REGULAR MEETING OF TOWNSHIP COUNCIL AGENDA

Monday, January 15, 2024 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 – January 15, 2024

That Council adopt the agenda and receive all agenda items of the Regular Council meeting held January 15, 2024.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – December 18, 2023

That Council adopt the Minutes of the Regular Council meeting held December 18, 2023.

2. Public Hearing Meeting – December 18, 2023

That Council adopt the Minutes of the Public Hearing meeting held December 18, 2023.

C. DELEGATIONS

D. PRESENTATIONS

E. REPORTS TO COUNCIL

1. **Agricultural Land Commission Application No. 100407**
   (Conway / Conway Farms / 236 – 264 Street)
   Report 24-01
   File CD 13-06-0033

   That Council advise the Agricultural Land Commission that the subdivision application submitted by the owners of the property located at 236 – 264 Street within the Agricultural Land Reserve complies with the minimum parcel size provisions of Rural Zone RU-2 of the Township's Zoning Bylaw and request consideration based on agricultural merits.

2. **Capital Request - 2024 Traffic Calming**
   Program Update
   Report 24-07
   File ENG 5460-04

   That Council authorize $180,000 in funding from the Capital Projects Reserve to implement the 2024 Traffic Calming Program.

   That Council authorize a grant application to the BC Vision Zero Road Safety Grant Program of $20,000 to implement traffic calming at Donna Gabriel Robins Elementary School.

3. **Capital Request – 214B Street Sewer Lift**
   Station Upgrades
   Report 24-04
   File PW 5330-24-80

   That Council authorize an additional $400,000 from the Sewer Capital Works Reserve to upgrade the 214B Street Sewer Lift Station.

4. **Capital Request - Metro Vancouver**
   Jericho Resevoir Phase One
   Report 24-10
   File ENG 5330-27-061

   That Council authorize an additional $4,433,953 from the Water Capital Works Reserve for payment to Metro Vancouver for the construction of phase one of the Jericho Reservoir.

F. BYLAWS FOR FIRST AND SECOND READING

1. Official Community Plan Amendment and Rezoning Application No. 100261 and Development Permit No. 101250 (1030643 BC Ltd. / Township of Langley / 20290 – 72 Avenue; 7160 and 7185 – 202B Street)
Bylaw No. 5969
Bylaw No. 5970
Report 24-02
File CD 08-14-0231

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924 Amendment (1030643 BC Ltd.) Bylaw No. 5969 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1030643 BC Ltd.) Bylaw No. 5970 rezoning approximately 0.97 ha (2.4 ac) of land located at 20290 – 72 Avenue, 7160 and 7185 – 202B Street to Comprehensive Development Zone CD-199 to facilitate the development of 260 apartment units, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw.
2. Provision of road dedications, widenings and necessary traffic improvements including dedications and securing the provision and construction of 71B Avenue from the subject site to 204 Street in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Central Gordon Estate Neighbourhood Plan.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
4. 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. Registration of a restrictive covenant acceptable to the Township identifying a minimum of 10% of the apartment units in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan.
7. Completion of a road closure bylaw for former 202B Street connection.
8. Consolidation of the three existing lots and the former 202B Street dedication into one lot.
9. Dedication and construction of:
    a. 4.5 m wide street greenway along 72 Avenue
    b. 4.5 m wide street greenway along 202B Street

F. BYLAWS FOR FIRST AND SECOND READING

c. amenity feature consistent with Figure 4.1 of the Central Gordon Estate Neighbourhood Plan.

10. Registration of statutory rights-of-way for the purposes of securing green link pedestrian connections as depicted in the Central Gordon Estate Neighbourhood Plan Land Use Concept Map.
11. Finalization of landscape and architectural plans.
12. Compliance with the Community Amenity Contributions Policy, Willoughby Arterial Road Completion Amenity Policy if applicable and the requirements of the Willoughby Greenway Amenity Policy.
13. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy.

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924 Amendment (1030643 BC Ltd.) Bylaw No. 5969 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report, and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council at time of final reading of Rezoning Bylaw No. 5970 authorize issuance of Development Permit No. 101250 subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A".
b. Landscape plans being in substantial compliance with Schedule "B" and in compliance with the Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), the Township's Street Trees and Boulevard Plantings Policy and Age-Friendly Amenity Area requirements.
c. All signage being in compliance with Schedule "A" and the Township's Sign Bylaw.
d. All rooftop mechanical equipment to be screened from view.
e. All refuse areas to be located in an enclosure and screened.

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

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

F. BYLAWS FOR FIRST AND SECOND READING

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

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 5969 and 5970 in conjunction with the hearing for the proposed Development Permit No. 101250.

Explanation – Bylaw No. 5969

Bylaw No. 5969 amends the Central Gordon Neighbourhood Plan for 0.97 ha (2.4 ac) of land located at 20290 – 72 Avenue, 7160 and 7185 – 202B Street by introducing a new 'Medium Density Apartment' designation. The amendments are required to facilitate the development of two (2) apartment buildings consisting of 260 apartment units.

Explanation – Bylaw No. 5970

Bylaw No. 5970 rezones 0.97 ha (2.4 ac) of land located at 20290 – 72 Avenue, 7160 and 7185 – 202B Street from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-199 to accommodate the development of 260 apartment units.

2. Official Community Plan Amendment and Rezoning Application No. 100237 and Development Permit No. 101350 (ML Emporio Project Management Ltd. / 20117 – 84 Avenue) Bylaw No. 5974 Bylaw No. 5975 Report 24-03
File CD 08-26-0227

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 (Carvolth Neighbourhood Plan) Bylaw No. 4995 Amendment (ML Emporio) Bylaw No. 5974 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (ML Emporio) Bylaw No. 5975 rezoning 0.95 ha (2.3 ac) of land located at 20117 – 84 Avenue to Comprehensive Development Zone CD-200, 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.

F. BYLAWS FOR FIRST AND SECOND READING

2. Provision of road dedications, widenings and necessary traffic improvements including dedications in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Carvolth 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. Registration of a restrictive covenant acceptable to the Township identifying a minimum of 10% of the apartment units in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan.
7. Registration of statutory rights-of-way for the purposes of securing pedestrian connections as depicted in the Carvolth Neighbourhood Plan Land Use Concept Map.
8. Dedication and construction of a 4.5 m wide street greenway on the north side of 84 Avenue to the acceptance of the Township including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security.
9. Approval of the rezoning bylaw by the Ministry of Transportation and Infrastructure.
10. Finalization of landscape and architectural plans.
11. Compliance with the Community Amenity Contributions Policy, Willoughby Arterial Road Completion Amenity Policy if applicable and the requirements of the Willoughby Greenway Amenity Policy.
12. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy.

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Carvolth Neighourhood Plan) Bylaw 2012 No. 4994 Amendment (ML Emporio) Bylaw No. 5974 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report, and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council at time of final reading of Rezoning Bylaw No. 5975 authorize issuance of Development Permit No. 101350 subject to the following conditions:

F. BYLAWS FOR FIRST AND SECOND READING

a. Building plans being in substantial compliance with Schedule “A”.
b. Landscape plans being in substantial compliance with Schedule “B” and in compliance with the Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), the Township’s Street Trees and Boulevard Plantings Policy and Age-Friendly Amenity Area requirements.
c. All signage being in compliance with Schedule “A” and the Township’s Sign Bylaw.
d. All rooftop mechanical equipment to be screened from view.
e. All refuse areas to be located in an enclosure and screened.

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

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

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 5974 and 5975 in conjunction with the hearing for the proposed Development Permit No. 101350.

Explanation – Bylaw No. 5974

Bylaw No. 5974 amends the Carvolth Neighbourhood Plan for 0.95 ha (2.3 ac) of land located at 20117 – 84 Avenue to increase the floor space ratio permitted in the Medium Density Apartment land use designation. The amendment is required to facilitate the development of two apartment buildings consisting of 273 apartment units.

