated by or on behalf of the Township, or if Council otherwise considers that there are reasons which would merit a departure from this general rule.

- Staff note that Langley Skateboard Park is located approximately 250 m east of the subject site. As indicated previously in this report, the site's Regional Commercial Zone C-1 permits liquor primary uses subject to provisions of the LCRB.

Liquor and Cannabis Regulation Branch Application Summary:

- The proponent has submitted an application for a new liquor primary licence. According to LCRB regulations, the resolution is to comment on the following criteria:
  a) the impact of noise on the community in the immediate vicinity of the location of the service area under the endorsement
  b) the general impact on the community
  c) the view of residents
  d) the Local Government recommendations and the reasons on which they are based

Policy Considerations:

Although the issuance of liquor licences is a Provincial jurisdiction, the LCRB provides Council with the opportunity to “endorse” or “not endorse” applications for liquor primary licences. Council, through the Liquor Licencing Policy, has chosen to participate in the endorsement process as it pertains to applications for liquor primary licences.

Pursuant to Council's Liquor Licencing Policy, staff have advertised the proposal in area newspapers and mailed notices to nearby residents providing an opportunity for public comment consistent with LCRB requirements.

Following the written submission opportunity, Council has the option of endorsing the application as submitted; endorsing the application subject to conditions; or not endorsing the application. Assuming Council is supportive of the application, the resolution must be consistent with LCRB requirements.

Council may, of course, add to or expand upon the items referenced in the resolution however, according to the LCRB all items in the resolution must be referenced.

Respectfully submitted,

Joel Nagtegaal
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

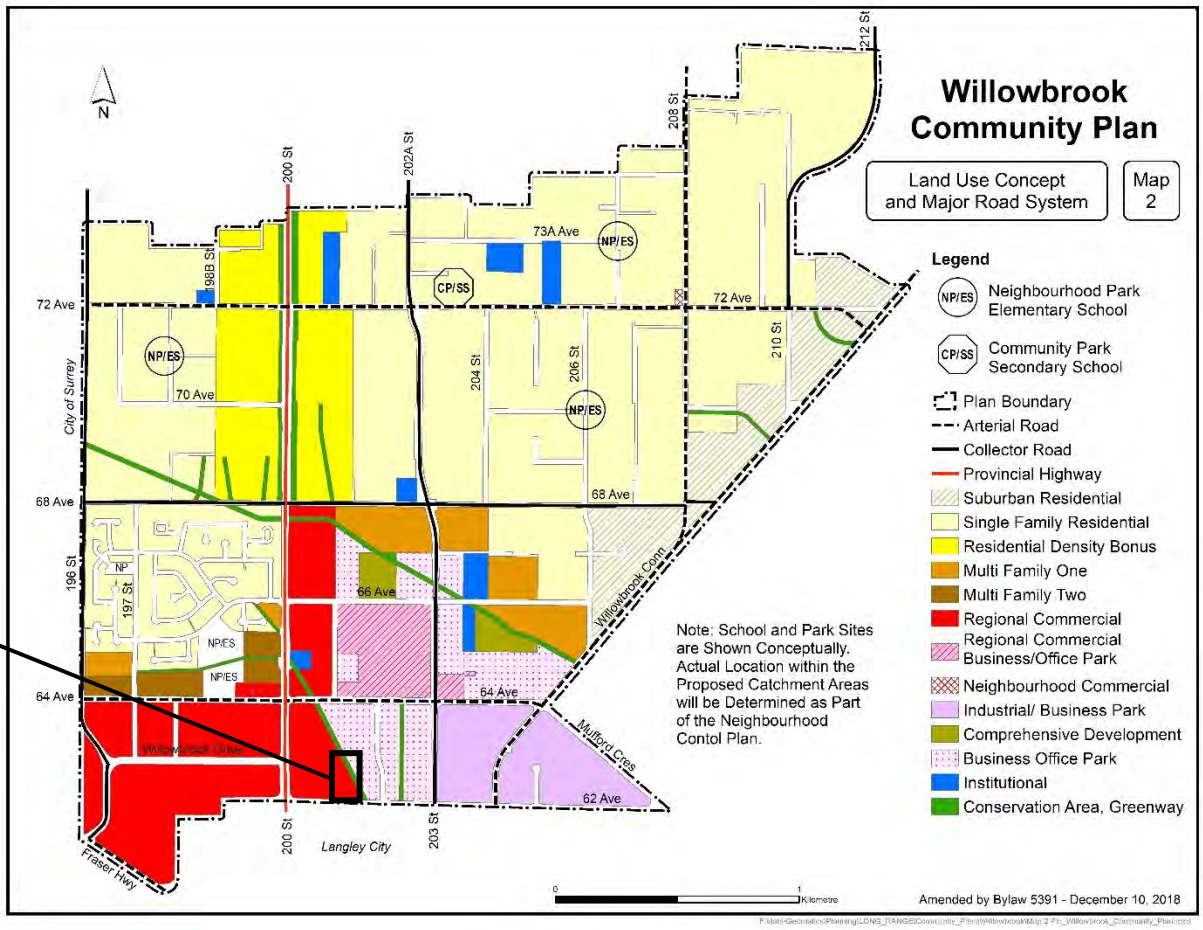
ATTACHMENT A	Maps and Graphics
ATTACHMENT B	Policy No. 07-407 Liquor Licencing
ATTACHMENT C	Letter of Intent Submitted by Applicant

ATTACHMENT A



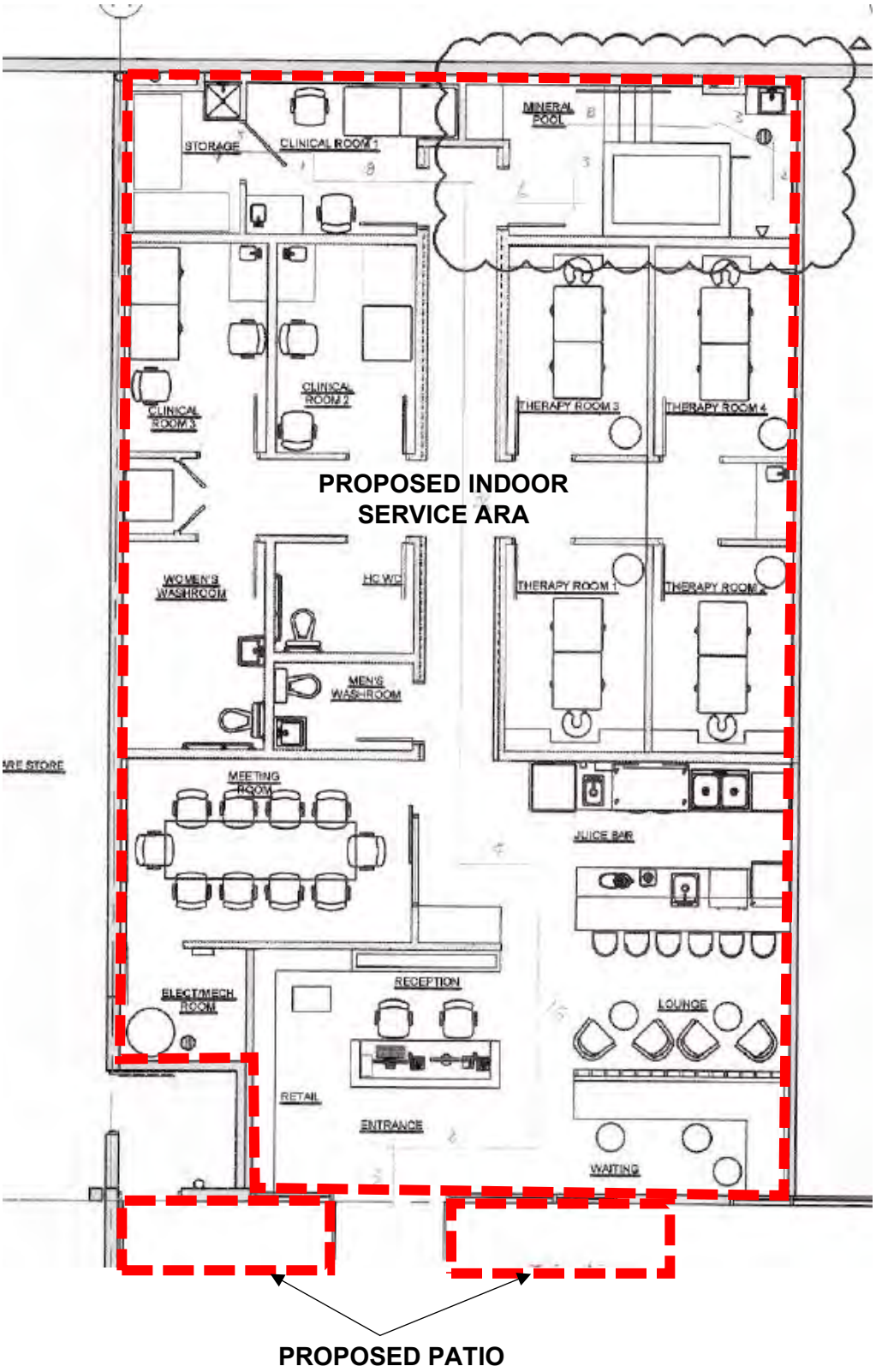
AERIAL PHOTO

SUBJECT


Willowbrook Community Plan
Land Use Concept and Major Road System
Map 2
Legend
Neighbourhood Park Elementary School
Community Park Secondary School
Plan Boundary
Arterial Road
Collector Road
Provincial Highway
Suburban Residential
Single Family Residential
Residential Density Bonus
Multi Family One
Multi Family Two
Regional Commercial
Regional Commercial Business/Office Park
Neighbourhood Commercial
Industrial/ Business Park
Comprehensive Development
Business Office Park
Institutional
Conservation Area, Greenway
Note: School and Park Sites are Shown Conceptually. Actual Location within the Proposed Catchment Areas will be Determined as Part of the Neighbourhood Contol Plan.
Amended by Bylaw 5391 - December 10, 2018
N
212 St
208 St
202A St
200 St
73A Ave
72 Ave
98B St
204 St
206 St
210 St
70 Ave
68 Ave
196 St
197 St
66 Ave
64 Ave
62 Ave
203 St
City of Surrey
Langley City
Fraser Hwy
Willowbrook Drive
Willowbrook Conn
Mufford Cres
NP/ES
CP/SS
NP
0
1
Kilometre



ZONING BYLAW NO. 2500



FLOOR PLAN – SUBMITTED BY APPLICANT

Township of Langley
Est. 1873

ATTACHMENT B

COUNCIL POLICY

Subject: Liquor Licencing

Policy No:	**07-407**
Previous Policy No:	**07-615**
Approved by Council:	**2004-06-14**
Revised by Council:	**2016-05-30**
Revised by Council:	**2017-07-10**
Revised by Council:	

1. Purpose

1.1 To define the scope of the Township of Langley's (the "Township") involvement in applications before the Provincial Liquor Control and Licensing Branch ("LCLB"), of which the Township of Langley may receive notice pursuant to the *Liquor Control and Licensing Act* (the "Act") and the *Liquor Control and Licensing Regulation* (the "Regulation").

2. Background

2.1 In 2013, the Province initiated a comprehensive process to review legislation governing liquor. As a result of this process, new legislation was enacted by the Province in January 2017. This Policy is in response to applicable legislation.

3. Related Bylaws

3.1 Zoning Bylaw 1987 No. 2500 and Licencing Bylaw 2016 No. 5192.

4. Notice of Liquor Licence Applications

4.1 The Township wishes to receive notice of the following applications pursuant to Section 38(1) of the Act, unless the Township expressly states otherwise:

4.1.1 an application for a new Liquor Primary Licence;

4.1.2 an application for an amendment to an existing Liquor Primary Licence for:

4.1.2.1 converting a Liquor Primary Club Licence (a subclass of a Liquor Primary Licence) into a Liquor Primary Licence;

4.1.2.2 adding or amending a temporary use area endorsement;

4.1.2.3 a permanent extension of hours of liquor service beyond 1:00 A.M.;

4.1.2.4 a permanent increase in the person capacity of a service area;

4.1.2.5 the permanent addition of a patio;

4.1.2.6 the permanent relocation of an existing Liquor Primary Licence establishment to a new location, unless the LCLB is satisfied that the residents who will be affected by the new location are substantially the same residents who are affected by the existing Liquor Primary Licence establishment;

4.1.3 subject to Section 71(5) of the Regulation, an application for a new Manufacturer Licence (i.e. a brewery licence, a distillery licence or a winery licence), if the application requests a lounge endorsement and/or a special event area endorsement;

4.1.4 subject to Section 71(5) of the Regulation, an application to add a lounge endorsement and/or a special event area endorsement to an existing Manufacturer Licence;

4.1.5 subject to Section 71(5) of the Regulation, an application for any of the following amendments to a Manufacturer Licence endorsed with a lounge endorsement or a special event area endorsement:

4.1.5.1 a permanent extension of hours of liquor service for the service area under the endorsement;

4.1.5.2 a permanent increase in the person capacity of the service area under the endorsement; and

4.1.5.3 the permanent addition of a patio;

4.1.6 an application for a new Food Primary Licence, if the applicant requests one or more of the following:

4.1.6.1 a temporary use area endorsement;

4.1.6.2 hours of liquor service that extend past 1:00 A.M., and

4.1.6.3 dancing, karaoke or other types of entertainment that involve patron participation in the service area;

4.1.7 an application for any of the following amendments to an existing Food Primary Licence:

4.1.7.1 adding or amending a temporary use area endorsement;

4.1.7.2 a permanent extension of hours of liquor service if the new hours extend past 1:00 A.M.; and

4.1.7.3 permanently allowing, in a service area, dancing, karaoke or other types of entertainment that involve patron participation.

4.2 Notice of an application must be submitted to the Township's Director of Development Services and must include the information and records required pursuant to Section 71(6) of the Regulation, and the following, where applicable:

4.2.1 a complete Development Application Form (see Schedule "A" of the Development Application and Fee Bylaw 1987 No. 2470, as amended);

4.2.2 a state of title certificate or title search which was requested from the Land Title Office within the last 30 days;

4.2.3 application fees in accordance with Section 4 of the Development Application and Fee Bylaw 1987 No. 2470;

4.2.4 a plan of existing and proposed building floor space including outside patio(s), existing and proposed number of seats and occupant load;

4.2.5 a site plan indicating the location and size of all buildings on the lot, patio areas, parking spaces, landscaping, buffering, entrance doorways, loading space, garbage containers, driveway aisles and access points;

4.2.6 existing and/or proposed entertainment type;

4.2.7 existing and/or proposed hours of liquor service;

4.2.8 a rationale or explanation by the proponent of the character of the proposed establishment and the market area and population it is intended to service; and

4.2.9 other details of the proposed establishment as may be required by Council to facilitate its review.

4.3 Council hereby delegates to the Director of Development Services its power under Section 38(3) of the Act to provide comments and recommendations to the LCLB with respect to applications relating to new and existing Food Primary Licences.

5. Review and Consideration

5.1 Notice of a Liquor Licence application received pursuant to Section 4.2 above:

5.1.1 will first be referred to the Township's Fire, Engineering, and Permit, Licence and Inspection Services Departments, the R.C.M.P, and other relevant outside agencies, to obtain comments in respect of the application; and

5.1.2 will subsequently be submitted to Council to obtain Council's comments and recommendations in respect of the application.

5.2 Notice of a Liquor Licence application received pursuant to Section 4.2 must include a "public consultation process", either in conjunction with an accompanying rezoning, development permit or development variance permit application, or, if a rezoning/development permit/development variance permit is not required, in accordance with the rezoning "public process" which includes individual hearing notice mail outs, newspaper notice and a "Liquor Licencing Hearing" where affected persons may express their views to Council.

5.3 Licencing Bylaw 2016 No. 5192 prohibits exotic performances in all Liquor Licence establishments, except in a hotel holding a valid and subsistent Class "A" Liquor Licence issued on or before December 16, 1991.

5.4 In considering whether to recommend the rejection or approval of an application for a new or relocated Liquor Primary Licence to the LCLB, Council will consider the following locational criteria:

5.4.1 Generally, a new or relocated Liquor Primary establishment should not be located within 0.5 km of an existing or proposed elementary school, secondary school, church, neighbourhood park, or sub-neighbourhood park. This distance may be revised by Council if the establishment is located within a community centre or other facility owned or operated by or on behalf of the Township, or if Council otherwise considers that there are reasons which would merit a departure from this general rule.

5.4.2 Generally, a new or relocated Liquor Primary establishment should not directly abut single or multi-family residential uses or zones, or existing or proposed park sites, unless adequate buffer mechanisms are incorporated into site development plans specifically approved by Council as part of a rezoning or development permit process, or if Council otherwise considers that there are reasons which would merit a departure from this general rule.

5.4.3 A new or relocated Liquor Primary establishment may be located on the same site as a hotel or community recreational use (such as an arena or golf course) subject to adequate access and parking being provided in accordance with Township Bylaws and Policies.

5.5 Notice of Liquor Licence applications received pursuant to Section 4.2 must comply with:

5.5.1 all applicable Township bylaws including, but not limited to the following bylaws as amended from time to time:

5.5.1.1 Fire Prevention Bylaw 2013 No. 4956;

5.5.1.2 Langley Building Bylaw 2008 No. 4642;

5.5.1.3 Licencing Bylaw 2016 No. 5192;

5.5.1.4 Noise Control Bylaw 2015 No. 5172;

5.5.1.5 Subdivision and Development Servicing Bylaw 2011 No. 4861;

5.5.1.6 Highway and Traffic Bylaw 2010 No. 4758; and

5.5.1.7 Zoning Bylaw 1987 No. 2500;

5.5.2 all applicable Township policies including, but not limited to, Exterior Lighting Impact Policy No. 07-156;

5.5.3 Crime Prevention Through Environmental Design (CPTED) criteria;

5.5.4 requirements and conditions imposed by Council in connection with:

5.5.4.1 the approval of a zoning or official community plan amendment bylaw;

5.5.4.2 the issuance of a development permit, development variance permit, or building permit; or

5.5.4.3 the application review process outlined in this Section 5; and

5.5.5 requirements and conditions imposed by the LCLB pursuant to the Act or the Regulation.

6. Comments and Recommendations Provided to the LCLB

6.1 Comments provided to the LCLB in respect of a Liquor Licence application must be in writing and must include:

6.1.1 the Township's views on all of the following matters:

6.1.1.1 the impact of noise on the community in the immediate vicinity of the establishment, unless Section 6.1.1.2 or Section 6.1.1.3 applies;

6.1.1.2 in the case of an application that involves a temporary use area endorsement, the impact of noise on the community in the immediate vicinity of the proposed locations of event sites under corresponding temporary use area authorizations;

6.1.1.3 in the case of an application that involves a lounge or special event area endorsement, the impact of noise on the community in the immediate vicinity of the location of the service area under the endorsement;

6.1.1.4 the general impact on the community;

6.1.1.5 if the application is to amend a Food Primary Licence to extend the hours of liquor service past 1:00 A.M., or to allow entertainment that involves patron participation in a service area, whether the amendment may result in the service area being operated in a manner that is contrary to section 18(1)(a) of the Regulation (which states that the primary purpose of the business carried on in the service area when liquor is being sold or served must be the service of food); and

6.1.2 the views of Township residents on the application and a description of the method used to gather those views.

6.2 Recommendations provided to the LCLB in respect of a Liquor Licence application must be in writing, must specify whether the application should be approved or rejected, and must include the reasons on which they are based.

6.3 The Township must give the LCLB its comments and recommendations in respect of a Liquor Licence application within 90 days after it receives notice of the application, or within any further period authorized by the LCLB.

CAVE CURE & THERAPIES
THE WELLBEING NEXUS

ATTACHMENT C

Letter of Intent for Cave Cure & Therapies

Describe the primary focus of your business including any functions and services your establishment will provide if liquor service is not the primary business focus.

Wellness.

We offer a variety which includes:

Clinical practitioner services, spa services, Café, spa retail (ex. Esthetics products, bath products, tea etc.)

If liquor service is not the primary business focus (e.g. retail store or spa): identify the operating hours of your primary business and whether or not the business focus will shift to liquor service at a set time of day

This is just an add on to what we already offer.

Ex. If a customer comes in for food at the café, they may prefer an alcoholic beverage over a tea or coffee or

If a guest is receiving a spa like service, they may like a glass of wine in the relaxation room instead of tea.

Identify all types of entertainment that may be offered in your establishment (e.g. films, darts, DJ booth, dance floor, exotic dancing, gambling, karaoke, live music, pool)

Clinical practitioner services, spa services, Café, spa retail (ex. Esthetics products, bath products, tea etc.).

Describe the type of food service your establishment will offer. Liquor primary establishments must provide, at a minimum, a variety of hot or cold snacks and non-alcoholic beverages during all hours of operation.

Cold Brew sparkling tea, water, sparkling water, coffee (including an assortment of other coffee beverages like Latte), hot tea, Protein balls, wraps (can be eaten hot or cold), snack boxes, avocado toast, fruit plate.

Describe the composition of the neighbourhood (e.g. commercial, residential, industrial)

Commercial. We are in an outdoor strip mall.

Describe the potential for noise and other types of disturbance.

We offer spa like services so noise would be kept to a minimum.

T:604.427.2237
E: info@cavetherapies.com
W: cavetherapies.com

Melany Parasad, Director
Edric Parasad, Clinic Director

Describe the measures you will implement to ensure nearby residents are not disturbed by your establishment or patrons of your establishment.

We already have signs in our facility to advise our guests to be quiet due to the spa like services that are taking place. This is part of our policy. Any guests who become too loud are asked kindly to keep their voices down. If they choose not to listen they may be asked to leave.

Identify any requests for licensing options and/or endorsements (see below).

Since liquor service is not the primary focus (therefore we wouldn't fall under the FFS Appendix 1), however we are not eligible for food primary, We request Minors be allowed in the service area where liquor is being served (which would be through our café).

Although as mentioned above, liquor is not our primary focus and it does not seem we would require the FFS Appendix 1, it was recommended to me by one of the LCB to still include this into the application, therefore I have done so.

Include any other information that may be relevant to your application.

Since we offer a range to our guests in our business, we do have minors who come in for café food, to purchase retail or to receive some of our services like counselling, massage or hydrotherapy to name a few. So again, for this reason we ask that Minors be permitted in our facility/in service areas.

Hours of operation:

Sunday-Saturday (7 days/week) –> 8:00am-12:00am

Occupancy load(s):

Occupancy load=43 persons

+ Patio- 5 persons

TOTAL= 48 persons

Number of employees:

7 employees

T:604.427.2237
E: info@cavetherapies.com
W: cavetherapies.com

Melany Parasad, Director
Edric Parasad, Clinic Director

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	DECEMBER 18, 2023 - REGULAR MEETING	**REPORT:**	23-266
FROM:	BYLAWS, LEGAL AND STRATEGIC IMPLEMENTATION DIVISION	**FILE:**	LSP00009
SUBJECT:	MOBILE INTEGRATED CRISIS RESPONSE TEAMS		

RECOMMENDATION:

That Council direct staff to send a letter to the Minister of Public Safety and Solicitor General requesting that the Township of Langley be included in the list of municipalities receiving Mobile Integrated Crisis Response Teams.

EXECUTIVE SUMMARY:

In 2022, Langley RCMP discussed with Fraser Health the establishment of a local joint initiative pairing a psychiatric nurse and police officer to respond to police mental health calls. The project was pending completion of a Memorandum of Understanding and funding for nurses to support the calls, but advancement has stalled and the project is effectively on hold. On July 17, 2023, the Province of BC announced an expansion of the Mobile Integrated Crisis Response (MICR) Teams (formerly known as Car programs) to Abbotsford, Port Coquitlam/Coquitlam, Burnaby, Chilliwack, Penticton, Vernon, Squamish, Prince Rupert and the Westshore. The Township of Langley/City of Langley were not included in the list despite statistical evidence demonstrating comparable need. In some cases, there is greater need in the Township of Langley/City of Langley in comparison with the nine communities receiving MICR Teams (Attachment A).

Staff propose to engage with the Minister of Public Safety and Solicitor General to advocate on behalf of the Langley RCMP to insist that the Township of Langley be included in the MICR program. Langley RCMP have demonstrated the need for a MICR Team and are prepared for its implementation through the provision of trained staff which include a Police Mental Health Liaison (PMHL) Team and equipment such as a vehicle specially equipped with a plexiglass divider to facilitate a clinician riding safely beside an apprehended person.

PURPOSE:

This report is in response to Council's direction at the September 25, 2023 Regular Meeting with respect to Mobile Integrated Crisis Response Teams expansion as part of the Province's Safer Communities Action Plan.

BACKGROUND/HISTORY:

At the September 25, 2023 Regular Meeting, Council passed a resolution directing staff to report on:

A. Existing mental health services offered by the Langley RCMP;
B. The plan for Mobile Integrated Crisis Response (MICR) and associated costs; and
C. Data analysis including:
    a. The number and percentage share of police calls for service that are mental health related for the last 10 years (year over year) and comparators to other lower mainland RCMP and municipal detachments; and
    b. A comparison of the percentage of calls for service mental health related to the municipalities prioritized in the MICR provincial announcement.

At the October 23, 2023 Regular Meeting, Council received a Memorandum (Item P.1) on Mobile Integrated Crisis Response Team.

On July 17, 2023 the Province of BC announced an expansion of the Mobile Integrated Crisis Response (MICR) Teams (formerly known as Car programs) to Abbotsford, Port Coquitlam/Coquitlam, Burnaby, Chilliwack, Penticton, Vernon, Squamish, Prince Rupert and the Westshore, in an effort to help people in crisis while opening up police resources to focus on crime. With this expansion there will be a total of 21 MICR teams in the province with teams already operating in Kamloops, Kelowna, Prince George, Fort St. John, Richmond, Surrey, Vancouver, North Shore, Nanaimo and Victoria.

MICR Teams are specialized crisis-response teams that pair police officers with healthcare professionals in the event that police receive a mental-health-related call. Teams provide on-site emotional and mental-health assessments, crisis intervention and referrals to appropriate services in the community. Built on partnerships between municipal police departments or local RCMP detachments and the regional health authorities, these teams can reduce the amount of time it takes to admit someone into the care of health professionals.

The expansion of crisis-response teams across the province has the intent to ensure that, at their most vulnerable time, people in distress receive a health-focused response and connection to the services and supports they need on their pathway to well-being. Responding to mental health challenges with compassion and appropriate care can result in improved outcomes for patient health and diagnosis.

DISCUSSION/ANALYSIS:

<u>Langley RCMP Local Crisis Response Team Put on Hold</u>

In 2022, Langley RCMP were in discussions with Fraser Health to develop a Local Crisis Response Team comprised of a psychiatric nurse and mental health police officer. This team would be prepared to attend mental health calls with the goal of completing assessments for clients in the same manner as the provincially funded MICR teams. This project was awaiting a new Memorandum of Understanding being created by BC RCMP to cover all RCMP detachments and all BC Health Authorities including:

- First Nations Health
- Fraser Health
- Vancouver Coastal Health
- Vancouver Island Health
- Northern Health
- Interior Health

In the meantime, the Province announced an expansion of the MICR Teams program to an additional nine BC communities which did not include the Township of Langley/City of Langley. For this reason, it is anticipated that the work undertaken by Langley RCMP in 2022 has been put on hold.

The Case for the Township of Langley

The September 28, 2023 report on Mobile Integrated Crisis Response Teams presented information and statistics specific to the Township of Langley and Langley City regarding calls for service related to mental health issues. This report compared Langley RCMP mental health file statistics with other municipalities receiving MICR Team support (Attachment A). The statistics show that the number of mental health calls received by the Langley RCMP is on par with Abbotsford and Burnaby and is higher than Squamish. Highlights include:

- in 2023 there is a projected increase in mental health files of 5.58%
- the rate of mental health files per 1000 residents is higher (every year since 2018) than Burnaby, Coquitlam and Squamish who all have MICR teams
- the percentage of mental health files in 2023 is on par with Abbotsford and Burnaby and is higher than Squamish
- 2018 and 2019 percentage of mental health files were the highest of all the compared jurisdictions (the percentage remains relatively static year over year)

Rationale for MICR Teams

The MICR teams are based on pilot projects in which the Ministry of Mental Health and Addictions has provided a psychiatric nurse to various BC communities. As the program is expanding and rolling out in other municipalities, the psychiatric nurse is providing service 12 hours a day seven days a week. The nurse is partnered with a police officer forming a MICR team that is dispatched as a secondary responder to 911 calls involving someone with mental health or illegal drug concerns. As RCMP are primary responders, the addition of the psychiatric nurse adds professional expertise for providing care to people in mental health emergencies and to link them with health agencies for ongoing help. With better coordination between police and social support services the aim is to produce more effective longer-term solutions for persons experiencing mental health issues.

An additional benefit and intended outcome of the program is to reduce the amount of time required by RCMP. Under the current system, when the RCMP respond to a call requiring mental health services, it can take several hours before the patient is admitted into the care of health professionals. Average wait times at Langley Memorial Hospital are 60 minutes and can extend up to six hours at peak times[1]. A mental health file can take about 25 hours of an officer's time to process in compliance with regulations.

Financial Implications:

Langley RCMP are prepared to operate a MICR team with an already existing Police Mental Health Liaison (PMHL)Team comprised of a Corporal Supervisor, two Constables and one Reserve Constable. This team specializes in administering the BC Mental Health Act, RCMP related policy and the processes involved in mental health apprehensions. The team has two unmarked vehicles with one vehicle specially equipped with a plexiglass divider to facilitate a nurse riding safely beside an apprehended person. A nurse riding in the back seat allows for engagement with the client in order to provide support and to gather medical information that can help expediate the hospital admissions process.

[1] Emergency Department Wait Times, http://www.edwaittimes.ca/WaitTimes.aspx. Accessed on September 19, 2023

Conclusion:

The case for the Township of Langley to be included in Provincial Mobile Integrated Crisis Response (MICR) Teams program has been presented in this report using statistics provided by the RCMP. The percentage of mental health calls is comparable to other communities and in some cases, is higher than other communities that are receiving MICR supports. The Langley RCMP are prepared to implement the MICR program and resume implementation efforts that were well under way in 2022 before the program was put on hold. Staff propose to liaise with the Minister of Public Safety and Solicitor General to advocate for a MICR Team for the Langley RCMP.

Respectfully submitted,

Aubrey Jensen
MANAGER, STRATEGIC AND SOCIAL PLANNING
for
BYLAWS, LEGAL AND STRATEGIC IMPLEMENTATION DIVISION

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

CONCURRENCES	
Division / Department	**Name**
RCMP	Supt. Adrian Marsden

ATTACHMENT A September 28, 2023 Report on Mobile Integrated Crisis Response Teams

ATTACHMENT A

To: Superintendent Adrian MARSDEN, Detachment Commander, Langley RCMP

From: Cpl. Valerie CONROY, Police Mental Health Liaison Team, Langley RCMP

CC: Insp. Erica MOIR, Operations Support Officer, Langley RCMP

S/Sgt. Bal SIDHU, NCO i/c CPS, Langley RCMP

Date: September 28, 2023

Re: REPORT ON MOBILE INTEGRATED CRISIS RESPONSE TEAMS

This report is to provide Supt. Marsden with the requested information and statistics specific to Langley City and the Township of Langley regarding calls for service relating to mental health issues.

TERMS

MICR – Mobile Integrated Crisis Response team

PMHL – Police Mental Health Liaison

DESIGNATED COMMUNITIES RECEIVING THE MICR PROGRAM

In September 2023, the Ministry of Mental Health and Addictions announced several crisis teams for specific **Lower Mainland** [LMD] communities in B.C. as follows:

- Chilliwack
- Coquitlam / Port Coquitlam
- Squamish
- Burnaby
- Abbotsford
- Westshore RCMP

Outside the LMD

- Penticton
- Vernon
- Prince Rupert.

STATISTICS OBTAINED FROM LANGLEY RCMP ANALYST October 4, 2023

All Mental Health related files in Langley

Langley	2018	2019	2020	2021	2022	2023
Total Files	47490	47381	44816	44631	43051	33373
Total MH Files	3143	2921	2671	2803	2760	2213
% Change MH Files	N/A	-7.06	-8.56	4.94	-1.53	5.58*
% MH of total calls	6.62	6.16	5.96	6.28	6.41	6.63
% MH calls w/referral	20.43	23.66	27.63	23.97	25.91	24.49

*calculated using total MH files up to Sept 30 for both 2022 (2096) and 2023 (2213)

Rate of Mental Health calls per 1000 residents compared against MICR jurisdictions

	2018	2019	2020	2021	2022	2023
Langley	19.94	18.29	16.52	16.78	15.97	12.64
Abbotsford	9.43	10.11	22.14	23.51	25.18	17.74
Burnaby	12.76	11.77	13.85	13.43	12.39	8.49
Coquitlam	9.53	9.07	9.65	10.45	11.35	9.49
Squamish	11.44	14.01	17.02	14.42	15.39	9.66
Upper Fraser Valley	25.31	25.26	23.71	25.40	27.84	24.87

% of Mental Health files annually (based on total files/year) compared to MICR jurisdictions

	2018	2019	2020	2021	2022	2023
Langley	6.62	6.16	5.96	6.28	6.41	6.63
Abbotsford	2.57	2.86	6.82	6.71	7.88	6.62
Burnaby	5.58	5.25	6.99	7.69	7.65	6.73
Coquitlam	5.06	5.03	6.04	6.44	7.50	8.21
Squamish	3.47	4.10	4.82	4.21	5.04	4.05
Upper Fraser Valley	5.52	5.47	5.45	5.77	7.21	7.82

Methodology: PRIME files from January 1, 2018 to September 30, 2023 were collected using the Criminal Analysis Search Tool (CAST) for the Study Flag: Mental Health Related and for all UCR Summaries containing Mental Health. Total count for PRIME files/year in each jurisdiction was also pulled to complete calculations. Population counts for each jurisdiction were pulled from EDCAS Sharepoint, last updated 2023-09-20, in order to calculate rate of MH files/1000 residents.

Note that the 2023 calculations include January 1 to September 30 for all jurisdictions listed.

KEY INFORMATION OF NOTE:

Overall, they key information of note (I think) is that:

- The Langleys are currently showing a projected increase in Mental Health files of 5.58% this year
- Our rate of Mental Health files/1000 residents is higher than Burnaby, Coquitlam and Squamish, who all have the MICR teams
    - We have had a higher rate than those three every year since 2018
- Our percentage of Mental Health files this year is on par with Abbotsford and Burnaby and is higher than Squamish
    - In 2018 and 2019, our percentage was the highest of all the compared jurisdictions (our percent has remained relatively static year over year)

LANGLEY RCMP POLICE MENTAL HEALTH LIAISON [PMHL] TEAM

The team is currently comprised of a Corporal Supervisor, 2 Constables and 1 Reserve Constable. One Constable is on maternity leave scheduled to return in April of 2024. Each Member has a higher level of knowledge regarding the BC Mental Health Act, RCMP related Policy and the processes involved in mental health apprehensions. The team has 2 unmarked Ford SUV's assigned. One of the vehicles is outfitted with a plexiglass divider in the rear seat to facilitate a nurse riding safely beside an apprehended person during transport to hospital in order to engage with the client to gather important information if the client is able.

LANGLEY RCMP ATTEMPTS TO CREATE A MENTAL HEALTH RESPONSE CAR

In 2022, the OIC of the Langley detachment began meeting with Fraser Health Management to develop a local crisis response team comprised of a psychiatric nurse and mental health police officer. This team would attend mental health calls with the goal of completing mental health assessments for clients. This project is on hold to await a new Memorandum of Understanding being created by BC RCMP to cover all RCMP detachments and all BC Health Authorities including:

- First Nations Health
- Fraser Health
- Vancouver Coastal Health
- Vancouver Island Health
- Northern Health
- Interior Health

It is likely the above efforts have been put on hold with the recent roll out of the MICR teams.

LANGELY RCMP PLAN for a MOBILE INTEGRATED CRISIS RESPONSE TEAM (MICR) & ANY ASSOCIATED COSTS

As mentioned above, the MICR program was created and implemented by the Ministry of Mental Health and Addictions (MMHA). The Ministry did have Superintendent Wendy Mehat (current OIC of Maple Ridge detachment) assigned to provide input from the RCMP, however, the ultimate selections of which communities actually received a MICR team was the decision of the MMHA. Neither Langley nor Maple Ridge received a MICR team.

The MICR teams at this stage involve:

- A pilot project in which the MMHA has provided a psychiatric nurse to various BC communities
- Currently the psychiatric nurse would be provided for 16 hours a week
- The nurse would be partnered with a police officer and attend various mental health related calls for service, with the ultimate goal of creating a faster, safer, more expert first response with better coordination between police and social support services to produce more effective longer term solutions for the persons experiencing mental health issues
- It is hoped that the MICR team program will expand over the coming months/years to involve additional communities, of which Langley hopes to be one of these additions

- The Provincial Government is providing the funding for the MICR teams

REFERENCES:

BC Gov News. Mental Health and Addictions. Plan leads transformation of mental health, addictions care: report (Oct. 22, 2021)

http://news.gov.bc.ca/releases/2021MMHA0049

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	DECEMBER 18, 2023 - REGULAR MEETING	**REPORT:**	23-272
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	LSP00024
SUBJECT:	TELECOMMUNICATION TOWER MASTER PLAN COUNCIL POLICY UPDATE		

RECOMMENDATION:

That Council approve the updated Council Policy 07-331, re-named Telecommunication Tower, presented as Attachment A to this report.

EXECUTIVE SUMMARY:

At the December 12, 2022 Regular Meeting, Council passed a resolution directing staff to bring forward a list of potential amendments to the Telecommunication Tower Master Plan Council Policy 07-331 for consideration.

The federal government, through the Radiocommunication Act, R.S.C., 1985, has empowered Innovation, Science and Economic Development (ISED) with jurisdiction and responsibility for authorizing the operation of antenna systems including telecommunication towers.

Proposed changes to the Council Policy include: (A) addition of design and location preferences that may be used in the Council endorsement process, (B) amendments to the public notification and consultation process to align with ISED policy and (C) general terminology and regulatory updates to modernize the policy.

Note that a change in terminology includes renaming the policy from “Telecommunication Tower Master Plan” to “Telecommunication Tower.”

PURPOSE:

This report is in response to a Council resolution at the December 12, 2022 Regular Meeting to provide an amended Telecommunication Tower Master Plan Council Policy 07-331 for Council’s consideration.

BACKGROUND/HISTORY:

A staff memorandum, dated December 1, 2022, provided an update on Council's request for options to enhance cell service in Langley and sought direction as to whether potential amendments to the Telecommunications Tower Master Plan (Council Policy 07-331) should be brought forward for Council's consideration.

The memorandum recommendations included adopting a policy framework more closely aligned with requirements and guidelines in the Client Procedures Circular (CPC) 2-0-03 from Innovation, Science and Economic Development Canada (ISED), specifically:

- specific location and configuration preferences that may be used for Council endorsement (as an alternative to the existing petition process)
- a notification radius that correlates to the proposed structure height
- consultation exclusion criteria for proposed installations located within industrial area that are removed from residential areas or low visual impact installations such as on rooftops

At the December 12, 2022 Regular Meeting, Council passed the following resolution:

> *"Further to the motion adopted at the July 11, 2022 Regular Meeting of Council, and the memorandum of response received from staff in the December 1, 2022 Distribution List;*
>
> *Council directs staff to bring forward a list of potential amendments to the Telecommunication Tower Master Plan Council Policy 07-331 for Council consideration at a future Regular Council Meeting."*

In response to the above resolution, staff propose an update to Council Policy 07-331 as outlined in this report.

DISCUSSION/ANALYSIS:

Jurisdiction with respect to the licensing of telecommunication towers, or any other type of antenna system, rests with the federal government (ISED). The federal government requires that proponents contact the "land-use authority" for the siting and installation of antenna systems.

Legislation:

The federal government, through the Radiocommunication Act, R.S.C., 1985, has empowered ISED with jurisdiction and responsibility for authorizing the operation of antenna systems.

ISED administrates this process in its CPC 2-0-03 – Radiocommunication and Broadcasting Antenna Systems policy document.

In addition to roles and responsibilities for site sharing, land-use consultation and public consultation, proponents planning to install or modify an antenna system must also fulfill other obligations including the following: compliance with Health Canada's Safety Code 6 guideline for the protection of the general public, compliance with radio frequency immunity criteria, notification of nearby broadcasting stations, environmental considerations, Transport Canada aeronautical safety responsibilities, and NAV CANADA air navigation facilities.

Applicable Policies:

Telecommunication Tower Master Plan Council Policy 07-331.

Proposed Policy Update:

The proposed changes to Council Policy 07-331 can be summarized in the following categories.

Updates to Industry Terminology and Regulatory Process
These changes include wording and process updates as a result of industry changes over time and changes made to the ISED policy document (CPC-2-0-03).

Addition of Specific Location and Design Preferences
As endorsed by Council on December 12, 2022, the proposed policy update includes specific location and configuration preferences that may be used for Council to determine whether they support or object to an application. Staff reviewed the location and design preferences in the region in the Township of Langley context and have added a section to the policy to this affect.

Public Notification and Consultation
On December 12, 2022, Council endorsed "a notification radius that correlates to the proposed structure height." The notification radius provides the basis for the public consultation. ISED requires that proponents contact land-use authorities to determine the local consultation requirements. Land-Use Authorities can develop their own public consultation policies or follow the default ISED public consultation process.

The default ISED public consultation process includes a notification radius that correlates to the proposed structure height. It also requires the proponent to:

- provide specific written notice to the public
- provide 30 days for written comment responses
- acknowledge the receipt of the written responses within 14 days
- respond in writing to all reasonable and relevant concerns within 60 days
- provide 21 days for the public to reply to the proponent's response

It also requires that proponents of an antenna system proposed to be 30 metres or more in height must place a notice in a local community newspaper circulating in the proposed area.

Staff do not currently recommend endorsing any consultation exclusion criteria, as contemplated in the December 1, 2022 Memorandum to Council. Within the Township context, there are industrial areas in proximity to residential areas, so an exemption for notification in an industrial area could exclude the input of residents in neighbourhoods that would otherwise be within the notification radius.

Proposed Updates to Council Policy 07-331:

07-331	Proposed Update	Rationale
Section	Renaming the policy to "Telecommunication Tower"	Reflects changes to the policy overtime
1.1	Updated the purpose of the policy to be more specific and include ISED requirements	Reflects common industry terminology and federal jurisdiction
2.1 and 2.2	Updating the background information that explains the structure of federal jurisdiction	Includes the change from "Industry Canada" to "ISED" and the changes to the CPC-2-0-03 that have occurred since the Council Policy was last updated
3.1 and 3.2	The addition of Location and Design Preferences	Consistent with Council's December 12, 2022 resolution to include "specific location and

		configuration preferences that may be used for Council endorsement (as an alternative to the existing petition process)"
3.3.1	Proponents are encouraged to meet with staff before submitting an application	Allows Staff to provide feedback early in the process
3.4.1	Notes the ISED exclusions and requests that proponents would notify the Township, even if they are excluded	Provides a mechanism for updating the Township on all antenna systems under federal exemptions
3.4.3	Public consultation should occur within 120 days	ISED policy requirement
3.4.4	Includes the requirements for public consultation under ISED process	Public consultation is a required aspect of the ISED process. This incorporates Council's December 12, 2022 resolution to include "a notification radius that correlates to the proposed structure height" (which is included in the ISED process).
3.4.5 and 3.5.1	Requires all public consultation by the proponent to be organized in a summary report and provided to the Community Development Division for inclusion in the report to Council	Mechanism to ensure that all public consultation is received by the Township and included in the report to Council

Summary:

The proposed changes to the policy respond to Council's December 12, 2022 resolution and include the addition of design and location preferences as well as amendments to the public notification and consultation process to align with ISED. It also includes general terminology and regulatory updates to modernize the policy.

Respectfully submitted,

Stephen Richardson
DIRECTOR, COMMUNITY DEVELOPMENT
for
COMMUNITY DEVELOPMENT DIVISION

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

CONCURRENCES	
Division / Department	**Name**
ENGINEERING DIVISION	R. Zwagg

ATTACHMENT A Updated Telecommunication Tower Council Policy 07-331

Township of Langley
Est. 1873

ATTACHMENT A

COUNCIL POLICY

Subject: Telecommunication Tower

Policy No:	**07-331**
Approved by Council:	**1991-01-07**
Revised by Council:	**1999-04-26**
Revised by Council:	**2007-02-19**
Revised by Council:	**2013-09-09**
Revised by Council:	**2014-12-08**
Revised by Council:	**2016-05-30**

1. Purpose

1.1 To establish a procedure for telecommunication antenna system tower applications and local land use consultation in the Township of Langley, pursuant to Innovation, Science and Economic Development (ISED) Canada regulations and requirements.

2. Background

2.1 The jurisdiction for the location of telecommunication antenna structures is with the Federal Government, ISED Canada. The Client Procedures Circular ("CPC") 2-0-03, *Radiocommunication and Broadcasting Antenna Systems* policy document includes roles and responsibilities for site sharing, land-use consultation and public consultation, as well as other important obligations including: compliance with Health Canada's Safety Code 6 guideline for the protection of the general public, compliance with radio frequency immunity criteria, notification of nearby broadcasting stations, environmental considerations, Transport Canada aeronautical safety responsibilities, and NAV CANADA air navigation facilities.

2.2 For the purposes of this policy, an "antenna system" and a "telecommunications carrier" have the same meaning as set out in CPC-2-0-03.

3. Policy

3.1 Location Preferences

3.1.1 The co-location of telecommunication antenna systems on towers is encouraged. Before submitting an application, the proponent must:

- contact, in writing, all telecommunications carriers of existing telecommunication antenna system towers within 500m of the base of the proposed location to request co-location on the existing tower; and
- supply a copy of the written request and all responses regarding the co-location request, including the reasons provided by the existing telecommunications carriers for declining co-locating with the Proponent's application.

3.1.2 When new telecommunication antenna system towers must be constructed, where technically feasible, the following locations are preferred:

- Industrial and Mixed Employment areas.
- Other non-Residential areas where appropriate.
- Areas that maximize the distance from Residential areas.
- Areas with mature landscaping screening.