Explanation – Bylaw No. 5975

Bylaw No. 5975 rezones 0.95 ha (2.3 ac) of land located at 20117 – 84 Avenue from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-200 to accommodate the development of 273 apartment units.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Temporary Borrowing Bylaws (Strategic Land Loan) and Municipal Security Issuing Resolution
Bylaw No. 5981
Report 24-05
File FIN 1760-30

That Council give first, second, and third reading to Temporary Borrowing (Strategic Land Loan) Bylaw 2024 No. 5981 for the purchase of strategic lands.

That Council approve borrowing from the Municipal Finance Authority of British Columbia (MFA), as part of their Fall 2024 long-term debt issue, $38.38 million as authorized through Strategic Land Loan Authorization Bylaw No. 5893.

That Metro Vancouver Regional District be requested to consent to our borrowing of $38.38 million as authorized through Strategic Land Loan Authorization Bylaw No. 5893 over a twenty (20) year term and include the borrowing in their security issuing bylaw.

Explanation – Bylaw No. 5981

Bylaw No. 5981 provides for temporary borrowing pending the issuance of debenture securities to complete strategic land acquisitions, in the amount of $38.38 million pursuant to Strategic Land Loan Authorization Bylaw No. 5893.

H. BYLAWS FOR CONSIDERATION AT THIRD READING

1. Rezoning Application No. 100734 (Flowerchild Research Inc. / 204, 26730 – 56 Avenue)
Bylaw No. 5944
Report 23-212
File CD 14-06-0136

That Council give third reading to “Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1241845 BC Ltd.) Bylaw No. 5944”.

Explanation – Bylaw No. 5944

Bylaw No. 5944 amends the General Industrial Zone M-2A to permit “cannabis processing and cannabis testing” on property located at 204, 26730 – 56 Avenue.

I. BYLAWS FOR FINAL ADOPTION

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 final reading to "Langley 2024 - 2028 Five-Year Financial Plan Bylaw No. 5976", and

"Development Cost Charge Reserve Fund Expenditure Bylaw No. 5977".

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.

I. BYLAWS FOR FINAL ADOPTION

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.

Clerk's Note: Council amended Langley 2024 - 2028 Five-Year Financial Plan Bylaw No. 5976 at the December 18, 2023 Regular meeting.

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 final reading to "Langley Waterworks Regulation Bylaw 2008 No. 4697 Amendment Bylaw No. 5978",

"Langley Sewerworks Regulation Bylaw 2018 No. 5367 Amendment Bylaw No. 5979", and

"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.

I. BYLAWS FOR FINAL ADOPTION

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.

J. MAYOR AND COUNCIL REPORT

K. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

L. ITEMS FROM PRIOR MEETINGS

Mayor Woodward has requested reconsideration of the following motion from the December 4, 2023 Public Hearing meeting:

1. Motion to Reconsider

That Council reconsider the following motion:

Revisions to the Proposed Williams Neighbourhood Plan Update
Bylaw No. 5799
Report 23-249
File BLSI LRP00012

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.

L. ITEMS FROM PRIOR MEETINGS

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

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

L. ITEMS FROM PRIOR MEETINGS

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

M. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

The following information has been brought forward from the December 18, 2023 Closed Council meeting for public information:

1. **2024 Council Appointments of Community Members to the Recreation, Culture, and Parks Advisory Committee**
Report C23-90
File LS 0540-01

MOTION
That Council appoint Ana Bayona to the Recreation, Culture, and Parks Advisory Committee for a two-year term beginning January 1, 2024.
CARRIED

Section 90(1) (a) Personnel

2. **Smith Athletic Park – Youth Soccer Campus Lands**
Memorandum – Municipal Administration Division
File 0890-01

MOTION
That Council direct staff to expand the planning, design, and cost estimating for the Youth Soccer Campus to include Phase 1 and Phase 2 options for Council's consideration; and

That the motion be released at the next open meeting for public information.
CARRIED

Section 90(1) (e) Property, (k) Negotiations

N. FOR INFORMATION

1. **Draft Financial Plan 2024-2028 - Results of Public Consultation**
   Report 24-08 – Finance Division
   File 1700-80

2. **Smith Athletic Park - Youth Soccer Campus**
   Report 24-09 – Corporate Projects Division
   File 0810-30

3. **Request for Water Service Security Deposit Return and Restrictive Covenant Release for 5342 – 236 Street**
   Memorandum – Municipal Administration Division
   File 11-04-0073

4. **200 Street 2040 Update**
   Memorandum – Bylaws, Legal and Strategic Implementation Division
   File LSP00020

5. **Smith Neighbourhood Plan Update Open House**
   Memorandum – Bylaws, Legal and Strategic Implementation Division
   File LRP00010

6. **Recreation, Culture, and Parks Advisory Committee**
   Minutes – December 13, 2023
   File 0540-20

7. **Agricultural Advisory and Economic Enhancement Committee**
   Minutes – December 20, 2023
   File 0540-20

O. MOTIONS ARISING FROM INFORMATION

P. OTHER BUSINESS

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

1. **Mayor Contingency Fund**

   Whereas the proposed 2024 Township of Langley Budget proposes a brand new $100,000 "Mayor Contingency Fund";

   Whereas the Township of Langley Budget has never before in its 150 years had a "Mayor Contingency Fund";

P. OTHER BUSINESS

Whereas the current Council has not been provided details about what this new “Mayor Contingency Fund” will be used for nor how it will be regulated or supervised; and

Whereas the entire Township of Langley Council is collectively and publicly responsible for how monies collected in the Township are expended each year;

Therefore be it resolved that should the Township of Langley Council by majority vote decide to allow this new $100,000 “Mayor Contingency Fund” to be incorporated into the Township of Langley 2024 Budget, the Township of Langley Council also requires that the following conditions apply to this new “Mayor Contingency Fund”:

1. The Mayor will bring a motion to an open Council Meeting for Council approval for each proposed expenditure before any monies are spent from this fund;

2. The continued existence of this fund will be discussed in all further open Township of Langley Budget discussions including documented receipts of how the monies in this fund were spent in the past year, and where they are anticipated to be spent in the next year; and

3. That the “Mayor Contingency Fund” be capped at a maximum of $100,000 in all future budgets.

2. Advisory Committee on Policing Priorities

Whereas the Mayor recently announced his abrupt decision to dissolve the “Standing Committee on Policing Priorities” without consulting all of the Langley Township Council;

Whereas the “Standing Committee on Policing Priorities” made excellent progress on community policing priorities, initiatives, and reporting throughout 2023; and

Whereas Township of Langley residents and businesses continue to have significant and ongoing concerns about policing priorities such as the deintegration of the local RCMP and increasing local crime including gang violence and extortion;

Therefore be it resolved that the Township of Langley Council appoint a new Advisory Committee on Policing Priorities reporting directly to Council, and ask staff to draw up the appropriate Terms of Reference for it; and further

Be it resolved that Councillor Martens be appointed Chair of this new Council Advisory Committee on Policing Priorities.

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) (e) Property, (k) Negotiations
Item F.1 - Section 90(1) (a) Personnel,
Section 90(2) (b) Intergovernmental Relations
Item G.1 - Section 90(1) (b) Personal
Item I.1 - Section 90(1) (a) Personnel
Item I.2 - Section 90(1) (c) Labour Relations

R. TERMINATE

REGULAR MEETING OF TOWNSHIP COUNCIL MINUTES

Monday, December 18, 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 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 18, 2023

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council adopt the agenda and receive all agenda items of the Regular Council meeting held December 18, 2023, as amended.
CARRIED

Clerk's Note: Items C.1 and E.4 were withdrawn.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – December 4, 2023

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council adopt the Minutes of the Regular Council meeting held December 4, 2023.
CARRIED

B. ADOPTION OF MINUTES

2. Public Hearing Meeting – December 4, 2023

Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That Council adopt the Minutes of the Public Hearing meeting held December 4, 2023.
CARRIED

C. DELEGATIONS

1. Tod McGovern
File 0550-07

Delegation withdrawn.

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

Deane Gurney, D. Gurney Family Holdings Ltd., and John Koropatnishky appeared before Council to discuss Soil Deposit Application SO002579 for property located at 23433 – 44 Avenue. He provided the photos and a brief history of previous soil deposits on the property. He stated that he has had to build a trench and pond on his property to drain and collect water that flows from this property. He suggested that the applicant be required to install proper drainage before any further soil deposits are permitted.

3. Satnam Singh Mashiana
File 0550-07

Satnam Singh Mashian appeared before Council to discuss excessive fees for tree removal for development of property at 23816 Old Yale Road. He requested that the tree cutting fees be waived for this property to build two homes. He stated that if this was for subdivision that there would be no fee for tree cutting.

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

E. REPORTS TO COUNCIL

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
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."

CARRIED

Councillor Richter opposed

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

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
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.
CARRIED

E. REPORTS TO COUNCIL

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

Moved by Mayor Woodward,
Seconded by Councillor Kunst,
That Council approve the updated Council Policy 07-331, re-named Telecommunication Tower, presented as Attachment A to this report.
CARRIED

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

Item removed.

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

Moved by Mayor Woodward,
Seconded by Councillor Baillie,
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.

AMENDMENT
Moved by Councillor Ferguson,
Seconded by Mayor Woodward,
That the first paragraph be amended as follows:

"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, **removing the speed activated lights**".
DEFEATED

Councillors Baillie, Kunst, Martens, Pratt and Richter opposed

E. REPORTS TO COUNCIL

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That a third speed hump be installed.
DEFEATED

Councillors Baillie, Ferguson, Kunst, Martens, Richter, and vanPopta opposed

AMENDMENT
Moved by Councillor Kunst,
Seconded by Mayor Woodward,
That staff be directed to report to Council with further speed calming options.
CARRIED

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

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

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council confirm: (1) Endorsed Concept at the North School Section; (2) Alternate Option A at the Central-Park Entrance Section; and (3) Alternate Option A at the South-Dog Park Section.
CARRIED

Councillor Richter opposed

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

Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council endorse the Reconstruction Option with up to 150m of Concrete Road Commemoration to 215 Street closest to Five Corners, Heritage Interpretation and the addition of traffic calming as the preferred hybrid configuration.

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

E. REPORTS TO COUNCIL

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

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council adopt the Willoughby Development Phasing Policy in the form presented as Attachment A to this report.
CARRIED

Councillors Kunst and Richter opposed

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

Moved by Mayor Woodward,
Seconded by Councillor vanPopta,
That Council consider the report on the Draft 2024 - 2028 Financial Plan and direct staff to undertake further public consultation; and

That Council pre-approve Fraser Highway Neighbourhood Community Plan Universal one-time expenditure of $350,000 listed in the five-year Financial Plan.
CARRIED

F. BYLAWS FOR FIRST AND SECOND READING

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

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give first 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.

F. BYLAWS FOR FIRST AND SECOND READING

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.

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council confirm that the Open House be held in January 2024 and that the Public Hearing be held no later than March 11, 2024.
CARRIED

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

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

Moved by Councillor vanPopta,
Seconded by Councillor Rindt,
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

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That additional Building Permit Fee Revenue of $250,000 be included to confirm a greater portion of cost recovery for additional pre-approved positions intended to increase and improve existing service levels; and

That Council Contingency be removed from the 2024 Base Budget and approved as a one-time, to be annually considered by Council; and

That the two (2) additional RCMP Officers within 2024 for July 1st be removed and referred to the 2025 Budget Process; and

That Community Events Enhancements be reduced by $81,000 to $225,000.

MOTION DIVIDED
Moved by Councillor Pratt,
Seconded by Councillor Kunst,
That the motion be divided.
CARRIED

AMENDMENT 1
That additional Building Permit Fee Revenue of $250,000 be included to confirm a greater portion of cost recovery for additional pre-approved positions intended to increase and improve existing service levels.
CARRIED

Councillor Richter opposed

AMENDMENT 2
That Council Contingency be removed from the 2024 Base Budget and approved as a one-time, to be annually considered by Council.
CARRIED

Councillors Kunst and Richter opposed

AMENDMENT 3
That the two (2) additional RCMP Officers within 2024 for July 1st be removed and referred to the 2025 Budget Process.

AMENDMENT
Moved by Councillor Pratt,
Seconded by Councillor vanPopta,
That amendment 3 be amended to remove one (1) additional RCMP Officer within 2024 and referred to the 2025 budget process.
DEFEATED

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

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

AMENDMENT 3
The question was called on Amendment 3, and it was
DEFEATED

Councillors Baillie, Ferguson, Kunst, Martens, Pratt, and Richter opposed

AMENDMENT 4
That Community Events Enhancements be reduced by $81,000 to $225,000.

AMENDMENT
Moved by Councillor Pratt,
Seconded by Councillor Martens,
That Amendment 4 be amended to reduce the Community Events Enhancements by $106,00 to $200,000.
CARRIED

Mayor Woodward and Councillors Baillie, Kunst, and Rindt opposed

AMENDMENT 4, AS AMENDED
The question was called on Amendment 4, as amended, and it was
CARRIED

Councillors Bailie and Kunst opposed

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor vanPopta,
That the Paving additional annual contribution in the 2024 base budget be reduced by $100,000; and

That the Snow and Ice Removal Reserve additional annual contribution in the 2024 base budget be reduced by $100,000; and

The Capital Projects Reserve additional annual contribution in the 2024 base budget by reduced by $250,000.

MOTION DIVIDED
Moved by Councillor Pratt,
Seconded by Councillor Kunst,
That the motion be divided.
CARRIED

AMENDMENT 1
That the Paving additional annual contribution in the 2024 base budget be reduced by $100,000.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

AMENDMENT
Moved by Councillor Pratt,
Seconded by Councillor vanPopta,
That the Paving additional annual contribution in the 2024 base budget be reduced by $200,000.
DEFEATED

Councillors Bailie, Ferguson, Kunst, Martens, Richter, and Rindt opposed

AMENDMENT 1
The question was called on Amendment 1 and it was
CARRIED

Councillors Baillie, Kunst, Martens, and Richter opposed

AMENDMENT 2
That the Snow and Ice Removal Reserve additional annual contribution in the 2024 base budget be reduced by $100,000.
CARRIED

Councillors Baillie, Kunst, Martens, and Richter opposed

AMENDMENT 3
That the Capital Projects Reserve additional annual contribution in the 2024 base budget by reduced by $250,000.
CARRIED

Councillors Baillie, Ferguson, and Martens opposed

MEETING RECESSED
The meeting recessed at 4:05pm.

MEETING RECONVENED
The meeting reconvened at 4:13pm.