3.1.3 The siting of telecommunication antenna system towers is discouraged in the following locations:

- Locations of environmental concern that are identified in the Official Community Plan (OCP), that in the opinion of the Township, the placement of a telecommunication antenna system towers will have an adverse impact on these areas.
- Riparian lands. The proposed location must adhere to federal regulations including, but not limited to, setbacks from watercourses and wetlands.
- Heritage areas.
- Areas that negatively impact public views and vistas of important natural or constructed features.

3.2 Design Preferences

3.2.1 Telecommunication antenna system towers should be sited and designed to respect local sensitivities and preferences as identified by the Township. The Township encourages the installation of telecommunication antenna system towers that are unobtrusive and as inconspicuous as possible including:

- Slim-line monopoles.
- The mitigation of negative visual impacts through the use of appropriate landscaping, screening, stealth design techniques, etc.

3.2.2 The following designs are discouraged:

- Lattice work towers.
- The use of cables or guy wires to steady, support, or reinforce freestanding telecommunication antenna system tower.

3.2.3 This Policy acknowledges that the objective of promoting co-location as described in subsection 3.1.1, and the objective of making the telecommunication antenna structures less noticeable, as described in section 3.2.1 may sometimes come into conflict. Nevertheless, the Township intends to review each submission on its own individual merits with a view to promoting both objectives and, where necessary, determining the appropriate balance between them.

3.3 Application

3.3.1 Proponents of a new telecommunication antenna system tower are encouraged to consult with staff at an early state of the site evaluation process, including pre-application.

3.3.2 Telecommunications carriers that are not excluded under section 3.4.1 must submit an application to the Township of Langley's Community Development Division pursuant to Township of Langley Development Application

Procedures Bylaw No. 5760 as amended which shall include the following items:

- A completed application form.
- A title search.
- The application fee.
- Tower design plans.
- A letter of intent (including the identification of any other structures within a 500m radius of the proposed location and an explanation as to why co-utilization of the existing structure is not a viable alternative).
- Copies of the returned co-location offer letters (or copies of the original co-location offer letters if no response was received).

3.4 Public Notice and Consultation

3.4.1 Telecommunication antenna system installations that are excluded under the ISED exclusion criteria in CPC-2-0-03 Section 6 are not subject to the public consultation process in this policy. Notwithstanding the ISED exclusion criteria, proponents are asked to inform the Township of all new antenna system installations within the Township's boundaries.

3.4.2 Subject to 3.4.1, the application for all telecommunication antenna system tower installations, including co-locations, are subject to public consultation.

3.4.3 Where public consultation is required, consultation with the public should be completed within 120 days of the proposal being accepted as complete by the Township.

3.4.4 Subject to any additional requirements of this policy, public consultation shall occur in accordance with ISED's default public consultation process in CPC-2-0-03 Section 4.2.

3.4.5 At the conclusion of the public consultation process proponents are required to provide a summary report that includes all correspondence between the public and the proponent, copies of all notifications, and any other related information pertaining to public consultation. The summary report must be sent to the Community Development Division.

3.5 Council Consideration of Application

3.5.1 Following the completion of the public consultation and provision of the summary report outlined in Section 3.4.5, staff will draft a report to Council for their consideration and include the summary report.

3.5.2 Council may pass a resolution indicating its objection or non-objection for the application. The Township of Langley will then provide the telecommunications carrier(s) and ISED with a letter within 10 days of approval of the Council meeting minutes indicating Council's resolution.

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	DECEMBER 18, 2023 - REGULAR MEETING	**REPORT:**	23-262
FROM:	ENGINEERING DIVISION	**FILE:**	SO002579
SUBJECT:	SOIL DEPOSIT APPLICATION FOR 23433 – 44 AVENUE		

RECOMMENDATION:

That Council direct staff to process the soil deposition application for property located at 23433 – 44 Avenue.

EXECUTIVE SUMMARY:

In 2018, soil deposit application SO001820 was approved by Council and a soil deposit permit issued for 9,905 m^3 of structural fill and topsoil on the subject property. On January 23, 2023, the Township of Langley (Township) received an additional application to deposit 8,750 m^3 or approximately 1,250 single truckloads of structural fill and topsoil at 23433 – 44 Avenue. The lot size is 5.68 acres, and the property is not located within the Agricultural Land Reserve. The application states that the filling would achieve better grades for future agricultural activities.

Given that the application volume exceeded 600 m^3, the Township mailed an information package, site plan, and ballot papers to surrounding property owners within 1.0 kilometre of the subject property to obtain community input on the application pursuant to Council Policy No. 05-008 (the Policy) included as Attachment A.

Pursuant to the Policy, the neighbour notification process was completed by regular mail on June 26, 2023, providing a 60-day response period. The results of the mailout and ballot process are outlined in the table below. The corresponding map is included as Attachment B.

Item	Total	Percentage
Number of ballots mailed out	352	100%
Number of ballot responses received	64	18%
Number of property owners not responding	288	82%
Number in support	35	55%
Number not in support	29	45%

Section 9.3 of the Policy provides direction that 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 refuse an application where a majority of surrounding property owners have voted in favour of the application.

PURPOSE:

This report provides Council with information and a recommendation with respect to an application for soil deposition at 23433 – 44 Avenue and makes recommendation with respect to Council's consideration of the application and ultimate disposition pursuant to Policy No. 05-008.

BACKGROUND/HISTORY:

In 2018, soil deposit application SO001820 was approved by Council and a soil deposit permit issued for 9,905 m^3 of structural fill and topsoil on the subject property. A final inspection report from the consultant was submitted on October 30, 2023, and the file was completed on November 6, 2023. A completion memo for SO001820 has been submitted by the consultant and is included as Attachment C.

On January 23, 2023, the Township received an additional application from Sam Bath (Agent) to deposit 8,750 m^3 or approximately 1,250 single truckloads of structural fill and topsoil at 23433 – 44 Avenue. The lot size is 5.68 acres, and the property is not located within the Agricultural Land Reserve. The purpose of the application would be to achieve better grades for future agricultural activities.

A detailed site plan was provided and is included as Attachment D. Mainland Engineering prepared a Drainage Plan, which includes a Grading Plan, Cross Sections/Profiles, and an Erosion Sediment Control Plan, which is included as Attachment E.

The approximate fill area is 10,808 m^2 and the average depth of deposit is 0.8 metres. The proposal includes a 5 metre no disturbance zone along the north property line along with a new swale. There is a class A watercourse approximately 30 metres to the north on a neighbouring property.

DISCUSSION/ANALYSIS:

The property at 23433 – 44 Avenue is zoned RU-1 and is not located in the Agricultural Land Reserve. The lot size is 5.68 acres. The application proposes to deposit 8,750 m^3 or approximately 1,250 single truckloads of material.

As 44 Avenue only has one access to Fraser Highway, trucks would enter and exit the site via 44 Avenue to Fraser Highway, which is a designated truck route. A security deposit in the amount of $43,750 (at $5/$m^3$) would be required to cover potential damage to municipal infrastructure such as roadways should the application be authorized by Council to proceed.

The public were notified by advertising the application in the local newspapers and on the Township's website. The property owner also installed the required soil deposit application sign at the property. One resident within the 1.0 kilometre mailout radius responded with a letter not in support, which is included as Attachment F. The letter expressed concern regarding drainage of the subject property and the surrounding area. The applicant has provided a drainage plan for the subject property as included in Attachment D following similar drainage paths to existing conditions.

Pursuant to the Policy, the neighbour notification process was completed by regular mail on June 26, 2023, providing a 60-day response period. The results of the mailout are as follows:

Item	Total	Percentage
Number of ballots mailed out	352	100%
Number of ballot responses received	64	18%
Number of property owners not responding	288	82%
Number in support	35	55%
Number not in support	29	45%

Section 9.3 of the Policy provides direction that 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 refuse an application where a majority of surrounding property owners have voted in favour of the application.

Respectfully submitted,

Richard Welfing
MANAGER, ENGINEERING SERVICES
for
ENGINEERING DIVISION

ATTACHMENT A Council Policy 05-008
ATTACHMENT B Mail Out Map
ATTACHMENT C SO001820 Completion Memo
ATTACHMENT D Site Plan
ATTACHMENT E Drainage Plan
ATTACHMENT F Resident Letter

ATTACHMENT A

Township of Langley
Est. 1873

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	**2023-06-26**

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 General Manager 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 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)1 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 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

_____

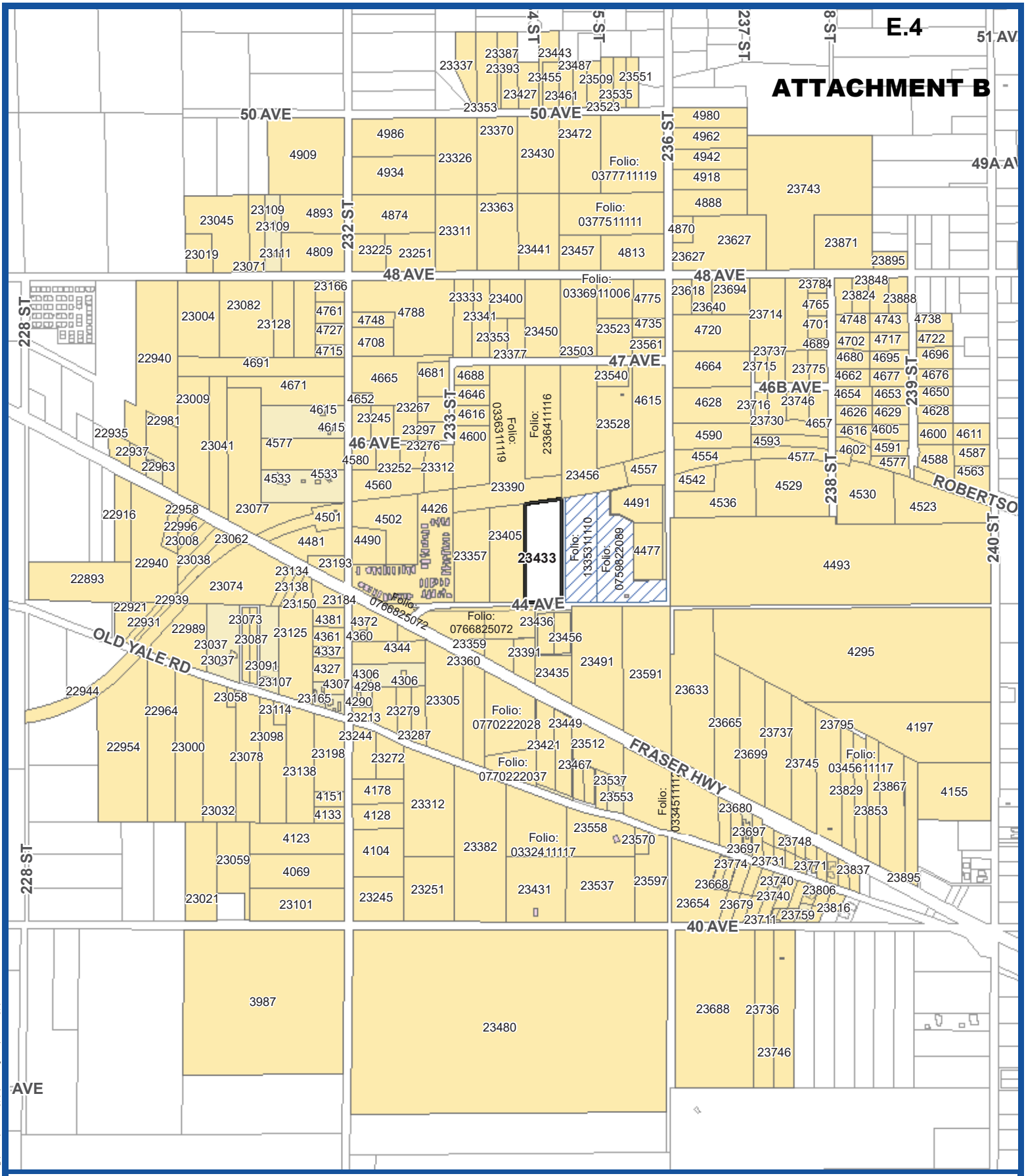
(Owner) Sign and print name

_____

(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

ATTACHMENT B



SO002579

Properties Balloted (1 Km)

23433 44 AVE - Proposed Soil Work

Properties Balloted

Township Owned Properties

N

Township of Langley BC

Est. 1873

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

Surrounding Properties are within 1 km of the boundary of the Subject Property

0 100 200 Meters

Printed Date: Wednesday, October 25, 2023

Path: N:\Maps\Standard Maps\Engineering\Soils\SO002579\Workspace\SO002579.mxd

MAINLAND ENGINEERING DESIGN CORPORATION
Suite No. # 206 - 8363 - 128 Street, Surrey, BC V3W 4G1
Email: civil@mainlandeng.com
Tel: (604) 543 - 8044 Fax: (604) 543 – 8104

ATTACHMENT C

Date: 2023-11-15
Consultant File: H-514

Township of Langley
Weather: Clear
Attention: Jason Chiffon, Engineering Services
Site Review letter: 23433 -44Ave, Township of Langley

Mainland Engineering Design Corp. has conducted another Site review on 2023-11-15 and observed the following.

- We have reviewed the placement of the Topsoil for capping.
- The final grades as shown on the Site Grading plan meet design grades within ±100 mm. Hydroseeding found completed.
- The Site found stable.
- The Topsoil application has been Completed.

Site Photo:



Description: Site capped with Topsoil and slopes Hydroseeded; Application #1 is complete.

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

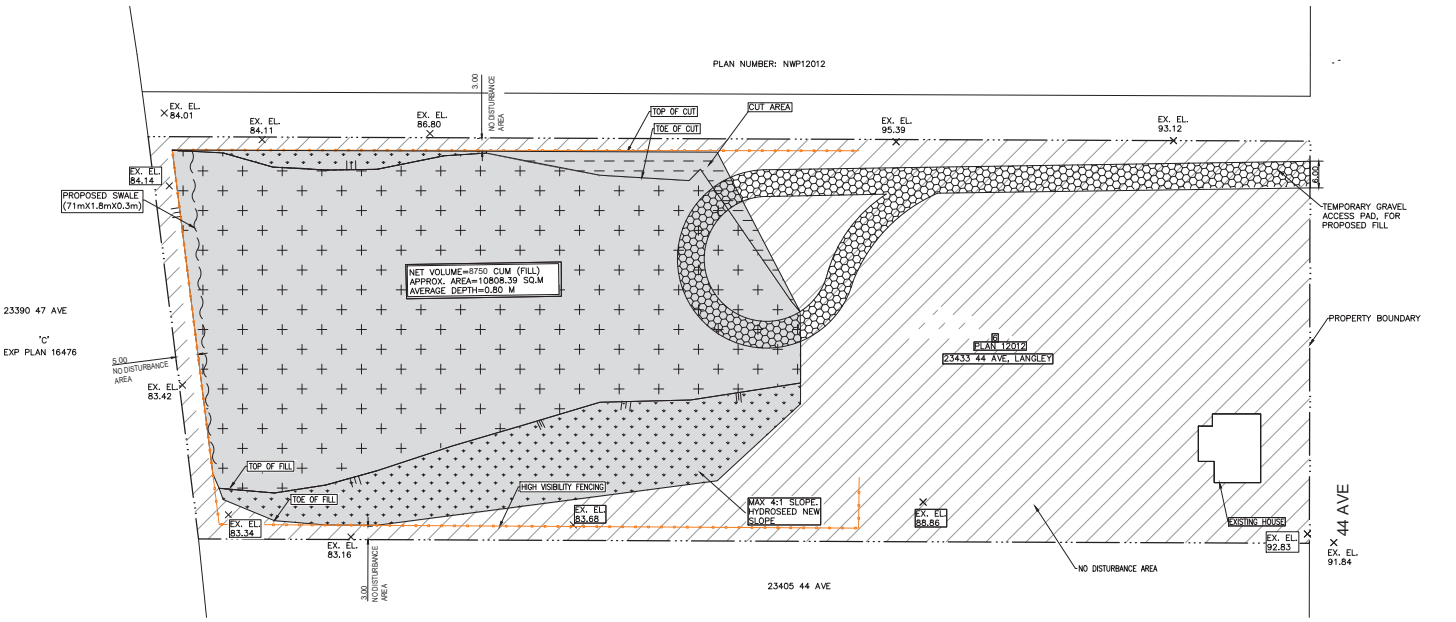
Yours truly,

PROFESSIONAL ENGINEER
PROVINCE OF BRITISH COLUMBIA
A. S. BANWAIT

2023-11-17

Avnash Banwait
Mainland Engineering Design Corporation

ATTACHMENT D



PROPOSED FILL PLAN
23433–44 AVE, LANGLEY

MAINLAND ENGINEERING DESIGN CORPORATION
#206 8363-128TH STREET, SURREY, BC V3W 4G1
Phone # 604-543-8044 Fax # 604-543-8104 E. Mail: civil@mainlandeng.com

Date: 2023-05-24
Consultant File: H-514

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

RE: Storm Drainage Report at 23433 44Ave, Langley, B.C

The purpose of this report is to evaluate Impact of fill on Storm Drainage downstream of the Development and identify any potential issues or areas for improvement.
To conduct this report, an assessment of the Storm Drainage flows from Development Site has been carried out. Here, we have compared the Storm water flows before and after the Proposed fill at Site.

Comparison of Pre-fill & Post-fill conditions: -

For small basins the storm water flow is normally calculated by using Rational method for drainage area less than 20 hectare.
In our case, we compare storm water flow before and after the proposed fill at site 23433-44 Ave, Langley.
See Drainage Plan (Appendix 1)

The Rational method formula is: -

Q = RAIN

Q = Flow in cubic metres per second (m^3/s)

R = Runoff Coefficient, as the use of both the surfaces is same therefore the run-off coefficient will be same.

A = Drainage area in hectares (Ha), we are using the same area between top of the peak, to the front the proposed fill area. So, the area is equal in both cases.

N = Conversion factor 0.00278

I = Rainfall intensity in mm/hr, Discussed as under

Time of Concentration (T_C): -

Time of concentration is the time for water to flow from the most remote part of the catchment area under consideration to the design node. It is used in determining the design rainfall intensity and is defined as the time required for stormwater runoff to travel from the most remote point of the drainage basin to the point of interest. Time of concentration (T_C) is the cumulative sum of the following, both of which can be calculated as follows:

T_c = Overland Flow Time (T_i) + Travel Time (T_t)

a. Inlet or Overland flow time (T_i): -

Inlet time in rural areas shall be calculated by the Airport Method:

$$Ti = \frac{3.26\ (1.1 - C)\ L^{0.5}}{S^{0.33}}$$

Where
- Ti = inlet time (minutes)
- C = runoff coefficient (Section D5.1)
- L = travel distance (m), maximum length = 300 m
- S = slope of travel path (%)

b. Travel Time (T_t) = 0, since point of interest at the boundary A property line.

D5.2 Runoff Coefficients

The following runoff coefficients shall be used for the Rational Formula:

Zone or Land Use	Percent Impervious	Runoff Coefficient 5/10 Year	Runoff Coefficient 100 Year
Suburban Residential	20	0.35	0.50
Residential, Multiple Family, Comprehensive Development	75	0.70	0.75
Commercial and Industrial	90	0.80	0.85
Institutional	80	0.75	0.80
Parks/Grasslands	20	0.20	0.30
Cultivated Fields	30	0.30	0.40
Woodlands	5	0.10	0.30

D5.3 Soil Adjustment Factor

A soil adjustment factor (SAF) shall be applied to the runoff coefficient to reflect local ground conditions.

Surface Type	SAF
Permeable soil with flat slope (up to 5%)	0.9
Permeable soil with steep slope (over 5%)	1.0
Impermeable soil with flat slope (up to 5%)	1.0
Impermeable soil with steep slope (over 5%)	1.1

Determination of Time of concentration (T_C): -

Please refer to calculation of the travel time below in the attached table for Pre-fill & Post fill conditions. We have calculated this by cutting the whole slope length into small sections as per change in slope of Pre-fill condition.

The time of Concentration differs by Appx 10min from Pre-fill condition to post-fill condition. To address this difference in Time of Concentration, we propose to provide swale (71 m long x 1.8m wide x 0.30m deep) with liner 0.3m thick – 75mm minus clear Gravel with no fines to store/obstruct and percolate Storm flows that will mitigate Storm flows to downstream of the Development.

Hence, there will be no significant effect on the drainage pattern of the area downstream of property, after the proposed fill of the property.

Also, we will make sure at the time of Construction, that the Swale is not in the Disturbance Area.
And the Swale is Graded in such a way, not to direct Stormflow, onto adjacent Property.

TOTAL DISTURBED AREA = 10808.39 SQM								
PRE-FILL CONDITION								
	LENGTH (m)	SLOPE IN %	RUN OFF COEFF. FOR GRASSLAND ((C) 5YR)	SOIL ADJUSTMENT FACTOR	OVERLAND FLOW TIME(Ti) (min)	INTENSITY(mm/hr) 5YR ZONE 2-2100 (MODERATE IDF)	DISCHARGE Q (m^3/s) RAIN (MODERATE IDF)	
A-B	26.5	0.67	0.2	0.9	17.238	39.453		
B-C	24.52	6.48	0.2	1.0	7.842	58.128		
C-D	10.72	8.39	0.2	1.0	4.761	74.301		
D-E	77.53	6.48	0.2	1.0	13.944	43.792		
E-F	21.79	4.35	0.2	0.9	8.431	56.091		
			AVG SAF=	0.96				
			TOTAL		52.215	22.870	0.013	
POST-FILL CONDITION								
	LENGTH (m)	SLOPE IN %	RUN OFF COEFF. FOR GRASSLAND ((C)5YR)	SOIL ADJUSTMENT FACTOR	OVERLAND FLOW TIME(Ti) (min)	INTENSITY(mm/hr) 5YR ZONE 2-2100 (MODERATE IDF)	DISCHARGE Q (m^3/s) RAIN (MODERATE IDF)	
A'-B'	36.21	9.56	0.35	1.0	6.985	61.534		
B'-C'	24.92	7.36	0.35	1.0	6.317	64.654		
C'-D'	6.47	5.5	0.35	1.0	3.543	85.925		
D'-E'	67.64	5.78	0.35	1.0	11.271	48.627		
E'-F'	21.4	4.45	0.35	0.9	6.911	61.856		
			AVG SAF=	0.98				
			TOTAL		35.026	27.835	0.029	

REQUIRED :-	
POST VOLUME (m^3)=	(PRE Ti - POST Ti)* POST Q*60
=	(52.215 - 35.026)*0.029*60
=	**29.58705403**

PROPOSED :-			
LENGTH OF SWALE (m) =	71		
WIDTH OF SWALE (m) =	1.8		
DEPTH OF SWALE (m) =	0.3		
VOLUME OF SWALE (m^3) =	120.39		
ASSUME VOID RATIO =	0.25		
VOLUME CAPTURED BY SWALE (m^3) =	(VOID RATIO)*(VOLUME OF SWALE)		
=	**30.0969**		

Yours truly,



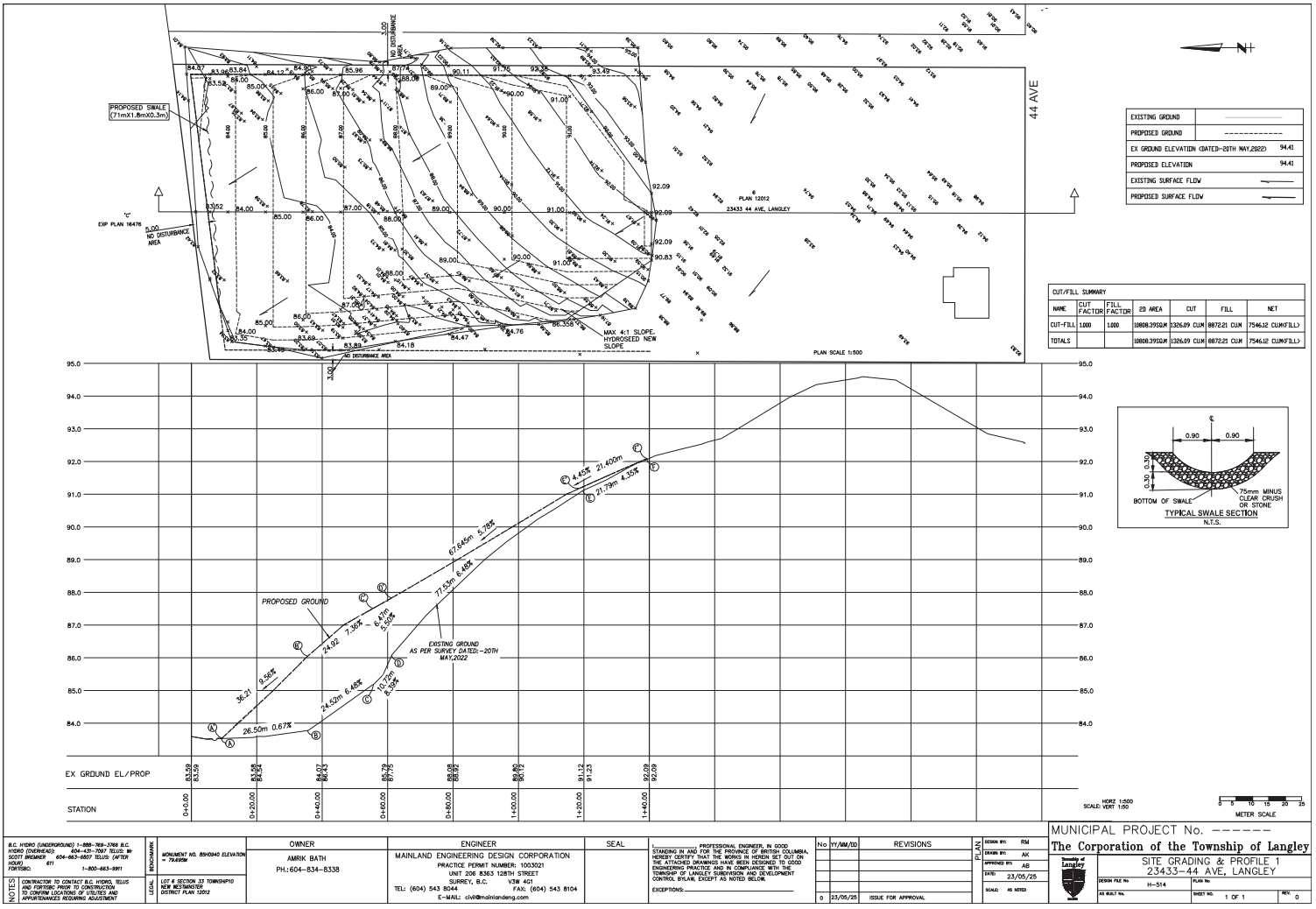
2023-06-07

Avnash Banwait, P. Eng

(SEAL)

Appendix 1: -

See Attached Drainage Plan.



B.C. HYDRO (UNDERGROUND) 1-888-769-3766 B.C. HYDRO (OVERHEAD) 604-431-7067 TELUS: Mr SCOTT BREMNER 604-663-6807 TELUS: (AFTER HOUR) 611 FORTISBC: 1-800-663-9911

NOTES: CONTRACTOR TO CONTACT B.C. HYDRO, TELUS AND FORTISBC PRIOR TO CONSTRUCTION TO CONFIRM LOCATIONS OF UTILITIES AND APPURTENANCES REQUIRING ADJUSTMENT

BENCHMARK: MONUMENT NO. 89H0940 ELEVATION = 79.859M

LEGAL: LOT 6 SECTION 33 TOWNSHIP10 NEW WESTMINSTER DISTRICT PLAN 12012

OWNER: AMRIK BATH PH.:604-834-8338

ENGINEER: MAINLAND ENGINEERING DESIGN CORPORATION
PRACTICE PERMIT NUMBER: 1003021
UNIT 206 8363 128TH STREET
SURREY, B.C. V3W 4G1
TEL: (604) 543 8044 FAX: (604) 543 8104
E-MAIL: civil@mainlandeng.com

SEAL

I, _____, PROFESSIONAL ENGINEER, IN GOOD STANDING IN AND FOR THE PROVINCE OF BRITISH COLUMBIA, HEREBY CERTIFY THAT THE WORKS IN HEREIN SET OUT ON THE ATTACHED DRAWINGS HAVE BEEN DESIGNED TO GOOD ENGINEERING PRACTICE AND IN COMPLIANCE WITH THE TOWNSHIP OF LANGLEY SUBDIVISION AND DEVELOPMENT CONTROL BYLAW, EXCEPT AS NOTED BELOW.
EXCEPTIONS: _____

No	YY/MM/DD	REVISIONS
0	23/05/25	ISSUE FOR APPROVAL

PLAN

DESIGN BY: RM
DRAWN BY: AK
APPROVED BY: AB
DATE: 23/05/25
SCALE: AS NOTED

MUNICIPAL PROJECT No. ------

The Corporation of the Township of Langley

SITE GRADING & PROFILE 1
23433-44 AVE, LANGLEY

DESIGN FILE No H-514
PLAN No
AS BUILT No.
SHEET No. 1 OF 1
REV. 0

July 14, 2023 Folder SO002579

Township of Langley

Re: Proposed Deposit of Soil at 23433 44 Avenue, Langley, BC

I am opposed to any further Soil Deposit Permits being approved in my neighbourhood until such time as a drainage system is designed and constructed to allow for water to drain from s. 22 FOIPPA as it historically has in the past.

s. 22 FOIPPA

since Fraser Highway has been widened and the drainage altered. Aerial maps also seem to show parts of the wetland area have now been filled with soil.

The Township of Langley is currently studying the possibility of designating the properties in my neighbourhood for development purposes. I believe it is prudent to see how the properties in the area would be drained and serviced before allowing the lay of the land to be altered by a large soil deposit.

Regards, s. 22 FOIPPA

s. 22 FOIPPA

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	DECEMEBER 18, 2023 - REGULAR MEETING	**REPORT:**	23-269
FROM:	ENGINEERING DIVISION	**FILE:**	5400-19-002
SUBJECT:	CAPITAL REQUEST: HUDSON BAY STREET S-CURVE SAFETY IMPROVEMENTS		

RECOMMENDATIONS:

That Council authorize pre-approval of $50,000 from the 2024 Capital Project Reserve for the implementation of Option 1 at the S-curve on Hudson Bay Street.

That Council endorse forgoing a Public Open House and direct staff to proceed directly to construction as this is a public safety improvement.

That Council direct staff to undertake post construction traffic volume and speed surveys and report back to Council with the results.

ANALYSIS:

At their regular meeting of February 13, 2023, Council passed the following resolution for "Potential Hudson Bay Street Safety Improvements":

> *Whereas,*
>
> 1. *The perimeter road Hudson Bay Street in Fort Langley will see increased traffic due to Fort Langley developments such as Salishan Place by the river; and*
>
> 2. *Hudson Bay Street does not have a curbed sidewalk, traffic calming measures or other safety precautions for pedestrians.*
>
> *Therefore, be it resolved that Council hereby directs staff to report to Council with options and recommendations for Council to consider to improve public safety measures on Hudson Bay Street, including but not necessarily limited to road closure(s) at St. Andrews Avenue, traffic calming measures and sidewalks with potential timelines for an open house and consultation within 2024.*

On July 27, 2023, Staff met with directly impacted and concerned residents of Hudson Bay Street fronting the S-curve to discuss their concerns and potential improvement options. At this meeting, several potential safety improvement options and road configurations were proposed, which may reduce traffic volumes and target the S-curve which was the primary area of concern. Following this meeting, staff arranged for traffic volumes counts, including truck traffic,

and speed surveys approaching the S-curve on Hudson Bay Street. Other sections of Hudson Bay Street are straight with paved or grass boulevards for the use of pedestrians, like other local roads in Fort Langley. Space for pedestrian movements at the S-curve is constricted due to mature landscaping and the placement of roadside barricades.

In August 2023, staff conducted Vehicular Traffic Volume and Speed Surveys on Hudson Bay Street in the vicinity of the area of concern (close to the S-Curve) simultaneously at two separate locations. Analysis of the data indicated that the average daily traffic volume (AADT) on Hudson Bay Street is consistent with what is expected on local roads. Due to the relatively low traffic volumes and the consistency of the road standard with other roads in Fort Langley, the focus of the analysis was on the S-curve on Hudson Bay Street.

The analysis also determined that there are medium to large sized trucks using Hudson Bay Street. Comparison of the truck volume data collected at the two locations indicated that a large proportion of the truck traffic was associated with a large agricultural property on the east side of Hudson Bay Street. The truck traffic associated with the agricultural property is permitted to use Hudson Bay Street, even though it is not a truck route, as it is the most direct route to the property.

Data analysis indicated that the 85th percentile travel speed (the speed at which 85% of the traffic is travelling at or under) approaching the S-curve on Hudson Bay Street is under the 50 km/h speed limit. However, staff observed that many vehicles approaching the S-curve are travelling at more than the 20 km/h posted advisory speed for the curve. As a result, vehicles travelling through the S-curve may cross the center line or travel off the paved portion of the road.

Based upon the findings of the analysis, site observations, and recent severe motor vehicle collisions, staff developed several road safety improvement options to address concerns at the S-curve. While some of these options include measures such as speed humps, these options are traffic safety improvements, not traffic calming measures. The following describes the main components of the six (6) potential road safety improvement options developed.

Option 1: Two speed humps. One south of the S-curve and one north of the S-curve with flashing lights activated when vehicles approaching the curve exceed the recommended 20km/h travel speed.

Option 2: Option 1 plus a sidewalk at north side of the S-Curve, which may require property dedication and removal of mature hedges.

Option 3: Enhancing Option 1 to include modifying the curb radius, removing vegetation to increase visibility through the curve, which may require property dedication and removal of mature hedges.

Option 4: Convert Hudson Bay to a one-way northbound road only from 88 to the St. Andrews Lane. Construct St. Andrews Lane between Hudson Bay Street and McAllister Street as a one-way westbound route.

Option 5: Keep Hudson Bay as a two-way road. Close it south of Francis Avenue with a gate that allows for emergency access, and pedestrians/cyclists. Construct a turnaround for service vehicles.

Option 6: Add a one-way eastbound connection between Hudson Bay and McAllister Street to Option 5 instead of the turnround.

Option 1: Speed humps and speed activated lights



Option 2: Option 1 plus a pedestrian facility



Option 3: Option 1 plus improved curve radius



Option 4: Construct one westbound vehicle travel lane and a pedestrian pathway on St. Andrews Avenue with one-way northbound vehicle operation on Hudson Bay Street



Option 5: Close Hudson Bay Street south of Francis Avenue with a turnaround



Option 6: Option 5 with a one-way connection to St. Andrews Avenue instead of a turnaround



In addition to the six (6) safety improvement options developed for the S-curve on Hudson Bay Street, the concerned residents expressed an interest in the planning and construction of a north-south nature trail or Multi-Use Path (MUP) on Hudson Bay Street and potentially on 88 Avenue that may potentially provided a connection from the Historic Fort to Glover Road at 88 Avenue. As noted previously, the road standard on Hudson Bay is consistent with other roads in Fort Langley with a paved or grass shoulder for the use of pedestrians.

Staff also note that the east side of Hudson Bay Street, where the MUP or trail has been proposed, has a steep embankment. The construction of the MUP would likely require retaining walls, increasing project costs significantly. While the proposal for a MUP or trail on Hudson Bay Street may have some merit in enhancing community connectivity and supports active transportation, it is beyond the scope of the short-term safety improvements focussed on the S-curve.

Staff reviewed the six (6) options to determine the pros and cons of each with respect to factors such as meeting the project objectives and improving safety, impact to residents of Hudson Bay Street, impact to other residents, and a high-level cost estimate. The following table summarized the pros and cons of each option.

Table below shows options considered with pros and cons.

Option	Pros	Cons
Option 1: Speed humps and speed activated lights	• Low Cost ($50,000) • Low Impact to surrounding Community • Reduces speed at the S-Curve • Improves overall safety	• Does not fully address pedestrian movements at the S-Curve
Option 2: Option1 plus a pedestrian facility	• Low Impact to surrounding community • Reduces speed at the S-Curve • Improves overall safety • Fully addresses pedestrian movements at the S-Curve	• Medium Cost ($112,000) • Requires property acquisition • Impacts landscaping on adjacent properties
Option 3: Option 1 plus reduced curve radius	• Low Impact to surrounding community • Improves vehicle turning movements through the S-curve • Improves overall safety	• Uncertain if travel speed will be impacted • Does not fully address pedestrian movements at the S-Curve • High Cost ($208,000) • Required property acquisition • Impacts adjacent properties
Option 4: Construct St. Andrews Avenue and one-way northbound operation	• Low Cost ($51,000) • Improves overall safety • Partially reduces speed at the S-Curve	• Does not fully address pedestrian movements at the S-Curve • Medium Cost • Large impact to McAllister Street • Requires consultation with the greater portion of the neighborhood • Increases travel distance and time for local area residents, including those on Hudson Bay Street
Option 5: Close Hudson Bay Street south of Francis Avenue with a turnaround	• Low Cost ($23,000) • Very low traffic through the S-Curve	• Vehicle turning paths and pedestrian movements are unchanged at the S-curve • Reduces Emergency Services Access • A turnaround is required for service vehicles and other vehicle traffic • Diverts traffic to other parts of the community • Impacts access for residents on Hudson Bay Street • Need consultation with a greater area of the community Increases travel time and delays for local area residents
Option 6: Option 5 with a one-way connection to St. Andrews Avenue instead of a turnaround	• Low Cost ($61,000) • Very low traffic through the S-Curve	• Vehicle turning paths and pedestrian movements are unchanged at the S-curve • Reduces Emergency Services Access • Additional vehicle traffic onto McAllister Street • Diverts traffic to other parts of the community • Impacts access for residents on Hudson Bay Street • Need consultation with a greater area of the community • Increases travel time and delays for local area residents

Please note with most of the options, the truck traffic will continue to use Hudson Bay Street to access the local agricultural property. Some of the options will divert this truck traffic to McAllister Street. Options 4, 5 and 6 all have significant impact on other roads in Fort Langley and go beyond the scope of working intended to address the safety of the S-curve. The negative impact to the surrounding neighbourhood can be avoided by implementing one of Options 1, 2 or 3 which are focused on the S-curve. Based upon the pros and cons of the various options, staff do not recommend with proceeding with Options 4, 5 or 6.

When evaluating Option 3 with the implementation of speed humps, speed activated lights and a geometric change to the S-curve, staff note that it is uncertain if this modification will impact travel speeds. As the curve radius is increased and improves the turning path and sightlines for vehicles there may also be a potential for vehicles to increase travel speeds through the S-curve. Due to this uncertainty, staff do not recommend proceeding with Option 3.

When evaluating Option 1 (speed humps and speed activated lights) and Option 2 (Option 1 plus a pedestrian facility) they both meet the primary objective of improving safety of the curve. Option 2 has the additional benefit of improving pedestrian movements through the S-curve. Both options have little or no negative impact on the surrounding community, but the addition of the pedestrian facility will impact an existing mature hedge.

Staff recommend Option 1 for implementation as it has the greatest benefit at a low cost, does has little or no impact to the community, does impact adjacent properties, does not require land acquisition, and meets the primary goal of improving safety at the S-curve.

Note that the Township implements traffic safety improvements on a regular basis at locations where a need has been identified and proceeds with implementation without undertaking public consultation. It is our practice to notify directly affected residents prior to construction. As such staff recommends that an Open House is not needed as this is a traffic safety improvement needed to address the S-curve.

Option 1 will reduce travel speed through the S-curve which would provide some improvement to pedestrian movements. Constructing a trail or MUP through the S-curve would require property acquisition, impact to areas currently used for parking, and impact mature landscaping.

With regards to concerns with traffic volumes and truck traffic, staff recommends that traffic volume and speed surveys be conducted post construction to evaluate the effectiveness of Option 1 and to determine if further measures area needed. These surveys would also inform the Township of potential traffic volume impacts of land develop occurring north of the site, such as Salishan Place by the river.

Summary and Recommendations:

Based upon the analysis, pros and cons of the various options, staff recommend proceeding with Option 1, speed humps and speed activated lights at a cost of $50,000. As a public safety initiative, and due to the little or no impact Option 1 will have on the greater community, staff recommend that the project forego a Public Open House and proceed directly to construction. Directly affected residents would be notified of the upcoming construction. Staff also recommend undertaking post construction traffic volume and speed surveys and report back to Council with the results.

Financial Implications:

The scope of work for Option 1 is to construct two speed humps, one south of the S-curve and one north of the S-curve, with flashing lights activated when vehicle approaching the curve exceed the recommended 20km/h travel speed. The estimated cost of the work, including a 10% contingency is $50,000.

Details of the required funding are presented in the following capital sheets for Council's consideration.

Township of Langley Capital Project Description						
Project Title:	**Hudson Bay Street Safety Improvements**					
	CFWD 2023	2024	2025	2026	2027	2028
Requested Amount		$50,000				
Budget Remaining						
Total Projected Cost		$50,000				

Project Description *(Phased Project)	Implement of Safety Improvement Measures at the S-curve on Hudson Bay Street.
Project Justification and Consequences of Not Proceeding *(Phased Project)	There were two high impact accidents/crashes in the past few years in the neighborhood involving high speed vehicles crashes to public and private properties. Residents raised concerns after the second crash in October 2022 that impacted a residential property.

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

Length of Project (years):	**1**	Initial Year of Approval:	2024

Township of Langley Capital Project Description						
Project Title:	**Hudson Bay Street Safety Improvements**					
Work Breakdown						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2023	2024	2025	2026	2027	2028
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Capital Projects		$50,000				
Debt						
TransLink						
ICBC						
Other:_____						
Total Currently Funded		**$50,000**				

Total Currently Unfunded						

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION
for
ENGINEERING 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:	DECEMBER 18, 2023 - REGULAR MEETING	**REPORT:**	23-271
FROM:	ENGINEERING DIVISION	**FILE:**	5330-23-161
SUBJECT:	207A STREET IMPROVEMENT OPTIONS		

RECOMMENDATION:

That Council consider the "207A Street Improvement Options" report.

EXECUTIVE SUMMARY:

At the July 10, 2023 Regular Meeting, Council endorsed the 207A Street Road Improvements Concept and approved $1,384,000 from the Capital Projects Reserve to proceed with detailed design and construction of improvements to 207A Street between 82 Avenue and 84 Avenue.

During the detailed design, residents have expressed concerns related to the removal of the existing trees as part of the proposed work. In review of these concerns, staff have explored potential alternate options for the three sections along 207A Street, the North-School Section, the Central-Park Entrance Section, and the South-Dog Park Section respectively. Staff have developed alternate Options in addition to the Council endorsed concept for the 207A Street Public Road Improvement for Council consideration. As presented in Attachment A, these alternate options reduce the number of street parking stalls proposed but also preserve some or all existing trees and have a lower estimated cost. Council could consider directing staff to implement one or more alternate design concept and adjust the approved funding envelope as summarized in the following table. The options are not mutually exclusive and Council could select one option for the north section and another option for the other sections or vice versa.

Section	Approved Concept Cost Estimate	Approved Concept Tree / Parking Impact	Alternate Option A Cost Estimate	Alternate Option A Tree / Parking Impact	Alternate Option B Cost Estimate	Alternate Option B Tree / Parking Impact
North – School	$226,000	12 trees removed/0 new stalls	$68,000	0 trees removed/0 new stalls	$68,000	0 trees removed/0 new stalls
Central – Park Entrance	$654,000	17 trees removed/22 new stalls	$475,000	0 trees removed/0 new stalls	$600,000	8 trees removed/10 new stalls
South – Dog Park	$504,000	7 trees removed/10 new stalls	$356,000	0 trees removed/0 new stalls	$495,000	6 trees removed/9 new stalls
Total	**$1,384,000**	**36 trees removed/32 new stalls**	**$899,000**	**0 trees removed/0 new stalls**	**$1,163,000**	**14 trees removed/19 new stalls**

The parking stalls along 207A Street could still be implemented in the future, if and as needed, subject to available funding.

PURPOSE:

This report is to provide the 207A Street Public Road Improvement Options for Council consideration, and to seek Council direction on the options presented.

BACKGROUND/HISTORY:

At the July 10, 2023 Regular Meeting, Council endorsed the 207A Street Road Improvements Concept and approved $1,384,000 from the Capital Projects Reserve to proceed with detailed design and construction of improvements on 207A Street between 82 Avenue and 84 Avenue. The Council endorsed improvement concept included:

- Streetlights on the west side (82 Avenue to 84 Avenue)
- A 2 metre wide concrete sidewalk on the west side fronting Yorkson Creek Middle School
- Two signed, raised, and marked crosswalks including pedestrian activated rectangular rapid flashing beacons (RRFB)
- Reconstruction of a 3 metre wide asphalt multi use path (MUP) on the west side within the park
- Relocation of fencing on the park's eastern boundary to provide access to the MUP
- New 5.7 metre wide angled parking pockets on the west side fronting the park with approximately 32 new parking stalls
- Construction of barrier curbs on the west side
- Reduction of overall vehicle travel lane width to 6.6 metre (two 3.3 metre lanes)
- Reconstruction of storm water management features

Staff commenced the detailed engineering design based on the above Council endorsed concept. With a complete topographic survey of the site and a preliminary assessment, it is confirmed that to accommodate the proposed concrete sidewalk, street parking, and the relocated curb barrier, 36 existing trees along west side of the road will need to be removed.

DISCUSSION/ANALYSIS:

During the detailed design, concerns related to removal of the existing trees for the purpose of construction have been raised by residents. In response to these concerns, staff explored potential options respectively for the three sections along 207A Street, the North-School Section, the Central-Park Entrance Section, and the South-Dog Park Section.

The removal of existing trees is required to implement the proposed works in the endorsed concept:

- In North-School Section, a 2 metre wide concrete sidewalk on the west side fronting the Yorkson Creek Middle School would result in removal of 12 trees.
- In Central-Park Entrance Section, a street parking pocket with approximately 22 parking stalls fronting the park would result in removal of 17 trees.
- In South-Dog Park Section, a street parking pocket with approximately 10 parking stalls fronting the dog park would result in removal of 7 trees.

Staff reviewed the opportunity to relocate existing trees, however based on their size and probability of survival, and in additional to being an expensive undertaking, this was not a recommended option and was not included in the scope of the previously endorsed option.

Staff understand that the proposed 32 street parking stalls were intended primarily for the park users. There are various improvement projects within the Yorkson Community Park which will add new parking stalls in the park as noted below:

- 82 Avenue North Parking Expansion - Project in progress with expected opening in summer 2024 which includes 119 new stalls, EV charging stalls, accessible stalls, and drop off stalls.
- 84 Avenue Parking Completion - Project in progress with expected construction in Summer/Fall 2024 which includes gravel parking area resurfacing and potential to expand for additional parking stalls.

To accommodate the proposed 32 street parking stalls noted in the endorsed concept, in addition to the tree removal, re-alignment of the existing park trail will be required which will have an impact on the existing park facilities including the dog park. Each of the parking options in the central and south sections is located just outside the existing homerun fence for the existing baseball diamonds and is not an optimal location for parking stalls in consideration of the existing park uses. Raised protective netting is not currently included in the scope of the project.

Taking into account above design considerations, to address the public concerns to minimize the tree removal from the project improvement, staff have performed further investigation and developed alternate options in addition to the Council endorsed concept for the three sections respectively. The options are summarized in Table 1 and illustrated in Attachment A for Council consideration. The options are not mutually exclusive and Council could select one option for the north section and another option for the other sections or vice versa.

Table 1: 207A Street Public Road Improvement Options

North-School Section	**Council Endorsed Concept**	**Alternate Option**	
	• 2 metre concrete sidewalk • Streetlights on west side of the road	• No new concrete sidewalk • Streetlights to be installed on west side • Pedestrians required to cross 207A Street at one of the pedestrian crossings or continue (current practice) walking along the school sidewalk.	
	Tree Removals: 12 trees	Tree Removals: none	
Central-Park Entrance Section	**Council Endorsed Concept**	**Alternate Option A**	**Alternate Option B**

	• New streetlights on the west side
	• Reconstruction of a 3 metre wide asphalt MUP within the park
	• 22 new parking stalls
	• Two signed, raised, and marked crosswalks including RRFB
		• Existing trail becomes paved in place
		• Raised pedestrian crossing walk links statutory right of way to 208 Street
		• Streetlights to be installed on west side
		• Existing 1.8 metre chain-link fence to be removed
			• Includes all Option A work, plus:
			  ○ Installation of 10 parking stalls
			  ○ Barrier curb installation and pavement widening on 207A street

	Tree Removals: 17 trees	Tree Removal: none	Tree Removals: 8 trees
South-Dog Park Section	**Council Endorsed Concept**	**Alternate Option A**	**Alternate Option B**
	• Streetlights on the west side • Reconstruction of a 3 metre wide asphalt MUP within the park • 10 new parking stalls • Relocation of dog park entrance and fencing	• Existing asphalt park trail to remain • Streetlights to be installed on the west side • Existing 1.8 metre chain-link fence to be removed	• MUP to be constructed at ultimate location as per Council endorsed concept • 9 new parking stalls – shifted to the north to avoid the driveway entrance • Relocation of dog park entrance and fencing • Option A fencing and streetlights
	Tree Removals: 7 trees	Tree Removals: none	Tree Removals: 6 trees

Financial Implications:

Staff have revised the "Class C" estimate based upon the revised scope of work respectively for the various improvement options which includes a 20% contingency. The table below summarizes the total estimate cost.

Table 2: Estimated Cost for Improvement Options

Improvement Options			
North-School Section	**Council Endorsed Concept**	**Alternate Option**	
	Estimated Cost: $226,000	Estimated cost: $68,000	
Central-Park Entrance Section	**Council Endorsed Concept**	**Alternate Option A**	**Alternate Option B**
	Estimated Cost: $654,000	Estimated Cost: $475,000	Estimated Cost: $600,000
South-Dog Park Section	**Council Endorsed Concept**	**Alternate Option A**	**Alternate Option B**
	Estimated Cost: $504,000	Estimated Cost: $356,000	Estimated Cost: $495,000
Total Cost:	**$1,384,000**	**$899,000**	**$1,163,000**

The endorsed concept has an estimated cost of $1,384,000 and subject to Council direction an alternate improvement option could be selected resulting in a potential savings for the project in the range of $221,000 to $485,000.

Respectfully submitted,

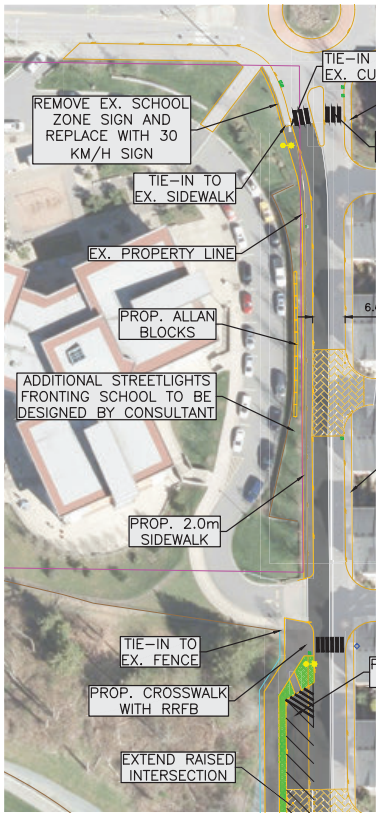
Richard Welfing
MANAGER, ENGINEERING SERVICES
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
CORPORATE PROJECTS DIVISION	Chris Marshall

ATTACHMENT A 207A Street Improvement Options

ENDORSED CONCEPT



- 2m concrete sidewalk on west
- 12 Street trees removed
- Relocated street curb to allow 2m sidewalk without block retaining wall
- Streetlights and electrical conduit installed on west where required

ESTIMATED COST
$226,000

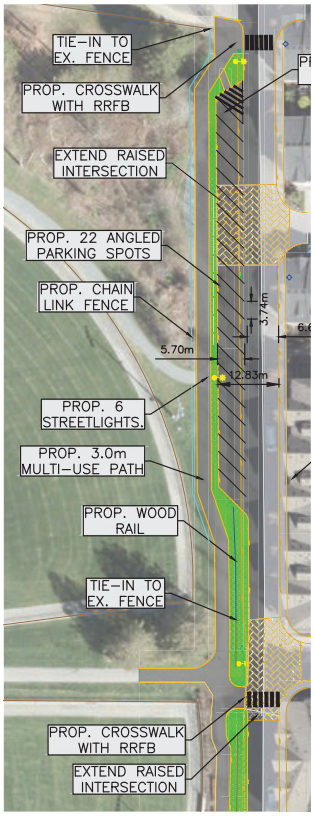
ALTERNATE OPTION A



- No construction changes, no trees removed
- Existing sidewalks are utilized
- Streetlights and electrical conduit installed on west where required

ESTIMATED COST
$68,000

ENDORSED CONCEPT



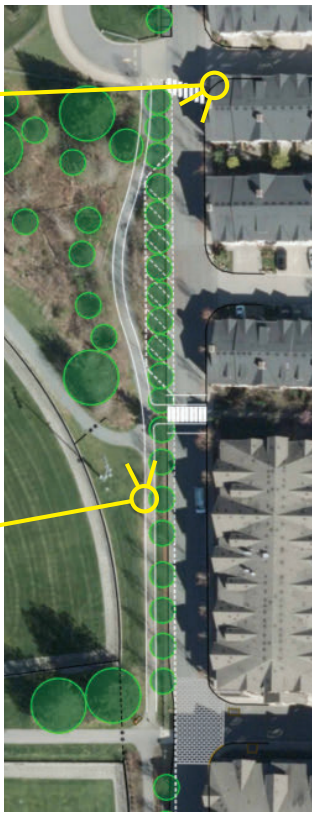
- 22 Parking stalls
- 17 Trees removed
- Relocated 3m asphalt Multi Use Path (MUP)
- Raised pedestrian island extended into parking with RRFB
- Streetlight standards with electrical conduit installed where required.
- Fence revisions

ESTIMATED COST
$654,000

ALTERNATE OPTION A



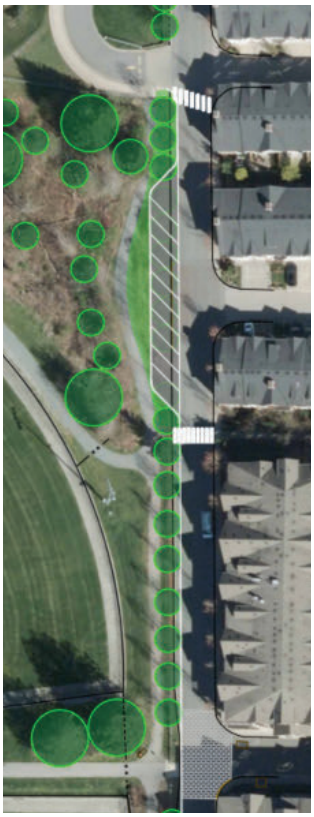




- 0 Parking stalls (deferred for future consideration)
- 0 Trees removed
- Existing trail paved in place.
- Raised pedestrian crossing links SROW to 208 St.
- Streetlight standards with electrical conduit installed on west where required.
- Existing 1.8m chainlink fence removed.
- Vehicle barrier fence and removable bollards where required at trail connections.

ESTIMATED COST
$475,000

ALTERNATE OPTION B

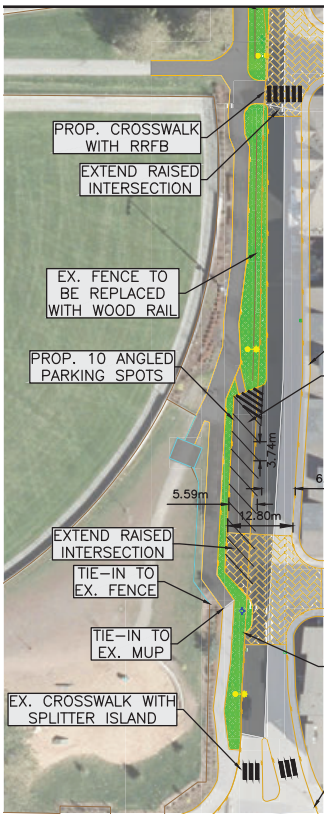


Includes Alternate Option A items plus

- 10 Parking stalls
- 8 Removed trees.
- Relocated Barrier curb

ESTIMATED COST
$600,000

ENDORSED CONCEPT

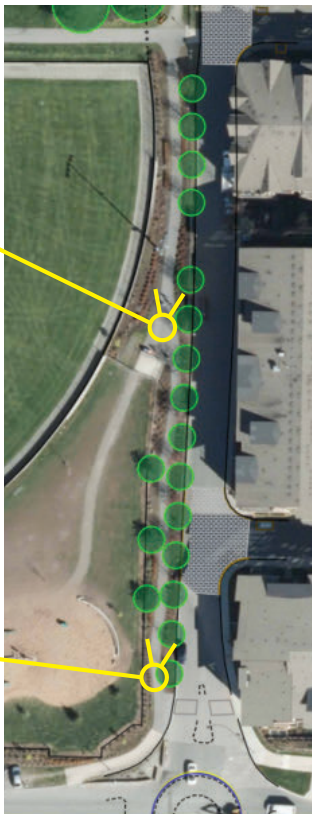


- 10 Parking stalls
- 7 Trees removed
- Relocated 3m asphalt Multi Use Path (MUP)
- Raised pedestrian island extended into parking with RRFB
- Streetlight standards with electrical conduit installed where required.
- Fence revisions

ESTIMATED COST $504,000

OPTION A





- 0 Parking stalls (deferred for future consideration)
- 0 Trees removed
- Existing park trail is asphalt surface, no construction changes necessary
- Existing 1.8m chainlink fence removed
- Streetlight standards with electrical conduit installed on west where required

ESTIMATED COST
$356,000

OPTION B



- 9 Parking stalls
- 6 Trees removed
- Relocated dog park entrance & fencing
- Relocated asphalt sidewalk
- Option A fencing and streetlights

ESTIMATED COST
$495,000

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	DECEMBER 18, 2023 - REGULAR MEETING	**REPORT:**	23-264
FROM:	ENGINEERING DIVISION	**FILE:**	5330-23-078
SUBJECT:	OLD YALE ROAD IMPROVEMENTS – PUBLIC FEEDBACK RESULTS		

RECOMMENDATIONS:

That Council endorse the Reconstruction Option based on the public feedback received with the addition of traffic calming as the preferred option.

That Council authorize $330,369 funded from Non-Refundable Deposits collected for this project to commence the engineering assessments and detailed design.

EXECUTIVE SUMMARY:

Old Yale Road is one of the oldest transportation routes in the Fraser Valley dating back to the early 1870's. In 1897 the road was gravelled and subsequently upgraded in 1922 with concrete segments between Glover Road/Fraser Highway and 216 Street. The current condition of the concrete surface is very poor, resulting in numerous complaints from local area residents.

Discussions about potential improvements for Old Yale Road between 216 Street and Fraser Highway have been in progress since 2010 and more recently on January 16, 2023, Council passed resolution directing staff to:

> A. Report to Council with updated estimated costs for the three options presented in 2015, and/or with other options that may be appropriate for Council to consider;
>
> B. Conduct a public open house within the 3rd quarter of 2023 to solicit public feedback on the options endorsed by a previous Council in 2015; and
>
> C. Include resolution of Old Yale Road within the 2024 capital budget for Council to consider commencement and completion within 2024, if so funded and approved by Council.

Staff worked with a local engineering consultant to update the estimates for the various options and on November 1, 2023 an open house was held to seek feedback on the options including an opportunity to complete a survey. An on-line survey was also available for anyone to complete. The deadline for completing the survey was November 17, 2023 with a total of 266 submissions received. The survey results are included as Attachment A and identified below with the reconstruction option as the preferred option.

Options	Preferred %	Preferred #
A Conservation	19.2%	51
B Commemoration	27.4%	73
C Reconstruction	53.4%	142

There is $330,369 in Non-Refundable Deposits (NRD) collected for this project that could be used to commence the engineering assessments and detailed design as well as prepare Class A construction estimates.

Alternatively, Council can consider receiving the Old Yale Road Improvements report just for information with the following suggested resolution: “That Council receive the Old Yale Road Improvements – Public Feedback Results report for information”.

PURPOSE:

This report provides the results of an open house regarding possible improvements for Old Yale Road and requests Council’s consideration to endorse the Reconstruction Option as the preferred option and authorize an initial funding envelope to commence with the detailed design.

BACKGROUND/HISTORY:

Discussions about potential improvements for Old Yale Road between 216 Street and Fraser Highway have been in progress since 2010 resulting in a study and public consultation for the corridor which was completed in 2015. Subsequently, on May 30, 2016, Council directed staff to proceed with Option B, the Commemorative Option estimated at $4.6M at that time, for the upgrading of Old Yale Road, which includes reconstructing sections of road using concrete, reconstructing sections of road using asphalt, and development of a commemorative feature. This 2016 Council resolution essentially set the standard and scope of work for road construction moving forward. Implementation of the Commemorative Option was not completed due to funding not being approved as part of the capital budget to date.

More recently, on January 16, 2023, Council passed a resolution directing staff to:

> A. Report to Council with updated estimated costs for the three options presented in 2015, and/or with other options that may be appropriate for Council to consider;
>
> B. Conduct a public open house within the 3rd quarter of 2023 to solicit public feedback on the options endorsed by a previous Council in 2015; and
>
> C. Include resolution of Old Yale Road within the 2024 capital budget for Council to consider commencement and completion within 2024, if so funded and approved by Council.

DISCUSSION/ANALYSIS:

Cost Estimate:

Staff retained the services of a qualified engineering consultant to update the construction estimates for the three options which were recently completed. The updated construction estimates comparing to the 2015 estimates are shown in the table below.

Option	2015 Construction Estimate	2023 Construction Estimate
A Conservation	$4,300,000	$8,700,000
B Commemoration	$4,600,000	$9,200,000
C Reconstruction	$4,400,000	$8,900,000

All three construction estimates are class C estimates (30% contingency) and include an additional provisional item for the possible corduroy road and replacing and upsizing an aging water main which has been identified for replacement. The scope of work also includes abandoning the existing Old Yale sanitary lift station which has reached the end of service life and replacing it with a new sewer main along Old Yale Road to connect to existing sewer infrastructure.

An itemized breakdown has been included below for information.

	A Conservation	B Commemoration	C Reconstruction
Road and Ancillary Works	$3,702,262	$3,929,287	$3,521,350
Water Works	$853,800	$853,800	$853,600
Sewer Works	$611,800	$611,800	$611,800
Provisional Item	$829,938	$935,813	$1,155,350
Contingency (30%)	$1,801,500	$1,912,900	$1,838,600
Engineering Fees	$900,700	$956,400	$919,300
Subtotal	**$8,700,000**	**$9,200,000**	**$8,900,000**

The scope of the three options for Old Yale Road between 216 Street and Fraser Highway vary with the Reconstruction Option rebuilding the entire portion of Old Yale Road to current standards for vehicular, cyclist and pedestrian traffic. The Commemoration Option seeks to bring this historic road up to current standards for vehicular, cyclist and pedestrian traffic while commemorating the historic concrete road by reconstructing approximately a 375-metre section of concrete road closest to Five Corners. The Conservation Option seeks to retain a 250-metre segment of the existing concrete and close off the road with a turnaround, while bringing the remainder of the road up to current standards for vehicular, cyclist and pedestrian traffic.

Public Open House:

Staff held a public open house on Wednesday, November 1, 2023 at James Hill Elementary School located at 22144 Old Yale Road from 4:00pm to 7:00pm which was advertised on social media, newspaper advertisements, the Township webpage and the Township's eNewsletter. Information boards were presented showing three options and are included as Attachment B.

Approximately 120 people attended the open house and could provide their preferred option and feedback on survey paper forms provided at the open house or on the electronic survey form. A total of 266 survey submittals between November 1, 2023 and the deadline of November 17, 2023 were received.

The survey form consisted of the following four questions:

Q1 Did you find the information boards provided online and at the Open House helpful?

Q2 Which of the three options presented would you prefer to see implemented? (Select one)

Q3 Do you support traffic calming measures on Old Yale Road fronting Murrayville Academy?

Q4 Additional comments?

The survey feedback is summarized in the Old Yale Road Improvements Survey Report (Attachment A) and tables below:

Q1 Did you find the information boards provided online and at the Open House helpful?

Information Boards	%	#
Yes	90.2%	240
No	9.8%	26

Q2 Which of the three options presented would you prefer to see implemented? (Select one)

Options	Preferred %	Preferred #
A Conservation	19.2%	51
B Commemoration	27.4%	73
C Reconstruction	53.4%	142

Q3 Do you support traffic calming measures on Old Yale Road fronting Murrayville Academy?

Traffic Calming	%	#
Yes	72.2%	192
No	27.8%	74

Q4 Additional comments?

Public comments are within the attached Old Yale Road Improvements Survey Report included as Attachment A.

In order to proceed with this project, endorsement of a preferred option by Council is required with an approved funding envelope to commence the engineering assessment and detailed design. Detailed design is expected to take six months once a consultant has been retained.

The detailed design will include a Class A construction cost estimate which staff will bring forward to Council for consideration and next steps, unless otherwise directed.

Respectfully submitted,

Richard Welfing
MANAGER, ENGINEERING SERVICES
for
ENGINEERING DIVISION

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

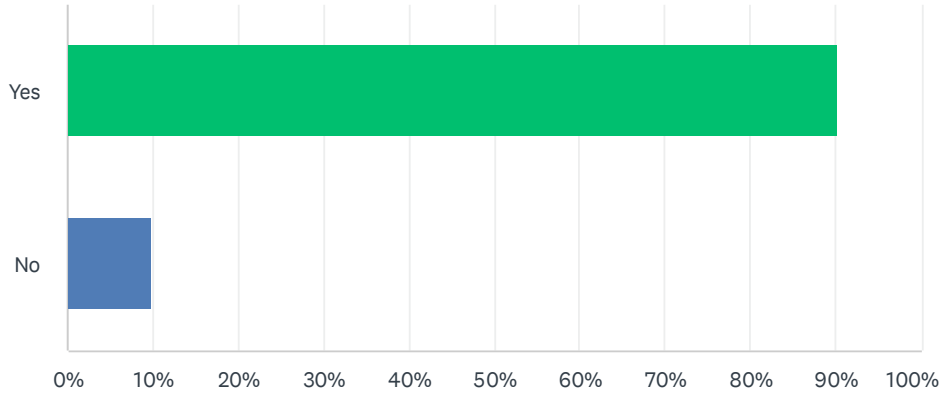
CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff

ATTACHMENT A Old Yale Road Improvements Survey Report

ATTACHMENT B Open House Information Boards

Q1 Did you find the information boards provided online and at the Open House helpful?

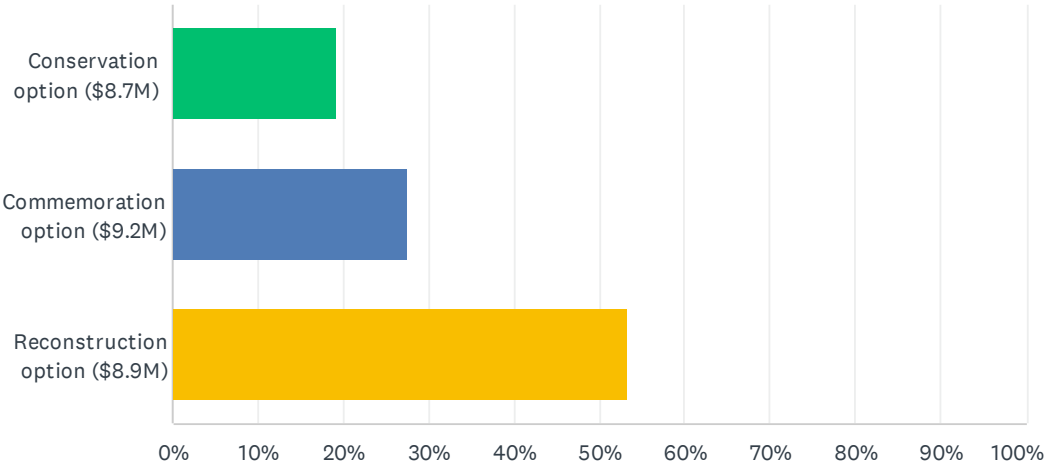
Answered: 266 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	90.23%	240
No	9.77%	26
TOTAL		266

Q2 Which of the three options presented would you prefer to see implemented? (Select one)

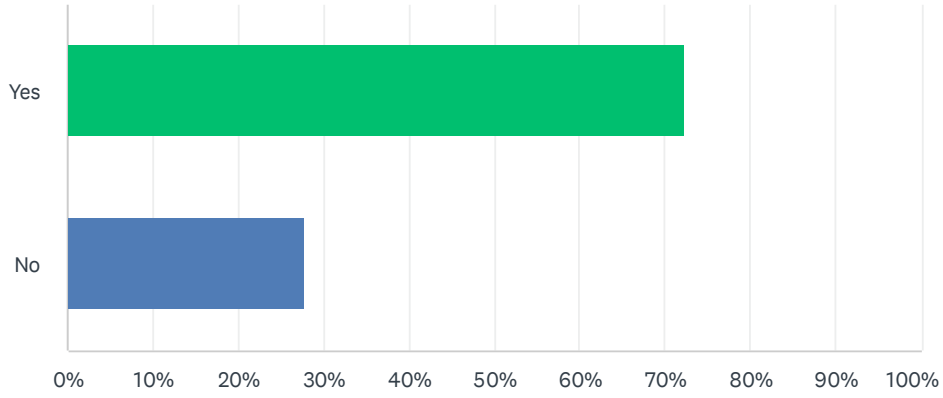
Answered: 266 Skipped: 0



ANSWER CHOICES	RESPONSES	
Conservation option ($8.7M)	19.17%	51
Commemoration option ($9.2M)	27.44%	73
Reconstruction option ($8.9M)	53.38%	142
TOTAL		266

Q3 Do you support traffic calming measures on Old Yale Road fronting Murrayville Academy?

Answered: 266 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	72.18%	192
No	27.82%	74
TOTAL		266

Q4 Additional comments

Answered: 163 Skipped: 103

#	RESPONSES	DATE
1	Attached 10 page response.	11/20/2023 2:21 PM
2	The commemoration option is the most expensive and totally unnecessary a recognition sign is all that is required.to deny residents restricted access to oldyale is not an option.I question why it has taken a decade to arrive at this juncture.local residents have been tolerating the gradual road surface decay of this dangerous road.we live in hope something positive will emerge from this process to remediate the worst road in the township.	11/17/2023 5:10 PM
3	Prefer a combination of all three. Asphalt, concrete portions (centr lane?)bike lane and historic signage. Modern usage while reflecting historic aspects	11/17/2023 2:54 PM
4	There is a route vehicles take past the Montessori school that runs from 48th (214A - Old Yale - 215 - 50 -) to the elementary school. They rarely stop at the stop sign (214A & Old Yale) & barely slow in front of the Montessori.	11/17/2023 11:53 AM
5	I think a multi use lane should be on both sides of the road in option #1. Bikes should be able to follow the flow of traffic in and out of 5 corners safely without dismounting and walking across the road.	11/17/2023 9:41 AM
6	No traffic calming at Murrayville if conservation option is selected.	11/17/2023 8:30 AM
7	The Conservation Option is the least objectionable of the options presented as it relates to the safety of the vulnerable users of the road, with the exception that the recommendations for the Rural Section provides no protection to cyclists by way of separated bike lanes.	11/17/2023 8:12 AM
8	A little piece of British Columbia's transportation history that fits well with the character and rural charm of historic Murrayville.	11/16/2023 8:37 PM
9	This road needs to be addressed … it is an eyesore and this conversation has gone on long enough. Enough already … let's pave it n be done with the costly suveys ad nauseum!	11/16/2023 5:58 PM
10	I live on old yale road if the road is reconstructed there best be speed bumps.EVERYONE goes 80km now and the speed is only 50km and a school zone too. I think they should use the historic cement and build a stone fence with it in front of the old farm on old yale road.	11/16/2023 2:41 PM
11	Also right at old yale road and old yale road we have a lot of deer crossing. Would be nice if we didn't have drivers flying past going 80km 🦌	11/16/2023 1:50 PM
12	Road is very poor for driving, numerous cracked areas, potholes. Prefer drive through as I travel to work this way. Major updates required to make the road even and smooth. Less chance of vehicle/tire damage.	11/16/2023 1:18 PM
13	While I do not live at that specific area, I do need to drive there regularly. I also used to work F [redacted]. Calming traffic is important as people come off the traffic circle at quite a speed sometimes.	11/16/2023 8:08 AM
14	Finally you are dealing with the road. It's a disaster and will help with traffic flow!	11/16/2023 8:07 AM
15	The road is crucial to some residents and emergency vehicles if 216th becomes inaccessible. The township is only getting busier, let's use this road already in our infrastructure now instead of taking away someone's land in the future for more roads. Keep five corners alive and the other 4 roads will not suffer. Closing old Yale will cause so many problems to an area already too busy for the roadways in place. Right now we have options done take that away.	11/16/2023 6:09 AM
16	With Fraser Hwy., 216th, and 48th as through roads, leave this little piece of calm as a nod to our history. Let Old Yale Road be a route for us to use as pedestrians and cyclists. We keep talking about pedestrian-friendly, get out of our cars, climate change, etc. Why then are we even thinking about paving over this road for yet more vehicular traffic, pushing away the	11/15/2023 11:11 PM

	pedestrians and cyclists, and clogging up the Five Corners round-about? Council should walk its talk, and maximise the walkability of our neighbourhood.	
17	If the road is rebuilt to asphalt, why not install a commemorative plaque on a concrete pedestal so we don't lose the historical part of this road?	11/15/2023 8:26 PM
18	I support this option as long as it includes bike lanes and a walking path	11/15/2023 8:18 PM
19	Our history is lost if we don't educate the next generation. Creating this transportation corridor with a new material was a technological improvement that helped develop Langley. Noting the history on an exterior sign at five corners should accompany the commemoration option.	11/15/2023 8:00 PM
20	It was hard to answer #3. If it is part of the reconstructed road - no. If it is part of the asphalt road - yes. There is so little difference in the cost of the three options. Then let us commemorate a bit of our history/heritage. It is important to for future generations to know the "stories" of these places I feel.	11/15/2023 7:55 PM
21	There needs to be parking available for the businesses, the church, residents and the school. Also closing the section of road in option 1 does nothing to decrease greenhouse gases as people will have to drive further and it will put more pressure on Fraser Hwy and other arterial roads in the area. I personally use Old Yale to drop off and pick up our child from school. It is a lovely drive and I actually think the current condition of the road slows traffic down.	11/15/2023 7:41 PM
22	Is BC's local history that lacking it's discussing keeping an unsafe broken up road? That's a beautiful stretch that should be enjoyed as a functional road, and walking/biking trail.	11/15/2023 7:29 PM
23	Reconstruction with a walking lane	11/15/2023 7:07 PM
24	Please keep the historical Old yale road the way it is. It means alot to people who grew up in Murrayville. Convenience for people who don't have the emotional connection should not be considered. I FOIPPA s. 22(1) and sincerely appreciate the historical nature oldyale road brings. It's nice to have something stay the way it was for many many years.	11/15/2023 7:00 PM
25	We moved to FOIPPA s. 22(1). We use Old Yale Road to bike to trails, 3-5 times a week, spring to fall. We feel unsafe on this road due to all the cracks and potholes. Cars passing us swerve to miss the potholes. Option 3 gives the best protection to walkers and bikers. Closing part of Old Yale Road permanently would greatly hinder traffic flow when there are problems at 216 Street and Fraser Hwy. We have had 2 major truck accidents, a shooting and the paving of 216th between Fraser Hwy and 5 corners in the last 5 months or so. We need all options to keep traffic flowing. Thank you	11/15/2023 6:59 PM
26	It is important to commemorate our historical achievements the accomplishments of the pioneers of BC.	11/15/2023 6:26 PM
27	We must preserve our heritage roadways, old buildings and villages.	11/15/2023 6:11 PM
28	I live in the immediate area and drive this road regularly. It's in very rough shape. I have also run on the road dozens of times and it's almost unsafe due to potholes etc.	11/15/2023 6:04 PM
29	Keep the road as a community side road wth pedestrian and bike lanes. Still providing vehicle traffic	11/15/2023 5:54 PM
30	The traffic Infront of the Academy at the drop of and pick up is very difficult and on top of it people (and kids) running to cross the street . It is very unsafe .	11/15/2023 5:51 PM
31	The road should have road safety as a top priority. A cracked concrete road is unsafe and has no reason to be commemorated	11/15/2023 4:52 PM
32	Old Yale Road is a historic part of the Township of Langley. That is why I support the Commemoration option.	11/15/2023 3:56 PM
33	Should not become an alternate thoroughfare. Get rid of the traffic circle!	11/15/2023 3:17 PM
34	Clearly this particular portion of Yale Road is a treasured monument to our history! Conservation and reservation would be optimal. Given all considered options, surely to conserve this unique piece of our local history would be the very best choice!	11/15/2023 12:49 PM
35	Might be better to save a concrete slab of the raod and put it on a display venue with special signage and history of the road, then completely redo Old Yale Road portion from City boundary to 216th St.	11/15/2023 12:33 PM

36	I am not sure if this has ever been done before, but if Old Yale could be it's own historic history on road creation in BC, it could include several portions which might include a dirt trail, corduroy trail/road, gravel, Cement , and pavement /asphalt . This would be " like walking the history of road creation" . A parallel path along side of it could be used for walking and cycling.	11/15/2023 10:20 AM
37	Why can't we have a combo of 2 and 3? Multi-use path AND asphalt?	11/15/2023 8:43 AM
38	The Township is ever expanding and needs to allow for this expansion. This area is busy and not improving will just add to the many bottlenecks that we have had to deal with	11/15/2023 8:41 AM
39	To close this road would place added burden on Fraser Hwy & 216 as well as drive more traffic along 48th between 216 & 208. Neither of these sections of road are able to add much capacity. The cost of either option 1 or 2 is exhorbitant, given the end result of the project. Please do not allow yet another study conducted at taxpayer expense sit on the shelf. This construction needs to move forward as soon as possible.	11/14/2023 8:05 PM
40	OYR was discussed many years ago. Don't make this another study that gets shelved. It's time to rebuild the road. Options 1 & 2 are a waste of taxpayer dollars.	11/14/2023 7:58 PM
41	The road holds next to zero heritage value due to the extreme degradation through regular use and partial repairs. There is nothing left to conserve, and any attempt at commemoration is quite literally throwing money down the drain for an unsustainable project.	11/14/2023 7:53 PM
42	I walk on this road several days a week.	11/14/2023 7:04 PM
43	Add traffic cameras See attached	11/14/2023 4:23 PM
44	Langley needs more roads, not less. I drive this road everyday and it needs improvement. Closing this road would be a nightmare for traffic in Murrayville.	11/14/2023 4:11 PM
45	I support the safety of children and school zones. Those are maintained well with safety measures already in place at most schools: speed limit 30km plus speedbumps. Nothing more but signage to demonstrate this component is required.	11/14/2023 4:09 PM
46	Information boards helpful - 50/50 No concrete No sharp edge curbs No dead-end cul de sacs	11/14/2023 3:59 PM
47	Murrayville academy fully supports traffic calming measures in front of school. We support sidewalks and a safe way for families to cross the road.	11/14/2023 3:54 PM
48	Not heritage anymore - Hotel modernized with solar panels, garage now school - More modernized. 2 new modern home - Big modern greenhouse on south etc.	11/14/2023 3:52 PM
49	Not heritage anymore!	11/14/2023 3:44 PM
50	Please keep the road as I means to got from 5 corners to Fraser Hwy. Keeping "old" cement is absolutely something I an NOT in favor of.	11/14/2023 3:29 PM
51	With increasing growth and congestion I can't see closing any road to vehicular traffic! When will a decision be made?	11/14/2023 3:25 PM
52	This road was here when FOIPPA s. 22(1) - at the time it felt like the saving grace of Langley. History is important - please make the road smoother BUT keep as much concrete as possible - I choose this awfully potholed uneven road because it is a beautiful view in any direction - please do not throw out the baby with the bath water! I look forward to continuing to choose to drive on this road from one end to the other.	11/14/2023 2:30 PM
53	The concrete needs to change! Its dangerous. I've seen cyclists fall badly because of present road condition. I have stopped walking on Old Yale due to personal safety.	11/14/2023 2:24 PM
54	I would like to see bike lanes and sidewalks and opened from Fraser Hwy to 5 corners. If there is an accident between Fraser Hwy & 216 & proposal for Old Yale Rd not a threw avenue there is no way to get out of accident closure.	11/14/2023 2:21 PM
55	Please plant trees along cycling and pedestrian "trail". Engage an experienced landscape architect. The road improvements include people not just cars.	11/14/2023 2:13 PM
56	Would like to see vehicle and bike lanes, rural road no, curbs all the way down the road, except just in the school area of the road.	11/14/2023 2:10 PM
57	Either the commemoration option or the reconstruction option make sense. The Old Yale Road is a valuable travel option when the Fraser Hwy is blocked during an emergency or traffic	11/14/2023 2:08 PM

	accident. From an historical perspective, closing Old Yale would be a slap in the face.	
58	A bike trail or a walkway for young kids and adults.	11/14/2023 2:05 PM
59	The only choice that makes sense is to rebuild the concrete section on cobble stone. I would prefer cobble stone (on pavers).	11/14/2023 2:01 PM
60	The bike road should have trees on the side for a more calming affect.	11/14/2023 1:59 PM
61	Speed bumps in front of school traffic calming.	11/14/2023 1:54 PM
62	Lets get it done! FOIPPA s. 22(1) , I would love to see more Township residents enjoy this unique road with their families.	11/14/2023 1:50 PM
63	Right now, cars drive too fast, not safe walking plus no sidewalk.	11/14/2023 1:47 PM
64	Please get it done soon .Thanks to the township council.	11/14/2023 12:14 PM
65	Given that there are alternate routes, I think closing this to car traffic is a great solution. It would be great to see some bike lanes on the side to provide a smoother experience for cyclists, but otherwise I think it should be left intact.	11/13/2023 4:23 PM
66	Although the commemoration option is slightly more expensive, I think further investment in local heritage should have a higher priority -- especially in an historically significant area like Murrayville. Commemoration would enhance heritage values, and at the same time, improve transportation through one of the Fraser Valley's earliest communities.	11/13/2023 3:56 PM
67	I like option 3 the best for two main reasons. 1) it keeps the road open to all traffic in the event of a road closure at Fraser Highway and 216 street . This has happened twice recently due to a shooting at the 216 street Starbucks and a major accident on Fraser Hwy. And 216 street. 2) The 3rd option will keep the roads asphalt within the municipality thus keeping the maintenance of the road lower moving forward. Staff will not have to maintain two different surfaces.	11/13/2023 8:14 AM
68	Old Yale road can be conserved as a historical route by upgrading the road bed to modern standards and adding several ‘rest stops’ with decorative split tail fences, a bench or two where you can look at the mountains and farmland These stops would add interest by adding historical information about the road and surrounding areas. Like the Murrayville Garage, Sharon United Church Porters Store the old maple trees along the road among others. It’s time. Please get it done	11/12/2023 9:45 PM
69	We have lived in Murrayville for 37 years. Old Yale has been an embarrassment for all that time. Multiple trips to the body shop especially after a rain storm because the potholes fill with water and are hidden while they destroy the suspension systems when you hit them. Please go with option 2 and add the heritage markers while beautifying the road with waking and bicycle paths connecting to Eric Doubleday park. Just get this done before another election and new council decides to “send it back to staff for further study.” Make sure to add speed bumps at the Montessori School like the township does for every other school zone.	11/12/2023 9:41 PM
70	This is a major through road in our community. It is just a road. We have many historic markers that represent our heritage but a concrete road is not one of them. I am sure if we were still in horses and buggy the drivers would be grateful for asphalt too to give them a smoother ride also.	11/12/2023 10:13 AM
71	Please retain add bike lanes with no raised separation. These are dangerous and are not cleaned behind enough	11/12/2023 10:11 AM
72	It needs to be paved so badly	11/10/2023 9:01 PM
73	It is just a street, not a museum. It's either closed down to car traffic without spending any money or make it just a normal road as it is supposed to be.	11/10/2023 7:40 PM
74	Unfortunately I was occupied during the open house so this is the best way for me to express my thoughts and ask my questions. I walk the route at least monthly on the way to Langley City or Double Day Park and wish whatever happens trust improved pedestrian safety is top of your list. the presentation would have been improved by clearer details concerning "langley Trails". Clearly marked and pedestrian safe connections to Double Day and through Murrayville would make for a wonderful improvement and destination walk that could support local business and community services.	11/10/2023 11:22 AM

75	The original concrete is nothing but a nuisance. It doesn't even claim the traffic in its dilapidated condition. How can a school be build on this road without a speed bump or cross walk. Put up a plaquce and piece of the road as commemoration and re-pave it.	11/9/2023 6:44 PM
76	The process involved with the survey is very difficult to use/access	11/9/2023 1:49 PM
77	I would like to comment on the portion of the road that is marked as fair. It is concrete with asphalt shoulder. That portion is unsafe, the tires of the car catch on the ridge between the two and just grabs your tires and pulls you to the right. Very unsafe for pedestrians. The whole road is unsafe and needs to be taken care of. I'm all for history and love that this road is one of the first but the road is history not the concrete as there is more patches than concrete left. Let's get this fixed and done.	11/9/2023 1:30 PM
78	While I wholeheartedly agree with commemorating Langley's proud & historic past, I hope the entire roadway from Fraser Hwy to 5 Corners @ 216 Street will be addressed. I also hope a crosswalk in front of Murrayville Academy will be a consideration for the safety of the children and parents as several vehicles do NOT respect the School Signs. FOIPPA s. 22(1) Thank you!	11/9/2023 12:10 PM
79	My family uses old Yale all the time to drive to and from home. It's really rough right now. Reconstruction would be great.	11/9/2023 11:16 AM
80	Do not shut down the road. It is used by many folks. Either replace entirely or fix the concrete.	11/9/2023 10:53 AM
81	I travel this road on a daily basis and my big worries about updating the road is speeding and traffic in front of the Murrayville Academy. Having a sidewalk for kids in front of school is very important for safety.	11/9/2023 10:26 AM
82	A small portion of concrete with the date stamp should be saved and displayed at a road side point of interest.	11/8/2023 7:37 PM
83	turning it into a road that does not go all the way from 5 \corners to the hwy makes no sense and is a misuse of tax dollars	11/8/2023 9:21 AM
84	School speed zones are already in place. Strongly oppose option #1.	11/7/2023 11:51 PM
85	The road seems to be constantly used as a "shortcut" option for many people who believe it saves them time to speed down Old Yale Road to wherever they're headed. The real concern being that they speed down the road into a residential area as well as a school zone. My family and I FOIPPA s. 22(1) but it hasn't really seemed to make any difference. The biggest concern of course being children who are walking to and from school, as well as the concern FOIPPA s. 22(1) not being particularly safe FOIPPA s. 22(1). I feel the road being in rough shape is the only reason this route isn't used more for speeding to peoples final destination. Fixing the road will only increase its use and increase the erratic driving down it. If this was a major roadway that didn't simply lead into a school zone and residential area, I would be all for fixing it. I do not see a benefit of fixing it simply to increase traffic into this area. I am open to hear arguments to the contrary as I am sure there is some bias living where I do. Thanks, FOIPPA s. 22(1)	11/7/2023 7:33 PM
86	We do not need bike lanes but we would like raised sidewalks down one side from 5 corners to the Doubleday park. This route has more pedestrians then cyclists and would be used even more if made safe to walk on	11/7/2023 6:45 PM
87	Get rid of the concrete …I don't feel that concrete is very historical	11/7/2023 5:51 PM
88	Please keep it a through road	11/7/2023 2:49 PM
89	Repave and move on.	11/6/2023 5:21 PM
90	Indeed, keep Old Yale as a through road, as it was meant to be, but do calm the traffic so pedestrians, cyclists, roller bladers, and cars can all safely & peacefully enjoy the fields, birds, deer, etc.	11/6/2023 2:11 PM
91	Pave the road, also open to the option of placing speed humps on the road as a traffic calming measure	11/6/2023 11:48 AM
92	Please do not spend my tax money to give other residence a private cul-de-sac. Keep it a through road, don't be silly.	11/5/2023 7:01 PM
93	Rebuild the road. It would be ridiculous and a waste of tax payers money to build cal-de-sacs	11/5/2023 6:58 PM

	for a select few people when it is an important through road.	
94	Retaining old heritage roads as heritage sites rather than transforming them into through roads is a responsible and culturally enriching choice. It allows us to protect and celebrate our history, culture, and environment while providing economic, educational, and social benefits to both local communities and visitors. By doing so, we ensure that these historic treasures can be enjoyed and appreciated by present and future generations. Having another route down Fraser from FOIPPA s. 22(1) would be convenient but having a lovely site to visit with FOIPPA s. .	11/5/2023 1:11 PM
95	Please help United churches of Langley preserve our accessible parking spots on old Yale road. These help seniors, here's, and others with accessibility concerns to access our building for community events and more	11/5/2023 11:35 AM
96	Great idea to close off the through road and make access to trails. Also the roundabout would be more straightforward.	11/5/2023 9:46 AM
97	Prefer Commemoration option -board 4	11/4/2023 5:51 PM
98	The United Church at Old Yale Road and 216th has a long history in the area. Old Yale Road is the only area where there is handicapped parking available. Many people attending the various programs at this building need handicapped parking. Please consider this in your plans.	11/4/2023 8:54 AM
99	While understanding the significance of the concrete road, the TOL needs to modernize and ensure a safe road way for all.	11/4/2023 8:22 AM
100	We need the old yale road to be fix for us to use it safely. I think the school brings too much traffic and kids and parents y- walk all the time. There are too many car parking on both sides of the road .	11/3/2023 11:12 PM
101	We need the speed lessened and enforced on the section of Old Yale from 216th to Fraser Hwy we have "a herd" of deer that live and forage FOIPPA s. 22(1) and i n the vacant lots Along the road. Also families that ride their bikes and many pedestrians. People go about 80 on this stretch all the times	11/3/2023 9:26 PM
102	United Churches of Langley (Formerly Sharon United) depends on their Handicapped Parking along Old Yale Rd in front of the church. The parking lot across the street has few handicapped parking spots and is too far away for many elderly folks. It would be a huge disaster to lose those Old Yale spots so any new design should work around that.	11/3/2023 3:13 PM
103	While I support some sort of traffic calming. Speed humps are a terrible option and are over-used. (ie: infront of Denny Ross Park), Please look for alternative such as curb bulges (c/w rain garden), Perhaps a traffic circle at 215 (potentially with back to back combo at 214a). Would also suggest that the straight nature of OYR between 214a and CoL border be revisted as the improved road surface will lead to excessive speed .... and then speed humps, as a default, get installed as a fix. I would also suggest in the reconstruction option oppurtuanties for re-use of the ex conc road be explored such as part of trail system (road side, Arboritum, or berry Farm), landscaping (in center of new traffic circles) or part of crosswalks (well constructed so no tripping hazards).	11/3/2023 1:29 PM
104	I walk this portion of Old Yale almost daily. The current configuration is dangerous and any configuration increasing traffic will make it more dangerous . Traffic does not obey speed limit and often drive on the paved shoulder. It is very dangerous for children and parents during drop off and pick-up at the school. The only thing slowing it down is the current road condition. Either of the other 2 options will only make it more dangerous for pedestrians and cyclists.	11/3/2023 9:43 AM
105	Would like see H/C parking fronting United Churches of Langley (previously named Sharon United) to remain.	11/3/2023 8:58 AM
106	FOIPPA s. 22(1) and am thrilled to hear that the Township is finally planning to fix the state of Old Yale Road. My family feels that either the Commemoration or Reconstruction options are reasonable. There are (obviously?) some people in Langley that feel a strong tie to the original concrete that exists on that roadway currently. Perhaps the Commemoration option is a good compromise as it would appease the people that value the road's heritage but would also make it drivable. I hope the Township is not seriously contemplating the permanent closure of the road. In a growing community that is struggling with traffic congestion, we need more roads, not less. I absolutely agree that	11/2/2023 9:03 PM