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Capital Project RCMP Main Detachment Emergency Generator be funded within the 2024 Capital Budget with $225,000 from the RCMP Reserve.
CARRIED

Councillor Richter opposed

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor vanPopta,
That Capital Project Walnut Grove Field Conversion and Safety Improvements design be funded within the 2024 Capital Budget with $280,000 from the Capital Projects Reserve.
CARRIED

Councillor Richter opposed

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Capital Project Walnut Grove Park Culvert Replacement be funded within the 2024 Capital Budget with $300,000 from the Capital Projects Reserve.
CARRIED

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor vanPopta,
That Capital Projects Walnut Grove Community Centre Pool Piping for 2 Years, Glass Block Wall Repairs, Building Envelope Repairs, Pool Pump Replacements, MCC 3A Replacement and Roof Replacement be funded within the 2024 Capital Budget with $375,000 from the Facilities Renewal Reserve and $1,700,000 from the Capital Projects Reserve.
CARRIED

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Capital Projects George Preston Recreation Centre Dehumidifier Mechanical Replacement and Electrical Equipment Replacement be funded within the 2024 Capital Budget with $70,000 from the Facilities Renewal Reserve and $250,000 from the Capital Projects Reserve.
CARRIED

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Capital Project Civic Facility Bylaw Office Renovation be set at and funded within the 2024 Capital Budget with $350,000 from the Capital Projects Reserve.
CARRIED

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor vanPopta,
That Capital Projects Civic Facility Air Handling Unit Replacements, Main IT Room AC Replacements and Low Carbon Mechanical Retrofits be funded within the 2024 Capital Budget with $545,000 from the Capital Projects Reserve and $640,000 from the Climate Action Reserve.
CARRIED

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

Councillor Richter opposed

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

Moved by Councillor Ferguson,
Seconded by Councillor Baillie,
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.
CARRIED

H. BYLAWS FOR CONSIDERATION AT THIRD READING

I. BYLAWS FOR FINAL ADOPTION

J. ITEMS FROM PRIOR MEETINGS

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

J. ITEMS FROM PRIOR MEETINGS

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".

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That consideration of final adoption of Council Procedure Bylaw 2016 No. 5199 Amendment Bylaw No. 5963 be deferred until the January 29, 2024 Regular Council Meeting.
CARRIED

Councillor Richter opposed

K. MAYOR AND COUNCIL REPORT

Councillors Baillie, Kunst, Ferguson, and Pratt commented on Township 150.

L. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

Councillor Martens reported that she is now the Township representative on the Regional Culture Committee.

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

M. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

- Tami Quiring

CARRIED

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

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

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
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 development around rapid transit with potential implications for 200 Street 2040 and areas north of Highway #1;

P. OTHER BUSINESS

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.

CARRIED

2. Proclamations for Indigenous Rights and Reconciliation

Moved by Councillor Ferguson,
Seconded by Councillor Martens,
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.

AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor vanPopta,
That the report include legal advice including a jurisdictional review.
CARRIED

Mayor Woodward and Councillors Ferguson, Rindt, and vanPopta opposed

P. OTHER BUSINESS

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

Q. MOTION TO RESOLVE INTO CLOSED MEETING

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

Item A.1 - Section 90(1) (n) Consideration
Item 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
Item H.1 - Section 90(1) (f) Law Enforcement
Item H.2 - Section 90(1) (a) Personnel
Item H.3 - Section 90(1) (e) Property, (k) Negotiations
Item I.1 - Section 90(1) (a) Personnel
Item I.2 - Section 90(1) (b) Personal

CARRIED

R. TERMINATE

Moved by Councillor Baillie,
Seconded by Councillor Rindt,
That the meeting terminate at 4:47pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

REGULAR MEETING
OF TOWNSHIP COUNCIL

FOR THE PURPOSE OF
PUBLIC HEARING
MINUTES

Monday, December 18, 2023 at 7:09pm
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 and S. Richardson

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 18, 2023

Moved by Councillor Rindt,
Seconded by Councillor Pratt,
That Council adopt the agenda and receive the agenda items of the Regular Meeting for Public Hearing and Development Permits held December 18, 2023.
CARRIED

B. PUBLIC HEARING

1. Official Community Plan Amendment and Rezoning Application No. 100271 (Township of Langley / 27214 Fraser Highway; 27200 Block of 30 Avenue; 2992 and 2978 – 272 Street)
Bylaw No. 5927
Bylaw No. 5928
Report 23-252
File CD 13-20-0158

"Langley Official Community Plan Bylaw 1979 No.1842 Amendment (Aldergrove Community Plan) Bylaw 1978 No. 1802 Amendment (Township of Langley) Bylaw No. 5927", and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Township of Langley) Bylaw No. 5928"

Explanation – Bylaw No. 5927

S. Richardson explained that Bylaw No. 5927 amends the Aldergrove Community Plan to redesignate properties located at 27214 Fraser Highway, the 27200 Block of 30 Avenue, a portion of 2992 – 272 Street and 2978 – 272 Street to High Density Mixed Use (3.0 FSR). 214 public notices were mailed out.

Explanation – Bylaw No. 5928

S. Richardson explained that Bylaw No. 5918 rezones approximately 0.4 ha (0.98 ac) of land located at 27214 Fraser Highway, the 27200 Block of 30 Avenue, a portion of 2992 – 272 Street and 2978 – 272 Street from Community Commercial Zone C-2 to Comprehensive Development Zone CD-192.

Submissions from the public:

1. R. Masztalar, a Langley resident, was in attendance and expressed concerns about the strain on local schools with increased density. He further commented on lack of proper roads in the area.
2. D. Kask, a Langley resident, was in attendance and expressed support for developing the former Alder Inn Site to provide more rental housing and suggested an urgent primary care centre be permitted. She asked Council to approve the application.

The following written submission was received from the public:

1. J. Ransom, a Langley resident, expressing support for higher density along Fraser Highway.

B. PUBLIC HEARING

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council consider third reading of "Langley Official Community Plan Bylaw 1979 No.1842 Amendment (Aldergrove Community Plan) Bylaw 1978 No. 1802 Amendment (Township of Langley) Bylaw No. 5927", and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Township of Langley) Bylaw No. 5928".
CARRIED

Councillor Richter opposed

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council grant third reading of "Langley Official Community Plan Bylaw 1979 No.1842 Amendment (Aldergrove Community Plan) Bylaw 1978 No. 1802 Amendment (Township of Langley) Bylaw No. 5927", and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Township of Langley) Bylaw No. 5928".
CARRIED

2. Rezoning Application No. 100734
(Flowerchild Research Inc. / 204, 26730 – 56 Avenue)
Bylaw No. 5944
Report 23-212
File CD 14-06-0136

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1241845 BC Ltd.) Bylaw No. 5944"

Explanation – Bylaw No. 5944

S. Richardson explained that Bylaw No. 5944 amends the General Industrial Zone M-2A to permit "cannabis processing and cannabis testing" on property located at 204, 26730 – 56 Avenue. 102 public notices were mailed out.

Submissions from the public:

1. P. Pedersen, a Langley resident, was in attendance and expressed support for the application.
2. L. Ruhland, a Langley resident and strata owner, was in attendance and expressed concerns regarding obtaining insurance for other business owners in the strata, mortgage renewal concerns, and safety concerns. She asked Council to reject this application.

B. PUBLIC HEARING

3. C. Rasode, a Langley resident, was in attendance and expressed support for the application due to the health and medicinal benefits of cannabis.
4. J. Trobasian, a Langley resident, was in attendance and commented on the safety measures for butane extraction and stated that all odors and be fully mitigated.
5. P. Pedersen spoke for a second time and stated that his cannabis processing business in Coquitlam is in a multi-unit strata building where no tenants having issues getting insurance.
6. F. Hobeyn, President of Strata Plan LMS2561, was in attendance and expressed concerns regarding obtaining insurance.
7. R. Masztalar, a Langley resident, and commented that he has installed HVAC in many cannabis businesses and stated that odour mitigation is very possible.