	calming measures (probably speed bumps) should be implemented in front of Murrayville Academy.	
107	I walk on OYR every day. I like the rural nature of this calming environment. If I wanted to walk on an arterial route, I go choose a different road. Vehicles already speed on this road, if it gets improved, it will become a racetrack. If Option 3is chosen, what accommodations would be made for pedestrians between 214A street and the City/Township border?	11/2/2023 7:06 PM
108	Please don't waste money on commemorating	11/2/2023 5:58 PM
109	Lets get it right.	11/2/2023 3:20 PM
110	We were not aware of the open house Due to all of the traffic congestion in the area old Yale road needs to be an accessible viable option for all vehicles, and bicycles	11/2/2023 2:33 PM
111	I and many others walk Old Yale Road each day. We enjoy the rural nature of our walk - seeing the deer, coyotes, herons and other wildlife. Even with the current condition of the paving, drivers exceed the speed limit. If this road gets paved, it will simply be a 'speedway' at all times of the day. In option 3, i see bike paths between 214A sidewalk paving and the Berry Farm pathway but no pedestrian corridor. The majority of the supporters of Option 3 will all be drivers looking to avoid the arterial roads 216 St and Fraser Highway and the 2 roundabouts on 216th which slow the traffic.	11/2/2023 2:14 PM
112	FOIPPA s. 22(1) . Many times we been given options to improve it etc and never has there been follow through. We truly hope that this time will be different. The growth of the Murrayville Academy has shown the reality of the danger this road puts those children in. We have witnessed many times people have been speeding past the children on their way to the townhall for gym. With no sidewalks or speed bumps it's not about how an accident could happen but when. We don't want a child's injury or worse, to be what finally brings change.	11/2/2023 1:38 PM
113	Time to say good-bye to this bumpy road. Thank you!	11/2/2023 1:15 PM
114	Local traffic only	11/2/2023 12:03 PM
115	FOIPPA s. 22(1) , that stripe of Old Yale road is crucial for me to make my deliveries on time. Furthermore, if the road was closed down for only walking and bikes, that would create more traffic and congestion on Fraser highway. Increasing commute times and carbon emissions. Which will offset the advantages of creating a bike only and walk only road. The road is a perfect bypass to Murreyville and the church on the corner for so many members of this community. As a 22 year old who plans to spend many years here in Langley, reconstructing that road will make me a proud Langley resident. Creating a nice safe road with bike lanes would be amazing.	11/2/2023 11:36 AM
116	Looking forward to a smooth ride on Old Yale rd Finally…..	11/2/2023 10:36 AM
117	Long long overdue.At present too dangerous to cycle.	11/2/2023 10:30 AM
118	Many vehicles speed through this road with zero regard for young children attending amurrayville Academy. A crosswalk with flashing lights from the school is required to draw attention to pedestrians crossing the street. Clearly marked school zone signs and speedbumbs would greatly reduce the the number of speeders in the area. Paved parking areas on the side of the road is also necessary for safe parking. Sidewalks should be added for safer walking. I see speed walkers walking in the middle of the road because there are no sidewalks for them to go on.	11/2/2023 10:02 AM
119	Commemoration makes the most sense, recognizing the historical importance, while making it safe for everyone.	11/2/2023 7:56 AM
120	Speed signs should be added all the way up 48 th up to the top of the hill by the old scholl townhomes … many speed on this street , it has become more dangerous over the years	11/2/2023 7:52 AM
121	I think if should remain a road where large trucks are not allowed with the exception of the garbage truck. It should not be a short cut to the hwy by big trucks that will inevitably destroy the road with their weight.	11/2/2023 7:49 AM
122	please repave road and put proper signage where it needs to be	11/2/2023 7:01 AM
123	I recently walked a section of the FOIPPA s. 22(1) . It has been preserved. 2000 years old. We could do better saving some of our history. I imagine the information boards were	11/2/2023 4:32 AM

	helpful but I am not in Langley right now.	
124	There are many surface routes to get to Langley but none are particularly pedestrian friendly. I think that the conservation route provides for the preservation of Old Yale Road history as well as providing a quiet and safe route for non vehicular traffic to transit to Langley such as in the “Olden days” Judging from the amount of complaints re the condition of the roadway, I doubt that removing through traffic by vehicles would be very impactful to them while providing much healthful and enjoyable passage for pedestrians and bicyclists. I strongly support this option. It may also have the further benefit of rendering traffic circulation at the roundabout safer. Please strongly consider this as a viable and happy option. Thank you	11/2/2023 1:50 AM
125	Bike lanes are important to have. It is high time that this road is redone properly.to bring it up-to-date.	11/1/2023 11:22 PM
126	FOIPPA s. 22(1), I can say with confidence that we’ve nearly been hit by a car multiple times a week. Visibility is limited in that entire area but particularly at the cross street of 215th and Old Yale Road. Please consider extending the sidewalk from Porter Park on 215th all the way to Old Yale Road as well as creating a sidewalk extending the entire length of Old Yale Road from Fraser Highway to 5 Corners @ 216th. Multiple speed bumps are required along Old Yale Road as most every vehicle speeds despite the uneven road and school zone signage. Please make this part of our community safer as the current conditions are dangerous, reckless, and an accident waiting to happen.	11/1/2023 10:16 PM
127	It's time to enter the 21st Century.	11/1/2023 9:57 PM
128	This is alegigially the oldest concrete road in the province as all other concrete roads of the era have been replaced (for a reason). Move on, it’s nothing special. This feels like another pet project to support FOIPPA s. 22(1) .	11/1/2023 9:49 PM
129	I am 100% opposed to the conservation option. My second choice would be the reconstruction. I frequently drive Old Yale for work purposes, but I also use the road during personal excursions.	11/1/2023 9:28 PM
130	Any and all efforts to calm traffic and keep families, walkers and cyclists safe is important. It’s a speedway.	11/1/2023 9:25 PM
131	The misleadingly-titled “conservation” option is yet another incremental step toward 15 minute cities and agenda the 2030 “sustainable development goals” ruse. Do not close roadways to motor vehicle users. It is possible to fix the roadway, include pedestrian walkways and slow traffic in the school zone while still maintaining resident vehicle access.	11/1/2023 9:05 PM
132	Please just do something already. Been to multiple meetings open house meetings about this over the years with zero action post meeting.	11/1/2023 9:04 PM
133	Dig it up and put it back to the original gravel road,then only the local residents will use it.	11/1/2023 8:44 PM
134	Sidewalks on both sides of road in front of Murrayville Academy and extending to Porter Park.	11/1/2023 8:33 PM
135	I believe part of the road should be preserved as it is a heritage site. As the Township of Langley becomes more and more populated the road should be used for all transportation cars, divided bike lanes and pedestrians.	11/1/2023 8:20 PM
136	I avoid driving down this road. It is quite difficult to enter the round about leaving old Yale road when busy	11/1/2023 8:15 PM
137	None, thanks for the opportunity to voice my opinion.	11/1/2023 8:08 PM
138	It is time to rebuild Old Yale Rd and have signs stating the historic information	11/1/2023 7:59 PM
139	It's a wonderful road to walk on with beautiful views of the mountains and it would be great to have less traffic so that it's safer for pedestrians and bikers	11/1/2023 7:39 PM
140	I walk Old Yale road at least once a week, and with me many others. The road has a great purpose for pedestrians, which could be increased if it would be without commuting cars. The air will be cleaner as well. Old Yale is not used by lots of traffic, and it is not needed: 48 Ave and Fraser Highway offer a much better alternative. Old Yale road is only there because of our heritage; not because we need that road. Let’s preserve the heritage and the contemplation that fits heritage. An improved through-road will lead to more traffic and too fast driving. In the current conditions most cars drive faster that the speed limit - if the road is improved it will	11/1/2023 7:33 PM

	only increase. That is bad for the environment, bad for people walking there, and bad for safety. An improved through-road will increase the traffic at the Fraser Highway intersection. If the cars would use Fraser Highway the traffic would flow through but from Old Yale it will create more traffic light changes. And, at the other end, the worst entrance onto the round about is from Old Yale because the road has a longer distance to the round about. accidents are usually from Old Yale onto the round about. Increased traffic will increase issues (accidents possibly) at the roundabout. That is not good. Drivers are using their horns almost daily at the roundabout, which will likely increase. Another safety issue is the school. The construction indicates a growing school which means increased traffic for pickup and drop off. Increasing traffic on Old Yale does not contribute to the increased safely of children. Cars that normally would take Fraser Highway, might take the improved Old Yale road. This is not desirable: `Fraser highway and 48 Ave have the capacity and are designed for volume and higher speed. Old Yale is not. I recommend closing Old Yale Road per option 1 and addressing both ends to keep the community safe, the environment clean, promote healthy living and excercising, and increase the needed awareness of our history so that people value the place where we live.	
141	Please bring the road up to current standard. I avoid it by car, and bike on it to be out of heavy traffic, but it is ROUGH.	11/1/2023 7:29 PM
142	Safe seperate bike lanes are integral to a forward thinking and healthy Langley community.	11/1/2023 7:28 PM
143	Please fix this road. Historical or no, it is dangerous for pedestrians and cyclists, and the ever growing potholes are ridiculous.	11/1/2023 7:05 PM
144	This project is long overdue!!	11/1/2023 7:00 PM
145	do not spend $9M to make it 'a private road for those who chose to live along the road	11/1/2023 6:58 PM
146	This is a road, I have driven for most of the past 50 years almost every day. I live in Murrayville. I have no emotional attachment to concrete nor do I value that it has heritage value. The majority of users I believe see Old Yale rd as a transportation corridor. Reconstruct the road to a modern day standard. Put up a storyboard sign in Murrayville detailing the history and let’s move on.	11/1/2023 6:54 PM
147	If you re-pave that road cars are going to be flying down it all day and night. Just like on 48th. Cars already drive too fast down that road. People pass me at 90 while I am doing 50. People live there, and children go to school there.	11/1/2023 6:33 PM
148	FOIPPA s. 22(1) On average once a week (at the round about, and down old Yale road) we are nearly hit by cars travelling to fast in a school zone and at the round about. This area not only needs a conservation plan but also needs safety measures put in place for all the children, pedestrians, school buses etc.	11/1/2023 6:00 PM
149	There are many people who try to walk or cycle on this road because it is so pretty. Waiting 30 years for this issue to be dealt with so the road is not a danger to everybody, is not only ridiculous but is an obsenity.	11/1/2023 5:55 PM
150	I would also support traffic calming measures in the residential area of Old Yale as well. I like the Conservation option however I feel it may be a gathering area for homeless that gather at the bridge.	11/1/2023 5:54 PM
151	Very concerned about pedestrian safety and I feel this is the best option.	11/1/2023 5:53 PM
152	I would also support traffic calming on the residential portion as well. I wouldn't mind the conservation option however I feel that it may become a gathering area for the homeless that already gather at the bridge.	11/1/2023 5:51 PM
153	Considering the costs are all very similar, it would only make sense to use the money to actually make the road usable for long term by repaving. Using traffic calming measures should answer the concerns of all those worried that all of a sudden people will start speeding.	11/1/2023 5:45 PM
154	We need to use the road. Shutting it down makes little sense. Do it right and make it functional.	11/1/2023 5:43 PM
155	I think Old Yale being reconstructed is a must. It's not only dysfunctional and damaging to vehicles, but it is also dangerous, causing your vehicle to veer awkwardly and unexpectedly to	11/1/2023 5:42 PM

	the sides due to the ledges of uneven concrete. Reconstruction of Old Yale would be a service to everyone.	
156	Old Yale is our first choice to travel and very important to us for all forms of transportation. We drive, bike and walk Old Yale. I have had one costly blown tire and replacement of a rim but that did not stop me traveling it. It has to be our favorite, most beautiful, full of wildlife and views road in all Langley. Please do not close it to vehicles.	11/1/2023 5:12 PM
157	We this road daily. This needs to be repaired	11/1/2023 4:40 PM
158	FOIPPA s. 22(1) travel this section of Old Yale Road daily and know every bump and pothole! FOIPPA s. 22(1) I travelled same road to/from work daily and often had to stop for the cows crossing the road from/to the barn. Such an excellent example of what Langley is to this day … a blend of city and rural life that gives you opportunities to pause and enjoy the natural world around you. I think a commemorative section near Five Corners would be a great addition to that very historical area of town plus an historical attraction for the whole township. I think a multipurpose pathway would greatly improve the safety of both pedestrians and cyclists; however, I don't think bike lanes are necessary. While traffic will increase a bit once the road has been resurfaced, this will primarily remain a "back road" route for local residents.	11/1/2023 4:38 PM
159	Anything but reconstruction!	11/1/2023 4:31 PM
160	Traffic calming measures in front the school should be the communities #1 priority. Old Yale Road is a beautiful place that needs side walks, bike lanes and a design that reduces speeding.	11/1/2023 4:06 PM
161	We need more places locally for people to walk and ride bikes. By picking the conservation option, we can start moving along the road towards what Fort Langley has been able to accomplish. Improve the area for a village to flourish at 5 corners.	11/1/2023 4:03 PM
162	Traffic calming in front of the school is essential. It is shameful that we are will to risk the lives of children because of some old concrete.	11/1/2023 4:01 PM
163	We already have two very good options for traffic travellng east/west on fraser Hwy and 48th Avenue. Why do we need a third? The conservation option is best. What we do need more of is local developed green space for recreation and relaxation. This will support business by making 5 corners return to a heritage village as it will provide a destination for people to come to and experience the enjoyment of the area. This is hard to achieve with vehicles travelling at a high rate of speed through this section of road.If the decision is to allow for vehiclular traffic, then calming measures need to be considered as vehicles drive excessivley fast on this road in its current state of disrepair.	11/1/2023 3:57 PM

Q5 Please provide your name and address.

Answered: 266 Skipped: 0

ANSWER CHOICES	RESPONSES	
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Company	0.00%	0
Address	100.00%	266
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
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184		11/2/2023 1:38 PM
185		11/2/2023 1:15 PM
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187		11/2/2023 12:03 PM
188		11/2/2023 11:51 AM
189		11/2/2023 11:36 AM
190		11/2/2023 10:36 AM
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261		11/1/2023 4:06 PM
262		11/1/2023 4:03 PM
263		11/1/2023 4:01 PM
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265		11/1/2023 3:57 PM
266		11/1/2023 3:07 PM

#	ADDRESS 2	DATE
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#	CITY/TOWN	DATE
	There are no responses.	

#	STATE/PROVINCE	DATE
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#	ZIP/POSTAL CODE	DATE
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#	COUNTRY	DATE
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#	EMAIL ADDRESS	DATE
	There are no responses.	

#	PHONE NUMBER	DATE
	There are no responses.	

Welcome to the Old Yale Road Open House

Why Are We Here?

Old Yale Road is an important part of the Murrayville community and significant to early road building in BC. This concrete road, originally constructed in 1922, is facing deterioration and requires a long term plan that takes into account the needs of its users and its unique historic attributes. The Township would like your feedback in developing this plan.

Goal of This Process

The goal of this process is to determine a means of upgrading Old Yale Road in a way that meets Murrayville's needs and respects this unique historical roadway.

Objectives

A. Present a variety of options to the public to better understand the goals of the community and what aspects of the road are valued.

B. Select a specific design direction and refine a design solution based on public feedback.

2023 Council Resolution

Urban sections of Old Yale Road at Five Corners in Murrayville towards the City of Langley municipal boundary have been in chronically poor condition for many years. Three options of Conservation, Commemoration or Reconstruction were presented to the public for its input at an open house held on November 26, 2015. Nearly 8 years have passed since that open house and the current Council has requested three steps:

1. Report to Council with updated estimated costs for the three options presented in 2015, and/or with other options that may be appropriate for Council to consider;
2. Conduct a public open house within the 3rd quarter of 2023 to solicit public feedback on the options endorsed by a previous Council in 2015; and
3. Include resolution of Old Yale Road within the 2024 capital budget for Council to consider commencement and completion within 2024, if so funded and approved by Council.

Our Process for Preparing Design Options

In the preparation of design options the team has considered a number of issues from technical to aesthetic and cost. The key considerations have been grouped into five main areas below:

Vehicular Road User Needs	Pedestrian and Cyclist	Cost of Construction and Maintenance	Respects Heritage of the Road	Technical Considerations
A. Consider different traffic options, such as full use and restricted use. B. Consider access to properties fronting the road. C. Consider the impact that road improvements will have on volume, speed levels and safety.	A. Consider a variety of pedestrian and cyclist paths, such as on road bike lanes, separated multi-use paths and sidewalks. B. Find ways of connecting the historic Five Corners and Old Yale Road to the larger pedestrian trail network in the Township.	A. Consider options that follow typical Township of Langley road design and others that more closely reflect the concrete road heritage of this area. B. Develop a long-term solution that can be maintained by the Township.	A. Consider conservation, rehabilitation and restoration approaches in determining how best to conserve aspects of the road. B. Consider commemoration opportunities where conservation is restricted by factors related to physical condition and cost.	A. Review the current condition of the road and accompanying geotechnical data, along with the potential environmental and archaeological impacts of undertaking future road work within the existing road corridor. B. Consider impact of road development plans on adjacent trees and vegetation. C. Consider how types of road construction, such as concrete versus asphalt will impact community access during construction.

Steps for the Open House





1 Review

Review the History of Old Yale Road and the Three Design Options.

2 Ask Questions

Ask questions of the Township Staff and Design Team.

3 Provide Your Feedback

Fill out a survey by November 17, 2023.

A. Online

Complete the survey at **www.tol.ca/oldyaleroad**.

Please provide your feedback

B. In Person

Take and complete the survey.

1. Complete and drop in the box provided, or
2. Drop off to the Engineering desk at the Civic Facility, or
3. Email: **enginfo@tol.ca**, or
4. Fax: 604-533-6098

History of Old Yale Road

Murrayville

The community of Murrayville saw its earliest settlement in the 1880's and was the second area in the Township to develop into a distinct community after Fort Langley.

- The community has functioned as a centre for local government and health, education, social and commercial services.
- Clustered around the Five Corners intersection originally called Murray's Corners, is a diverse range of heritage resources associated with the different eras of development spanning the community's history.
- These resources include buildings, roadways and natural heritage features. The remaining section of Old Yale Road is one of these historic assets.



Old Yale Road, Road Construction 1923.

Old Yale Road

Originally known as the New Westminster to Yale Wagon Road, Old Yale Road is one of the oldest transportation routes in the Fraser Valley and the result of the earliest attempt to establish a land route between the communities of the lower mainland and the BC interior.

- In the early 1870s an attempt was made to create a wagon road from Brownsville, across the Fraser River from New Westminster, through the Fraser Valley to Yale.
- The provincial government of the time saw the value of a commercial corridor locally and regionally, and provided funds to the municipality to upgrade the road.
- In 1897, the road was gravelled but it was not until 1922 that more lasting improvements were made through the pouring of concrete segments between the Glover Road/Fraser Highway and 216 Street.
- The concrete panels that comprise the road were very likely the first use of concrete as a road surface in British Columbia.
- The official opening of the Old Yale Road took place from the porch of the P.Y. Porter General Store in 1923 with Premier John Oliver presiding and J.W. Berry, prominent local farmer, acting as Master of Ceremonies.
- By 1930, much of Yale Road was incorporated into Fraser Highway; however small portions of the original roadwork, such as this section in historic Murrayville, remain in place today.
- The historic significance of Old Yale Road lies in its association with BC's early era of emerging road construction, and local contractor A.B. Palmer who stamped the freshly laid concrete with the date and his name.

Heritage Designation

Old Yale Road has been the focus of multiple heritage conservation efforts:

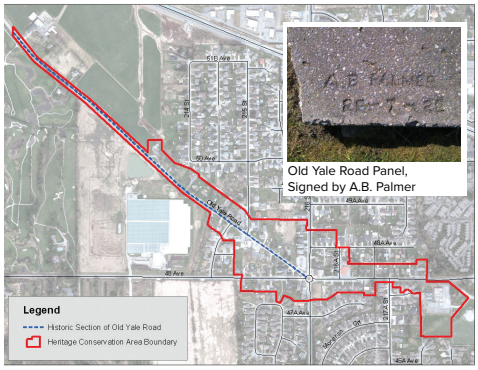
- In 1993, it was added to the Township's Heritage Inventory as an important early transportation link.
- In 2008, it was added to the Township's Heritage Register.
- In 2010, it was designated as part of the Murrayville Heritage Conservation Area Community Plan.
- The portion of Old Yale Road that has been officially recognized is the section between the Five Corners intersection and the Township/City of Langley boundary that occurs in the 21100 block of Old Yale Road.

The documented physical characteristics of the road that contribute to its heritage value include its:

- grass verges and open ditches;
- mature trees and natural vegetation along existing fence lines;
- material composition and dimensions;
- range of urban and rural uses;
- short distance views to the open spaces provided by adjacent farmland;
- long distance views to the Nicomekl River flood plain, Golden Ears and Mount Baker; and
- its historic long view to the Traveller's Hotel at the Five Corners intersection



Old Yale Road, Circa 1890



Murrayville Heritage Conservation Area Boundaries

Existing Condition of Old Yale Road

Geotechnical Report

A geotechnical analysis of the road bed revealed a number of structural issues:

- It had been presumed that this may be a corduroy road. A corduroy road or log road is a type of road made by placing sandcovered logs perpendicular to the direction of the road over a low or swampy area. Test holes found no evidence of this method of construction.
- The concrete road is 150mm thick and is not laid over a compacted base as typical in today's road construction, but instead over a variety of sand and silt.
- The concrete road is typically in fair to poor condition and has been overlaid

Road Surface Conditions

The below images and diagram are a generalization of road conditions.

Paved Over
The west portion of concrete road has been paved over.



Fair Condition
The central 'rural' portion and part of the urban area is in moderate condition.





Poor Condition
The urban area from the Five Corners through much of the urban area is in very poor condition or has been paved over.





Existing Conditions Plan



Mature Trees

Mature trees are a character defining element of Old Yale Road that occur intermittently along its entire length. Starting at the west boundary of this project there is a mature row of Sycamore Maple trees fronting the Berry Barn and adjacent lots. The golf course lands and adjacent residential lots also support a variety of mature trees. Along the urban section of road, each lot is given character by trees and hedges. See Design Options for more information about existing trees.

Historic Landscape Features



Maple Trees planted by J.W. Berry in 1902



Golf Course

Conservation Option - Board 1

Goal of this Design

The Conservation Option seeks to maintain a significant portion of the concrete road.

Key elements

1. This option retains a 250 metre segment of the concrete road in-situ. In order for the conservation to be effective, closing the road to through traffic would be required while permitting pedestrians, cyclists and emergency vehicles to pass through.
2. A multi-use path (MUP) is proposed on the north side of the road that will connect the Five Corners roundabout to the conserved road segment and the head of a future trail that will link historic Murrayville to the Township's larger trail network.
3. A concrete segment of road will be reconstructed between the Five Corners roundabout and 214A Street. This concrete section will also provide a sidewalk on the south side of Old Yale Road.

Advantages

1. An aspect of the Township's and the province's early history will be retained for decades to come.
2. There will be reduced traffic on the adjacent sections of Old Yale Road that will serve local traffic only, making it more cyclist and pedestrian friendly.
3. A separated multi-use path (MUP) provides optimal safety for cyclists and pedestrians.

Cost

The order of magnitude cost of this option is **$8.7 million**.

Disadvantages

1. Motorists will need to seek alternate travel routes.
2. On-street parking will be eliminated where urban features are present.
3. Concrete road construction will result in lengthened road closures during construction.



Heritage Interpretation

While the Conservation Option retains a considerable portion of the original concrete road, this project also provides an opportunity to raise public awareness regarding Old Yale Road's historic significance. Accordingly it is proposed that information signage be incorporated into the road reconstruction to inform present and future generations of its achievement in early road building in British Columbia and its contribution to the establishment of the Murrayville Community. This interpretive signage may be located at a focal intersection such as Five Corners, the corner at 215 Street, or alternatively the location where the conserved portion of the road begins.

H.I. See Plan for potential location for Heritage Interpretation



Example of Interpretive Signage




1 Berry barn

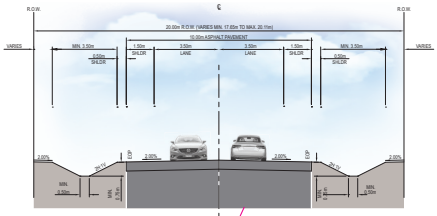
Conservation Option - Board 2



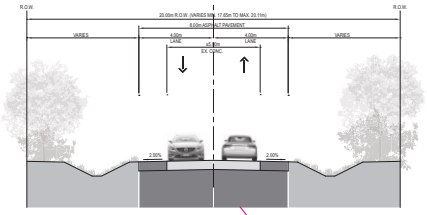


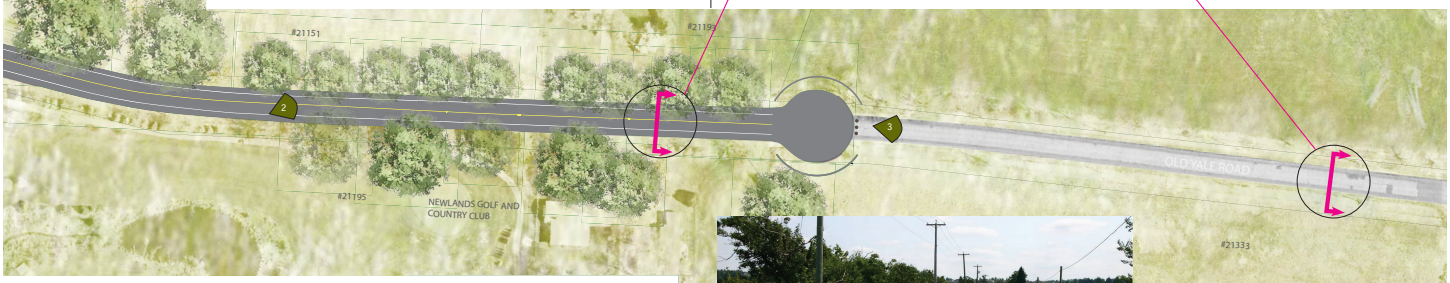
2 Heritage sycamore trees on north side

Proposed Road Section: Rural with Shoulder



Existing Road Section: Rural





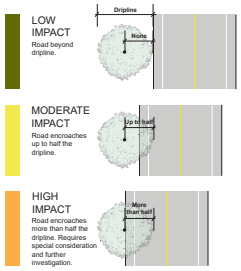


3 Rural portion of road to be conserved

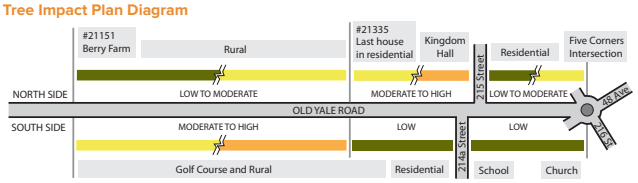
Trees Assessment

The project arborist undertook an initial review of the trees and vegetation along the Old Yale Road corridor. The review was intended to determine the level of impact of the proposed design options. The below three diagrams show how encroachment of road works into the tree canopy or 'dripline' is used as an indicator of impact. Any construction impacts will be mitigated by using the International Society of Arboriculture (ISA) Best Management Practices.

Tree impact Colour Code



Tree Impact Plan Diagram



Township of Langley Est. 1873

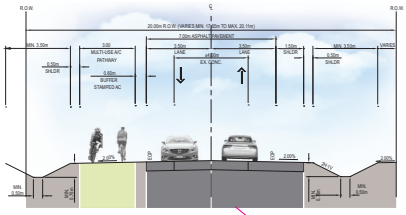
tol.ca/oldyaleroad

Conservation Option - Board 3

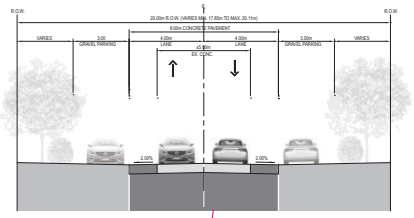


Looking North West: Photo Illustration of proposed turnaround at conserved section of road.

Proposed Road Section: Urban with Multi-Use Path



Existing Road Section: Urban







Rural road condition



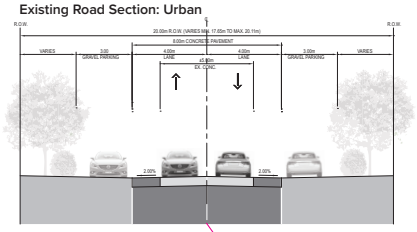
Residential rural interface



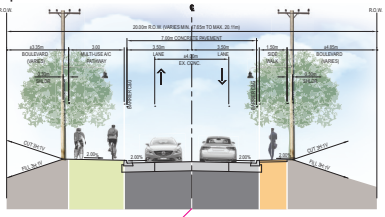
Fields and greenhouse

Conservation Option - Board 4

Existing Road Section: Urban



Proposed Road Section: Urban with Multi-Use Path and Sidewalk







7 Murrayville Academy



8 Kingdom Hall of Jehovah's Witnesses



9 Sharon United Church



10 Looking towards junction at Five Corners intersection

Commemoration Option - Board 1

Goal of this Design

The Commemoration Option seeks to bring this historic road up to today's standards for vehicular, cyclist and pedestrian traffic, while commemorating its history as the oldest concrete road in the province, by reconstructing a 375m section of the concrete road closest to Five Corners.

Key elements

1. A 375 m segment of new concrete road from the Five Corners round-about to just past 214A Street.
2. A multi-use path (MUP) is proposed on the north side of the road that will run from the Five Corners roundabout along Old Yale Road to the head of a future trail that will link historic Murrayville to the Township's larger trail network.
3. A sidewalk will flank the south side of the concrete segment of road.

Advantages

1. A new and partial concrete road will be constructed to commemorate the contribution the original concrete road has made to the early settlement of the Township.
2. A separated multi-use path (MUP) provides optimal safety for cyclists and pedestrians.

Cost

The order of magnitude cost of this option is $9.2 million.

Disadvantages

1. On-street parking will be eliminated where urban features are present.
2. Concrete road construction will result in lengthened road closures during construction.



Heritage Interpretation

The Commemoration Option removes the entire concrete road and therefore warrants the addition of a special commemorative feature that will promote citizens' understanding and appreciation of the road's historic significance. Accordingly, it is proposed that the original concrete panels be used in a creative way to provide historic interpretation on this concrete road with respect to early road building in British Columbia and Old Yale Road's contribution to the settlement of the Township. This commemoration may take the form of an interpretive feature or a small social space that also includes informational signage. It may be located at a focal intersection such as Five Corners, at the corner of 215 Street, or along a segment of the roadway.

H.I. See Plan for potential location for Heritage Interpretation





1 Berry barn

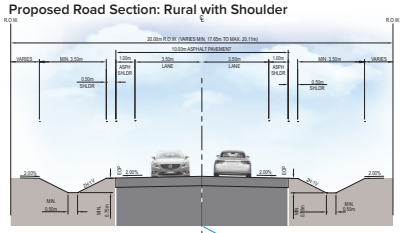
Commemoration Option - Board 2



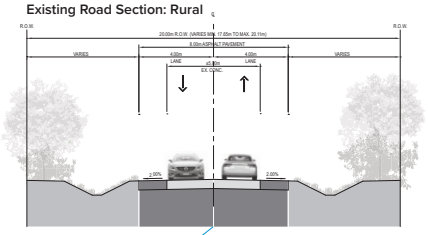


2 Heritage sycamore trees on north side

Proposed Road Section: Rural with Shoulder



Existing Road Section: Rural



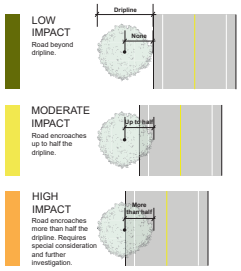


3 Rural portion of road

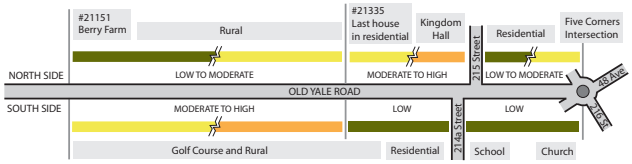
Trees Assessment

The project arborist undertook an initial review of the trees and vegetation along the Old Yale Road corridor. The review was intended to determine the level of impact of the proposed design options. The below three diagrams show how encroachment of road works into the tree canopy or 'dripline' is used as an indicator of impact. Any construction impacts will be mitigated by using the International Society of Arboriculture (ISA) Best Management Practices.

Tree Impact Colour Code



Tree Impact Plan Diagram

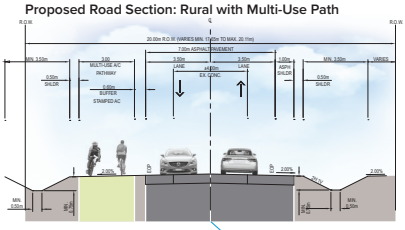


Township of Langley Est. 1873

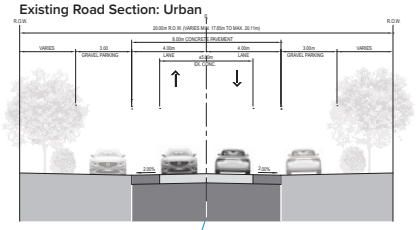
tol.ca/oldyaleroad

Commemoration Option - Board 3

Proposed Road Section: Rural with Multi-Use Path



Existing Road Section: Urban







4 Rural road condition



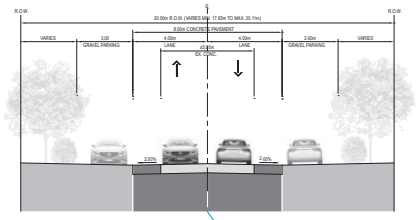
5 Residential rural interface



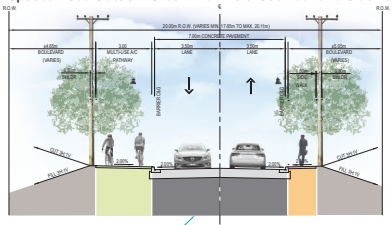
6 Fields and greenhouse

Commemoration Option - Board 4

Existing Road Section: Urban



Proposed Road Section: Urban with Multi-Use Path and Sidewalk







7 Murrayville Academy



8 Kingdom Hall of Jehovah's Witnesses



9 Sharon United Church



10 Looking towards junction at Five Corners intersection

Reconstruction Option - Board 1

Goal of this Design

The Reconstruction Option rebuilds this entire portion of Old Yale Road to today's safety and efficiency standards for vehicular, bicycle and pedestrian traffic.

Key elements

1. Replace the concrete road with an asphalt road with traditional curbs and gutters.
2. Marked bike lanes will be provided on the road.
3. Sidewalks will be provided on the north and south side of the road between the roundabout and 214A Street.

Advantages

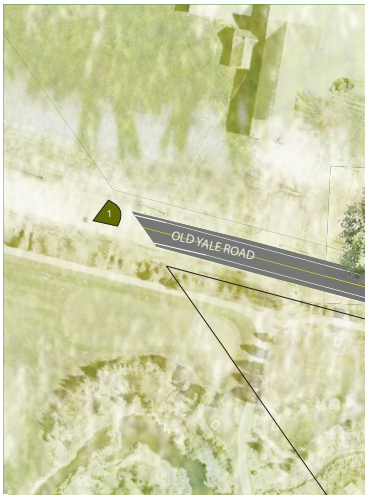
1. New vehicular, bicycle and pedestrian facilities will be provided.
2. Asphalt will result in a reduced construction timeline and fewer road closures.

Cost

The order of magnitude cost of this option is **$8.9 million**.

Disadvantages

1. No portion of the historic Old Yale Road will be conserved.
2. A new road may lead to increased vehicular traffic.
3. On-street parking will be eliminated where urban features are present.



Heritage Interpretation

The Reconstruction Option removes the entire concrete road and therefore warrants the addition of a special commemorative feature that will promote citizens' understanding and appreciation of the road's historic significance. Accordingly, it is proposed that the original concrete panels be used in a creative way to provide historic interpretation on this concrete road with respect to early road building in British Columbia and Old Yale Road's contribution to the settlement of the Township. This commemoration may take the form of an interpretive feature or a small social space that also includes informational signage. It may be located at a focal intersection such as Five Corners, at the corner of 215 Street, or along a segment of the roadway.

H.I. See Plan for potential location for Heritage Interpretation





1 Berry barn

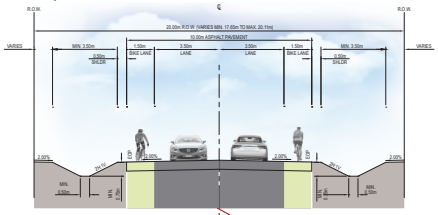
Reconstruction Option - Board 2



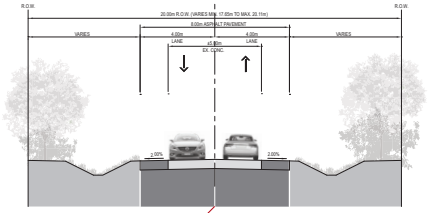


2 Heritage sycamore trees on north side

Proposed Road Section: Rural with Bike Lanes



Existing Road Section: Rural



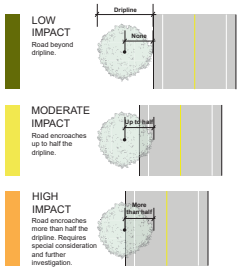


3 Rural portion of road

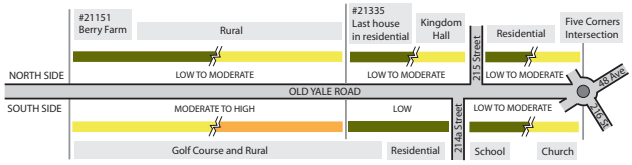
Trees Assessment

The project arborist undertook an initial review of the trees and vegetation along the Old Yale Road corridor. The review was intended to determine the level of impact of the proposed design options. The below three diagrams show how encroachment of road works into the tree canopy or 'dripline' is used as an indicator of impact. Any construction impacts will be mitigated by using the International Society of Arboriculture (ISA) Best Management Practices.

Tree Impact Colour Code



Tree Impact Plan Diagram

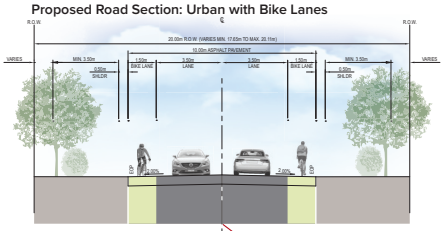


Township of Langley Est. 1873

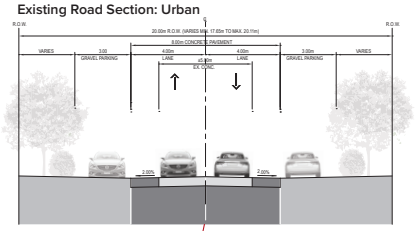
tol.ca/oldyaleroad

Reconstruction Option - Board 3

Proposed Road Section: Urban with Bike Lanes



Existing Road Section: Urban







4 Rural road condition



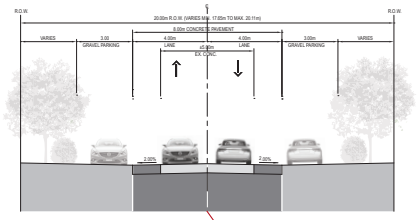
5 Residential rural interface



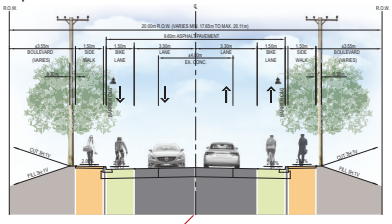
6 Fields and greenhouse

Reconstruction Option - Board 4

Existing Road Section: Urban



Proposed Road Section: Urban with Sidewalks and Bike Lanes







7 Murrayville Academy



8 Kingdom Hall of Jehovah's Witnesses



9 Sharon United Church



10 Looking towards junction at Five Corners intersection

Next Steps





Provide Your Feedback

Fill out a survey by November 17, 2023.

A. Online

Complete the survey at **www.tol.ca/oldyaleroad**.

Please provide your feedback

B. In Person

Take and complete the survey.

1. Complete and drop in the box provided, or
2. Drop off to the Engineering desk at the Civic Facility, or
3. Email: **enginfo@tol.ca**, or
4. Fax: 604-533-6098

Township Staff Report

Township staff will report the results of this open house and survey to council.

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	DECEMBER 18, 2023 - REGULAR MEETING	**REPORT:**	23-265
FROM:	BYLAWS, LEGAL AND STRATEGIC IMPLEMENTATION DIVISION	**FILE:**	LRP00012
SUBJECT:	WILLOUGHBY DEVELOPMENT PHASING POLICY		

RECOMMENDATION:

That Council adopt the Willoughby Development Phasing Policy in the form presented as Attachment A to this report.

EXECUTIVE SUMMARY:

At the October 23, 2023 Public Hearing, Council requested a draft development phasing policy for the Willoughby Community and the Williams Neighbourhood. A draft policy has been prepared for Council's consideration and potential adoption.

PURPOSE:

This report presents a draft development phasing framework for the Willoughby Community and the Williams Neighbourhood.

BACKGROUND/HISTORY:

At the Public Hearing on October 23, 2023, Council requested a draft development phasing policy framework for the Willoughby Community and the Williams Neighbourhood as follows:

> *"That staff report to Council with a draft development phasing Council Policy framework for residential and mixed-use development applications within the Williams Neighbourhood Plan south of 80th Avenue only advancing to Council for final adoption, and potentially other areas that Council may wish to consider, potentially subject to:*
>
> *1) an annual review by Council;*
> *2) the commencement of construction of multiple, additional school(s) within the Willoughby Community Plan area(s);*
> *3) additional development proceeding within the Latimer, Yorkson, Carvolth and Smith Neighbourhood Plans with significant progress towards the completion of arterial roads and sidewalk infrastructure within these areas and the consideration of additional school sites;*
> *4) the provision of arterial roads and sidewalks outlined within the Williams Neighbourhood Plan; and*
> *5) a known, reliable timeline and funding commitment(s) for needed capacity upgrades for Provincial Highway 10 from the Langley Bypass to the 232nd interchange and its connection to the 216th Street interchange."*

DISCUSSION/ANALYSIS:

Based on Council's request, a draft policy has been prepared for Council's consideration and potential adoption (Attachment A).

Respectfully submitted,

Jason Chu
MANAGER, COMMUNITY AND POLICY PLANNING
for
BYLAWS, LEGAL AND STRATEGIC IMPLEMENTATION DIVISION

ATTACHMENT A Draft Willoughby Development Phasing Policy

ATTACHMENT A

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Willoughby Development Phasing

Policy No: xx-xxx
Approved by Council: 2023-xx-xx
Revised by Council:

1. Purpose

1.1 To provide administrative guidelines for growth management in the Willoughby Community Plan.

2. Background

2.1 Council has the authority to endorse additional growth management policies for any area and is not limited to any existing boundaries of any plan area or sub area.

2.2 The Willoughby Community Plan provides for policies for phasing of development that are focused on the logical extension of the urban environment, servicing infrastructure (such as roads, water, and sewer), and development of complete communities by including requirements for community amenities and facilities (such as schools, parks, recreation centres, and community centres).

3. Related Policies

3.1 The Official Community Plan (OCP) and Willoughby Community Plan (including all Neighbourhood Plans).

4. Policy

4.1 Development within the area(s) listed below is subject to:

4.1.1 An annual review by Council and is further subject to consideration of the following;

4.1.1.1 the commencement of construction of additional school(s) within the Willoughby Community Plan area(s) to the satisfaction of Council;

4.1.1.2 additional development and construction proceeding within the Latimer, Yorkson, Carvolth and Smith Neighbourhood Plans with progress towards the completion of arterial roads and sidewalk infrastructure within these areas along with the consideration of additional school sites; and

4.1.1.3 Additional specific area consideration including:

a. Williams Neighbourhood Plan:

i. Council consider the full provision of arterial roads, sidewalks and active transportation infrastructure connections between the Yorkson and Smith Neighborhood Plans prior to development applications proceeding for final adoption if located south of 80 Avenue for residential and/or mixed-use.

ii. a known, potential timeline and funding commitment(s) for capacity upgrades for Provincial Highway 10 from the Langley Bypass to the 232 Street interchange and its connection to the 216 Street interchange.

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

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	DECEMBER 18, 2023 - REGULAR MEETING	**REPORT:**	23-267
FROM:	FINANCE DIVISION	**FILE:**	1700-80
SUBJECT:	DRAFT 2024 - 2028 FINANCIAL PLAN		

RECOMMENDATION:

That Council consider the report on the Draft 2024 - 2028 Financial Plan and direct staff to undertake further public consultation.

EXECUTIVE SUMMARY:

The *Community Charter* requires Council to adopt the Langley 2024 – 2028 Five-Year Financial Plan Bylaw including both operating and capital expenditures, before adopting the Annual Tax Rates Bylaw and not later than May 15, 2024.

Section 165 of the Community Charter directs that the Five-Year Financial Plan must be balanced for each year. Meaning that the total of the proposed expenditures and transfers from other funds for a year must not exceed the total of the proposed funding sources and transfers from other funds for the year.

This draft budget is presented in a time of ongoing uncertainty in the financial environment. Lingering inflation and high interest rates are both factors contributing to this uncertainty. These factors impact the ongoing business of the Township resulting in a fiscally challenging environment which is expected to persist further into the five-year plan.

This draft financial plan as presented provides for the continuation of services as well as enhancements to services which have been deemed to be a priority by Council. Some of those priorities are improved public safety, faster application processing for permits and planning for future amenities within the rapidly growing Community.

The budget presentation on December 4, 2023, included an increase of 7.59% for the Universal Services budget.

To provide additional flexibility in a year of continuing uncertainty, the capital budget, similar to last year, has been adapted to provide more ability for Council to adjust the plan as the year progresses and priorities evolve or financial information changes. The previously approved and commenced projects are moving forward as planned.

Those projects requiring new funding and all new projects will be evaluated by Council to ensure continued alignment with current priorities. The objective is to sustain existing infrastructure, ensure health and safety, and plan for future new infrastructure to support a fast growing community.

PURPOSE:

To provide Council with the Draft 2024 - 2028 Financial Plan.

BACKGROUND/HISTORY:

Under Section 165 and 166 of the *Community Charter*, all Municipalities must have a balanced five-year financial plan that is adopted annually, by bylaw before the property tax rates bylaw is adopted. As well, Council must undertake a process of public consultation before the plan is adopted.

Public Budget Council session was held:
December 4 - Universal, User Pay Utility, and Capital Budget Presentation.

The budget session has been posted on the website at TOL.ca and feedback will be solicited from December 19, 2023 to January 7, 2024.

DISCUSSION/ANALYSIS:

Draft 2024 - 2028 Financial Plan

UNIVERSAL SERVICES

Universal Services includes Parks, Transportation Utility, Stormwater Utility, and General (which includes Fire, Police, Recreation and Culture, Facilities, and General Government).

The Draft 2024 Budget reflects an overall property tax increase of 7.59% or $181.85 for the average residential home with a value of $1,485,086. In establishing this budget and the resultant tax rate, all costs and sources of revenue were carefully reviewed.

The table below itemizes the changes to the base budget:

NON DISCRETIONARY (in $000's)	%	Universal Services
Salary & Wages – Estimated Contract Provisions/Steps/Increments	3.16%	5,249
Salary & Wages - Annualizations from 2023	0.24%	399
Salary and Wages	**3.40%**	**5,648**
Fire Positions	0.46%	773
Fire Fleet increase	0.08%	135
Salary & Wages - Annualization of Firefighters from 2023 (11)	0.67%	1,122
Additional Fire Subtotal	**1.22%**	**2,030**
Annual RCMP Contract Increase for 2024	2.63%	4,372
Additional RCMP Officers (2) July 1st	0.14%	228
Salary & Wages - Annualization of RCMP Officers from 2023 (5)	0.34%	570
Additional RCMP Subtotal	**3.11%**	**5,170**
Bylaw Enforcement Officers (3) July 1st	0.13%	223
Annualization of Bylaw Offficers (3) from 2023	0.05%	78
Additional Bylaw Subtotal	**0.18%**	**301**
Planner II (2) Jan 1, 2024	0.16%	265
- Engineering Technologist II (PLI), Jan 1, 2024	0.07%	119
- Plan Reviewer (2)(PLI), Jan 1, 2024	0.13%	209
Additional Staffing for Service Level Improvements	**0.36%**	**593**
Programs - Salary & Wages	0.47%	782
Programs - Other Service Contract Increases	0.79%	1,317
Programs - Equipment & Vehicle Charges	0.14%	233
Programs - Materials	0.16%	273
Programs Subtotal	**1.57%**	**2,605**
Operating Impact of Township Capital	0.15%	250
Operating Impact of Development	0.34%	562
Operating Impact Subtotal	**0.49%**	**812**
Salishan Place Museum	**0.08%**	**127**
Enhanced Community Events, Walkable Lights	**0.02%**	**34**
Removal of Debt Provision in 2023	**-0.45%**	**(750)**
Operating Efficiencies and Cost Cutting	**-0.50%**	**(831)**
Transfer to Fire Equipment Replacement Reserve	**0.32%**	**539**
Return of Recreation Revenue	**-0.93%**	**(1,552)**
Other Revenue and Expense	**-0.13%**	**(218)**
Revenue Increases	**-0.26%**	**(436)**
Adjustment of Property Tax to actual	**-0.08%**	**(126)**
Property Tax Revenue from Growth (estimate 2.25%)	**-2.25%**	**(3,746)**
NON-DISCRETIONARY Base Budget Increase	**6.14%**	**10,200**

OTHER DISCRETIONARY REQUESTS (in $000's)	%	Salaries	Other Expense	Transfer from Reserve	Amount
Enhanced Community Events	0.18%		306		306
Enhanced Community Events, Walkable Lights	0.02%		41		41
Remove Nothing Without Effort Grant Budget	-0.02%		(35)		(35)
Reduction of Community Grants Budget	-0.06%		(100)		(100)
Snow and Ice Control Sidewalk Program	0.39%	358	284		642
Rain Garden Operating Costs	0.12%		200		200
Paving	0.51%		842		842
Solicitor (starting October 1st)	0.03%		45		45
Transfer to Capital Projects Reserve	1.58%		2,629		2,629
Transfer to Snow and Ice Reserve	0.09%		150		150
Transfer to Facilities Renewal Reserve	0.30%		500		500
Transfer from RCMP Reserve	-0.36%			(605)	(605)
Transfer from CAC Reserves	-1.33%			(2,204)	(2,204)
	1.45%	**358**	**4,862**	**(2,809)**	**2,411**

*** Other Expense includes materials, equipment costs, contracts, IT costs, grants, transfers to reserves**

(in $000's)	%	Universal Services
NON DISCRETIONARY BASE BUDGET CHANGES	6.14%	10,200
DISCRETIONARY BUDGET REQUESTS	1.45%	2,411
TOTAL	7.59%	**12,611**

Highlights – Universal Budget

Salary, Wages and Benefits: The increase in salary and wages reflects trends in the labour market including union wage settlements and other issues with respect to recruitment and retention issues. These are regional trends across all sectors.

Firefighters: This increase includes the costs for the annualization of 11 firefighters added in 2023.

RCMP: This includes both the annual increase for the current contracted officers as well as the addition of two new officers in July of 2024. The increase in the current year is impacted by increased vehicle costs and member overtime. These costs are offset by a proposed increase in the transfer from the RCMP reserve of $605,000.

Bylaw Enforcement Officers: Three officers and their required equipment has been added to the budget starting July 1,2024.

Additional Staffing: This includes staffing to improve service levels in the areas of Permits, Licenses, and Inspections as well as Community Planning to improve application processing.

Lingering inflationary increases are also impacting the cost to deliver services across all operating divisions. The cost of contracted services has been increasing to maintain current service levels.

Operating efficiencies and cost cutting: A review of department budgets including reduction of some expenses and restructuring was done.

Return of Recreation revenue: After several years of COVID related impacts on the Recreation revenue, in the 2024 Budget, the Recreation revenue has been brought back to pre-COVID levels.

The household impact of the proposed increase for 2024:

UNIVERSAL SERVICES – Property Tax Changes	%	Annual Change $	Monthly Change $
Universal Services Property Taxes Change	7.59%	$181.85	$15.15

A five-year projection of proposed changes is as follows:

UNIVERSAL SERVICES	2024	2025	2026	2027	2028
Proposed Property Tax Revenue Increases	7.59%	12.80%	10.67%	7.18%	4.84%

For the remaining four years of the five-year financial plan, in addition to base budget increases, the plan includes:

- Additional 33 firefighters over the next three years.
- Additional 2 bylaw officers in 2025 and in 2026 starting July 1.
- Additional 2 RCMP members in 2025, 2 in 2026, and 4 in 2027 starting July 1.

LIBRARY SERVICES

Consistent with prior years, the costs to operate the Township's libraries are being presented separately and include increases which are part of our service contract with Fraser Valley Regional Library as well as costs to operate the facilities.

Library	
NON DISCRETIONARY (in $000's)	
FVRL annual contract increase	382
Additional Staffing Fort Langley library relocation	38
Contribution to Library reserve fund	680
Revenue from Growth (estimate 2.25%)	(145)
NON-DISCRETIONARY Base Budget Increase	**956**
2024 Library operating budget	**7,383**

Library Services Property Tax Change (for a representative household with an assessed value of $1,485,086)	%	Annual Change $	Monthly Change $
Library Services	14.90%	$13.71	$1.14

Highlights – Library Services

Fraser Valley Regional Library Contract Increase: This increase was a result of new wage settlements and increased costs of library materials.

Contribution to library reserve fund: The contribution has been increased to establish a fund for future library infrastructure in the Township.

A five-year projection of proposed changes is as follows:

Library Services	2024	2025	2026	2027	2028
Proposed Property Tax Revenue Increases	14.90%	4.90%	4.50%	4.40%	4.20%

USER PAY UTILITIES

NON-DISCRETIONARY BASE BUDGET CHANGES (in $000's)	Water	Sewer	Solid Waste
Salary & Wages - Steps/Increments	323	211	45
Regional Costs (Water Purchases & Liquid Waste)	1,436	2,253	0
Waste/Organics Collection and Disposal	0	0	789
Operating Impact of Development / Capital	34	101	0
Administration Overhead	252	154	54
Brookswood and Murrayville Water Treatment Budget Reductions	(213)	0	0
Program Costs	126	100	0
Supplies and Other	50	20	0
External Debt Repayments	25	0	0
Internal Debt Repayments	29	0	0
Transfer to Reserves	1,505	1,010	171
Operating Efficiencies	(156)	(139)	0
LAS Loan Principal Completed (remove revenue)	366	0	0
Revenue (Increases)/Decreases (including excess user fee from growth)	(843)	(520)	192
Change from 2023 to 2024 before Revenue from Growth	**2,934**	**3,190**	**1,251**
User Pay Utility Revenue from Growth (WTR 2% / SWR 2% / SW 2.97%)	(658)	(493)	(280)
Non-Discretionary Budget Change	**2,276**	**2,697**	**971**
Utility User Fee Increase Requested	**6.93%**	**10.94%**	**10.32%**

HIGHLIGHTS – USER PAY UTILITIES

The most significant increase in the User Pay Utilities costs is the increase in the regional cost budget items. Metro Vancouver increased their water rates by 7.6%. In the sewer utility the increase in regional purchases is a result of a 19.7% rate increase from Metro Vancouver. In addition, the transfers to reserves in Water and Sewer were increased for future new infrastructure and replacement of current infrastructure. Due to significant increases in the collection and disposal costs, Solid Waste rates have also increased.

The household impact of proposed changes to the utility user pay levies for 2024 is shown in the table below. This information is based on a representative household with an assessed value of $1,485,086. An estimated growth rate for new users joining the system has been estimated at 2.00% for water and sewer and 2.97% for solid waste.

User fee increases will provide funding for non-discretionary expenditure increases for salaries and wages, utility contracts, service and maintenance contracts, debt repayment, and operating costs for the water, sanitary sewer and solid waste infrastructure.

USER PAY UTILITIES	Change %	Annual Change $	Monthly Change $	Annual Flat Rate
Water	6.93	45.70	3.81	$705.14
Sanitary Sewer	10.94	59.97	5.00	$608.13
Solid Waste – 240L	10.32	28.89	2.41	$371.89
Solid Waste – 120L	10.32	23.89	1.99	$287.39

A five-year projection for User Pay Utilities is as follows:

USER PAY UTILITIES	2024	2025	2026	2027	2028
Water	6.93%	10.34%	9.04%	7.06%	5.64%
Sanitary Sewer	10.94%	12.68%	13.09%	5.90%	5.61%
Solid Waste	10.32%	7.02%	4.68%	4.60%	4.50%

CAPITAL PROGRAM

Funding for the capital program comes from sources such as reserves and surplus, development cost charges receipts, senior government grants, local area service funds and from debt financing. Contribution to capital remains a funding source in the Utility capital budgets.

The previously approved and commenced projects are moving forward as planned. The remaining projects will be funded through funding envelopes provided in the budget bylaw. The bylaw considers that funds will be received during the year. Projects will only be approved if sufficient funds are available. Reports will be brought to Council for consideration and approved on the individual merits of the projects and alignment with Council priorities.

USE OF PRIOR YEAR SURPLUS TO FUND ONE-TIME ITEMS

As in previous years, the Financial Plan includes one-time operating items and capital items funded from prior year surplus (included as a funding source in the capital program).

Budgeted one-time items may include specific Council directives, expenditures to meet one-time commitments, seed money for the commencement of programs and/or services, repayment and/or pay-down of debt obligations, and transfers to reserves. One-time items are funded from prior year surplus and to a lesser extent reserves and other sources and, as such, have no impact on current or future property tax rates.

Current year proposed changes to one-time expenditures:

Universal Services One-Times:

Universal One-Time Project Description	Amount
Technical High Angle Rope Rescue Training Fire	$ 140,000
High Rise Training Program Fire	40,500
Emergency Medical Responder Training Program Fire	113,400
Suppression Fire Officers Development Program Fire	105,000
(CISM) & Peer Support Training Fire	94,296
Subdivision and Development Servicing Bylaw re: Tree Protection	100,000
Fraser Highway NCP	350,000
Facility Transitions	800,000
Internal Debt Provisions Interest	1,098,621
Corporate Operating Contingency	150,000
Mayor Operating Contingency	100,000
Transfer to Capital Projects Reserve	3,000,000
Total	**$ 6,091,817**

User Pay Utility One-Times:

Utilities One-Time Project Description	Amount
Brookswood PRV Upgrade Study	$ 50,000
Sanitary Sewer Pump Upgrades Study	50,000
Total	**$ 100,000**

Respectfully submitted,

Karamjit Mahil
MANAGER, FINANCIAL PLANNING
for
FINANCE DIVISION

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	DECEMBER 18, 2023 - REGULAR MEETING	**REPORT:**	23-273
FROM:	BYLAWS, LEGAL AND STRATEGIC IMPLEMENTATION DIVISION	**FILE:**	LRP00010
SUBJECT:	SMITH NEIGHBOURHOOD PLAN UPDATE		

RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Smith Neighbourhood Plan) Bylaw No. 5973.

That Council consider the Smith Neighbourhood Plan Bylaw No. 5973 as consistent with the Township of Langley Financial Plan.

That Council consider and confirm that the Smith Neighbourhood Plan Bylaw No. 5973 as consistent with the Metro Vancouver Integrated Liquid Wastewater Resource Management Plan and Integrated Solid Waste and Resource Management Plan.

That Council direct staff to schedule a Public Open House and the required Public Hearing for Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Smith Neighbourhood Plan) Bylaw No. 5973.

That Council consider and confirm the consultation process during preparation of the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Smith Neighbourhood Plan) Bylaw No. 5973.

That Council acknowledge the First Nations may refer the Smith Neighbourhood Plan Bylaw No. 5973 via the People of the River Referrals Office to other Sto:lo Nations including the Katzie, Kwantlen, Matsqui and Semiahmoo Nations provided that the final date for receipt of submissions to the Township of Langley Council is 4:30pm on the date of the advertised Public Hearing for the subject bylaw.

That Council refer the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Smith Neighbourhood Plan) Bylaw No. 5973 as outlined in this report for comment.

EXECUTIVE SUMMARY:

The Smith Neighbourhood Plan (SNP) has been updated in accordance with Council direction given November 14, 2022.

The updated SNP focuses on lands east of 208 Street as the area has key public interests in the Willoughby community and the Township as a whole, including sites for stormwater detention, major recreation facilities and amenities, widening of 208 Street and construction of 212 Street Connector (between 208 Street and the 216 Street Interchange).

The updated SNP includes a Special Study Area (SSA) designation with the intent of undertaking further studies and analyses to determine appropriate land uses and policies in the best public

interest to the acceptance of affected property owners. The SSA designation covers areas west of 208 Street, except for a small area at the northwest corner of 74B Avenue and 208 Street, which has a stormwater catchment to the east of 208 Street. Subject to Council direction, Staff will continue to work with stakeholders in the SSA and bring forward a plan amendment for the area in the future.

The SNP accommodates a range of row house/townhouse, low-density apartment, high-density apartment and medium-density mixed-use development forms. When it is fully built out, the East Smith area (excluding the SSA) will be home to 3,300 residents in 1,700 dwelling units.

Once the SSA designation is replaced with specific land use designations, the existing Smith Engineering Services Plan, the Willoughby Greenway Amenity Policy, and the Community Amenity Contributions Policy will be updated.

Immediate next steps would include a Public Open House in January/February 2024, a Public Hearing in March/April 2024 and Council's consideration of subsequent readings of the SNP in April/May 2024.

PURPOSE:

This report presents the updated Smith Neighbourhood Plan and related amendments to the Willoughby Community Plan.

BACKGROUND/HISTORY:

The Smith Neighbourhood Plan (SNP) was adopted by Council on June 26, 2017.

At the Regular Meeting on November 14, 2022, Council directed staff to:

> *"Complete an update to the Smith Neighbourhood Plan to ensure its economic viability, particularly as it relates to major roads and the provision of additional recreational and community amenities, with consideration of additional Community Amenity Contributions specific to the Smith Neighbourhood Plan."*

In accordance with Council direction, the SNP has been updated for Council's consideration.

DISCUSSION/ANALYSIS:

The updated SNP will contribute to the Township's ongoing effort in building Willoughby as a complete community that is walkable and supports a range of daily needs where residents and workers can live, work, learn, shop and play. It accommodates a broad range of housing from lower density, ground-oriented housing forms to higher density apartment and residential/commercial mixed-use. In addition, the updated plan provides for local convenience shopping and employment, amenities, housing affordability provisions, an integrated transportation and servicing network, along with forested areas and continuation of the Ecological Greenway to help maintain the cultural landscape and enhance the "treed" character of the Willoughby Escarpment.

The updated SNP focuses on lands east of 208 Street as the area has key public interests in the Willoughby community and the Township as a whole, including sites for stormwater detention, major recreation facilities and amenities, widening of 208 Street and the construction of 212 Street Connector (between 208 Street and the 216 Street Interchange). The East Smith area also abuts a joint middle-secondary school site to the east in the Northeast Gordon neighbourhood. A Special Study Area (SSA) has been designated for the area west of 208 Street to allow for further studies and analyses to determine appropriate land uses and policies in the best public interest and to the acceptance of affected property owners.

Key planning components in the SNP are outlined below.

- Land Use Concept: Higher residential densities are located along major roads with lower density areas away from busy arterial roads. There are two mixed-use nodes at 72 Avenue and 208 Street and at 76 Avenue and 208 Street. Both nodes help in creating more "walkable" neighbourhoods by providing access to convenient commercial uses within walking distance of residents.

- Parks, Open Space and Trails: The updated SNP provides clearly defined size, numbers and locations of all parks and open spaces. A portion of the Major Park, as outlined in the Willoughby Community Plan, has been clearly defined in the Smith neighbourhood, north of the 212 Street Connector and east of 208A Street. This park will provide a major focus for the neighbourhood, the Willoughby community, and the Township. A pocket park has been relocated from its original location with the location firmly set. Another pocket park has been added to the east side of 208 Street, in recognition of the need for more active park space required for additional densities in the plan. A robust trail network remains intact with connections for pedestrians and cyclists, connecting throughout the neighbourhood and to adjacent areas.

- Schools: At full buildout it is estimated that the Smith neighbourhood, excluding the west side of 208 Street, will contribute approximately 100 elementary school students (Kindergarten to Grade 5), 50 middle school students (Grades 6 - 8) and 50 high school students (Grades 9 - 12). In the existing (2017) SNP, the provision of a combined neighbourhood park - elementary school site on the west side of 208 Street is a development prerequisite which has not been met.

- Special Study Area (SSA): Appropriate land use designations and policies will be added to the SNP in the future to replace the SSA designation to address:
    - land use and density
    - alignment of roads
    - protection of treed areas
    - provision of a combined neighbourhood park - elementary school site
    - continuity of wildlife corridors, greenways, trails, open space and parks
    - provision of stormwater management and water and sewer systems

  Once the SSA designation is replaced with specific land use designations, the existing Smith Engineering Services Plan, the Willoughby Greenway Amenity Policy and the Community Amenity Contributions Policy will be updated.

Willoughby Community Plan – Consequential Amendments (Bylaw No. 5973):
Based on the proposed changes to the SNP, consequential amendments to the Willoughby Community Plan would be required. Bylaw No. 5973 includes amendments that update the policies to ensure consistency between the Willoughby Community Plan and the updated SNP.

Township of Langley Financial Plan:
Pursuant to Section 477 of the Local Government Act, Council must consider OCP amendments in conjunction with its financial plan (both operating and capital). This section contemplates the potential financial implications of the OCP amending bylaw for the SNP.

Capital:

The Township's 5-year capital plan, as reviewed and updated annually, provides for new infrastructure and capital projects. Any new infrastructure that is required as a result of growth including engineering services, park infrastructure and amenity features may be accommodated through one or a combination of the following funding mechanisms which will be reflected in the respective updated financial plans as they are quantified:

- Development Cost Charge (DCC) Program and related DCC revenue
- Neighbourhood Parkland Acquisition Fees
- amendments to the Willoughby Greenway Amenity Policy
- amendments to the Community Amenity Contributions Policy
- contributions by the Township of Langley, where deemed appropriate to support community development and address public needs

DCCs are the key source of funding for engineering infrastructure. This is consistent with the Township's position that it will not finance, nor assume a financial risk in the provision of engineering services required for development. Engineering services including roads, utilities, and park infrastructure will be constructed by development.

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

User Pay Utility Operating Plan:

It is expected that the proposed OCP amendments will impact the User Pay Utility Operating Plan. Specific impacts will be addressed in respective 5-year financial plans. In terms of water, sewer, and solid waste, user fees applied to each participating property would be used to fund ongoing operating, distribution, collection and disposal costs. The level of user fees is reviewed annually to ensure that such costs can be covered and to ensure that the fees contribute towards future capital infrastructure renewal and replacement.

Universal Services Operating Plan:

In terms of the Universal Services Operating Plan which provides for ongoing transportation, stormwater, fire, police, recreation and general government services, all development incrementally adds to the need for increased services. Specific impacts will be addressed in respective 5-year financial plans.

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

Cumulative Impact of OCP Changes and Related Development:

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

Summary:

Once determined, the capital costs of the infrastructure needed to support growth in the Smith area will mostly be secured through DCCs and other contributions through development. It is expected the proposed OCP amendments will impact the Township's long-term operating and maintenance plans and related financial budgets. Such impacts will be addressed as part of future engineering and financial studies to accompany the land use plan, prior to final adoption of related bylaws. In addition, specific financial impacts will be addressed in future 5-year financial plans, as developments take place over time.

Metro Vancouver Integrated Liquid Wastewater and Solid Waste Management Plans:

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

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

As Smith develops, it will be serviced with municipal sanitary and stormwater systems in conformity with the Integrated Liquid Waste and Resource Management Plan.

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

- minimize waste generation
- maximize reuse, recycling and material recovery
- recover energy from the waste stream after material recycling
- dispose of all remaining waste in landfill, after material recycling and energy recovery

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

Consultation with External Organizations and Agencies:

To meet the requirements of the Local Government Act and to comply with the Council Consultation – Official Community Plan Policy 07-160, the proposed SNP will be referred to the School District, TransLink, Metro Vancouver, Ministry of Transportation and Infrastructure, Agricultural Land Commission, Ministry of Agriculture, Fraser Health Authority and First Nations, as well as utility companies, prior to the conclusion of the required Public Hearing. Any submissions to Council will need to be received by 4:30pm on the date of the advertised public hearing for the subject bylaws.

Next Steps:

Subject to Council consideration and first and second reading of the updated SNP, the following steps and timeline are proposed:

1. Public Open House (January/February 2024)
2. Public Hearing (March/April 2024)
3. Council Meeting (April/May 2024)

Respectfully submitted,

Jason Chu
MANAGER, COMMUNITY AND POLICY PLANNING
for
BYLAWS, LEGAL AND STRATEGIC IMPLEMENTATION DIVISION

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

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

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (SMITH NEIGHBOURHOOD PLAN) BYLAW NO. 5973

EXPLANATORY NOTE

Bylaw No. 5973 amends the Willoughby Community Plan by repealing and replacing the Smith Neighbourhood Plan and related and consequential amendments to land use of the Willoughby Community Plan.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (SMITH NEIGHBOURHOOD PLAN) BYLAW NO. 5973

WHEREAS it is deemed necessary and desirable to amend the "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800" 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 (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Smith Neighbourhood Plan) Bylaw No. 5973".

2. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800" as amended is further amended by:

    a) amending Map 1, "Long Range Land Use Map" to reflect the Land Use amendments in the Smith Plan Area as shown on Schedule "A" attached to and forming part of this bylaw.

    b) amending Map 4, "Development Permit Areas" to reflect the Development Permit Area amendments in the Smith Plan Area as shown on Schedule "B" attached to and forming part of this bylaw.

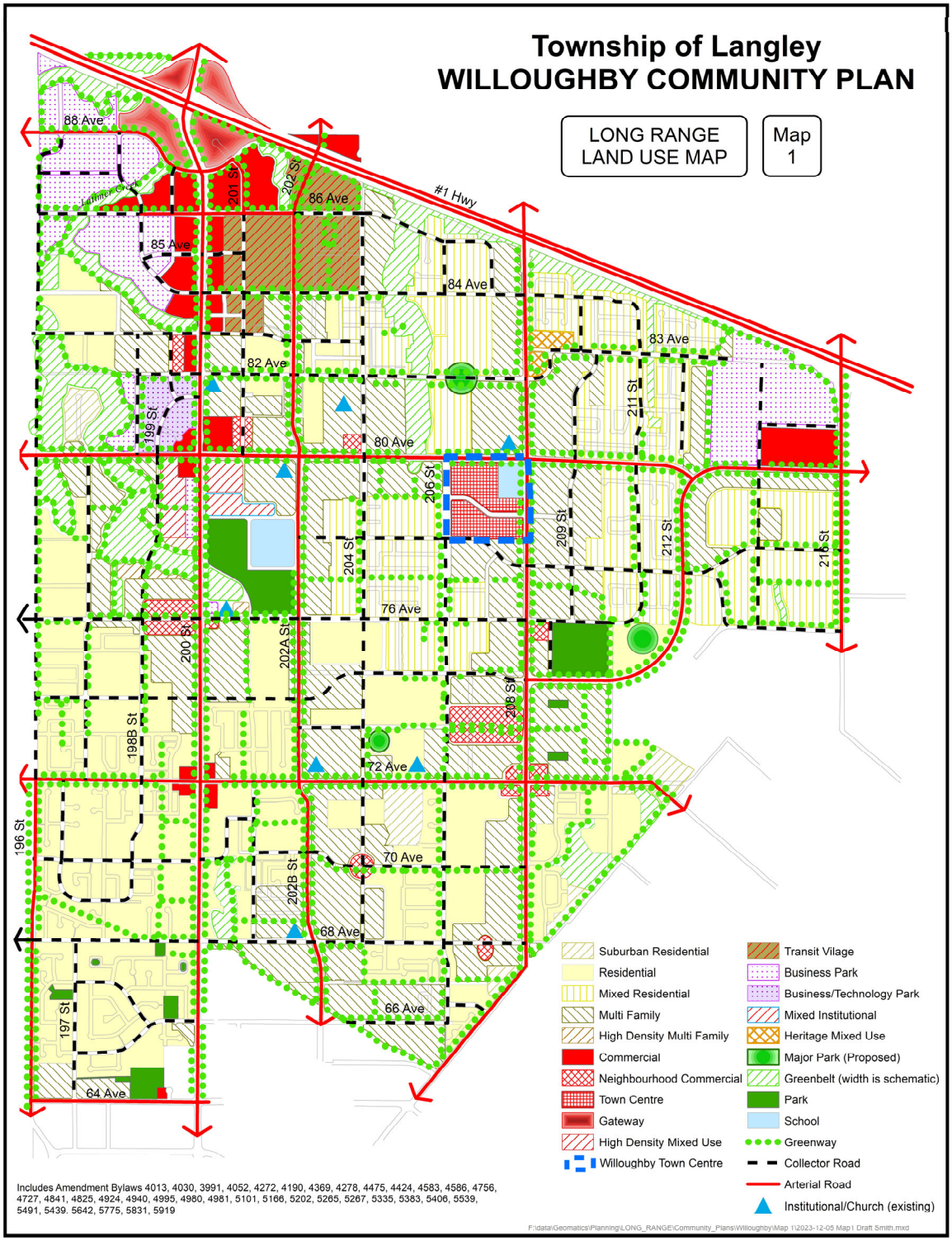
    c) adding Schedule "W-9" Smith Neighbourhood Plan as shown as Schedule "C" attached to and forming part of this bylaw.

3. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800" as amended is further amended by repealing (Smith Neighbourhood Plan) Bylaw 2017 No. 5265.

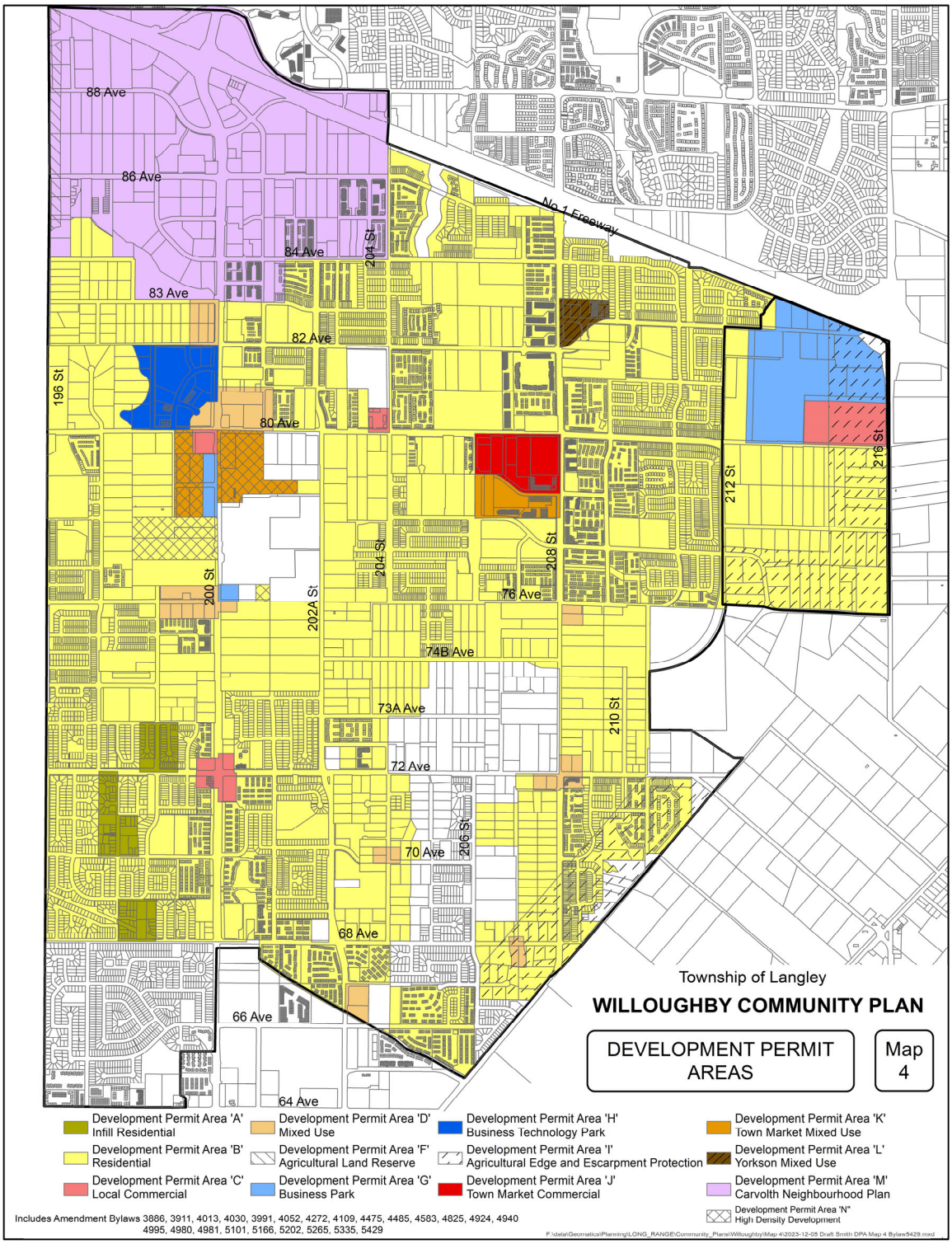
READ A FIRST TIME the	day of	, 2023
READ A SECOND TIME the	day of	, 2023
PUBLIC HEARING HELD the	day of	, 2024
READ A THIRD TIME the	day of	, 2024
RECONSIDERED AND ADOPTED the	day of	, 2024

_____ Mayor _____ Township Clerk

SCHEDULE "A"
BYLAW NO. 5973



SCHEDULE "B"
BYLAW NO. 5973



SCHEDULE “C”
BYLAW NO. 5973



Smith Neighbourhood Plan

Bylaw No. 5973

Willoughby Community Plan

Township of Langley

December 2023

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (SMITH NEIGHBOURHOOD PLAN)
BYLAW 2017 NO. 5973

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

Township of Langley

Est. 1873

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Schedule W-9

Willoughby Community Plan

Smith Neighbourhood Plan

Bylaw No. 5973

SMITH NEIGHBOURHOOD PLAN
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1.0 INTRODUCTION

1.1 PURPOSE

The Smith Neighbourhood Plan forms part of the broader Willoughby Community Plan. It provides a more detailed plan for an area within Willoughby, directing future growth and development in the neighbourhood. An accompanying Engineering Services Plan identifies the location and capacity of existing and proposed future infrastructure, including transportation, water, sewer, and stormwater management facilities.

1.2 PLAN AREA

The Smith Neighbourhood Plan area encompasses 78 hectares (192 acres) and is located on both sides of 208 Street from about 72 Avenue North to approximately 76 Avenue. The Plan Area is also between the future high growth areas of Yorkson, Northeast Gordon, Central Gordon and Latimer. A portion of the eastern boundary is adjacent the Agricultural Land Reserve. The Smith Neighbourhood Plan area is illustrated in Figure 1.1.

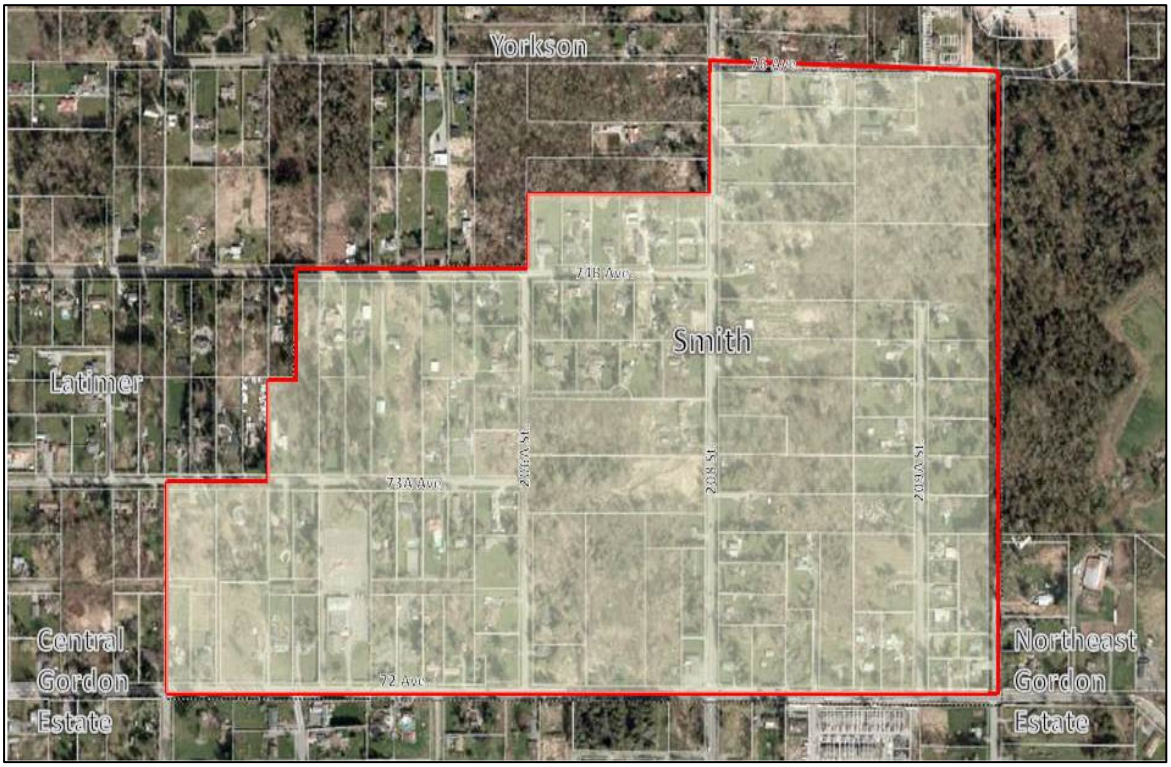


Figure 1.1 | Smith Neighbourhood Plan Area and Context

1.3 PLANNING PROCESS

The Smith Neighbourhood Plan is the result of public participation and engagement in key components of the planning process. A two-day design charrette was held early in the process with the Technical Team (made up of Township of Langley staff and consultants) and the public to develop initial urban design options for the neighbourhood. This phase included any stakeholders in order to provide early input for the development of the Neighbourhood Plan. Through all phases of the planning process there were various opportunities for focused and interactive community consultation which included the charrette, Technical Team meetings, Public Open Houses and Public Hearing. The Public Open Houses allowed the Technical Team to refine and edit the plan based on feedback received from the broader community. The plan development process provided opportunities to review input from the community and refine planning and design concepts, until the final version of the plan was complete.

At the November 14, 2022 Regular Meeting, Council directed staff to:

> "complete an update to the Smith Neighbourhood Plan to ensure its economic viability, particularly as it relates to major roads and the provision of additional recreational and community amenities, with consideration of additional Community Amenity Contributions specific to the Smith Neighbourhood Plan."

A review process was conducted with a Public Open House and Public Hearing provided for public input.

2.0 BACKGROUND AND PLANNING CONTEXT

2.1 SITE PLANNING CONTEXT

2.1.1 Existing Land Uses

Within the Smith neighbourhood the predominant existing land use is rural residential with a large natural area and agricultural land to the east. A church is located on 72 Avenue where it has been part of the community for 35 years. The majority of existing land parcels are large lots of 2 to 6 acres and smaller lots of approximately one acre over 169 acres area.
These existing land uses are illustrated in Figure 2.1.

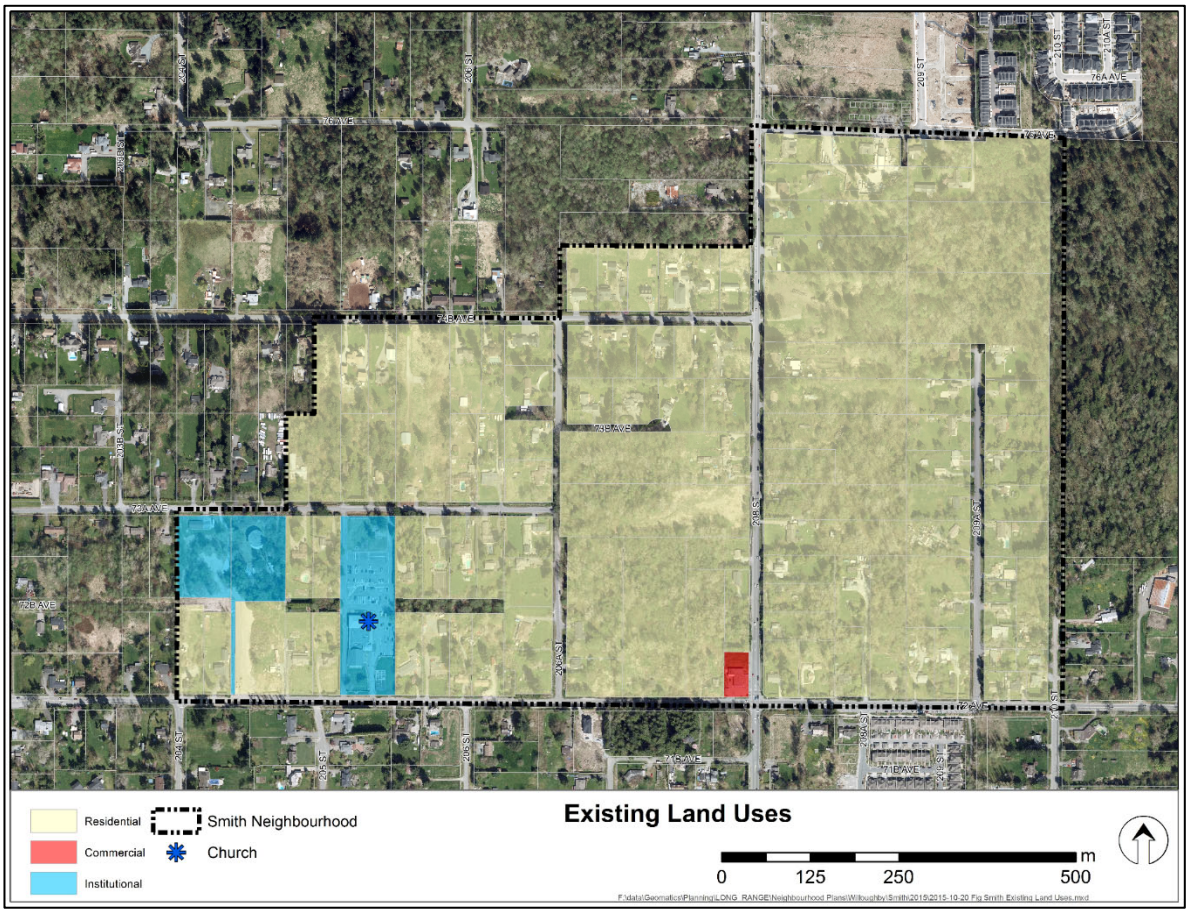


Figure 2.1 | Existing Land Uses

2.1.2 Environmental Context

Geotechnical and Hydrogeological Conditions:

The Smith Neighbourhood Plan area is considered suitable for urban development. The area is connected to a forested area to the east with mature trees providing natural features for the neighbourhood. There is a number of Class ‘B’ watercourses within the neighbourhood. Smith has some sloping topography with the opportunities and constraints to be addressed at the time of development. The eastern border is connected to the escarpment and is highly visible from the Milner Valley.

Aquatic Resources:

As part of the planning process the Township updated its information pertaining to watercourse locations and watercourse classifications in accordance with the provisions for the Streamside Protection Development Permit Areas in the Township of Langley Official Community Plan. This information is used to identify and incorporate watercourse setbacks into the development of the plan. There are no fish bearing streams within the neighbourhood. However, there are a number of Class ‘B’ (Yellow) watercourses which do provide a significant source of food, nutrient or cool water supplies to downstream fish populations. Class ‘B’ watercourses can be moved and combined with habitat compensation and by ensuring that impacts are not transported from one parcel to another. During the neighbourhood planning process, the Township worked with the Federal Department of Fisheries and Oceans and there was agreement that specific yellow and green coded watercourses could be relocated as part of the development process. The relocated watercourses are illustrated on Map 2. Changes to the areas shown on Map 2 may be considered in accordance with the Streamside Protection and Enhancement provisions of the Official Community Plan.

Vegetation and Forest Cover:

The Smith neighbourhood habitat primarily consists of patchy forest, shrubs and grasses. Much of the vegetated habitat is fragmented and interspersed throughout the neighbourhood due to ongoing development. As outlined in the Township’s Wildlife Habitat Conservation Strategy (WHCS), coniferous forests and wetlands represent the pinnacle habitat for the Township’s ecosystem as well the least common habitat type found in the Township. Through the Smith neighbourhood planning process, a small wetland was identified as having the potential for preservation through establishment of a future wildlife habitat. Other natural areas are to be identified and preserved as part of the development process.

Ecological Corridor:

The Smith neighbourhood includes a portion of an upland terrestrial ecological corridor that traverses the Willoughby slope and links the Latimer, Yorkson and Nicomekl watercourses. This ecological corridor facilitates the movement of wildlife between habitat areas, and it is protected through the provision of an ecological greenway.

2.1.3 Heritage Context

Archaeological evidence suggests that the First Nations peoples living in the area became less nomadic about 5,000 years ago, establishing large winter villages while periodically travelling to harvest natural resources elsewhere. Coast Salish people, now known as the Sto:lo, are thought to have been the principal occupants of the area during the last several millennia. Historically, the Kwantlen and Katzie people, subsets of the Sto:lo, were the pre-eminent First Nations groups in the Langley area. With the establishment of the Hudson's Bay Company's post at Derby in 1827, the Kwantlen relocated to the mouth of Kanaka Creek, where they could enjoy trading opportunities with the Company. When the fort was relocated to its present site in 1839, the Kwantlen people followed it, and established a village on McMillan Island.

The area now known as Willoughby was probably peripheral to the central activities of the Kwantlen and Katzie people. Willoughby was relatively remote and the absence of navigable streams rendered it less accessible; however, a few long-term Willoughby residents recall First Nations lithic material having been found along the upper ridges of Yorkson Creek. Willoughby's woodlands may have provided refuge for cultural activities for a time, but the forest fires of the early nineteenth century and subsequent logging and land clearing would have likely destroyed any potential evidence of such activities within these originally forested lands.

Willoughby's first European settlers established a community here during the late 1800s. Land in the Willoughby area had been pre-empted by the 1890s. By 1921 a number of key buildings that included the first church in the area, a community hall, a school and a general store established a small center at the junction of Alexander Road (208 Street) and Scholes Road (83 Avenue) that served the primarily rural population.

The Smith neighbourhood comprises the mid-eastern portion of greater Willoughby, and its location, immediately west of the original Hudson's Bay Company farmlands below the Milner escarpment, provided for early settlement ties with known Milner pioneers during the nineteenth century. John Smith was one such settler who purchased a quarter section of the Hudson's Bay Company Farm and built his first house in 1885 in what is now present-day Milner, following the Hudson Bay Company's sell off of the original farm lands in 1877. Smith was a prominent farmer, Councillor, and School Trustee of the time, and several historic residences remain today that both he and his family built in Milner. Smith Crescent that runs northwest off of Glover Road is also named for the John Smith family.

The Smith neighbourhood, bounded by 76 Avenue to the north, 204 to the east, 210 to the west and 72 Avenue to the south, encompasses two historic roads that defined historic Willoughby, Alexander Road, now 208 Street, which remains the historic central north-south spine of greater Willoughby, and Jericho Road, so named by John Smith and now 72 Avenue, which defines its southern most east-west boundary. Today, the 208 Street corridor that served the early community of Willoughby is in the process of rapid densification, and the small mixed farms that defined rural Willoughby throughout the twentieth century are largely gone.

2.1.4 Mobility Context

Network Overview:

The objective of the Township's transportation network is to support mobility for all modes of travel, including general purpose traffic, goods movement, transit, walking, and cycling. Within the Smith neighbourhood, the transportation network consists of one major north-south corridor. 208 Street provides important connections between Langley City Centre, Willoughby, and Walnut Grove. The existing transportation network also includes 72 Avenue, which is an important east-west corridor providing a connection to the Willoughby area and the City of Surrey. The remaining road network in the study area is characterized by a disconnected grid street network with large blocks.

Transit Overview:

Transit service in Langley and throughout Metro Vancouver is planned and funded by TransLink. Currently, there is one bus (route 595) on 208 Street with expansion to service anticipated as development unfolds.

Pedestrian and Cycling Facilities:

The Township's Cycling Plan, adopted in 2015, defines cycling facilities (i.e. bicycle lanes or multi-use pathways) and identifies commuter routes and recreational routes along 208 Street, 206 Street, and 72 Avenue. The commuter route along 208 Street is described as dedicated bike lanes along the arterial roads. The recreational routes intended to incorporate off-street pathways, are also identified along 206 Street and 72 Avenue. In addition to these key future components of the cycling network, there are numerous other opportunities for greenways and cycling facilities through the plan area. Walking is the most fundamental form of transportation and is part of every trip. Due to the rural nature of the Smith neighbourhood at this time, there are only limited pedestrian facilities within the study area and, there is a need for enhanced pedestrian facilities as neighbourhood development occurs.