The following written submissions were received from the public:

1. F. Hobeyn, President of Strata Plan LMS2561, expressing opposition due to health concerns, insurability challenges for surrounding businesses and mortgage qualification implications.
2. S, Dowsley, Burb Cannabis, expressing support as it would benefit the local economy and contribute to the overall well-being of residents.
3. L. Ruhland, Encore Fireplaces, expressing opposition and presenting several documents which support the unanimous opposition of the strata council.
4. R. Johnson, strata complex member, expressing opposition due to concerns raised and the continued jeopardy of the strata complex's commercial insurance policy.
5. C. Beehler, Liquor and Cannabis Licensing Specialist, presenting a letter from Flowerchild's insurance company to the strata council addressing any concerns they have regarding insurance coverage for the business and site.
6. A. Thurmer, 4T's Industries, expressing opposition due to having issues obtaining insurance.
7. V. Sachdeva, Seed and Stone, expressing support for the rezoning application.
8. J. Watson, The Supply Post, expressing opposition due to legal and other costs taken on by the strata, issues obtaining insurance and mortgage renewals.
9. C. Phillips, a Langley resident, expressing support.
10. C. Beehler, Liquor and Cannabis Licensing Specialists, presenting letters of support: 95 from residents, 9 from cannabis industry businesses, and 3 from other businesses in the strata complex.

Explanation by the proponent:

S. Panrok, Flowerchild Research, was in attendance and stated that they have been in the building since 2021 and have been security cleared and licensed for micro processing. The application is compliant with the

B. PUBLIC HEARING

Gloucester Community Plan and will not be doing any extraction, only packaging. He stated that they have obtained insurance for their business.

D. Smith, Rising Tide Consultants, was in attendance and commented that the regulatory process that is in place for processors is robust. He stated that without legal cannabis businesses, people will resort to the illegal market. He further commented that Flowerchild Research has been WorkSafe certified.

3. 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

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Jericho Sub-Neighbourhood Plan) Bylaw 2010 No. 4825 Amendment (Essence Properties Inc.) Bylaw No. 5941",

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Essence Properties Inc.) Bylaw No. 5942"

Explanation – Bylaw No. 5941

S. Richardson explained that Bylaw No. 5941 amends the Jericho Sub-Neighbourhood Plan to increase the permitted floor space in the Low Density Apartment designation up to 1.56 FSR for property located at 7883 – 199 Street to facilitate a multi-family development. 89 public notices were mailed out.

Explanation – Bylaw No. 5942

S. Richardson explained that Bylaw No. 5942 rezones 0.96 ha (2.37 ac) of land located at 7883 – 199 Street from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-196 to accommodate an apartment development with ground floor commercial and/or institutional uses.

Submissions from the public:

There were no submissions received from the public.

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

B. PUBLIC HEARING

3800 Amendment (Jericho Sub-Neighbourhood Plan) Bylaw 2010 No. 4825 Amendment (Essence Properties Inc.) Bylaw No. 5941",

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Essence Properties Inc.) Bylaw No. 5942".
CARRIED

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council grant third reading of "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Jericho Sub-Neighbourhood Plan) Bylaw 2010 No. 4825 Amendment (Essence Properties Inc.) Bylaw No. 5941",

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Essence Properties Inc.) Bylaw No. 5942".
CARRIED

Councillor Richter opposed

C. TERMINATE

Moved by Councillor vanPopta,
Seconded by Councillor Rindt,
That the meeting terminate at 8:21pm.
CARRIED

CERTIFIED CORRECT:

Mayor

Township Clerk

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JANUARY 15, 2024 – REGULAR MEETING	**REPORT:**	24-01
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	13-06-0033
SUBJECT:	AGRICULTURAL LAND COMMISSION APPLICATION NO. 100407 (CONWAY / CONWAY FARMS / 236 – 264 STREET)		

PROPOSAL:

Subdivision within the Agricultural Land Reserve (ALR) of a 19.6 ha (48.4 ac) parcel located at 236 – 264 Street into two rural lots.

RECOMMENDATION SUMMARY:

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

RATIONALE:

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

RECOMMENDATION:

That Council advise the Agricultural Land Commission that the subdivision application submitted by the owners of the property located at 236 – 264 Street within the Agricultural Land Reserve complies with the minimum parcel size provisions of Rural Zone RU-2 of the Township's Zoning Bylaw and request consideration based on agricultural merits.

EXECUTIVE SUMMARY:

The applicant, pursuant to Section 21(2) of the ALC Act, has applied to subdivide a 19.6 ha (48.4 ac) property into two rural lots. The proposed lots are 9.71 ha (24.0 ac) and 9.89 ha (24.4 ac) in size.

The subject property is located at 236 – 264 Street, within the ALR, designated Agricultural/Countryside in the Rural Plan (adopted in 1993) and zoned Rural Zone RU-2, with a minimum lot size of 8.0 ha (19.8 ac).

Staff recommend that Council forward the application to the ALC as the proposal complies with the minimum lot size requirements of the Township's Zoning Bylaw.

PURPOSE:

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

REFERENCE:

Owner:	Conway Farms Ltd. 236 – 264 Street Langley, BC V4W 2L6
Legal Description:	That Portion of the West Half of the South West Quarter Section6 Township 13 Lying South and West of the Highway On Plan 5766 Except: Firstly: Parcel "C" (Reference Plan 5299) Secondly: Parcel "D" (Reference Plan 8342) Thirdly: Plan EPP80440 Fourthly: Plan EPP80453, New Westminster District
Location:	236 – 264 Street
Area:	19.6 ha (48.4 ac)
Existing Zoning:	Rural Zone RU-2 (8.0 ha / 19.8 ac minimum lot size)
Rural Plan:	Agricultural / Countryside (8.0 ha / 19.8 ac minimum lot size)
Agricultural Land Reserve:	In the Agricultural Land Reserve

BACKGROUND/HISTORY:

- The property is located in the ALR, designated Agriculture in the OCP, Agricultural / Countryside in the Rural Plan and zoned Rural Zone RU-2.

DISCUSSION/ANALYSIS:

- An application has been submitted pursuant to Section 21(2) of the ALC Act to subdivide a 19.6 ha (48.4 ac) property into two rural lots.
- The lots are proposed to be 9.71 ha (24.0 ac) and 9.89 ha (24.4 ac) in size.
- As the 264 Diversion (Highway #13) is a controlled access highway, Ministry of Transportation and Infrastructure (MOTI) approval is required prior to subdivision.
- According to the applicant, the property currently accommodates a single family dwelling, various accessory buildings and a blueberry farm with access from 264 Street.

Adjacent Uses:

	Existing Use	Rural Plan Designation	Existing Zoning
North:	3B Avenue, beyond which is an existing dwelling and farm	Agricultural / Countryside	Rural Zone RU-2
South:	Multiple residential properties with existing dwellings and a farm	Agricultural / Countryside	Rural Zone RU-2
East:	264 Diversion and two residential properties with existing dwellings, beyond which are multiple	Agricultural / Countryside	Rural Zone RU-2

	properties with existing dwellings and farms		
West:	264 Street, beyond which are agricultural properties with existing agricultural buildings, a dwelling and farm	Agricultural / Countryside	Rural Zone RU-2

Policy Considerations:

The subject site is located within the ALR and designated Agricultural / Countryside in the Rural Plan. The proposed subdivision complies with the minimum lot size requirements of the Rural Zone RU-2. Details of the proposed subdivision will be addressed at the subdivision stage in accordance with the Township's Subdivision and Development Servicing Bylaw as well as any additional requirements imposed by the ALC and MOTI as a condition of approval, should such be granted.

As the Township of Langley does not have the required expertise to assess the application from an agricultural perspective, the application is being forwarded to the ALC for their consideration.