2.1.5 Infrastructure Considerations

The availability and capacity of municipal infrastructure will influence the cost and feasibility to develop the Smith neighbourhood. Stormwater management, sewer, water, and energy systems have all been assessed.

Stormwater Management:

The existing drainage system consists primarily of open ditches and driveway culverts located along the existing roadways. Storm sewers along 72 Avenue and 208 Street are the only sewers currently servicing the neighbourhood. The 72 Avenue and 208 Street storm sewers discharge into the existing detention pond located at 69 Avenue and 210 Street. The outflow from this pond drains into Worrell Creek. Overland flow from the other areas of the plan drain into a storm sewer located east of 210 Street before discharging into Crush Creek. The catchment areas of Crush and Worrell Creeks extend beyond the limits of Smith neighbourhood and facilities will need to be sized, designed and constructed to accommodate the larger area. Compliance within defined limits will contribute to maintaining the pre-development discharge to receiving water bodies.

Water:

The existing water distribution network in Smith is limited to the Greater Vancouver Water District main with the associated Jericho Reservoir and Willoughby Pump Station located at 73A Avenue and 204 Street and mains associated with conveyance to surrounding neighbourhoods. Any growth and development of the area will require the extension of this system to a full urban standard.

Sanitary Sewer:

There is no sanitary sewer network within Smith. Any growth and development will require upgrades to service the area. Slopes in the area generally reduce in elevation from the northwest to the southeast. Gravity flows are expected to connect through the Gordon Estates Plan areas.

2.2 POLICY CONTEXT

2.2.1 Willoughby Community Plan

The Willoughby Community Plan provides the overarching land use policy framework for Smith and surrounding areas. Adopted in 1998, the Plan identifies Willoughby as one of the Township's primary growth areas. The Plan establishes a framework for future residential, commercial, industrial and business park development, protection of sensitive environmental features, and the overall future character of the area. This policy framework provides a guide for the preparation of more detailed neighbourhood plans such as the Smith Neighbourhood Plan.

The Willoughby Community Plan outlines a number of key goals that are relevant to more

detailed neighbourhood plans. For example, the Plan promotes the evolution of distinct but interrelated neighbourhoods, each of which is marked by a clear focal point and defined primarily by current or proposed key grid roads and supporting green space. Each neighbourhood is intended to be of sufficient size to support a variety of land use elements such as an elementary school, neighbourhood park (preferably combined with a school site), neighbourhood convenience shopping, and higher density housing, which may also include supporting employment opportunities. As well, neighbourhoods are intended to be well-linked, providing for pedestrian and bicycle movements within green corridors.

The Willoughby Community Plan designates the Smith neighbourhood for residential/ suburban residential development, including some multi-family residential development, as well as a commercial node. The Community Plan also includes a significant greenway network, which connects the neighbourhoods. In the Smith neighbourhood, the greenway network includes wildlife conservation, ecological corridors and enhanced sidewalks on roads with identified greenway links.

2.2.2 Adjacent Neighbourhoods and Linkages

The Smith Neighbourhood Plan is located in the southeastern portion of the Willoughby Community Plan area (Figure 1.1).

Smith is also closely linked to other Willoughby neighbourhoods, particularly to Yorkson, located to the north, Central Gordon and Northeast Gordon Estates to the south, and Latimer to the west. It is anticipated that the transportation network and linkages between these neighbourhoods will continue to evolve as development occurs over time.

2.3 A NETWORK OF WALKABLE NEIGHBOURHOODS AND CENTRES

Walkability is a simple yet powerful concept that brings together planning and urban design components into an integrated framework for neighbourhood livability and sustainability. Indeed, walkability has been the defining principle in a number of neighbourhood plans and initiatives adopted by Township Council over the past several years including the Carvolth Neighbourhood Plan, Aldergrove Core Area Plan, Yorkson Neighbourhood Plan, and Latimer Neighbourhood Plan.

Fundamentally, a walkable neighbourhood is one where people can walk to local services, transit or other frequent destinations with comfort, safety, and convenience. Broadly speaking this is accomplished by locating housing within a 5 minute or 400 metre walking radius from local, frequent destinations and connected by continuous, active pedestrian paths with overlook from adjacent active uses and “eyes on the street” for safety and visual interest.

3.0 NEIGHBOURHOOD VISION AND OBJECTIVES

3.1 VISION STATEMENT

"By 2040, the Smith neighbourhood will be a green, walkable, and vibrant community with integrated uses and a mix of high and low densities while preserving the natural landscape that encompasses the area."

This vision represents the aspirations of Mayor and Council, the Neighbourhood Team, and the many different property owners, community stakeholders and residents who participated in the Smith neighbourhood planning process. The vision is reflected throughout this document, beginning with the Neighbourhood Plan objectives.

3.2 OBJECTIVES

The Township's objectives for the Smith Neighbourhood Plan are intended to influence policy and zoning directions and ultimately guide future growth and development in the Smith neighbourhood. These guiding principles are the result of neighbourhood residents' responses and input from the Neighbourhood and Technical Teams during the planning process. The objectives are:

1. *Streets That Move People*
   Maintain and enhance road capacity on arterials and provide a grid network and street design that encourages alternative modes such as cycling, walking and transit use.

2. *Walkable Streets That Bring People Together*
   Design arterials, connectors and local streets to create places for people to gather and meet their day-to-day needs through land use policies, appropriately scaled buildings, setbacks and high-quality pedestrian realms.

3. *An Interconnected Networks of Parks, Open Spaces and Greenways*
   Provide an interconnected, multi-modal network of sidewalks, trails, greenways, and cycling routes that connects Smith to adjacent neighbourhoods and provide public open spaces to support a community of all ages.

4. *An Implementable Plan*
   Develop a plan that is readily implementable through the development process and ensure land uses are supported by the market to facilitate construction of 208 Street and 212 Street Connector.

5. *Diverse and Affordable Housing*
   Provide opportunities for varied housing forms and levels of affordability and develop innovative housing options especially relating to infill opportunities.

6. *Stormwater as a Community Amenity*
   Integrate engineering features, particularly stormwater facilities, to make them a community amenity integrated with ecological systems.

7. *Natural Areas*
   Create a unique neighbourhood identity based on natural assets by strategically preserving important natural areas, stands of trees, and viewsheds, and by protecting and providing wildlife habitat throughout the neighbourhood.

8. *Parking*
   Provide sufficient parking in new development to address community concerns with parking and provide parking on both sides of local and collector roads.

4.0 URBAN DESIGN CONCEPT

Figure 4.1 illustrates the 2017 vision for how a portion of the Smith Neighbourhood Plan area could look in the future. This Illustrative Concept may help guide the visioning of the Special Study Area and is based on the land use designations, development principles and policies articulated in this Neighbourhood Plan, as developed through the stakeholder consultation process and refined through discussion between staff, local residents, developers and property owners. The Concept Plan is a reflection of the goals and intent of this Neighbourhood Plan and it is for illustrative purposes only. The exact manner in which the neighbourhood builds out will depend on many different and unpredictable factors, including market conditions and individual development or landowner preferences.

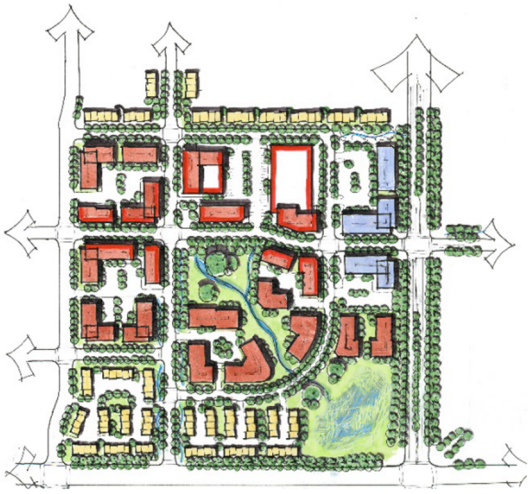


Figure 4.1 | Smith Neighbourhood Centre Illustrative Concept

As illustrated, the implementation of a modified grid road network is fundamental to the achievement of the design directions set out in the Illustrative Concept. While still based on a distinct hierarchy of streets, a modified grid road network uses a fine grained, interconnected network with shorter blocks and rear lanes. This type of road network:

- disperses traffic by providing many routes to a single destination;
- decreases travel distances by providing direct routes to destinations;
- provides opportunities for enhanced pedestrian and cyclist networks, with routes available along local roads;
- provides an excellent pedestrian environment, with few or no driveway interruptions;
- facilitates the establishment of street-facing development, which creates a positive public realm;
- allows for easy rear-lane access to homes;
- provides opportunities for off-street and on-street parking;
- generally avoids cul-de-sac configurations, except where topographic or other constraints warrant the provision of a cul-de-sac;
- provides logical development blocks that can facilitate redevelopment over time;
- helps to ensure that all residents are within a 400 metre radius of transit and commercial services; and,
- facilitates the development of blocks with primarily an east-west orientation in order to improve energy efficiency and create the optimum conditions for the use of passive and active solar strategies.

The local road circulation concept plan is included as Figure 4.2 for reference and illustrative purposes. The purpose of the local road circulation concept plan is to illustrate a local road network based on a modified grid with an east-west orientation as discussed above.

Development applications should attempt to be in substantial compliance with the concept. Flexibility will be considered without amendment to Map 3 where local roads cannot conform to the concept due to site constraints. For the east side of 208 Street there is an option to provide a more curvilinear road pattern to respond to the topography of the area. It is expected that this road pattern be encouraged with large assemblies in the area (see Figure 4.2)



Figure 4.2 | Illustrative Concept East of 208 Street Road Pattern

In addition to the illustrative concepts there are other key features of the Smith Neighbourhood Plan. These features include:

- provision of 1 park-school site within the neighbourhood;
- development of 2 pocket parks (shown as 1-acre parks on Map 1) and the preservation of other green features such as riparian areas, wildlife habitat patches, and an ecological greenway;
- development of a range of housing types, with higher density housing generally located adjacent to arterial roads, collector roads, and commercial nodes;
- the development of vibrant neighbourhood nodes with a mix of commercial and residential uses; and
- development of an interconnected modes of transportation, parks and greenways that connects the Smith neighbourhood to other adjacent neighbourhoods and create places for people of all ages to gather and meet their day to day needs.

5.0 LAND USE PLAN

5.1 OVERVIEW

The community vision and objectives for the Smith neighbourhood are embodied in the Smith Land Use Plan (Map 1). The Land Use Plan identifies residential, commercial, and institutional land use designations and a special study area, as well as current and future transportation corridors, protected areas, parks, trails and other community amenities. The Plan also identifies future locations for stormwater detention ponds.

The land use designations and policies in this section describe in detail the location, types and density of uses for the Smith area. The designations and policies represent the collective desire of the community and the Township and will be used to guide the development approval process through to build out of the neighbourhood.

5.2 LAND USE DESIGNATIONS AND POLICIES

This section describes the land use designations that appear in the Land Use Plan. Included within each designation is a description of intent, as well as an identification of appropriate building typologies and development densities. Precedent photos are provided where appropriate.

Also included in this section are general and specific policies pertaining to land use. General policies that apply consistently across multiple designations are provided in Section 5.2.1. Policies unique to individual designations are provided in Sections 5.2.2 to 5.2.6. If there is a conflict between a general policy and a specific policy within a land use designation, the specific policy shall prevail.

5.2.1 General Policies

The following policies apply consistently across multiple land use designations in the Smith neighbourhood.

All Land Use Designations:

- Where lands within the Smith neighbourhood are located within a Development Permit Area on Map 4, Willoughby Community Plan, a Development Permit will be required in accordance with Section 488 of the Local Government Act. High quality architectural and site design shall be strongly encouraged for all developments.
- Significant trees shall be protected through the Township's Subdivision and Development Servicing Bylaw Schedule I – Tree Protection, and Tree Protection Bylaw.

- Development of blocks with primarily an east-west orientation is encouraged to improve energy efficiency and create the optimum conditions for the use of passive and active solar strategies. Flexibility will be considered based on individual site constraints without a requirement for an amendment to this plan where local roads cannot conform.

The provision of rear lanes and rear loaded lots is encouraged and, in some cases, required, in order to provide parking alternatives and a high-quality pedestrian environment.

- Maximum permitted density may not be achievable on all properties. In some cases, minimum densities may be set. Where minimum densities cannot be achieved due to site constraints (e.g. irregularly shaped lots or riparian setback requirements), lower minimum densities shall be considered.
- Where topography is sloping site mitigation may be required (such as grading and/or walls) to maintain a complementary street wall. It is expected that many buildings will follow the slope of the land. This policy is not intended to create large retaining walls.

Residential Land Use Designations

- Provision of affordable housing and a variety of housing forms and tenures is encouraged within the Smith Neighbourhood Plan area, subject to the form and density provisions of the applicable land use designation, including the following:
    - Housing choice and diversity shall be encouraged to assist in achieving housing affordability through the provision of smaller-lot single-family homes, row houses, townhouses and apartments in close proximity to transit and commercial services.
    - A variety of tenures: fee simple, strata and rental, shall be encouraged, as well as a diverse range of housing options, such as co-housing, single-level housing and row houses and townhouses with a bedroom and bathroom on the ground level.
    - Housing for seniors, including independent and assisted living and residential care beds, is encouraged.
    - The Township encourages the development of non-market housing.
- For all designations utilizing UPA as a density measure, density is to be calculated on the basis of gross developable land area, in accordance with Section 3.1.7 of the Willoughby Community Plan. Gross developable land area includes land dedicated for new roads, biofiltration ponds, riparian area dedication above the top-of-bank, and rights-of-way for transmission lines and other utilities, provided they are upgraded as a linear park system. Undevelopable land includes land below the top-of-bank of watercourses.

  For all designations where Floor Space Ratio is used as a measure, density is to be calculated on the basis of gross developable land area. Density is measured as a ratio of developable floor area to developable land area where:
    - Developable floor area is the sum total of floor areas in each storey in a building inclusive of exterior walls, excluding unenclosed balconies.

    - Developable land area is net of conservation areas, publicly dedicated parks/open spaces, and publicly dedicated rights-of-ways including streets and laneways.
- Rear lane or internal strata road access is required for all residential development parcels fronting on arterial roads, collector roads, and greenways.
- In accordance with Section 3.1 of the Willoughby Community Plan:
    - Rear loaded lots are preferred with rowhouse developments having units oriented towards public roads and vehicle access provided via lanes with parking provided at the rear of the units.
    - In order to meet parking demands in the neighbourhood, front-loaded residential development must have double driveways and enough space for one vehicle to park on-street in front of each unit.
- Adaptable housing is required for a minimum of 5% of Single Family and Row House/Townhouse units and a minimum of 10% of apartment units (strata or rental) per development, in accordance with Section 3.1.9 of the OCP (see Table 5.1), as amended from time to time. Adaptable housing requirements are modest improvements to provide and enhance accessibility, making it easier for residents to remain in place as they age and/or experience illness or injury.

5.2.2 Row House/Townhouse

This section includes Row House/Townhouse designations at two different densities, as well as the “Live- Work” designation. The three designations together will provide a mix of affordable, ground-oriented housing within walking distance of commercial and institutional amenities.

Row House/Townhouse (20-25 UPH/8 -10 UPA)

The intent of the Row House/Townhouse designation is to accommodate row house and townhouse developments, including semi-detached dwellings and duplexes, at a density of 20-25 units per hectare (8-10 UPA) with ‘masters on the main’. Policies specific to this designation are as follows:

- Buildings shall not exceed a height of three storeys.
- Minimum density is 20 units per hectare (8 UPA) and maximum density is 25 units per hectare (10 UPA).
- Street-facing orientation with rear access to garages is required for all Rowhouse/Townhouse developments.
- Units fronting arterial roads must provide a minimum of 4 off-street parking spaces.
- No tandem garages permitted.

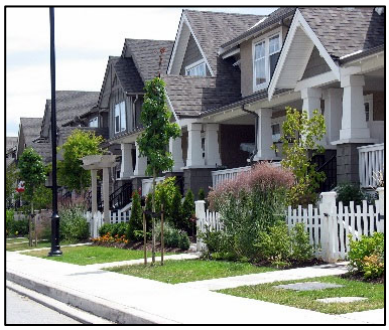
Row House/Townhouse (20-37 UPH/8 -15 UPA)

The intent of the Row House/Townhouse designation is to accommodate row house and townhouse developments, including semi-detached dwellings and duplexes, at a density of 20-37 units per hectare (8-15 UPA). Policies specific to this designation are as follows:

- Buildings shall not exceed a height of two storeys.
- Minimum density is 20 units per hectare (8 UPA) and maximum density is 37 units per hectare (15 UPA).

- Street-facing orientation with rear access to garages is required for all Rowhouse/Townhouse developments.
- Units fronting arterial roads must provide a minimum of 4 off-street parking spaces.
- No tandem garages permitted.

Row House/Townhouse (20-54 UPH/8-22 UPA)



The intent of the Row House/Townhouse designation is to accommodate row house and townhouse developments, including semi-detached dwellings and duplexes, at a density of 20-54 units per hectare (8-22 UPA). Policies specific to this designation are as follows:

- Buildings shall not exceed a height of three storeys.
- Minimum density is 20 units per hectare (8 UPA) and maximum density is 54 units per hectare (22 UPA).
- Street-facing orientation with rear access to garages is required for all Row House/Townhouse developments.
- Units fronting arterial roads must provide a minimum of 4 off-street parking spaces.
- All units adjacent the Wildlife Habitat Patch and associated Creek Greenway shall face the greenway and have individual pedestrian access to the greenway.



5.2.3 Apartment



The intent of the Apartment designation is to provide opportunities for higher density housing, including seniors' housing, adjacent to the Neighbourhood Centre. The designation will allow for a mix of unit sizes, suitable for and affordable to a range of income levels and lifestyles. Different building tenures, including rental and strata apartments, shall be supported. Policies specific to this designation are as follows:

General Policies



- Buildings shall be oriented to streets and/or adjacent greenways. Buildings shall not be oriented away from the public realm.
- Tenant parking shall be provided underground. Guest parking may be accommodated in off-street surface parking lots.
- All ground floor units shall have direct access to the street and/or adjacent greenway(s).
- Patios and other outdoor private ground floor spaces shall be appropriately separated from public

spaces through the use of screening, landscaping, and/or change in elevation.
- Provide shared 'end-of-trip' facilities such as secure bicycle parking.

Low Density Apartment (1.4 FSR)



Densities within this designation are to be a maximum of 1.4 floor space ratio. Policies specific to this designation are as follows:

- Buildings shall not exceed a height of four (4) storeys.

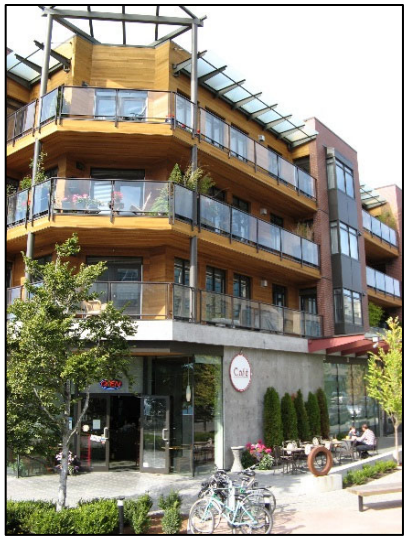
High Density Apartment (2.4 FSR)

Densities within this designation are to be a maximum of 2.4 floor space ratio. Policies specific to this designation are as follows:

- Buildings shall not exceed a height of six (6) storeys.

5.2.3 Medium Density Mixed Use (1.9 FSR)

The Medium Density Mixed Use designation provides opportunities for integration of ground-oriented and pedestrian friendly retail, service, office and high density residential (including seniors' housing) land uses. This section applies to two nodes for at 208 Street and 72 Avenue, and 208 Street and 76 Avenue. These nodes will be vibrant, pedestrian-oriented areas where residents can access a variety of small-scale retail and other commercial services. Medium Density Mixed Use buildings in this designation are required to have residential units on upper floors, to ensure 'eyes on the street' and provide residents with opportunities to live, work and shop within the same development. Densities within the Medium Density Mixed Use designation are to be a maximum of 1.9 floor space ratio. Policies for this designation are as follows:



- Retail commercial uses and/or financial services are required on the ground floor with residential uses above.
- Gas station(s) and drive-through services are not permitted in this designation.
- Building heights shall be a minimum of four (4) storeys total and not exceed a maximum of eight (8) storeys.
- Buildings shall be sited adjacent to and oriented towards a public road and/or greenway. Commercial units shall be street fronting.
- Short term patron parking for commercial uses shall be provided on-site with the majority of patron parking provided underground or in landscaped surface parking lots located to the rear or side of the building, provided that the majority of surface parking is at the rear. If side parking is permitted, design elements shall ensure it is screened from view from the street and/or greenway.



- Residential units shall be accessed through lobbies, with resident parking provided underground.
- Residential units shall be directly above commercial units for street facing elevations.
- Buildings shall be set back above the ground floor in order to avoid the canyon effect. These setbacks are intended to be sufficient to provide adequate private and/or public patio/balcony space (approximately 3 metres (10 feet) depth) for each residential unit and allow people to look over the parapets to the street below each unit.
- Provide shared ‘end-of-trip’ facilitities such as secure bicycle parking and change rooms.
- The scale and character of the commercial units should be complementary to the design of the rest of the development and/or area with small commercial frontages preferred. Where tenents require somewhat larger frontages special design considerations will be required to maintain the character of smaller units.
- While providing individual design character, buildings shall be designed to integrate and complement adjacent developments with respect to siting, setbacks, design, exterior finish, landscaping and parking areas. Facade and roofline articulation with porches and other projecting elements is required. Blank or undifferentiated facades shall be avoided.
- Buildings shall be sited and designed to maximize sun penetration to adjacent roads, sidewalks and properties.
- Continuous weather protection is required for pedestrians on all commercial use frontages.
- For commercial uses, small scale activities are expected, including but not limited to: financial institutions, medical and professional offices, retail stores, convenience stores, delicatessens, bakeries, barber shops, beauty salons, dry cleaning establishments, restaurants and cafes, travel agencies, fitness centres, and veterinary clinics.



5.2.5 Special Study Area

The area north of 72 Avenue and west of 208 Street is designated as Special Study Area (see Map 1). A review of planning policies for this area will be carried out to determine a road network and land use design that respect the public's best interest.

Appropriate land use designations and policies will be added to the Neighbourhood Plan in the future to replace the Special Study Area designation to address:

- land use and density
- alignment of roads
- protection of treed areas
- provision of a combined neighbourhood park - elementary school site
- continuity of wildlife corridors, greenways, trails, open space and parks
- provision of stormwater management and water and sewer systems

5.2.6 Riparian Areas

Streamside Protection and Enhancement Requirements in the Official Community Plan (OCP) seek to establish and maintain undisturbed, naturally vegetated zones adjacent to watercourses as part of development. The widths of these zones, referred to as "Streamside Protection and Enhancement Areas" (SPEAs), follow the Township watercourse classification system (e.g. Class A, Class B) which is based on channel type, water flow and fish presence. In addition to providing important fish and wildlife habitats, SPEAs promote groundwater recharge, absorb greenhouse gases, benefit air quality, reduce flood risk, and provide passive recreation opportunities. To preserve these benefits, Class B (yellow-coded) watercourses in the Neighbourhood Plan area must be protected through the establishment and relocation of SPEAs.

The Neighbourhood Plan area drains toward North Creek (a tributary of the Nicomekl River system) and includes associated SPEAs. Policies specific to this designation are as follows:

- All Class B (yellow) watercourses must be managed in accordance with the requirements of Section 3.13.19 of the Langley Official Community Plan.
- Map 2 shows a plan for retaining, reconstructing and relocating watercourses and associated SPEAs. Per the requirements of the OCP's Streamside Protection and Enhancement provisions, the exact location and extent of the SPEA shall be confirmed through a survey undertaken by a BC Land Survey professional. Changes to the areas shown on Map 2 may be considered in accordance with the OCP's Streamside Protection and Enhancement provisions.
- Watercourse relocations depicted in Map 2 should be completed at time of development and are subject to municipal, provincial and federal government regulatory approval processes. The depiction of watercourse locations in the Neighbourhood Plan area should not be interpreted as final approval/endorsement by senior government regulatory agencies.
    - A minimum habitat balance applies to each relocated watercourse area (See Map 2) with an overall minimum habitat balance threshold (31,548 m^2) to be met for the entire plan area. Any additional watercourses found

on-site will increase the habitat totals accordingly and if relocated, they shall be integrated into the watercourse concept shown on Map 2.
    - Lands containing a watercourse being located off-site will be required to provide funds for the equivalent land and reconstruction costs of their portion of the relocated watercourse as well as temporarily pipe the watercourse(s) if they are unable to provide the equivalent reconstructed watercourse on land shown on Map 2.
    - Where a watercourse is relocated to lands not currently containing a watercourse or SPEA, the owner of said lands will not be responsible for the cost of watercourse construction. Lands with these relocated watercourses shall be compensated for the land and construction costs of the watercourse relocation as funds become available.
    - Where watercourse relocations cannot be completed at time of development, interim solutions may be considered until such time that water relocations as depicted in Map 2 can be completed. Interim solutions will be subject to municipal, provincial and federal government regulatory approval processes and, upon completion of watercourse relocations, interim solutions will be removed at the developer's expense.
- The location of trails (see Map 1) will be considered in the outer six metres of a SPEA based on connectivity to street greenways and public park spaces. Trail design must conform to the requirements of the OCP's Streamside Protection and Enhancement Provisions. Access from new development to greenways or environmental areas may be restricted if the access is deemed detrimental to the overall biological integrity and viability of the greenway. Tree removal shall be avoided and additional native plants may be needed to enhance greenways.

5.2.7 Housing, Population and Commercial Estimates

At build out, it is estimated that the Smith neighbourhood will accommodate approximately 3,300 people in 1,700 dwelling units. Table 5.1 provides an estimate of the future population in the neighbourhood at full build out.

Table 5.1 | Distribution of Dwelling Units and Population

Land Use Designation	Approximate Area		Density	Pop Density	Approx. Units	Approx. Pop	**Min/Max Storeys from Grade
	Ha	Acres	UPA/FSR	Persons/ Unit			
*** Row House / Townhouse (8-10 UPA)	2.46	6.09	10 UPA	2.5	61	151	2
***Row House / Townhouse (15 UPA)	5.14	12.69	15 UPA	2.5	190	476	2
***Row House / Townhouse (22 UPA)	3.88	9.59	22 UPA	2.5	211	527	3
***Low Density Apartment (1.4 FSR)	5.39	13.31	1.4 FSR	1.7	799	1358	4
***High Density Apartment (2.4 FSR)	0.75	1.84	2.4 FSR	1.7	184	314	4-6
****Medium Density Mixed Use (1.4 FSR)	1.39	3.44	1.9 FSR	1.7	275	468	4-6
Total	**19**	**46.96**			**1,720**	**3,294**	

Note: All unit yields and area calculations in Table 5.1 are estimates.

*UPA calculations are based on the Gross Developable Land Area, as defined in Section 5.2.1. Not all parcels may achieve the maximum allowable densities.

**Rooftop mechanical equipment or other related appurtenances are not counted as a storey.

***A minimum of 5% of single family and townhouse units (strata or rental) and a minimum of 10% of apartment units (strata or rental) in any development shall meet the standards of the Basic Adaptable Housing Requirement.

**** FSR for Low Density Mixed Use and Low Density Commercial Mixed Use refer to calculation of residential floor space only.

6.0 COMMUNITY FACILITIES

6.1 PARKS AND OPEN SPACES

The Smith Neighbourhood Plan establishes a network of parks and open spaces as part of a complete, livable community. These parks and open spaces provide the community with active and passive recreational opportunities, including a range of outdoor recreational opportunities to meet the needs of residents and visitors alike.

6.1.1 Neighbourhood and Community Parks

A Neighbourhood Park is to be provided in the initial phase of the Smith neighbourhood, to provide a variety of recreational opportunities including sports fields, playgrounds, and natural areas. A Community Park is expected within the Smith neighbourhood to help serve the needs of the Willoughby Community. When provided, Neighbourhood and Community parks shall be incorporated into a shared park-elementary school site and/or park-secondary school site. Rezoning of lands for development will require that the neighbourhood park site be secured as outlined in Section 11.2.1.

6.1.2 Wildlife Habitat Patch

In accordance with the Township's Wildlife Habitat Conservation Strategy, an approximate 3,100 m^2 Wildlife Habitat Patch shall be secured, enhanced and maintained for education and recreation opportunities near the intersection of 74B Avenue and 208 Street. The Wildlife Habitat Patch is intended to provide food and foraging opportunities for wildlife and serve as a small node in a network of greenways within the plan area and extending throughout Willoughby. Policies specific to the Wildlife Habitat Patch are as follows:

- Relocate and reconstruct roadside watercourses.
- Protect vegetated areas from intrusion as needed.
- Provide a Creek Greenway along the northern boundary with individual access for all adjacent units onto the pathway.
- Provide interpretive signage as warranted.
- Provide additional amenities where warranted, while keeping the overall protection of the area the priority.
- Construction costs for the Creek Greenway within the Wildlife Habitat Patch to be funded through the Smith Amenity Zoning Policy.

Five habitat types were chosen as the most capable of supporting wildlife in an urban setting. They are listed in order of priority:

1. coniferous
2. wetland
3. mixed
4. broadleaf
5. shrubs

6.1.3 Pocket Parks

Pocket Parks (shown as Park on Map 1) are one acre in size and provide a grassed, landscaped area for children, youth and families. Pocket Parks are intended to be small but inviting areas of public space incorporated into urban areas. In Smith there will be two standard Pocket Parks. These parks help to serve the needs of the local population by providing a space for people to eat their lunches, for children to play, and for friends to meet and gather. Pocket parks can also be designed so that the space is adaptable and able to accommodate different programming opportunities. Policies specific to Pocket Parks are as follows:

- Within the Smith neighbourhood a minimum of two pocket parks shall be developed and located in the general areas indicated on the Land Use Plan.
- Pocket Parks are to be located as shown in the Smith Land Use Plan – Map 1.
- Angle parking to be provided along the park road frontage.

6.2 GREENWAYS/TRAILS

The greenway and trail network in Smith is an important component of the mobility network for both pedestrians and cyclists. Along with the sidewalk and cycle lane network described in Section 8, street greenways, ecological greenways, creek greenways (trails), enhanced sidewalks, and recreational greenways provide continuous pedestrian connections between destinations within and beyond the plan area. Greenways also provide opportunities to integrate unique landscape and stormwater management features such as raingardens into the public realm. The specific locations of planned greenways are illustrated on Map 1.

6.2.1 Ecological Greenway

The Ecological Greenway protects wildlife habitat, facilitates movement of wildlife between habitat areas and serves as an upland corridor connecting watercourses across the Willoughby slope. Policies for the Ecological Greenway are as follows:

- The Ecological Greenway shall be an average of 30 metres wide. In this plan, 20 metres is provided along the existing 210 Street road dedication. The additional 10 metres is expected to be provided along the adjacent lands as they are developed. When fully developed the greenway may be divided evenly between two properties or varied with wider and narrower sections provided an average width of 30 metres is maintained with a minimum width of 15 metres (the length of the 15 metre portions should be minimized); in all cases continuous connectivity for ecological and recreational purposes shall be provided as development proceeds.
- The Ecological Greenway shall be contiguous.
- The Ecological Greenway shall not be located adjacent to a road when parallel to a road.
- Any change from the alignment shown on Map 1 must show how the greenway can be realigned through the neighbourhood connecting the eastern and western boundaries without any net loss of habitat. Variation of the width of the greenway shall be based on the habitat value exhibited through the five key habitat land cover types in order of priority (coniferous, wetland, mixed forest, broadleaf and shrubs).
- A wildlife tunnel must be provided where an Ecological Greenway crosses an arterial or collector road.
- The Ecological Greenway shall be constructed in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.4.
- The portion of the Ecological Greenway located within the plan boundary shall be funded through the Willoughby Greenway Amenity Policy.

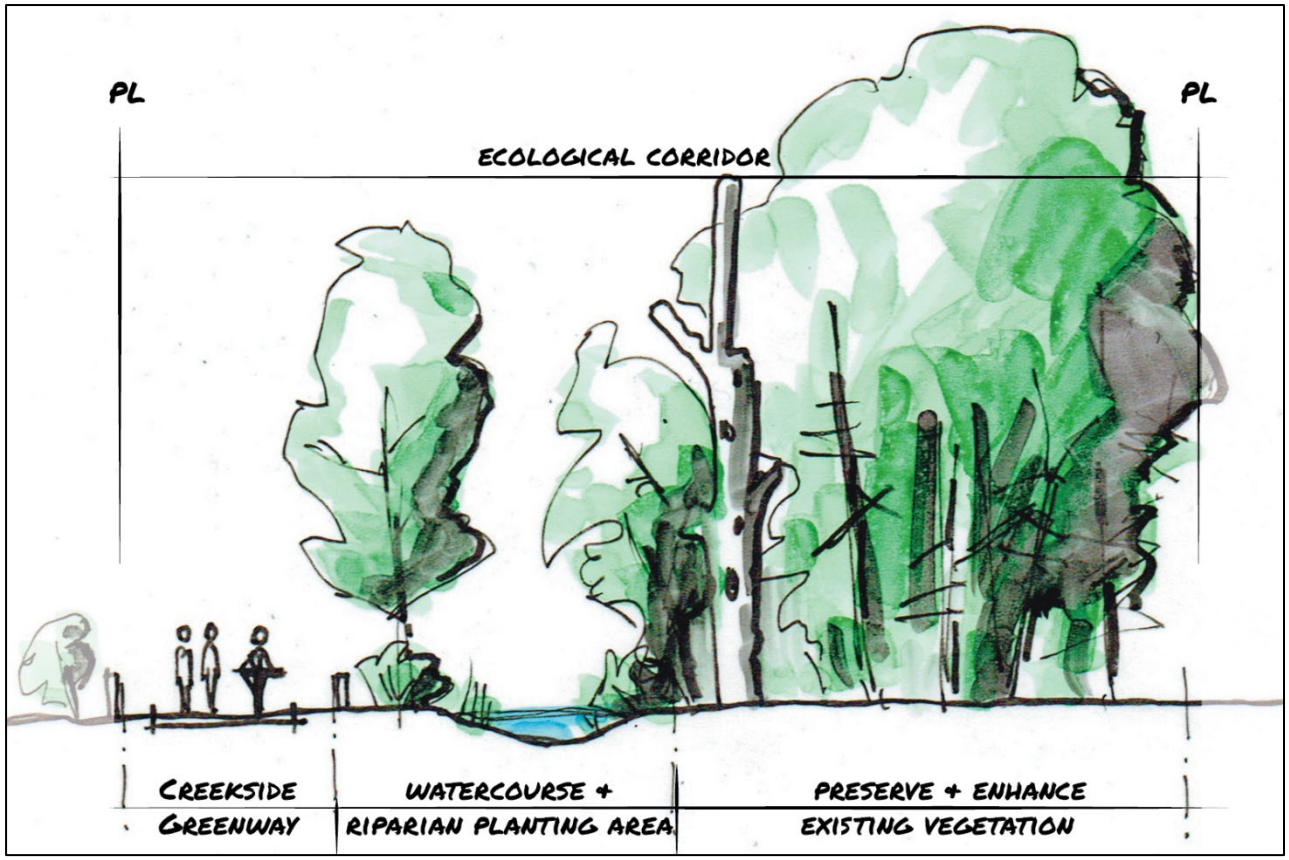


Figure 6.4 | Typical Ecological Greenway Section

6.2.2 Creek Greenways

Creek Greenways are off-road trails that run adjacent to watercourses. These multi-use pathways accommodate both pedestrians and cyclists and can be used for both recreation and commuting purposes. Policies for Creek Greenways are as follows:

- Creek Greenways shall be provided in the locations identified on Map 1.
- Creek Greenways shall be constructed in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.4.
- Creek Greenways are to be generally located within the outer portion of the streamside protection areas provided that they do not negatively impact the habitat value or biological integrity of the streamside protection area.
- A portion of Creek Greenways shall be funded through the Willoughby Greenway Amenity Policy.

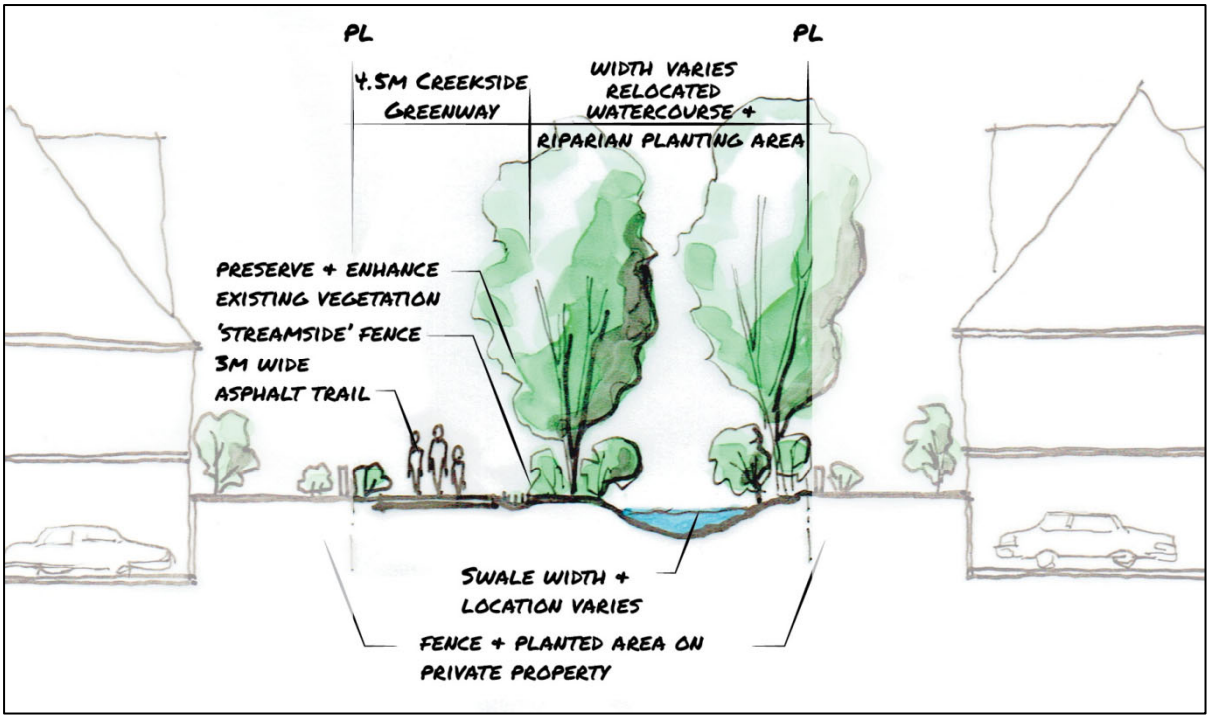


Figure 6.5 | Typical Creek Greenway Section

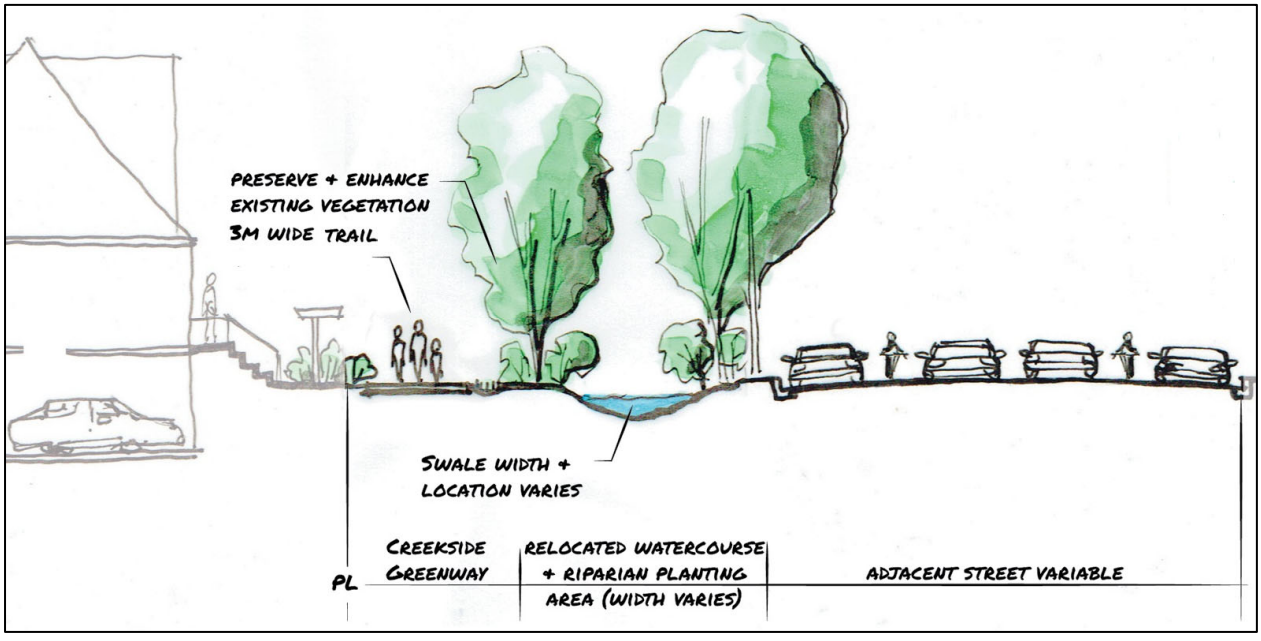


Figure 6.6 | Typical Roadside Creek Greenway (Creek with Enhanced Sidewalk) Section

6.2.3 Street Greenways

Street Greenways are wide landscaped boulevards along roads which provide attractive and safe pedestrian and cyclist connections throughout the community. Street Greenways connect pedestrians and cyclists with parks, natural areas, commercial nodes and important neighbourhood amenities and services. Policies for Street Greenways are as follows:

- Contiguous Street Greenways shall be provided in the locations identified on Map 1.
- Street Greenways shall be constructed in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.15.
- Driveway crossings of greenways are discouraged; however, where there is no alternative, driveways should be consolidated and intersections with greenways shall be designed for the safety of greenway users.
- Safe street crossings shall be provided for pedestrians and cyclists at key intersections.
- Street Greenways shall be funded through the Willoughby Greenway Amenity Policy.

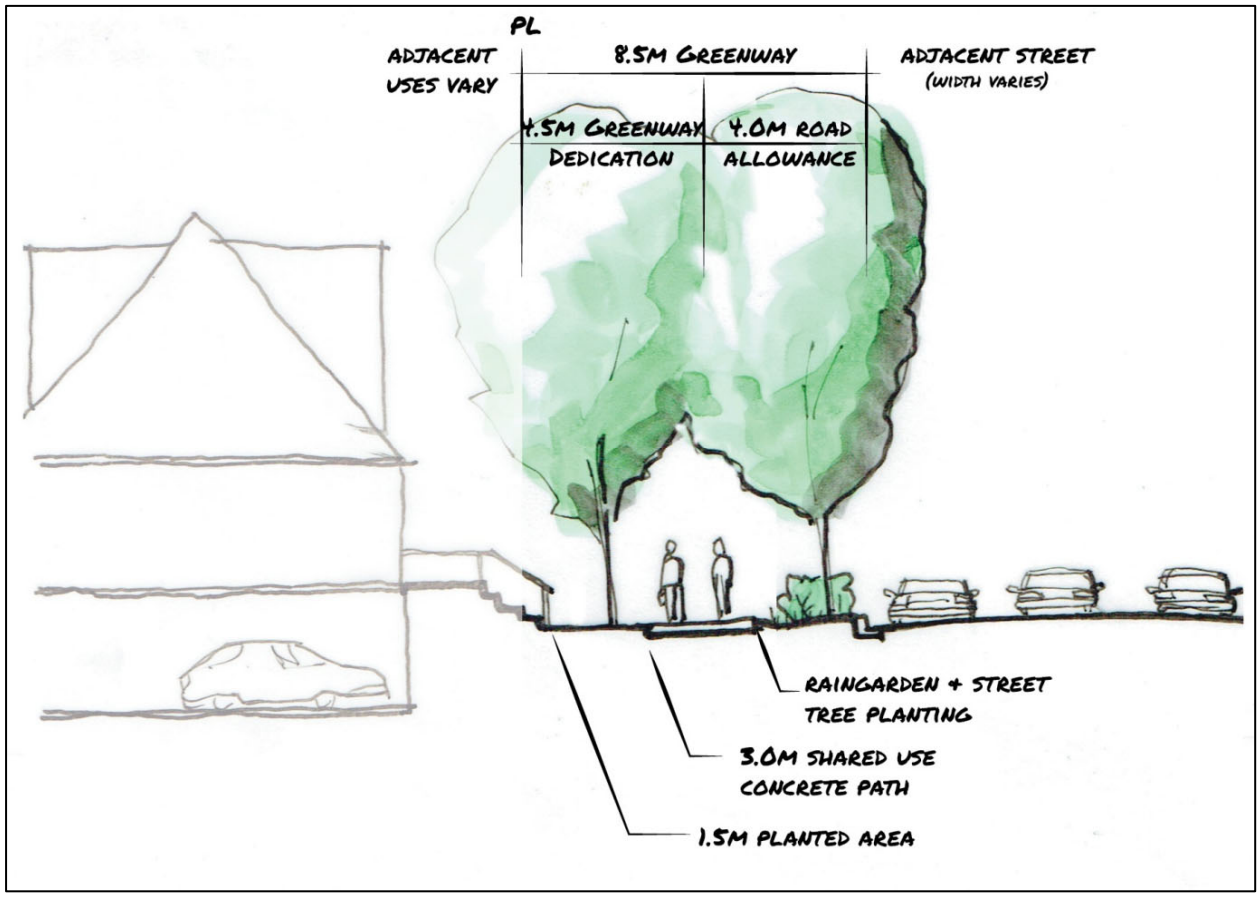


Figure 6.15 | Typical Street Greenway Section

6.2.4 Street Greenway with Wall

This Street Greenway option provides additional buffering along its length to protect adjacent properties from the increased traffic noise and reduces the towering visual impact of buildings on slopes. Treatment of adjoining properties shall be consistent. Policies specific to a Street Greenway with Wall are as follows:

- Section 6.2.4 policies apply.
- Street Greenways with Walls shall be constructed in accordance with Figure 6.16.
- Street Greenways with Walls may be located where warranted, but are specifically intended to be an extension of the 212 Street Greenway located in the Yorkson Neighbourhood Plan and may only be considered through staff approval.
- Funding for the greenway to be provided through the Willoughby Greenway Amenity Policy.