Respectfully submitted,

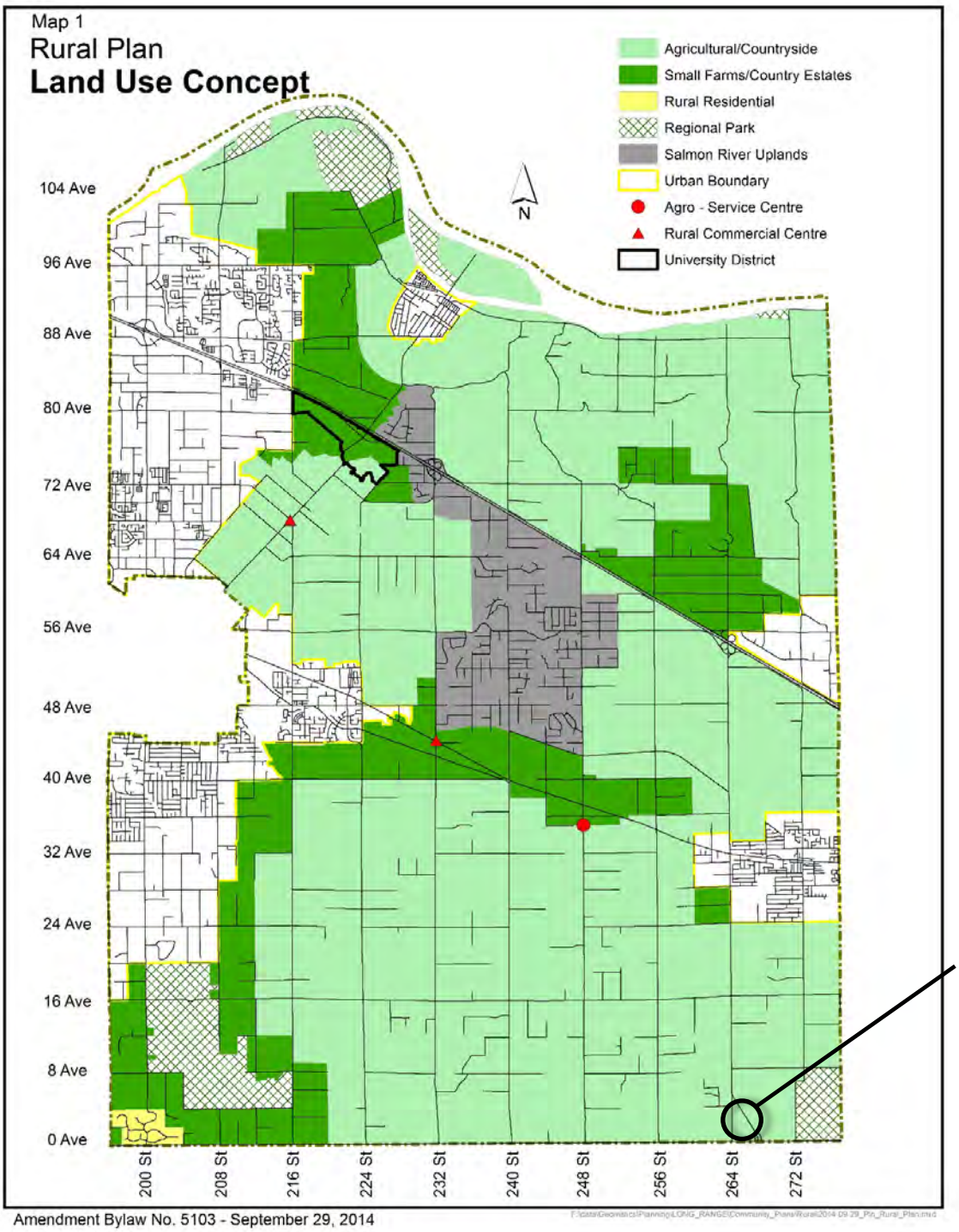
Rob Nordrum
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Maps and Graphics

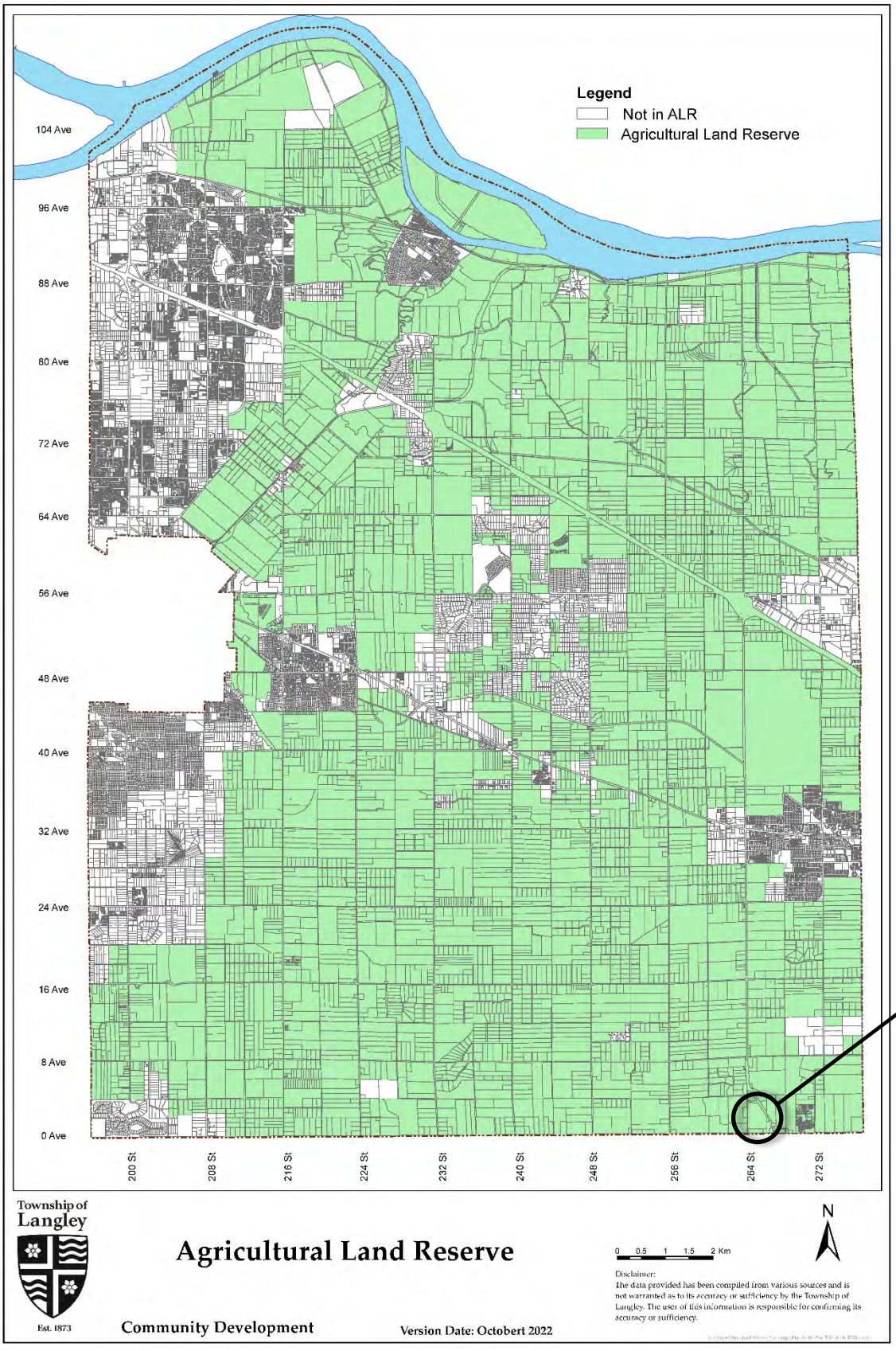
ATTACHMENT A



AERIAL CONTEXT MAP



Amendment Bylaw No. 5103 - September 29, 2014


Legend
Not in ALR
Agricultural Land Reserve
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
SUBJECT
Township of Langley
Est. 1873
Agricultural Land Reserve
Community Development
Version Date: Octobert 2022
0 0.5 1 1.5 2 Km
N
Disclaimer:
The data provided has been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy or sufficiency.



PROPOSED SITE PLAN – SUBMITTED BY APPLICANT

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JANUARY 15, 2024 - REGULAR MEETING	**REPORT:**	24-07
FROM:	ENGINEERING DIVISION	**FILE:**	5460-04
SUBJECT:	CAPITAL REQUEST - 2024 TRAFFIC CALMING PROGRAM UPDATE		

RECOMMENDATIONS:

That Council authorize $180,000 in funding from the Capital Projects Reserve to implement the 2024 Traffic Calming Program.

That Council authorize a grant application to the BC Vision Zero Road Safety Grant Program of $20,000 to implement traffic calming at Donna Gabriel Robins Elementary School.

ANALYSIS:

At its November 20, 2023 Regular Meeting, Council passed the following resolution:

> *Therefore be it resolved that Council directs staff to bring forward for Council the ten highest ranked traffic calming projects as ranked within the Engineering Department's master list of potential Traffic Calming projects, subject to the following conditions:*
>
> 1. *The ten projects should prioritize sites that would increase the safety traveling to and from schools and park sites, and;*
> 2. *Should any of the ten highest ranked projects have equal scores, emphasis should be put on ensuring equity of investment within the Township's neighbourhoods.*

Based on the Council approved Neighbourhood Traffic Calming Policy No. 05-110 (The Policy), staff reviewed the most recent traffic calming priority list of 176 locations to determine which playground and school locations represent the highest priority for traffic calming based on technical and equity factors. Staff subsequently reviewed each location to identify the specific setting and type of traffic calming measures that could be installed.

The following table summarizes the top ten (10) highest priority locations, as well as the proposed preliminary measures and their associated installation costs. The detailed design will be finalized once Council approval is received. A map showing all proposed locations is also presented in Attachment A.

2024 Traffic Calming Priority List:

Rank	Location	Address	Preliminary Traffic Calming Measures	Cost
1	Donna Gabriel Robins Elementary School	78 Avenue: 204B Street to 206 Street	Three (3) Speed Humps on 78 Avenue	$22,500
2	Aldergrove Credit Union Community Centre (ACUCC)	270/270A Street: 29 Avenue to Fraser Highway	Three (3) Speed Humps on 270/270A Street	$22,500
3	George Preston Recreation Centre	42 Avenue: 206 Street to 208 Street 206 Street: 42 Avenue to 44 Avenue	Three (3) Speed Humps on 42 Avenue Two (2) Speed Hump on 206 Street	$37,500
4	Murrayville Outdoor Park	221 Street: 49 Avenue to Fraser Highway	One (1) Speed Hump on 221 Street	$7,500
5	James Hill Park	222 Street: 44 Avenue to Old Yale Road	Three (3) Speed Humps on 222 Street	$22,500
6	Noel Booth Elementary School	35 Avenue: 200 Street to School Boundary	Three (3) Speed Humps on 35 Avenue	$22,500
7	Telegraph Trail Park/West Langley Elementary School	212 Street: 93A Avenue to 95 Avenue	Two (2) Speed Humps on 212 Street	$15,000
8	Fort Langley Cemetery / Fort Langley Community Park	St Andrews Avenue: Nash Street to Glover Road	Two (2) Speed Humps on St Andrews Avenue	$15,000
9	Dog Off Leash Park	213 Street: 95 Avenue to 96 Avenue	Three (3) Speed Humps on 213 Street	$22,500
10	Campbell Valley Regional Park	Near 1088 - 208 Street	One (1) Speed Flashing Sign and one (1) Speed Hump on 208 Street	$12,500
Total				**$200,000**

Pursuant to the Policy, public consultation is not required for traffic calming of roads fronting school or playground zones. However, public consultation for the recreation/community centre locations could be considered by Council. The installation of traffic calming measures will take place in the spring and summer of 2024, subject to favourable weather conditions and availability of resources.

British Columbia Vision Zero Road Safety Grant Program

Annually, the Provincial Government, through the British Columbia Injury Research and Prevention Unit, offers funding of up to $20,000 to implement changes to roadways that make travelling safer and more equitable for vulnerable road users. Staff have identified the traffic control measures at Donna Gabriel Robins Elementary School as meeting the requirements of the grant program. Applications to the highly competitive program are due by January 15, 2024.

Financial Implications:

The estimated cost to implement all ten (10) priority traffic control locations in 2024 is $200,000. Based on the carry forward 2023 Traffic Calming Budget of $20,138, additional funding of $180,000 is required, and is proposed to come from the Capital Projects Reserve.

Should the Township be successful in receiving funding from the Vision Zero Road Safety Grant Program, additional funding of $20,000 would be available for future traffic calming projects.

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

Township of Langley Capital Project Description						
Project Title:	**Traffic Calming: Various Locations**					
	CFWD 2023	2024	2025	2026	2027	2028
Requested Amount		$180,000				
Budget Remaining	$20,138					
Total Projected Cost	$20,138	$180,000				

Project Description *(Phased Project)	To continue the implementation of traffic safety improvements and traffic calming measures at various locations throughout the Township. The priority traffic calming locations are those fronting elementary schools and playgrounds on local and collector roads.
Project Justification and Consequences of Not Proceeding *(Phased Project)	There is a significant public demand for traffic calming throughout the Township primarily focused on congestion near schools, creating concerns from local residents. Currently, there are over 175 locations that have request to have traffic calming implemented.

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):	Ongoing	Initial Year of Approval:	2019

Township of Langley Capital Project Description						
Project Title:	**Traffic Calming: Various Locations**					
Work Breakdown	TRN1001-01					
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	$20,138	$180,000				
Debt						
TransLink						
ICBC						
Other:_____						
Total Currently Funded	**$20,138**	**$180,000**				

Total Currently Unfunded						

Respectfully submitted,

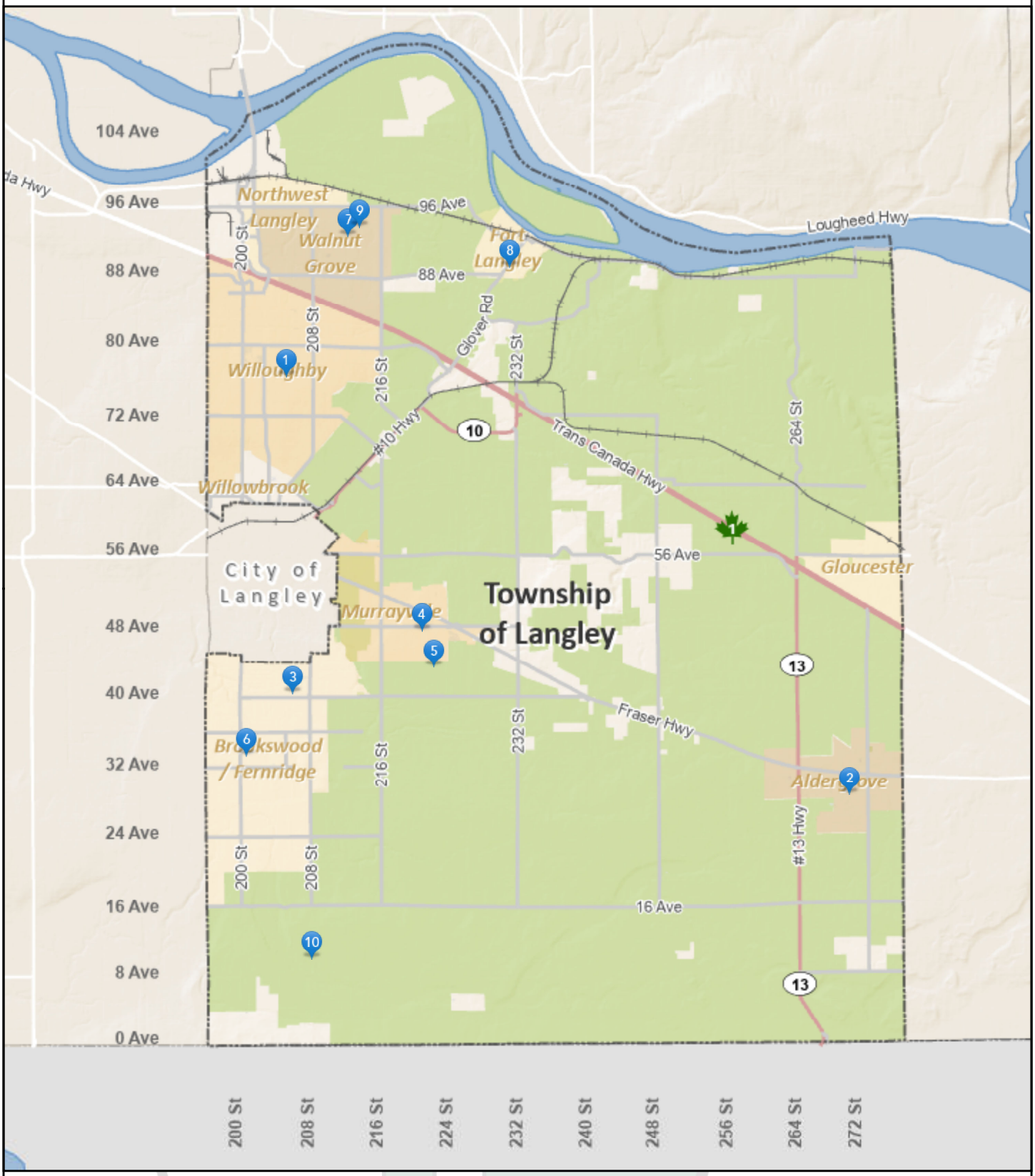
Paul Cordeiro
MANAGER, TRANSPORTATION
for
ENGINEERING DIVISION