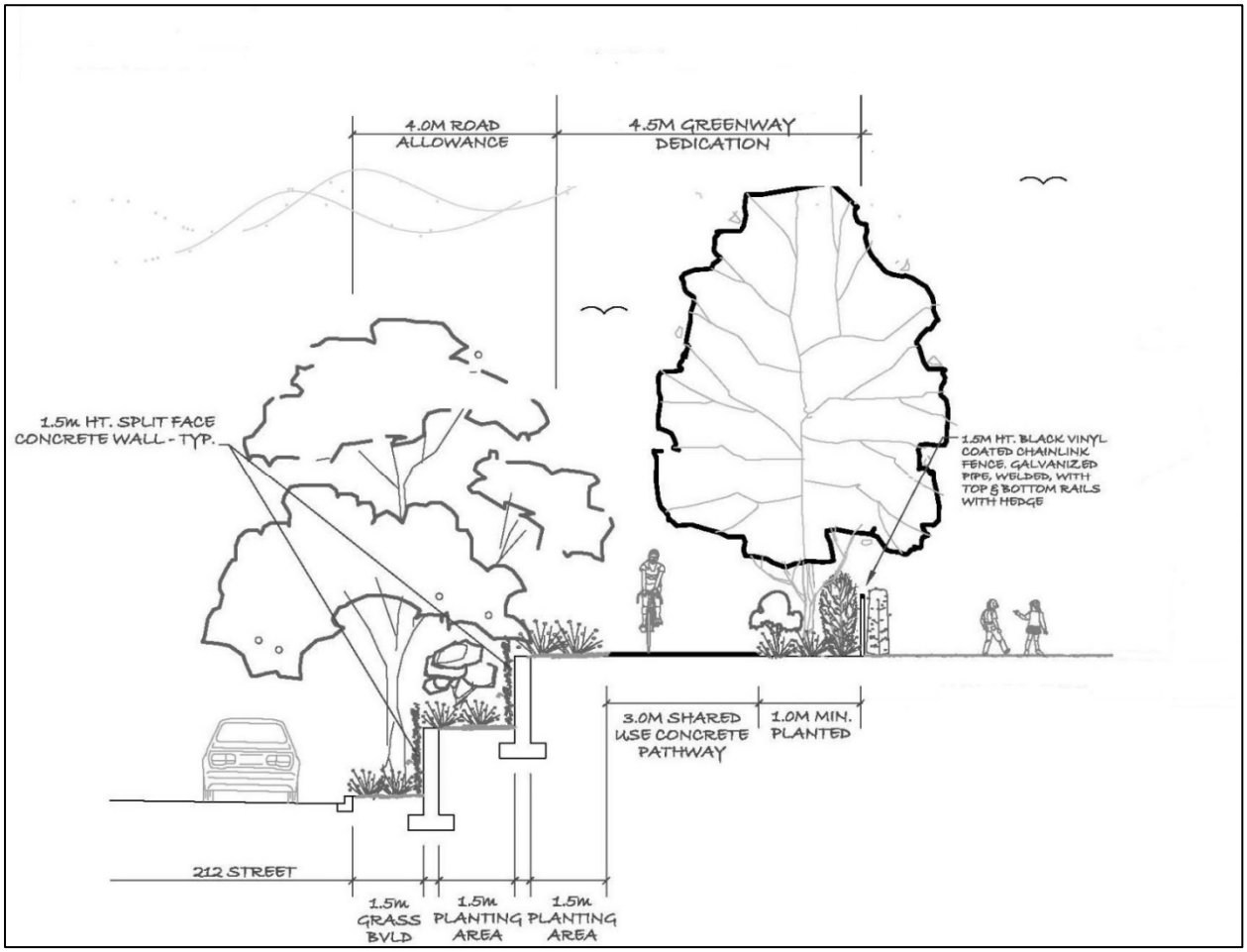


Figure 6.16 | Street Greenway with Wall

6.2.5 Enhanced Sidewalks

Enhanced sidewalks are suitable in situations where short on-street pedestrian and cyclist connections are required adjacent to the riparian areas or in order to connect greenways. Enhanced Sidewalks are designed to accommodate a 3 metre multi-use pathway. Policies for Enhanced Sidewalks are as follows:

- Enhanced Sidewalks shall be provided in the locations identified on Map 1.
- Enhanced Sidewalks shall be constructed in accordance with the standards provided in Table 6.1 and Figure 6.7.
- Enhanced Sidewalks are to be funded through the Willoughby Greenway Amenity Policy.

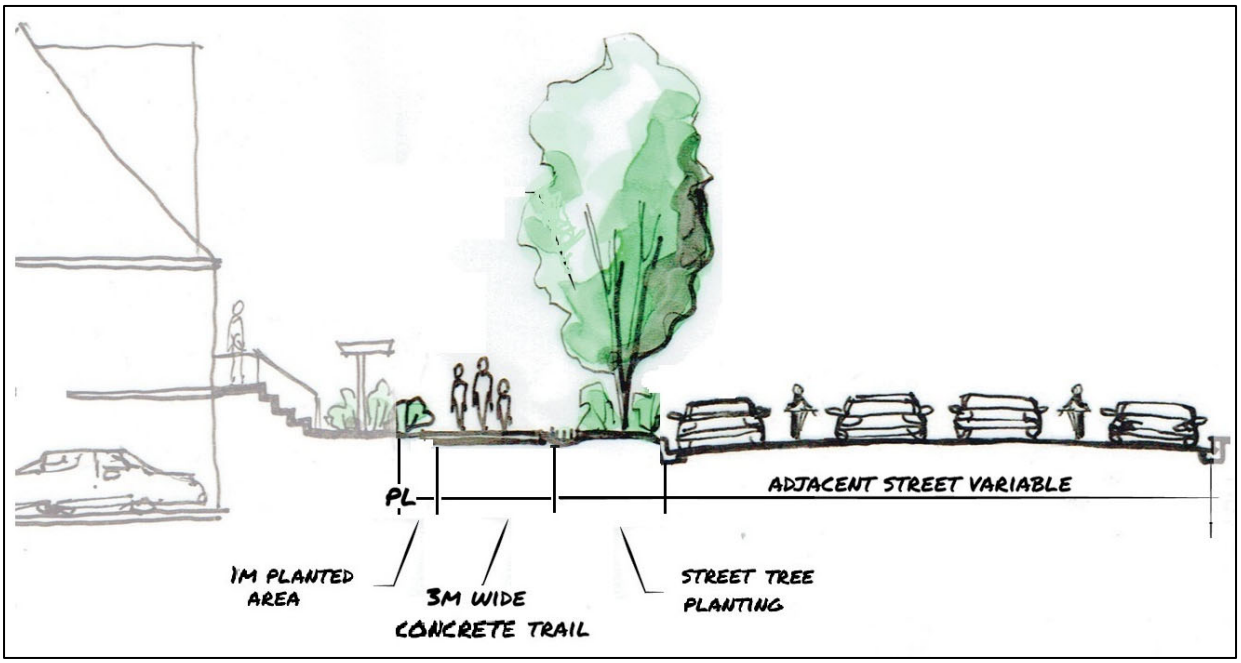


Figure 6.17 | Enhanced Sidewalk

6.2.6 Pedestrian Links

Pedestrian Links are to be provided to connect indirectly through developments to and from parks and trails within and outside the plan area. The linework shown on the land use plan is not intended to be interpretated literally. Internal connectivity in the area is to be found through a combination of laneways, sidewalks and other methods. Policies specific to Pedestrian Links are as follows:

- Entrances to Pedestrian Links should be flared to landscape elements.
- Pedestrian Links are not funded through the Willoughby Greenway Amenity Policy.
- Pedestrian Links are a minimum 3 metre wide concrete shared use trail or better.

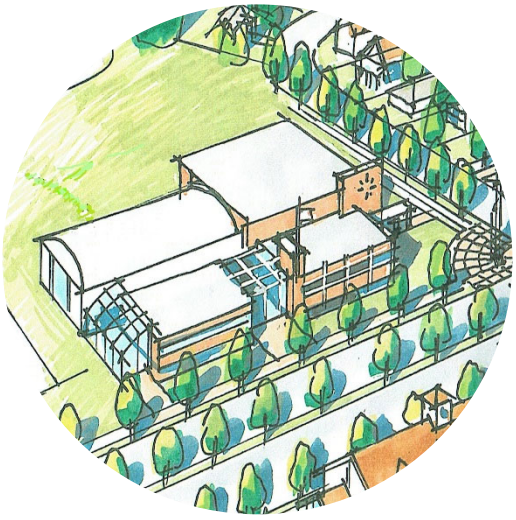
6.2.7 Greenway and Trail Standards

Table 6.1 provides a summary of the Greenways, and Enhanced Sidewalk Standards.

Table 6.1 | Greenway Standards

Greenway:	**Standard:**
Ecological	➢ 30.0m wide (20m within Smith within the 210 Street dedication) ➢ 3.0m wide shared use trail close to one side
Creek	➢ Width depends on watercourse protection requirement ➢ 4.5m wide ➢ 3.0m wide shared use trail
Street	➢ 4.5m wide ➢ 3.0m wide shared use trail
Street (with wall)	➢ 4.5m wide ➢ 3.0m wide shared use trail ➢ Split face concrete wall
Enhanced Sidewalks	➢ Within road dedication ➢ 2.0m wide buffer between curb and sidewalk ➢ 3.0m wide concrete sidewalk ➢ 1.0m wide buffer between the property line and the sidewalk

6.3 SCHOOLS



At present there are no elementary schools in the neighbourhood. At full build-out it is estimated that the Smith neighbourhood will contribute approximately 100 elementary school students (kindergarten to grade 5), 50 middle school students (grades 6-8) and 50 senior high school students (grades 9-12). In addition, future schools in the area will also accommodate students from adjacent neighbourhoods, including, but not limited to Latimer, Yorkson and Central and Northeast Gordon Estates neighbourhoods. To accommodate this growth in the number of students in the neighbourhood it is anticipated that lands for new school sites will be required. School District 35 will acquire these new school sites, with construction of school(s) on acquired land when population growth warrants the establishment of new schools. Rezoning of lands for development will require that school sites be secured as outlined in Section 11.2.1.

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 this plan. The School District has developed a Long Term Facilities Plan which has as one of its core principles the requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the 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 and Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.

7.0 NEIGHBOURHOOD CHARACTER

7.1 NEIGHBOURHOOD IDENTITY

The Smith neighbourhood is envisioned to be a highly urbanized, compact community characterized by a vibrant and varied public realm. Within the streetscape, a variety of amenity features will help to animate public spaces, encourage pedestrian activity, and encourage community interaction. The neighbourhood is expected to include an elementary and high school, commercial node and park space. Access to all of these should be possible via sidewalks or greenways with appropriate crosswalks provided at controlled intersections.

7.1.1 Walkable Centres

The pedestrian connectivity and walkablity is important to a neighbourhood in creating desirable places to go to enhance social interaction and physical activity. The neighbourhood mixed use areas will incorporate unique high street designs helping create a walkable centre. This high street environment is intended to function as a walkable centre within the Smith neighbourhood, with a pedestrian-oriented environment that includes high quality landscaping, unique paving treatments, and generous provision of street furniture. Additionally, on-street parking will be available on Collector streets, and traffic circles will be located at the intersection of collector streets.

7.1.2 Lighting

Throughout the Smith Neighbourhood Plan area, policies related to on-site lighting are as follows:

- All on-site lighting shall conform to the Township's Exterior Lighting Impact Policy as amended from time to time.
- The design of parking areas, streets, and trails shall be guided by CPTED principles through the use of adequate lighting, resident overview, and other safety measures.
- All on-site lighting shall be consistent with the Township of Langley Subdivision and Development Servicing Bylaw as amended from time to time.
- Pedestrian scale lighting shall be provided along all streets, street greenways, and trails within greenways.
- Developments are encouraged to have lighting fixtures complementary to the off-site lighting designs.

7.1.3 Stormwater Facilities as Amenities

Stormwater facilities (including detention ponds) are intended to serve a dual purpose. The primary use is functional with recreation and aesthetics serving as a secondary function. In their role as an amenity, efforts shall be made to design ponds with these goals in mind. Policies include:

- Provide pedestrian access around all or part of the rim of stormwater facilities.
- Provide safe access and seating along the inner slope of detention ponds. It is understood that pedestrians do not have access for all areas of the facilities.

- The detention pond at or near the corner of 208 Street and 72 Avenue is expected to include a platform that extends out over the pond (see Blue Link/Art Walk Concept) in addition to stepped slope seating.
- Exposed walls and slopes visible by the public shall have aesthetics considered as part of the design. This shall include hard and soft landscape design solutions where appropriate.
- All fencing shall be aesthetically pleasing with aesthetic acoustic barriers considered where traffic noise or adjoining uses (i.e. gas stations, car washes etc.) negatively impact the enjoyment of the amenity space and views to and from the facility.

7.1.4 Heritage Amenity Structures

Heritage amenity structures are intended to provide residents with an opportunity to reflect on the Township's rural past. The design concept, illustrated in Figure 7.3, is based on the Tara Farms barn and is reminiscent of the farming history of the area, which continues nearby. There are various opportunities to provide these structures in Smith's open spaces, including parks and greenways.

Design specifications for heritage amenity structure are as follows:

- Structural support material and design are standard.
- Multiple segments may be combined to create a longer structure.
- Steel cables for structural support are to represent barn siding.
- Plantings are to be provided to either side for shade and aesthetic effect.
- Greenways or trails may pass through the structure.
- Additional required design elements (wire, cedar shakes, timbers, safety glass, colour, distressed treatments, etc.) are chosen by the developer, but require approval by the Township.
- Additional optional design elements may be required. Examples include:
    - Box light fixture to represent upper window of a barn.
    - Signage to indicate open space name.
    - Opening on the side to include a bench(es).
    - Flowering vines on structure.

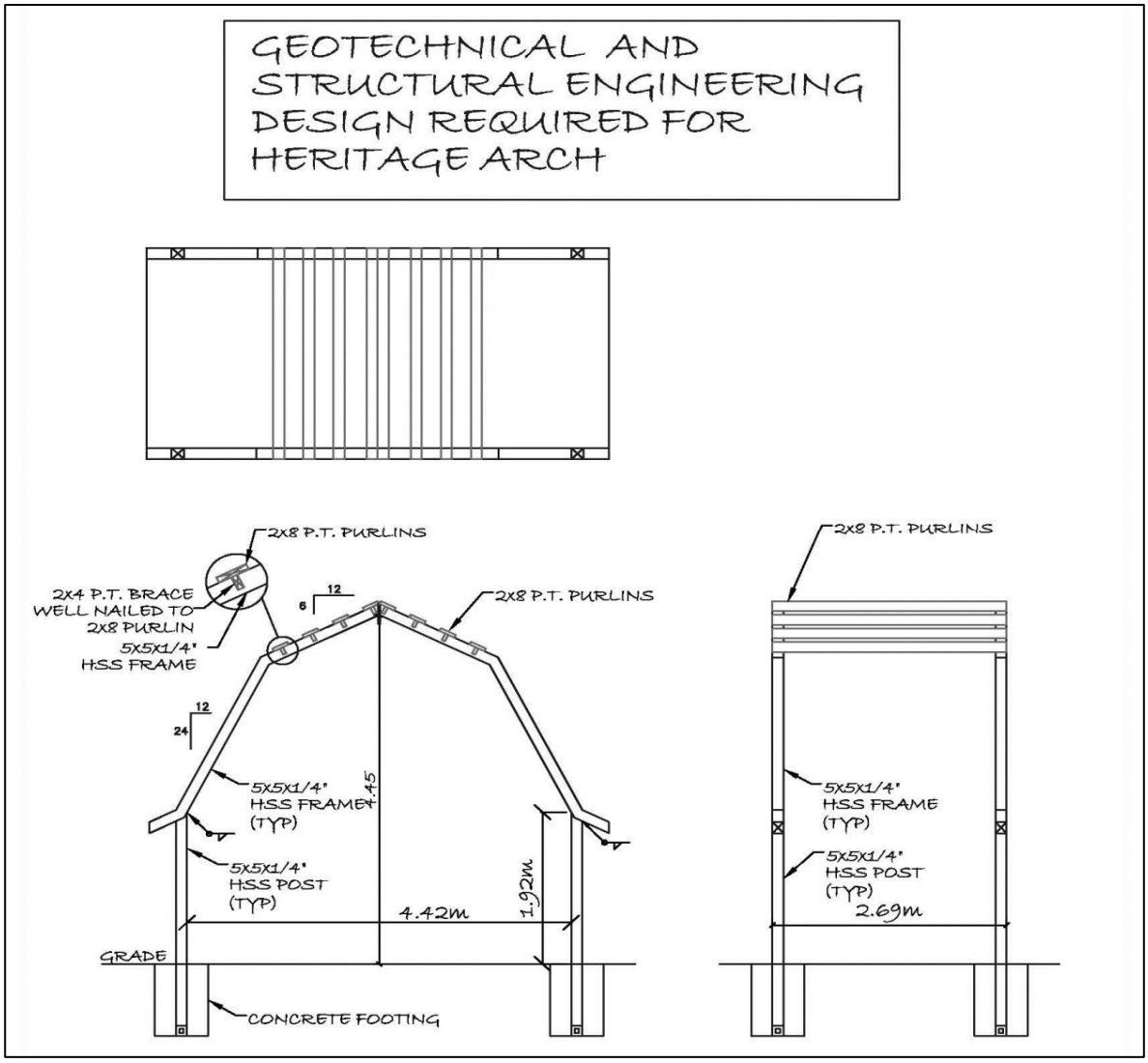


Figure 7.3 | Heritage Amenity Structure Concept

7.1.5 Utility Boxes





In support of the objective of fostering distinctive, attractive communities with a strong sense of place, all utilities and similar infrastructure at and near commercial areas must be placed underground. If undergrounding is not possible, the utility boxes shall be wrapped with the appropriate material in order to reduce graffiti and improve the visual aesthetic of the neighbourhood.

Appropriate imagery will need to be investigated with heritage (built or natural), cultural events or topics, and art being possible options.

Implementation and all costs associated will be the responsibility of the developer.

7.2 HERITAGE VALUES

In 2012, Township Council endorsed a Heritage Strategy that outlines the strategic goals and actions for heritage to 2022 and beyond. The Strategy recognizes the importance of Langley's historic and archaeological resources, its rural lands, and its natural 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 Smith Neighbourhood:

- Identify built, natural and cultural landscape heritage sites, and policies for conserving them during the neighbourhood plan process.
- Preserve, protect and celebrate significant historical resources that illustrate Langley's range of heritage values.
- Encourage retention of existing building stock where feasible by demonstrating flexibility in the assessment of adaptive re-use projects.
- Encourage and support salvage efforts in the deconstruction of existing buildings.
- Provide grants for the restoration of heritage buildings through the Heritage Building Incentive Program.
- Investigate extending conservation incentives for heritage building owners, including permissive tax exemptions and extending property tax incentives.

Archaeological Resources

Although there are no previously recorded archaeological sites within the plan boundaries, some lithic materials have been found within the Yorkson Creek area in the past, and the possibility of archaeological potential within the area cannot be ruled out. The provincial Archeology Branch maintains and oversees the legislative processes for the management of archaeological sites and owners are required to conform to provincial requirements with respect to both known and unknown sites.

Built Resources
The historic resources in Willoughby that remain today reflect the community's rural history and community life near the turn of the twentieth century. As part of the Willoughby Heritage Study undertaken in 2005, historic assessments were completed for a number of residences within the plan boundaries. Few of these sites were subsequently added to the Township's Heritage Inventory, and only one, the Bullock/Blaine Residence at 7447 - 208 Street, was subsequently recommended for addition in 2006 based on its historic character.

Natural and Cultural Landscapes
The Willoughby escarpment is a prominent geographical feature of the neighbourhood located on the northeastern corner of the Smith neighbourhood. This natural feature includes large areas of second growth trees that form a natural division between the Milner Valley and upland areas, and provides for scenic views out to the location of the historic 1830s Hudson Bay Company Farm in Milner.

Recommendations that apply to this plan area include the following:

7.2.1 Protect the Character of the Milner Valley as a Cultural Landscape

The Willoughby escarpment on the northeastern corner of the Smith neighbourhood includes large areas of second growth trees that afford historic viewscapes up and down the valley from the Milner area, and provides a natural division between the valley and upland vegetation. The flat lands surrounding Milner are the location of the original 1830s Hudson's Bay Company commercial farm, a unique cultural landscape that has retained its historic configuration and tradition of agricultural use since the early 1800s.

Protection of the escarpment's visual and historical significance as viewed from the Milner area can be achieved through tree protection and replacement strategies. Implementation of these strategies shall be emphasized for the larger forested areas and along the Agricultural Land Reserve boundary. It should be recognized that the urbanization process will occur over a number of years, and the escarpment's image and character will evolve and regenerate as new trees grow and mature with the neighbourhood.

When locating and designing new developments, buildings, roads, parks, or trails, within sightlines from the Milner area, consideration should be given to the various view levels, with the objective of enhancing and preserving views. Additional considerations may include the use of compatible exterior materials and colours that blend with the natural, treed environment.

7.2.2 Preserve Sites Deemed to be of Historic Value through Conservation Options Available under the Local Government Act

Variations in density, use, siting and other regulations will be considered for buildings that are planned for retention and incorporated into new developments based on their historic merit, through heritage revitalization agreements or other tools provided in the Local Government Act.

7.2.3 Documentation of Buildings

Many of the modest houses that remain in the area will disappear within the context of much higher density development; however, some may be of interest to the history of Willoughby from an archival perspective. If a building has been deemed to be of heritage interest based on previous documentation, such as the Willoughby Heritage Study, photo documentation for archival purposes may be requested by Township staff prior to demolition. In the case of historic buildings documented for the Township's Inventory that are not planned for retention (see Built Heritage above), an As-found Report will be required to the satisfaction of the Township prior to removal.

7.2.4 Commemoration of Early Places through Historic Place Names

When appropriate, commemorating early places with historic place names shall be considered. This includes the use of interpretive projects that recognize or celebrate aspects of Willoughby's history.

7.3 VIEW CONSIDERATIONS

Within the Smith neighbourhood there are some areas with distant views, specifically those toward the Milner valley bottom and beyond. When designing and/or locating new subdivisions, roads, buildings, parks, or trails, consideration should be given to the various view levels, with the objective of enhancing and preserving views from the neighbourhood.

7.4 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The safety and security of residents is 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, vehicles, transit users and cyclists. Traffic safety is addressed further in Section 8.

The way in which we design our communities and public spaces, allows for new development and encourages interaction amongst the public 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 - a design or location decision that takes into account the surrounding environment and minimizes the use of space by conflicting groups
- Image/Maintenance - ensuring that a building or area is clean, well-maintained, and graffiti-free

The Smith Neighbourhood Plan has been developed to align with the spirit of the CPTED principles. As development within Smith occurs over time, planning staff should verify that land development proposals comply with CPTED principles prior to approval.

Key design strategies for safety and security are outlined below:

- 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.
- Adequate lighting should be provided for all streets, lanes, parking areas, parks, trails, and building entrances to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.
- Landscaping and fencing should be designed to avoid the creation of blind spots or hiding places.
- Site design should allow for clear sightlines between parking areas, public sidewalks, and building entrances.

8.0 MOBILITY

8.1 TRANSPORTATION NETWORK

As the Smith neighbourhood develops, better connectivity will be achieved as arterial and collector roads are built or improved. The completion of a modified grid network will facilitate travel within the neighbourhood by providing alternatives to motorists and thus distributing vehicular traffic across several routes.

The Township's transportation network is classified according to a hierarchy based on function, traffic service, land access, and traffic volumes. The following road types are included within Smith:

- **Arterial Roads** have the primary function of accommodating longer-distance, regional travel, with limited access to individual parcels. The Smith neighbourhood has 72 Avenue, and 208 Street and the future 212 Street as arterial roads.
- **Collector Roads** are intended to connect traffic from local roads to arterial roads and place equal importance on traffic movement and access to properties. The collector roads within Smith form a grid network that will help distribute traffic throughout the area. The collector roads for Smith are 204 Street, 206 Street, 206A Street, 73A Avenue, 74B Avenue, and 76 Avenue.
- **Local Roads** are intended to provide access to individual properties and are not intended for through travel.
- **Lanes** are intended to provide access to individual properties from the rear. They are included in the Circulation Concept Plan at a conceptual level only.

The Circulation Concept Plan (Map 3) outlines the planned roadway network. Substantial compliance with the transportation network established in the Concept Plan is required; however, there is some flexibility.

The Circulation Concept Plan illustrates a local road network based on a modified grid with an east-west orientation as discussed in Section 2.1 Development applications should attempt to be in substantial compliance with the concept. Flexibility will be considered without amendment to this Land Use Plan where local roads cannot conform to the concept due to site constraints.

Rear lane or internal strata road access is required for all residential development parcels fronting on arterial roads, collector roads, and greenways. The "H"-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units.

Rights-of-way will have to be secured for all roads illustrated in the Circulation Concept Plan. Right-of-way includes sidewalks, travel and parking lanes, boulevards and utility allowances. The details are included within the Engineering Services Plan for transportation.

8.2 PEDESTRIAN AND CYCLIST FACILITIES

The transportation network established for the Smith neighbourhood conforms to Township standards for pedestrian infrastructure; all local and collector streets feature sidewalks on both sides that are at least 1.5 metres wide. In addition, enhanced pedestrian facilities are a key component of the Smith Neighbourhood Plan. As described in Section 6.2, the Neighbourhood Plan includes a network of greenways and trails along certain roads and as part of the overall open space network.

In keeping with the Township's natural surroundings, all three Arterial Roads (208 Street, 212 Street and 72 Avenue) incorporate the Street Greenway design into both sides of their right-of-way. The Smith Neighbourhood Plan area also includes on-street bicycle lanes and greenways on the 212 Street connection to the future 216 Street interchange. A community cycling route is shown on 76 Avenue up to the Smith Plan boundary and through development of the Smith area could extend east of 208 Street. An update to the Cycling Network should be considered for 74B Avenue. Cycling routes include on-street bicycles lanes, off street shared use trails or share the road facilities on local streets.

The Township of Langley's Ultimate Cycling Network was established in 2012 and is intended to meet the needs of as many different cyclists as possible. Three networks are defined as follows:

- **Commuter routes** provide direct links between residential communities and workplaces and are typically located on Arterial Roads with higher volumes of traffic.
- **Recreational routes** provide alternative links between residential areas and other destinations using lower volume roads, often in rural areas.
- **Community routes** provide circular routes within different communities and are designed to link with parks, schools, community facilities and local commercial areas and are located on quiet residential streets or off-street pathways.

Within the Smith Neighbourhood Plan, the following roadways are part of the cycling network:

- **Commuter Routes (On-Street)**
  - 208 Street – bike lane
  - 212 Connector – bike lane
  - 72 Avenue – bike lane
- **Recreational Routes**
  - 206 Street
  - 208 Street
  - 212 Connector
  - 72 Avenue
- **Community Routes**
  - 206 Street
  - 209A Street north of 72 Avenue
  - 72 Avenue between 206 Street and 209A Street
  - 76 Avenue west of 206 Street

8.3 TRANSIT SERVICE

The 2007 South of Fraser Area Transit Plan provides a long-term vision for transit in 2031. This vision includes 208 Street as a Frequent Transit Network (FTN) route candidate.

The Township of Langley has a low transit mode share, which is fairly typical of the land use and demographics. In future, transit ridership is expected to grow to reflect better options provided for residents, including higher order transit along 208 Street.

An objective for the Smith neighbourhood is to enable active transportation in the neighbourhood by implementing a convenient pedestrian and cycle network. The goal is that, among other things, these pedestrian and cycling facilities will connect residents' homes or jobs to transit stops.

Basic bus stops should include a transit stop and appropriately sized landing pad to accommodate passenger disembarkment from rear doors. In locations where high transit patronage is expected, passenger amenities should also include shelters, benches and potentially, integration with adjacent buildings. Secure bicycle parking could also be contemplated to extend the transit commuter-shed beyond the 5-minute walk circle.

8.4 TRAFFIC CONTROL AND TRAFFIC CALMING

The Township has an approach to intersection control that shall be applied to the Smith neighbourhood as growth occurs. In general, the following traffic control should be pursued:

Intersection Type	Traffic Control Type
Arterial/ Arterial	Traffic signals
Arterial/ Collector	Traffic signals
Collector/ Collector	Roundabout

The development approval process requires that detailed transportation assessments be carried out for individual sites and the intersection control type identified above should be used as a starting point.

8.5 PARKING AND TRANSPORTATION DEMAND MANAGEMENT

On-street parking is permitted on both sides of collector roads and local roads and should be incorporated into the design of the transportation network.

Front-loaded residential development must have double driveways and enough space for one vehicle to park on-street in front of each unit. Rear-loaded residential development must have

space for on-street parking and within the garage at rear of lot, accessed from the lane. The latter provides the opportunity for continuous sidewalk facilities along frontages, enhancing the pedestrian experience.

In order to promote a vibrant, transit-oriented development, opportunities to reduce parking requirements should be pursued for developments within a 400-metre walking distance to transit stops along 208 Street.

In order to promote a vibrant, transit-oriented development, opportunities to reduce parking requirements should be pursued for developments within a 400-metre walking distance to transit stops along 208 Street, including consideration of car-sharing programs and opportunities in a secure and appropriate location within all multi-family developments.

9.0 INFRASTRUCTURE

9.1 WATER

9.1.1 Existing Context

The entire Smith Neighbourhood Plan lies within the 131 metre Willoughby pressure zone, which is fed by the Greater Vancouver Water District (GVWD) reservoir through Willoughby Pump Station and Pressure Reducing Value at 73A Avenue and 204 Street. The existing Jericho Reservoir does not contribute to the 131m pressure zone in Smith. The Engineering Service Plan completed as part of the Smith Neighbourhood Plan process provides an updated water distribution strategy to support the neighbourhood.

The East Langley main water supply runs along 73B Avenue and 72 Avenue connecting GVWD main water to East Langley, but is not available to service the Smith NP. Other water supply lines network in this area are limited due to the rural nature of the existing area.

9.1.2 Future Conditions

The Smith neighbourhood will require expanding and upgrading of the existing system to meet peak water and fire peak demands for the projected growth in the area.

Water main lines will need upgrades or replacement. Fire hydrants may be required on both sides of wide arterial roadways.

Applicants are required to prove buildout servicing capacity for all affected lands.

9.2 SANITARY SEWER

9.2.1 Existing Context

There is currently no existing sanity sewer infrastructure within the Smith neighbourhood with only limited existing infrastructure on the edges of the plan boundary. The rural properties are served by individual septic systems.

All proposed sewers in the Smith neighbourhood will flow into the Central Gordon Estates neighbourhood and Northeast Gordon Estates neighbourhood existing and proposed sanitary sewer systems.

9.2.2 Future Conditions

The sanitary sewer in Smith should follow the road layout and phasing of the overall development of the neighbourhood.

Applicants are required to prove buildout servicing capacity for all affected lands.

9.3 STORMWATER

9.3.1 Existing Context

Most of the Smith neighbourhood lies within the Worrell Creek and Crush Creek Watershed. The major catchment area extends beyond the boundary of the Smith Plan into the Northeast Gordon Estate neighbourhood south of 72 Avenue. The existing drainage system consists of open ditches and driveway culverts located along existing roadways and includes storm sewers along 72 Avenue and 208 Street servicing the neighbourhood. The two sewers join at a junction and continues south along 208 Street to discharge into the existing detention pond located at 69 Avenue and 210 Street.

The area is characterized by low-density single-family lots and generally consists of a mixture of grass and tree cover. Similar to the surrounding neighbourhoods, a progressive rainwater management system has been developed due to little infiltration capacity of the surface conditions. As development occurs the urban land uses increase impervious surfaces, the extra runoff must be managed to minimize the effects of higher discharge and run–off volumes.

In 2012, the Gordon Estates Engineering Services Plan provided a drainage and management plan considering the completed development of the Smith neighbourhood peak flows. The Smith Engineering Services Plan is consistent with the Gordon Estates Engineering Services Plan.

9.3.2 Future Conditions

Components of a Smith Engineering Services Plan is expected to propose compensatory actions to mitigate the effects of higher discharge rates and run–off volumes therefore

decreasing risk to erosion and flooding. The Smith neighbourhood conveyance system will generate runoff into three communal detention ponds.

At least two detention ponds are planned for this neighbourhood. The stormwater pond located at 72 Avenue and 210 Street will drain into the storm sewers along 210 Street. A second stormwater pond is required at 74B Avenue and 210 Street. Ponds within the Smith neighbourhood will limit discharge to pre-development rates to the 208 and 210 Streets sewer systems and discharge flows to Worrell Creek.

Stormwater management will also include best practices such as infiltration trenches and absorbent landscaping to retain rainwater on site and recharge it to ground. Routing and sizing of trunk storm sewers have been identified in the Engineering Services Plan. Aging sewer lines will need to be replaced with larger diameter sewers. Construction of any infrastructure will not be allowed along the Ecological Corridor on 210 Street. The stormwater system for serving 209 and 210 Streets will have to flow west and will have to be deep enough against the land gradient.

Applicants are required to prove buildout servicing capacity for all affected lands.

9.4 ENGINEERING SERVICES PLAN

A future Smith Engineering Services Plan (ESP) is expected to establish conceptual water, sanitary sewer, road and drainage servicing strategies for the Smith neighbourhood to support future land uses specified in the Neighbourhood Plan. The ESP is not an adopted document and is provided to serve as a framework for preparing servicing plans for individual developments.

The servicing strategies aim for efficiency, cost effectiveness and the equitable distribution of costs. There may be alternative servicing strategies to those presented in the ESP resulting from the ability to secure land or rights-of-way for infrastructure, the timing of development of specific properties, or simply, a different engineering approach.

Alternative servicing strategies may be considered and implemented by the Township if a new scheme meets the spirit and intent of the Smith Engineering Services Plan and in the opinion of the Township, does not adversely impact servicing requirements for property owners.

Until a Smith ESP is complete applicants are required to prove out their proposal for servicing capacity.

9.5 HYDRO, TELEPHONE, STREET LIGHTING AND OTHER UTILITIES

As stipulated in the Township's Subdivision and Development Servicing Bylaw, new hydro and telecommunications lines are to be provided underground. Street lighting shall be provided on all streets in accordance with the Subdivision and Development Servicing Bylaw.

10.0 FINANCIAL STRATEGY

The Smith Neighbourhood Plan 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 Charges Bylaw sets DCC rates for each engineering service 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 that they have constructed. Given the high cost of the sanitary sewer, drainage, highway, and municipal water facilities required to permit development, the Township may provide opportunities to the property owners to achieve cost recovery.

Several cost recovery mechanisms are available for consideration, including Latecomer Agreements, Development Works Agreements (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. It is therefore 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 Smith Neighbourhood Plan also includes several amenities to be funded through an Amenity Zoning Bylaw. These amenities include:

- Pocket Parks,
- Greenways of various types,
- Enhanced Sidewalks, and
- Heritage Amenity Structures.

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 Willoughby Amenity Zoning Policy.

11.0 IMPLEMENTATION

11.1 PHASING

Development of the Smith neighbourhood shall proceed in phases based on drainage catchment areas, and the need for elementary school and neighbourhood park.

11.2 GENERAL PREREQUISITES

Prior to the adoption of a zoning bylaw amendment in the Smith Neighbourhood Plan, the following general prerequisites must be satisfied.

1. With the exception of non-residential developments, a joint elementary school and neighbourhood park site must be secured to the acceptance of the Township of Langley and the Langley School District, subject to other provisions of this Plan, before any development may occur in the neighbourhood.
2. Prior to each phase opening up for development the required community stormwater detention site to serve that area must be secured and must be located to serve the entire storm catchment area to the acceptance of the General Manager of Engineering. Interim on-site detention will not be allowed.
3. 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 Agreements (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA) may be considered, where applicable, to the acceptance of the Township.

11.3 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, road typologies (Section 8.0) 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. Where green space or public amenity is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Greenway/Trail, Pocket Parks, Blue Link/Art Walk, Wildlife Habitat Patches, or Public Art construction.
7. Implementation of environmental protection as outlined in the plan and/or by DFO including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.
8. 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.
9. Secure (through the Servicing Agreement) fencing for all developments that abut the greenways, parks, ecological buffers, and environmental area to municipal standard and to the acceptance of the Township.
10. Secure a 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.
11. Restoration/relocation, or other means of treatment of heritage resources listed within the plan to the satisfaction of the Township.
12. Secure public access right-of-way through detached condominium strata developments for green links, roads, and sidewalks only. Public access shall not extend to on-street

parking. No public access is to be granted for private entrances onto the green links.

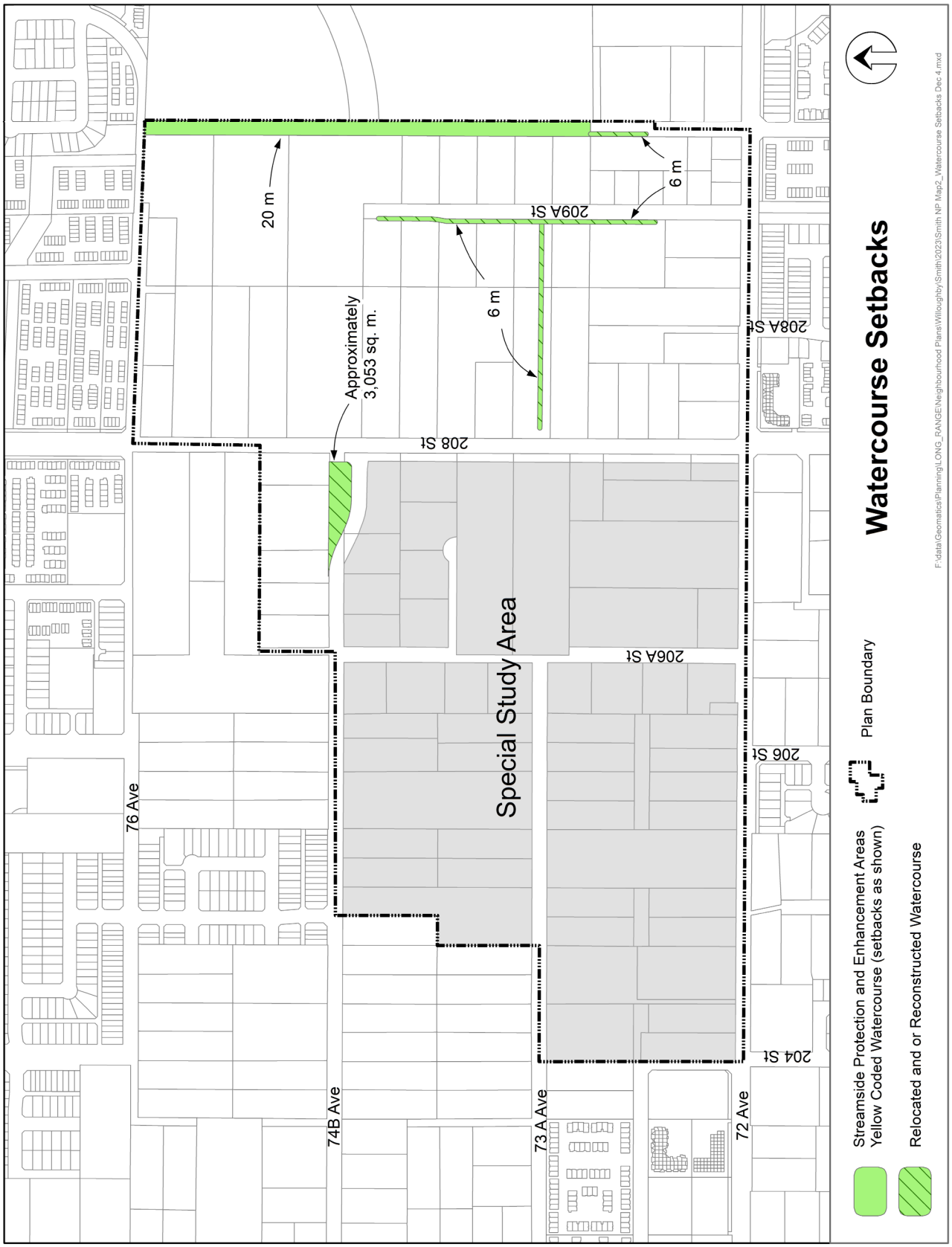
13. Register a restrictive covenant on title preventing detached condominium strata developments from constructing or placing any barriers – physical or psychological (i.e. fences, gates, signage, etc.);
14. Registration of restrictive covenants that may include, but are not limited to
    a. Non-disturbance 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.
15. Register a restrictive covenant on title for the maintenance and upkeep of the green links and ecological buffers. The covenant shall address preventing developments construction or placement of any barriers – physical or psychological (i.e. fences, gates, signage, etc.) that would prevent or discourage public access through the green links; and
16. Payment of rezoning, development permit and neighbourhood planning fees and amenity fees in accordance with the Willoughby Greenway Amenity Policy as amended from time to time.

Maps

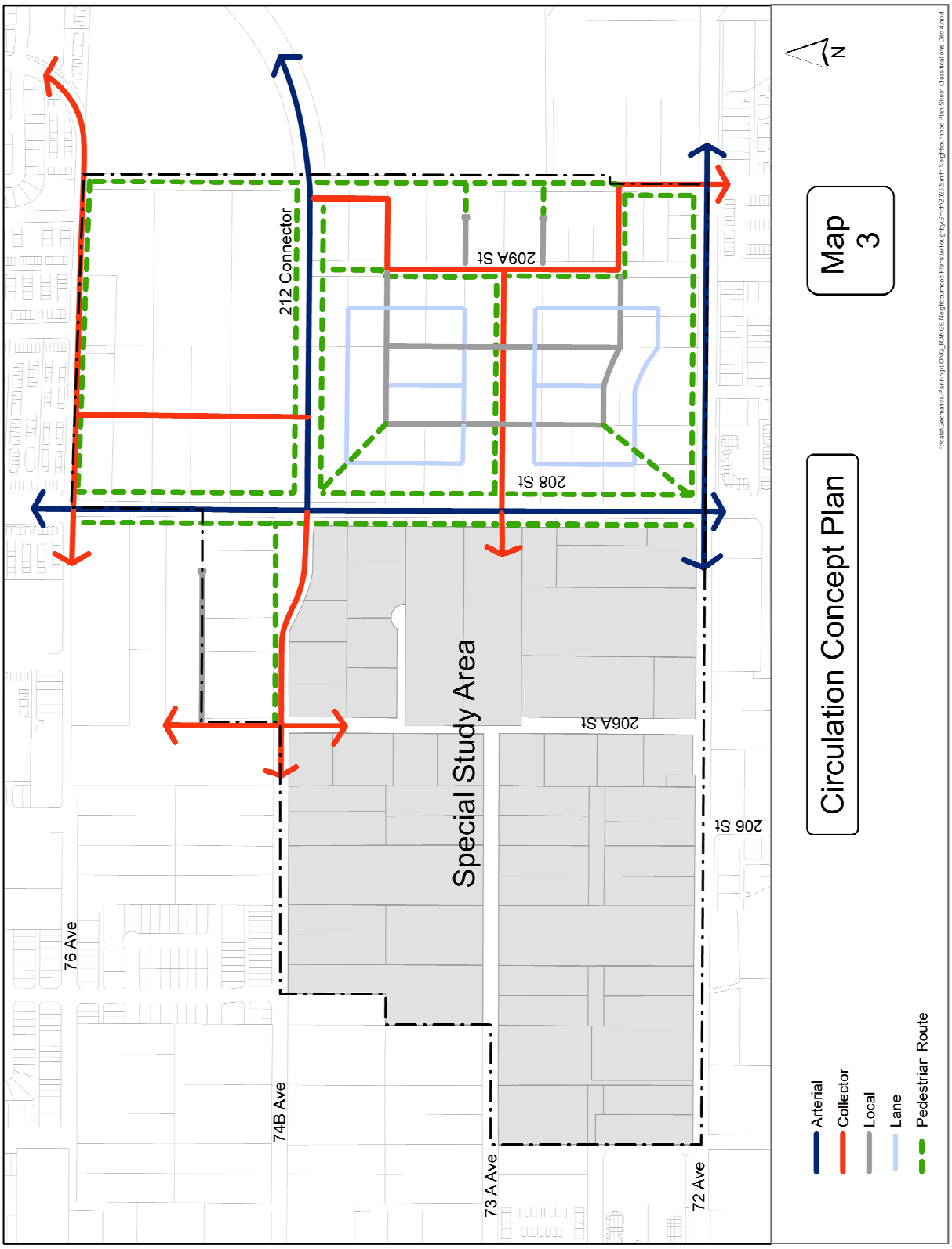
Map 1 | Smith Land Use Plan



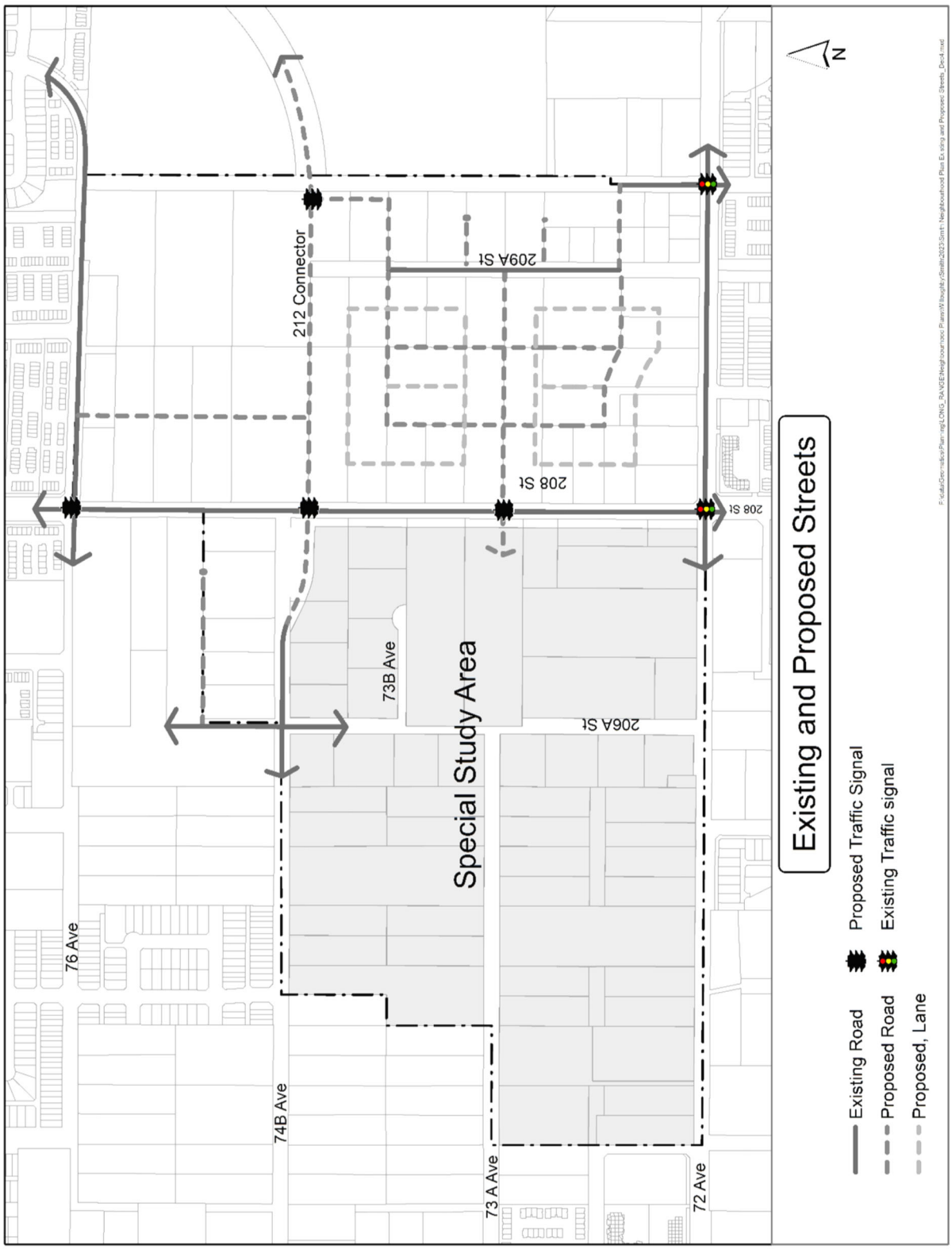
Map 2 | Watercourse Setbacks



Map 3 | Circulation Concept Plan



Map 4 | Existing and Proposed Streets



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	DECEMBER 18, 2023 – REGULAR MEETING	**REPORT:**	23-268
FROM:	FINANCE DIVISION	**FILE:**	1700-80
SUBJECT:	LANGLEY 2024 – 2028 FIVE-YEAR FINANCIAL PLAN BYLAW AND DEVELOPMENT COST CHARGE RESERVE FUND EXPENDITURE BYLAW		

RECOMMENDATIONS:

That Council give first, second, and third reading to the Langley 2024 – 2028 Five-Year Financial Plan Bylaw No. 5976.

That Council give first, second, and third reading to the Development Cost Charge Reserve Fund Expenditure Bylaw No. 5977.

EXECUTIVE SUMMARY:

The *Community Charter* requires Council to adopt the Langley 2024 – 2028 Five-Year Financial Plan Bylaw before adopting the Annual Tax Rates Bylaw and not later than May 15, 2024. The Langley 2024 – 2028 Five-Year Financial Plan Bylaw No. 5976 will establish the budget for revenues, expenditures, debt servicing and transfers to and from Township funds for 2024 – 2028 for Universal Services[1] and User Pay Utilities (Water, Sanitary Sewer, and Solid Waste). The plan includes a 2.25% property tax revenue increase, due to growth from new construction.

Revenue budget increases included are as follows:

- Universal Services: 7.59% property tax rate increase
- Library Services: 14.9% library services rate increase
- Water User Pay Utility: 6.93% user fee increase
- Sanitary Sewer User Pay Utility: 10.94% user fee increase
- Solid Waste User Pay Utility: 10.32% user fee increase

[1] Universal Services: Parks Utility Fund, Transportation Utility Fund, Stormwater Utility Fund and General Fund which includes Fire Services, Police Services, Recreation and Cultural Services, Facility Management and General Government

A five-year projection of proposed changes is as follows:

UNIVERSAL SERVICES	2024	2025	2026	2027	2028
Proposed Property Tax Revenue Increases	7.59%	12.80%	10.67%	7.18%	4.84%

Also, in accordance with the *Community Charter*, Council must adopt the Development Cost Charge Reserve (DCC) Fund Expenditure Bylaw No. 5977 authorizing the expenditure of funds from DCC Reserves for 2024 DCC capital projects, including related debt servicing, as well as DCC capital projects in progress from prior years.

PURPOSE:

The purpose of this report is to bring forward the Langley 2024 – 2028 Five-Year Financial Plan Bylaw No. 5976 and the Development Cost Charge Reserve Fund Expenditure Bylaw No. 5977 for three readings.

DISCUSSION/ANALYSIS

The *Community Charter* requires Council to adopt the Langley 2024 – 2028 Five-Year Financial Plan Bylaw before adopting the Annual Tax Rates Bylaw and not later than May 15, 2024. The Langley 2024 – 2028 Five-Year Financial Plan Bylaw No. 5976 will establish the budget for revenues, expenditures, debt servicing and transfers to and from Township funds for 2024 – 2028 for Universal Services[2] and User Pay Utilities (Water, Sanitary, Sewer and Solid Waste). The plan includes a 2.25% property tax revenue increase, due to growth from new construction.

Revenue budget increases included are as follows:

- Universal Services: 7.59% property tax rate increase
- Library Services: 14.9% library services rate increase
- Water User Pay Utility: 6.93% user fee increase
- Sanitary Sewer User Pay Utility: 10.94% user fee increase
- Solid Waste User Pay Utility: 10.32% user fee increase

Also, in accordance with the *Community Charter*, Council must adopt the Development Cost Charge Reserve (DCC) Fund Expenditure Bylaw No. 5977 authorizing the expenditure of funds from DCC Reserves for 2024 DCC capital projects, including related debt servicing, as well as DCC capital projects in progress from prior years.

Respectfully submitted,

Karamjit Mahil
MANAGER, FINANCIAL PLANNING
for
FINANCE DIVISION

[2] Universal Services: Parks Utility Fund, Transportation Utility Fund, Stormwater Utility Fund and General Fund which includes Fire Services, Police Services, Recreation and Cultural Services, Facility Management and General Government.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY 2024 – 2028 FIVE-YEAR FINANCIAL PLAN BYLAW NO. 5976

EXPLANATORY NOTE

The Langley 2024 - 2028 Five-Year Financial Plan Bylaw No. 5976 authorizes the expenditure of funds for the Municipality. The Langley 2024 - 2028 Five-Year Financial Plan Bylaw No. 5976 is prepared pursuant to Section 165 of the *Community Charter* and is required to be adopted by Council prior to the Tax Rates Bylaw and May 15, 2024.

An expenditure that is not provided for in the 2024 - 2028 Five-Year Financial Plan is not lawful.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY 2024 - 2028 FIVE-YEAR FINANCIAL PLAN BYLAW NO. 5976

A bylaw to establish the Five-Year Financial Plan from 2024 to 2028.

WHEREAS Section 165 of the "*Community Charter*" requires that the Corporation of the Township of Langley adopt a Five-Year Financial Plan prior to approval of the Tax Rates Bylaw and May 15, 2024:

NOW THEREFORE, the Local Government 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 the "Langley 2024 - 2028 Five-Year Financial Plan Bylaw No. 5976".

2. Schedule "A", being the Revenue Plan Objectives and Policies, attached hereto and forming part of this bylaw is hereby adopted as the 2024 – 2028 Five Year Financial Plan of The Corporation of the Township of Langley.

3. Schedule "B", being the Financial Plan, attached hereto and forming part of this bylaw is hereby adopted as the 2024 - 2028 Five Year Financial Plan of The Corporation of the Township of Langley.

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	, 2024

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
LANGLEY 2024-2028 FIVE YEAR FINANCIAL PLAN BYLAW NO. 5976
SCHEDULE "A" – REVENUE PLAN OBJECTIVES AND POLICIES

In accordance with the *Community Charter* disclosure requirements, the Township of Langley discloses the following information.

1. The proportions of revenue proposed to come from the various funding sources.
2. The distribution of property taxes among property classes.
3. The use of permissive tax exemptions.

1. Proportion of total revenue from various funding sources

Revenue Source	Operating Budget Funding Sources	Capital Budget Funding Sources
Property taxes	52%	0%
Sale of Service – Utilities	20%	0%
Sale of Service - Other	8%	0%
Other sources	11%	38%
Transfer from own funds	9%	28%
Proceeds from borrowing	0%	34%
Total	**100%**	**100%**

The table above reflects Revenue raised from each funding source in 2024. Property Taxes form the greatest proportion of operating revenue for the Township, and they provide a stable and consistent source of revenue for many services that are difficult or undesirable to fund on a user-pay basis. Such services include parks, transportation, stormwater, fire protection, policing services, recreation and culture, facility maintenance and general government. For these reasons, property taxation will continue to be a major source of the Township revenue.

User fees and charges are the second largest portion of general operating revenue. Many Township services, such as water, sanitary sewer, and solid waste (including garbage and organics collection and disposal), are charged on a user-pay basis, which ensures they are paid for by taxpayers receiving these services.

The capital program is only partially funded from General and Utility Funds revenues, with most of the funding coming from sources such as reserves and surplus, development cost charges receipts, senior government grants, local area service funds and from debt financing.

2. Distribution of actual 2023 property taxes among the various property classes

Property Class	Property Class Description	2023 Property tax Revenue %
1	Residential	63.21%
2	Utilities	0.94%
4	Major Industry	0.18%
5	Light Industry	9.48%
6	Business	25.50%
8	Recreation	0.18%
9	Farm	0.51%
	Total	**100.00%**

The distribution of property tax revenue among the various property classes is presented in the table above. The practice of Council is to set tax rates in order to maintain reasonable tax stability in compliance with the *Community Charter*. This has been accomplished by maintaining the proportionate relationship provided above between property classes as impacted by annual average changes in assessed values of each class. (Property classes are defined and values determined by British Columbia Assessment).

3. Use of Permissive Tax Exemptions

The *Community Charter* provides Municipalities the ability to grant permissive exemptions under Sections 244, 225 and 226. The Township's permissive exemption policy sets the parameters under which Council considers applications for permissive exemptions from property taxes from organizations that are eligible for such exemptions.

The Township grants permissive exemptions for buildings for public worship; not-for-profit and charitable organizations and community halls; and heritage properties. Council supports, through permissive exemptions from property taxes, organizations that provide services that fulfill some basic need, improve the life of Township residents and are compatible with or are complementary to the services offered by the Township.

Per Council Report 23-177, dated September 11, 2023, Council approved permissive tax exemptions calculated to be approximately $1,466,703, which is a 0.9% property tax increase[1]

Value of Permissive Tax Exemptions	Actuals 2023	Estimated 2024 before additions and deletions
Places of Worship	$765,478	$803,752
Not-For-Profit Organizations	$608,449	$638,871
Heritage properties	$21,417	$22,488
Partnering Property	$1,516	$1,592
TOTAL	$1,396,860	$1,466,703

1 1% Universal Services Property Tax Increase for 2024 = $1,662,400

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
LANGLEY 2024 - 2028 FIVE YEAR FINANCIAL PLAN BYLAW NO. 5976
SCHEDULE "B" – FINANCIAL PLAN

	2024 $	2025 $	2026 $	2027 $	2028 $
REVENUE					
Operating Plan					
Property Taxes and Levies	195,240,719	221,832,630	247,697,468	268,487,053	285,099,173
Sale of Services-Utilities	74,354,387	83,828,166	93,862,570	101,628,651	109,218,864
Sale of Services-Other	29,543,876	29,551,003	29,552,758	31,138,673	32,696,265
Other Revenue	39,070,915	42,414,186	42,787,394	43,373,268	44,052,849
Transfer from Surplus and Reserves	35,130,517	33,123,480	37,279,511	36,788,599	36,613,599
Operating Plan Sub-total	**373,340,414**	**410,749,465**	**451,179,701**	**481,416,244**	**507,680,750**
Capital Plan					
Contribution from Current Year Revenue	1,550,000	1,550,000	1,550,000	1,550,000	1,550,000
Transfer from Prior Year's Surplus	290,500	150,000	150,000	150,000	150,000
Transfer from Development Cost Charge Reserves	176,273,795	30,000,000	30,000,000	30,000,000	30,000,000
Transfer from Capital Surplus and Reserves	269,005,529	73,950,000	73,950,000	73,950,000	73,950,000
Private Funds and Other Sources	177,121,052	30,600,000	30,600,000	30,600,000	25,000,000
Proceeds From Borrowing	333,187,628	305,744,000	50,000,000	50,000,000	50,000,000
Capital Plan Sub-Total	**957,428,504**	**441,994,000**	**186,250,000**	**186,250,000**	**180,650,000**
TOTAL FINANCIAL PLAN REVENUE	**1,330,768,918**	**852,743,465**	**637,429,701**	**667,666,244**	**688,330,750**
EXPENDITURE					
Operating Plan					
Municipal Services	309,887,724	319,389,064	336,771,780	350,859,572	364,311,689
Debt Service	33,468,454	60,543,644	80,665,690	91,175,927	95,530,844
Contribution to Funds and Reserves	29,984,236	30,816,757	33,742,231	39,380,745	47,838,217
Operating Plan Sub-Total	**373,340,414**	**410,749,465**	**451,179,701**	**481,416,244**	**507,680,750**
Capital Plan	**957,428,504**	**441,994,000**	**186,250,000**	**186,250,000**	**180,650,000**
TOTAL FINANCIAL PLAN EXPENDITURES	**1,330,768,918**	**852,743,465**	**637,429,701**	**667,666,244**	**688,330,750**

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DEVELOPMENT COST CHARGE RESERVE FUND

EXPENDITURE BYLAW NO. 5977

EXPLANATORY NOTE

Bylaw No. 5977 provides for the 2024 Capital Expenditure Program (and related debt) from the Development Cost Charge Reserve Fund as provided by the 2024 – 2028 Five Year Financial Plan. The projects are for road, stormwater, sewer, water services and for parkland acquisition and development.

Expenditures have been included in the DCC Expenditure Bylaw, even when it looks like there are not enough funds available, in the event that enough DCC funds are received during the year. Projects will only proceed when sufficient funds are available.

Funds that become available in the Parkland Acquisition DCC Reserve, Water DCC Reserve, Stormwater DCC Reserve, and Roads DCC Reserve are first directed towards payment of the annual debt.

Presently, there are estimated expenditures under the bylaw in the amount of $176,273,795 which include capital carry-forwards from prior years, current debt payments and new capital projects for 2024.

Should any of the above-noted monies remain unexpended at the end of a project; the unexpended balance will be returned to the credit of the reserve fund.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DEVELOPMENT COST CHARGE RESERVE FUND

EXPENDITURE BYLAW NO. 5977

WHEREAS it is deemed expedient to expend monies set aside in the Development Cost Charge Reserve Fund established pursuant to Bylaw 1980 No.1946 and interest earned thereon for the following purposes:

	TOTAL
Roads	**66,637,203**
Stormwater	**9,360,429**
Sewer	**4,271,063**
Water	**20,835,953**
Parkland	**56,289,192**
Park Development	**18,879,955**
TOTAL	**176,273,795**

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 as “Development Cost Charge Reserve Fund Expenditure Bylaw No. 5977”.

2. There is hereby authorized to be expended from the monies set aside and any interest earned thereon pursuant to the Bylaw entitled “Development Cost Charge Reserve Fund Bylaw 1980 No. 1946”, a sum not exceeding one hundred and seventy-six million two hundred seventy three thousand and seven hundred ninety-five dollars for capital improvements and debt repayment as aforementioned.

Should any of the above-mentioned funds remain unexpended, after the expenditures hereby authorized have been made, the unexpended balance shall be returned to the credit of the said Reserve Fund.

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	, 2024

_____ Mayor _____ Township Clerk

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	DECEMBER 18, 2023 – REGULAR MEETING	**REPORT:**	23-270
FROM:	FINANCE DIVISION	**FILE:**	1700-80
SUBJECT:	USER PAY UTILITY RATE BYLAWS FOR 2024		

RECOMMENDATIONS:

That Council give first, second, and third reading to the Langley Waterworks Regulation Bylaw 2008 No. 4697 Amendment Bylaw No. 5978.

That Council give first, second, and third reading to the Langley Sewerworks Regulation Bylaw 2018 No. 5367 Amendment Bylaw No. 5979.

That Council give first, second, and third reading to the Langley Solid Waste Management Bylaw 2016 No. 5200 Amendment Bylaw No. 5980.

EXECUTIVE SUMMARY:

The *Community Charter* provides for Council to adopt Bylaws approving imposition of fees and charges with respect to user pay services provided. Bylaws 5978, 5979, and 5980 include user pay utility rate changes for 2024 as contemplated in the 2024–2028 Five Year Financial Plan for water, sanitary sewer, and solid waste.

User Pay Utility Rates are adjusted annually, as required, to offset general inflation, salary and wage increases, major and regional contract increases (water and liquid waste), capital infrastructure, construction and improvements, and related debt servicing.

The annual impact of proposed adjustments on a representative single-family household subscribing to each service for 2024 is shown below.

USER PAY UTILITIES	Percent Change	Annual Rate Change	Annual Flat Rate
Water	6.93%	$45.70	$705.14
Sanitary Sewer	10.94%	$59.97	$608.13
Solid Waste 240L[1]	10.32%	$28.93	$372.39
Solid Waste 120L	10.32%	$23.93	$287.39

PURPOSE:

[1] A representative household is considered to use a 240L solid waste unit for purposes of discussion.

The purpose of this report is to bring forward the aforementioned User Pay Utility Rate Bylaws 5978, 5979, and 5980 for three readings.

DISCUSSION/ANALYSIS:

The *Community Charter* provides for Council to adopt bylaws approving imposition of fees and charges with respect to user pay services provided. Bylaws 5978, 5979, and 5980 include user pay utility rate changes for 2024 as contemplated in the 2024–2028 Five Year Financial Plan for water, sanitary sewer, and solid waste.

User Pay Utility Rates are adjusted annually, as required, to offset general inflation, salary and wage increases, major and regional contract increases (water and liquid waste), capital infrastructure, construction and improvements and related debt servicing.

The annual impact of proposed adjustments on a typical household subscribing to each service for 2024 is shown below.

USER PAY UTILITIES	Percent Change	Annual Rate Change	Annual Flat Rate
Water	6.93%	$45.70	$705.14
Sanitary Sewer	10.94%	$59.97	$608.13
Solid Waste 240L[2]	10.32%	$28.93	$372.39
Solid Waste 120L	10.32%	$23.93	$287.39

WATER UTILITY

Langley Waterworks Regulation Bylaw 2008 No. 4697 Amendment Bylaw No. 5978 sets the minimum charge for metered water customers at $352.57 for each six-month period for the first 110 cubic meters of water consumed. The current rate is $329.72.

The volume of water consumed after the first 110 cubic meters per six-month period will be charged a rate of $1.019 per cubic meter. The current rate is $0.953 per cubic meter.

The annual flat rate for residential customers will be $705.14. The current rate is $659.44.

SANITARY SEWER UTILITY

Langley Sewerworks Regulation Bylaw 2018 No. 5367 Amendment Bylaw No. 5979 sets the annual flat rate per service connection at $608.13 for residential sewer use. The current rate is $548.16.

The rate for Non-Residential sewer use is set at $1.711 per cubic meter of sewage discharged with a minimum of $304.07 per service connection for each six-month period. The current rates are $1.542 per cubic meter of sewage discharged with a minimum of $274.08 per service connection for each six-month period.

[2] A representative household is considered to use a 240L solid waste unit for purposes of discussion.

SOLID WASTE UTILITY

Langley Solid Waste Management Bylaw 2016 No. 5200 Amendment Bylaw No. 5980 revises the base eligible property and annual collection fees as follows:

Eligible Property Fees	2024 Rate	Previous Rate
Base Eligible Property Fee (curbside collection)	$202.39	$183.46
Base Eligible Property Fee (centralized collection – all services)	$148.82	$134.90
Base Eligible Property Fee (centralized collection – organics only)	$53.57	$48.56

Annual Collection Fees	2024 Rate	Previous Rate
120L Garbage Cart Fee	$85	$80
240L Garbage Cart Fee	$170	$160

Respectfully submitted,

Karamjit Mahil
MANAGER, FINANCIAL PLANNING
for
FINANCE DIVISION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY WATERWORKS REGULATION BYLAW 2008 NO. 4697
AMENDMENT BYLAW NO. 5978

EXPLANATORY NOTE

Bylaw No. 5978 sets the minimum charge for metered water customers at $352.57 for each six-month period for the first 110 cubic meters of water consumed. The current rate is $329.72.

The volume of water consumed after the first 110 cubic meters per six-month period will be charged a rate of $1.019 per cubic meter. The current rate is $0.953 per cubic meter.

The flat rate for residential customers will be $705.14. The current rate is $659.44.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY WATERWORKS REGULATION BYLAW 2008 NO. 4697

AMENDMENT BYLAW NO. 5978

WHEREAS Bylaw No. 4697, cited as “Langley Waterworks Regulation Bylaw 2008 No. 4697” provides for the regulation of the water works system, water supply and rates.

AND WHEREAS it is deemed desirable and expedient to amend Bylaw 4697.

NOW THEREFORE, the 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 Waterworks Regulation Bylaw 2008 No. 4697 Amendment Bylaw No. 5978”.

2. Bylaw No. 4697 cited as “Langley Waterworks Regulation Bylaw 2008 No. 4697” is amended by deleting Section 1 and Section 2 of Schedule “A” attached to Bylaw No. 4697 and substituting the following therefore:

Section 1 BASIC RATES

The annual flat rate for a Distinct Premise or Coach House is $705.14.

An additional fee amount equal to 30% of the annual flat rate will be charged where a “Premises” contains a “Secondary Suite”.

Subject to the following: the annual flat rate for 2024 shall be multiplied by 365/351 and calculated from January 15, 2024.

Section 2 RATES FOR METERED SERVICE

The two (2) meter billings during the year are based on the consumption for the preceding six (6) month period.

The rates for each billing will be:

- The first 110 cubic meters at a flat rate of $352.57 per service connection.
- The remainder at $1.019 per cubic meter (Metered Rate).
- The minimum charge is $352.57 per service connection plus meter rent.

Subject to the following: the minimum charge for each six-month period for 2024 shall be multiplied by 365/351 and calculated from January 15, 2024.

READ A FIRST TIME the	day of	, 2023
READ A SECOND TIME the	day of	, 2023
READ A THIRD TIME the	day of	, 2023
RECONSIDERED AND ADOPTED the	day of	, 2024

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY SEWERWORKS REGULATION BYLAW 2018 NO. 5367

AMENDMENT BYLAW NO. 5979

EXPLANATORY NOTE

Bylaw No. 5979 sets the annual flat rate per service connection at $608.13 for residential sewer use. The current rate is $548.16.

The rate for Non-Residential sewer use is set at $1.711 per cubic meter of sewage discharged with a minimum of $304.07 per service connection for each six-month period. The current rates are $1.542 per cubic meter of sewage discharged with a minimum of $274.08 per service connection for each six-month period.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY SEWERWORKS REGULATION BYLAW 2018 NO. 5367

AMENDMENT BYLAW NO. 5979

WHEREAS Bylaw No. 5367, cited as "Langley Sewerworks Regulation Bylaw 2018 No. 5367" provides for the regulation of the sanitary sewer system, sewage treatment and rates;

AND WHEREAS it is deemed desirable and expedient to amend Bylaw No. 5367;

NOW THEREFORE, the 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 Sewerworks Regulation Bylaw 2018 No. 5367 Amendment Bylaw No. 5979".

2. Bylaw No. 5367 cited as "Langley Sewerworks Regulation Bylaw 2018 No. 5367" is amended by deleting Section 1. A., Section 2. A. and Sections 3 and 4 of Schedule "A" attached to Bylaw No. 5367 and substituting the following therefore:

Section 1 BASIC RATES

A. Annual Flat Rate

The annual flat rate for a Distinct Premise or Coach House is $608.13.

An additional fee amount equal to 30% of the annual flat rate will be charged where a "Premises" contains a "Secondary Suite".

Subject to the following: the annual flat rate for 2024 shall be multiplied by 365/351 and calculated from January 15, 2024.

Section 2 RATES FOR NON RESIDENTIAL SEWER USE

A. Sewer Rates and Minimums
Where a connection:

(a) Is to a property used for industrial, commercial, or institutional purpose.
(b) Is to a property with farm classification as identified by the B.C. Assessment Authority.
(c) Is to a property having a water service larger than 19 mm in diameter except for water services to a multi-family dwelling.

The owner shall be charged semi-annually based on the sewage discharged for each preceding six (6) month period. The billings will be calculated by multiplying the cubic meters of sewage discharged by the base rate RB where:

RB = $1.711
The minimum charge for each six-month period is $304.07 per service connection.

Subject to the following: The minimum charge for each six-month period for 2024 shall be multiplied by 365/351 and calculated from January 15, 2024.

Section 3 RATES FOR CONTAMINATED GROUNDWATER

All users of the sanitary sewer shall be charged a fee for the use of the system based on the approved maximum total discharge volume as indicated on the GVS&DD "Application for a Waste Discharge Permit pursuant to GVS&DD Sewer Use Bylaw No. 164."

All users of the sanitary sewer shall be charged for the contaminated groundwater discharged into the system according to the following base rate:

R = $1.711 per cubic meter.

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	, 2024

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SOLID WASTE MANAGEMENT BYLAW 2016 NO. 5200

AMENDMENT BYLAW NO. 5980

EXPLANATORY NOTE

Bylaw No. 5980 set the base collection fees for Municipal Collection Services (curbside collection) at $202.39. The current rate is $183.46.

The rate for Centralized collection - all services are set at $148.82. The current rate is $134.90.

The rate for centralized collection - organics only are set at $53.57. The current rate is $48.56.

The cart size fee for 240L container is set at $170. The current rate is $160.
The cart size fee for 120L container is set at $85. The current rate is $80.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SOLID WASTE MANAGEMENT BYLAW 2016 NO. 5200

AMENDMENT BYLAW NO. 5980

WHEREAS Bylaw No. 5200, cited as "Solid Waste Management Bylaw 2016 No. 5200" provides for a cart-based semi-automated garbage and organics collection program for residential properties, collection schedules, and requirement and servicing options for apartment and condominium multi-family residential buildings within the Township, and updated collection fees.

AND WHEREAS it is deemed desirable and expedient to amend Bylaw 5200;

NOW THEREFORE, the 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 "Solid Waste Management Bylaw 2016 No. 5200 Amendment Bylaw No. 5980".

2. Bylaw No. 5200 cited as "Solid Waste Management Bylaw 2016 No. 5200" is amended by deleting Schedule "A" Part 1 attached to Bylaw No. 5200 and substituting the following:

Part 1 – Base Collection Fee (proposed rates effective January 15, 2024)

The base collection fee payable by all residential owners receiving the Municipal Garbage Collection Service, the Municipal Organics Collection Service, and the Municipal Large Item Collection Service pursuant to this Bylaw shall be $202.39. The rate shall be collected with the annual property tax notice and shall be subject to the same terms, conditions and penalties as are applicable to the collection of the annual property taxes.

Eligible Property Fees	Amount
Base Eligible Property Fee (curbside collection)	$202.39
Base Eligible Property Fee (centralized collection – all services)	$148.82
Base Eligible Property Fee (centralized collection – organics only)	$53.57
Annual Collection Fees	**Amount**
Annual Fee for Municipal Garbage Collection Service:	
• 120L Garbage Cart Fee	$85
• 240L Garbage Cart Fee	$170
Annual Fee for Municipal Organics Collection Service	Included in Base Eligible Property Fee
Annual Fee for Municipal Large Item Collection Service	Included in Base Eligible Property Fee

Other Charges	Amount
Extra Garbage Sticker	$3 (plus GST)
Cart Administration Fee (Non-refundable)	$50
Damaged Cart Replacement Fee	$110

Subject to the following: the annual rate for 2023 shall be multiplied by 365/351 and calculated from January 15, 2024.

READ A FIRST TIME the	day of	, 2023
READ A SECOND TIME the	day of	, 2023
READ A THIRD TIME the	day of	, 2023
RECONSIDERED AND ADOPTED the	day of	, 2024

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

COUNCIL PROCEDURE BYLAW 2016 NO. 5199

AMENDMENT BYLAW NO. 5963

EXPLANATORY NOTE

Bylaw No. 5963 amends Bylaw No. 5199 and makes amendments and improvements including agenda submission deadlines, agenda release timing, and electronic meeting and Council delegation requirements.

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THE CORPORATION OF THE TOWNSHIP OF LANGLEY

COUNCIL PROCEDURE BYLAW 2016 NO. 5199

AMENDMENT BYLAW NO. 5963

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 “Council Procedure Bylaw 2016 No. 5199 Amendment Bylaw No. 5963”.

2. The “Council Procedure Bylaw 2016 No. 5199” as amended is further amended:

   a) Section 2.01 - Amend the definition “Public Notice Posting Place” to remove the words:

      “and the Township Website”.

   b) Section 5.01 - Replace the text with:

      “Council’s meeting scheduled shall include Regular Council meetings, Regular Council Public Hearing meetings and Closed Council meetings.

      The agenda for the Regular Council Public Hearing meeting may also include other non-Public Hearing related items that require Council action or direction.”

   c) Section 5.09 - Delete

   d) Section 5.10 - Delete

   e) Section 5.12 - Replace the text in the first paragraph with:

      “Closed Meetings of Council maybe held after the commencement or termination of a Regular Council meeting or other open Council meeting, upon resolution of Council to exclude the public from the meeting in relation to one or more matters specified in the *Community Charter* and may be called in accordance with the following provisions:

   f) Section 5.12(a) - Replace the text:

      “Special (Closed) Meeting”

      with the text:

      “Closed meeting”

   g) Section 5.12(b) - Replace the text:

      “Special (Closed) Meeting”

with the text:

"Closed meeting"

h) Section 5.12(f) - Replace the text:

"Special (Closed) Meeting"

with the text:

"Closed meeting"

Section 5.17 - Delete the text:

(called under Clause 5.12)

i) Section 5.19 - Delete

j) Section 5.20 - Delete

k) Section 5.21 - Delete

l) Section 5.22 - Replace the text with:

"A Special Council meeting may be conducted partially or solely by electronic or other communication means providing that a designated municipal officer attends the location where the public may hear, or watch and hear the meeting, except for portions of a meeting closed to the public or as otherwise directed by the Provincial Government of British Columbia."

m) Section 5.23 - Replace the text with:

"The notice for an electronic other communication method Special Council meeting shall be as provided in Part 7, Section 2 and will include the following additional information.

a) An advisement that the meeting is to be conducted via electronic or other communication methods.
b) Providing a location where the public may hear, or watch and hear the meeting, except for portions of a meeting closed to the public or as otherwise directed by the Provincial Government of British Columbia."

n) Section 5.24 – Replace the text with:

A Council member who is unable to attend a Regular Council meeting location due to one of the following:

(a) attendance at a Township business activity

(b) a Federal, Provincial or Local State of Emergency

(c) illness, injury, or other health concern

may participate in the meeting by means of electronic or other communication methods in which the public may hear, or watch and hear the Council member.

The Council member must advise the Clerk / Deputy Clerk of the electronic attendance not less then three (3) hours prior to the commencement of the meeting.

o) Section 5.26 - Delete

p) Section 6.01 - Replace the text:

"Regular Meeting"

with the text:

"Council meeting"

q) The following is enacted January 1, 2024.

Section 6.02 - Replace the text with:

"Prior to each Council meeting, the Township Clerk / Deputy Township Clerk must prepare an agenda setting out all the items for consideration at that meeting, noting in short form a summary for each item on the agenda. The regular scheduled meeting agendas will be provided to Council prior to end of day on the sixth (6th) day prior to the meeting date."

r) Section 6.03 - Deleted the text:

"Special"

s) The following is enacted January 1, 2024.

Section 6.04 - Replace the text:

"fifth (5th)"

with the text:

"twelfth (12th)"

t) The following is enacted January 1, 2024.

Section 6.05 - Replace the text:

"third (3rd)"

with the text:

"fourth (4th)"

u) The following is enacted January 1, 2024.

Section 6.07 - Replace the text:

“fifth (5th)”

with the text:

“twelfth (12th)”

v) Section 10.11 - Replace the text:

“Councillors”

With the text:

“Council members”

w) The following is enacted January 1, 2024.

Section 10.12 - Replace the text:

“fifth (5th)”

with the text:

“twelfth (12th)”

x) Section 10.13 - Replace the text with:

“Motions read to Council must appear in the minutes of that meeting as a “Notice of Motion” and be placed on the agenda for the next Regular meeting.”

y) The following is enacted January 1, 2024.

Section 12.05 - Replace the text with:

“The Township Clerk / Deputy Township Clerk must prepare and provide each Council member the minutes of previous meetings by end of day on the sixth (6th) calendar day prior to the meeting at which they are scheduled for adoption.”

z) The following is enacted January 1, 2024.

Section 13.01 - Replace the text:

“fifth (5th)”

with the text:

“twelfth (12th)”

aa) Section 13.02(a) - Replace the text with:

"(i) A bylaw in respect of which a public hearing has been or will be held in which a public hearing is required under an enactment as a pre-requisite to the adoption of the bylaw.

Applicants submitting a delegation request prior to the bylaw's public hearing will be advised that Council will accept a written submission."

"(ii) An amending zoning bylaw which is compliant with the area's Official Community Plan, and subject of a notice mail out prior to first reading.

Applicants submitting delegation requests will be advised that Council will accept a written submission; and further, Council may direct public input at a later date."

"(iii) Application types as provided for in section 8.4, *Development Application Procedures Bylaw No. 5760* as amended.

Applicants submitting delegation requests will be advised that Council will accept a written submission; and further, Council may direct public input at a later date."

bb) The following is enacted January 1, 2024.

Section 13.09 - Replace the text:

"fifth (5th)"

with the text:

"twelfth (12th)"

cc) Appendix A - Delete

dd) Appendix B - Replace with the text:

A Public Hearing is a statutory requirement under Section 464 of the *Local Government Act,* and must be held before third reading of a community plan, land use contract amendment bylaw, heritage designation bylaw or heritage revitalization agreement bylaw.

During a Public Hearing, Council acts in a quasi-judicial role for the purpose of allowing persons who believe their interest in property is affected by a bylaw, permit or other matter, to make representations to Council either orally or by written submission, or add comments or elaborate upon correspondence that may have already been presented to Council concerning the bylaws. It is important to note that Council is not in a position to receive any additional information on the bylaws following the Public Hearing, as dictated by case law.

The hearing procedure involves an explanation from the Community Development Division on the purpose of the proposed bylaws and to hear from individuals regarding the bylaws. In order to ensure that all interested parties have a reasonable opportunity to be heard, speakers are requested to keep representations as brief and succinct as possible and no longer than five minutes, excluding time required for questions from Council. Speakers will be asked to state their name, neighborhood and city for the record and if referring to prepared remarks, to submit copies of these to the Township Clerk. Decorum must be maintained at all times, this includes refraining from applause, booing, or heckling.

To assist with large numbers of speakers, individuals may advise the Township Clerk/Deputy Township Clerk and sign the speakers list prior to the commencement of the public hearing. The names on the speakers list will be read out during the hearing; however the Chair will also call for any other speakers wishing to present their views once the speakers on the list have all been heard. Individuals who have already addressed Council and wish to add further submissions will wait until the people that have not yet addressed Council have had an opportunity to speak. All submissions and speakers lists are considered part of the public record.

Council members should not express their views nor debate the bylaws, but may question speakers to clarify particular points in the submissions. Council may consider Third Reading, or Third Reading and Final Adoption, at this meeting or at its next Regular Meeting.

NOTICE GIVEN THE 9th DAY OF NOVEMBER 2023.

SECOND NOTICE GIVEN THE 16th DAY OF NOVEMBER 2023.

READ A FIRST TIME the	20	day of	November	, 2023
READ A SECOND TIME the	20	day of	November	, 2023
READ A THIRD TIME the	20	day of	November	, 2023
ADOPTED the		day of		, 2023

_____ Mayor _____ Township Clerk

Township of Langley
Est. 1873

M E M O R A N D U M

TO: MAYOR AND COUNCIL **DATE:** DECEMBER 18, 2023

FROM: PUBLIC WORKS DIVISION **FILE NO:** 5400-11

SUBJECT: SNOW AND ICE CONTROL SIDEWALK PROGRAM UPDATE

The purpose of this memorandum is to provide Mayor and Council with an update on the sidewalk snow and ice control program.

At the February 13, 2023 Regular Meeting, Council adopted a revised Snow and Ice Control Policy 05-102 and approved $2,100,000 in one-time capital funding for equipment to perform sidewalk snow and ice control. The consideration of operating funding required to implement the enhanced program was referred to the 2024 budget process.

Staff ordered equipment to meet the requirements of the revised Policy but due to supply chain issues some of the orders will likely not arrive until 2024. The table below summarizes the vehicles and equipment ordered to undertake sidewalk snow and ice control.

Equipment	Qty	Purpose	Status
Ford F-550 Truck w/ winter maintenance package	7	Hualing bulk salt, towing equipment trailers, and plowing bus bays	Expected Q1 2024
Flat Deck Trailer	7	Hauling equipment	Arrived June 2023
John Deere Tractor w/ winter attachments	2	Plowing and salt spreading wide sidewalks	Expected Q1 2024
Ventrac SSV Tractor w/ winter attachments	5	Plowing and salt spreading narrow sidewalks	Arrived November 2023
Walk-behind Snow Blower	5	Snow clearing in areas not accessible by tractors	Arrived November 2023

As the remaining trucks and equipment are not expected to be delivered in time for the 2023/2024 winter maintenance season, a contingency plan is being developed which includes using hold over trucks, short-term rentals, and utilizing readily available manual equipment such as snow shovels and salt spreaders. However, as the operating funding has not been approved, and only partial resources are available, the policy can not be fully implemented at this time.

Staff have undertaken a review of the potential inventory of pedestrian infrastructure required to be maintained along with developing an operational plan and corresponding maps. The maps present sidewalks and multi-use paths, bus stops, and walkways between streets divided into four (4) sectors similar to the roadway snow and ice control program. These prioritized areas will receive service during winter storms and will be pre-treated leading up to a forecasted event.

Seven (7) crews are required to operate the vehicles and equipment necessary to deliver the program and Council adopted policy. Generally, each of the proposed sidewalk snow and ice control crews will consist of two (2) regular full-time Operations Maintenance Worker (OMW) positions, for a total of fourteen (14) regular full-time employees. There may be times where the resource allocations are adjusted to accommodate emergent conditions and priorities.

Operating funding is required to implement the sidewalk snow and ice control program. Earlier this year six (6) temporary Roads OMW positions were converted to regular full-time. These positions can be used to supplement the fourteen (14) positions required, resulting in new funding being required for only eight (8) positions plus internal equipment, vehicle rates, and road salt. The required additional ongoing annual operating cost for the Township's snow and ice control program for sidewalks is summarized below.

Expense	2024 Funding Request	2025 Funding Request	Total Operating
Salary, Wages, and Benefits (OMW x 8)	$357,930	$357,930	$715,860
Equipment and Vehicle Rental	$231,000	$70,000	$301,000
Materials and Supplies	$52,500	$52,500	$105,000
TOTAL	**$641,430**	**$480,430**	**$1,121,860**

The proposed phasing allows for a limited sidewalk program for this winter season utilizing available staffing and equipment. The recruitment of four (4) positions can commence in early 2024 with the remaining four (4) positions being hired in 2025.

Council could also consider directing staff to hire all eight (8) positions with a July 2, 2024 start date and annualize the remaining funding in 2025. The funding requests for 2024 and 2025 would remain identical. The benefit of this option is full implementation of the snow and ice control program for sidewalks for the 2024/2025 winter season.

Throughout the year when not clearing sidewalks, the employees will work on various operation, maintenance, and repair programs. These activities could include but are not limited to litter pickup, sidewalk sweeping, road marking, sign maintenance, crack sealing, mowing, and general boulevard maintenance. Additionally, the vehicles and equipment were selected so that they can be utilized throughout the year to supplement other programs.

With the new resources, staff can also implement an enhanced community cleanliness program. This program would see staff more frequently patrol the Township, on an ongoing basis, for litter, illegal dumping sites, graffiti, vandalism, and encampments. Clean-up of these items could be scheduled quickly, leading to a cleaner and more aesthetically appealing boulevards and roadways throughout the Township.

Township of Langley

Est. 1873

HERITAGE ADVISORY COMMITTEE

Wednesday, December 6, 2023 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

MINUTES

Present:
R. Genberg, Community Co-Chair
Councillor M. Kunst, Council Co-Chair
Councillor B. Martens, Council Co-Chair

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
December 6, 2023

Moved by T. Taylor,
Seconded by T. Quiring,
That the Heritage Advisory Committee approve the agenda and receive the agenda items of the December 6, 2023 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Heritage Advisory Committee
November 1, 2023

Moved by T. Quiring,
Seconded by M. Gill,
That the Heritage Advisory Committee adopt the minutes of the November 1, 2023 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

D. REPORTS

1. Co-Chair Reports

Councillor Martens and Councillor Kunst thanked the members for volunteering their time to be on the committee and wished everyone a happy holiday.

2. Report from Manager, Heritage Planning

2023 Annual Report

S. Mikicich provided an overview of the activities undertaken in 2023:

- Heritage Review Panel (sub-committee) considered four heritage-related development proposals (including proposed additions to the Community Heritage Register, and applications for Heritage Alteration Permit, Heritage Revitalization Agreement, and Heritage Designation).
- Highlights include completion of the grant program review; and the Task Force assignments (as described in report).
- The Committee Terms of Reference were amended in June 2023 to provide for external appointments to the Heritage Review Panel, when necessary.

MOTION
Moved by T. Quiring,
Seconded by T. Taylor,
That the Heritage Advisory Committee receive and endorse the Heritage Advisory Committee 2023 Annual Report and ask staff to forward it to Council for information.
CARRIED

Final Report of the Rural Heritage Task Force

- The Rural Heritage Task Force (F. Pepin, R. Genberg, J. Foulkes, H. Williams and T. Lightfoot) did a stellar job over the past year and a half – including several meetings, site visits, and initiating some on-the-ground conservation projects.
- The final report summarizes what the Task Force investigated – specifically, the particular threats, challenges and opportunities for the conservation of rural heritage buildings.
-
- The report includes descriptions of various case studies from the Township of Langley including in Metro Vancouver Parks and two sites in Surrey. Each outlines a number of key learnings and potential approaches / protypes for rural heritage conservation in Langley.

D. REPORTS

MOTION
Moved by T. Taylor,
Seconded by M. Gill,
That the Heritage Advisory Committee receive the final report from the Rural Heritage Task Force and that the findings be considered as part of the 2024 Work Plan.
CARRIED

3. Heritage Review Panel

No report.

4. Museum Manager's Report

S. Mikicich provided the following update on behalf of R. Schmidt (Manager, Arts and Culture):

While Eagle Builders continues to advance salishan Place by the River toward completion, staff and volunteers at the Langley Centennial Museum are continuing work to prepare the collection for the eventual move to the new facility. In addition, staff are developing exhibit, programming, and operational plans in anticipation of a public opening in 2024.

5. Pioneer Recognition Planning Committee Report

R. Genberg reported that the name of "Pioneer Recognition" has been approved and that the event will be held June 8.

6. Museum Advisory Group Report

No report.

E. CORRESPONDENCE

F. 2023 WORK PROGRAM

1. 2023 HAC Year End Report

See item D.2

2. 2024 Draft HAC Work Plan

The draft 2024 Work Plan was presented for information and review. The final plan will be considered for approval at the January 2024 meeting.

A tour of some of the buildings on the Heritage Register was suggested for 2024.

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Langley Heritage Society Update

F. Pepin presented wooden dowels from a circa 1890's log cabin the Society has been working on, with a view to salvaging part of the structure for a future educational and interpretive display..

He further reported that the Society is working with Township staff on a barn restoration project in Old Yale Barn, with the current focus being roof replacement

2. Alder Grove Heritage Society Update

T. Quiring reported that UBC is in the final stages of digitizing the Aldergrove Star newspaper collection which should be complete in early spring 2024. She noted that the AGM will be held December 17 at 1:00pm and that the Abbotsford Heritage Society has restored the South Poplar School at Huntington and Gladwin, and the grand re-opening will take place on December 14.

3. BC Vintage Truck Museum

F. Pepin commented that the BC Vintage Truck Museum in Cloverdale is slated for demolition as the cost of a new roof exceeds the building's assessed value. The museum has a final four-year lease, but could be given six months notice to vacate at any time for redevelopment. The museum is looking for a new permanent home.

I. NEXT MEETING

Date: Wednesday, January 3, 2024
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00pm

J. TERMINATE

Moved by T. Quiring,
Seconded by F. Pepin,
That the meeting terminate at 8:51pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Proclamations

Policy No:	**01-021**
Approved by Council:	**2000-09-18**
Revised by Council:	**2016-05-30**
Revised by Council:	**2021-04-26**

1. Purpose

1.1. To limit the Township's involvement in proclamations.

2. Background

2.1. Given potential controversy and litigation, voting on proclamations should be avoided as they have limited benefit to the Township. Proclamations or the organizations are not reviewed or investigated by Township staff and therefore, may open the Township to possible embarrassment if the proclamation or organization is not genuine.

2.2. Lighting of infrastructure requests to commemorate an event or organization are a form of proclamation.

3. Related Policy

3.1. N/A

4. Policy

4.1. Proclamation requests will be listed in the correspondence section of the agenda under Proclamations-Announcements with the explanation "In an effort to make the community aware, the following proclamations have been requested." No other action will be taken by the Township.