This report has been prepared in consultation with the following department.

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

ATTACHMENT A Traffic Calming Locations Map

Traffic Calming Locations Map



Township of Langley BC
Est. 1873

0 2,500 5,000 10,000 Meters

1:125,000

The data provided is a compilation of geographic information drawn together from a variety of sources, historic and current, and does not necessarily include everything and anything for a particular purpose; and the person utilizing this information does so entirely at their risk as the Township of Langley assumes no obligation or liability for the use of this information by any person and makes no representations or promises regarding the completeness or accuracy of the information or its fitness for a particular purpose.

Map printed on: Monday, January 8, 2024 Township of Langley

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JANUARY 15, 2024 – REGULAR MEETING	**REPORT:**	24-04
FROM:	PUBLIC WORKS DIVISION	**FILE:**	5330-24-80
SUBJECT:	CAPITAL REQUEST - 214B STREET SEWER LIFT STATION UPGRADES		

RECOMMENDATION:

That Council authorize an additional $400,000 from the Sewer Capital Works Reserve to upgrade the 214B Street Sewer Lift Station.

ANALYSIS:

A capital budget of $800,000 is in place for the design and upgrade of the 214B Street Sewer Lift Station located in the 9000 block (SWR1163-01) which has reached its end of service life and comes with concerns with potential sewage spills and environmental impacts from a pump station failure. The budget included funding for engineering consultant fees of $100,000 and a 2022 construction estimate of $700,000.

The tender for the works resulted in three compliant bids received by the closing date of November 2, 2023. The three bids ranged between $1,050,000 and $1,290,000 with the lowest bid being $350,000 higher than the estimate. Therefore, staff are requesting additional funds of $400,000, including some construction contingency, to proceed with contract award.

Environmental Implications:

The 214B Street Sewer Lift Station is located immediately north of 9014 214B Street and is approximately 65 metres west of East Munday Creek which is classified as red coded watercourse with known fish habitat. A station failure has the potential to contaminate the creek which would require significant environmental remediation and require reporting to the province, pursuant to the Environmental Management Act. A failure could also impact the surrounding residential neighbourhood that the station services, causing disruption and property damage.

Financial Implications:

To complete the required upgrades to the 214B Street Sewer Lift Station, carry forward of existing funds to 2024, an additional $400,000 is required. Additional details are available in the following tables.

Township of Langley Capital Project Description						
Project Title:	214B Street Sewer Lift Station (SWR1163-01)					
	CFWD 2023	2024	2025	2026	2027	2028
Requested Amount	$733,581	$400,000				
Budget Remaining						
Total Projected Cost	$733,581	$400,000				

Project Description *(Phased Project)	Upgrades to the 214B Street Sanitary Sewer Lift Station due to aging infrastructure and electrical components.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Failure of this station to pump sewer from the surrounding residential neighbourhood will result in environmental spills in the surrounding water courses.

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):	3	Initial Year of Approval:	2022

Township of Langley Capital Project Description						
Project Title:	214B Street Sewer Lift Station (SWR1163-01)					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2023	2024	2025	2026	2027	2028
Reserve Future Capital Expenditure	$126,977					
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Sewer Capital Works	$606,604	$400,000				
Debt						
TransLink						
ICBC						
Other:_____						
Total Currently Funded	**$733,581**	**$400,000**				

Total Currently Unfunded						

Respectfully submitted,

Dave Jarvis
MANAGER, UTILITIES OPERATIONS
for
PUBLIC WORKS DIVISION

This report has been prepared in consultation with the following department.

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

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JANUARY 15, 2024 - REGULAR MEETING	**REPORT:**	24-10
FROM:	ENGINEERING DIVISION	**FILE:**	5330-27-061
SUBJECT:	CAPITAL REQUEST - METRO VANCOUVER JERICHO RESEVOIR PHASE ONE		

RECOMMENDATION:

That Council authorize an additional $4,433,953 from the Water Capital Works Reserve for payment to Metro Vancouver for the construction of phase one of the Jericho Reservoir.

ANALYSIS:

As per agreement with Metro Vancouver, the Township of Langley is responsible for 66.28% of actual construction costs for phase one of Metro Vancouver's Jericho Reservoir. Construction is now complete, with the final costs still being determined. To date, the Township has paid $19,750,000, with the invoiced cost for 2023 being $4,806,625.

Financial Implications:

Existing carry forward funding of $372,672 remains, but additional budget authority of $4,433,953 is required to facilitate payment for the current invoice. Once final costs are determined by Metro Vancouver, a subsequent report will be advanced for Council's consideration.

Township of Langley Capital Project Description						
Project Title:	Reservoir: Jericho (Willoughby: 72 Avenue at 204 Street)					
	CFWD 2023	2024	2025	2026	2027	2028
Requested Amount	$372,672	$4,433,953				
Budget Remaining						
Total Projected Cost	$372,672	$4,433,953				

Project Description *(Phased Project)	Township of Langley's share of construction costs of Metro Vancouver's Jericho Reservoir at 20400 73A Avenue.			
Project Justification and Consequences of Not Proceeding *(Phased Project)	Cost sharing of this work was originally determined in an agreement between Township of Langley and Greater Vancouver Water District in 1987. Agreement was amended in 2017 with payment schedule.			
Project Priority Ranking	**Critical**	**High**	**Medium**	**Low**
	• risk to health and safety • legislative obligation • imminent loss of an asset	• deterioration or obsolescence • leverage external funding • emergent conditions	• extend the life of an asset • desirable new infrastructure • social, cultural and aesthetic value • cost effective to replace or repair now	• action recommended in studies / reports • promotes inter-municipal cooperation

Length of Project (years):	10	Initial Year of Approval:	2014

Township of Langley Capital Project Description						
Project Title:	Reservoir: Jericho (Willoughby: 72 Avenue at 204 Street)					
Work Breakdown	WTR1131-01					
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: Water Capital Works	$372,672	$4,433,953				
Debt						
Translink						
ICBC						
Other:_____						
Total Currently Funded	**$372,672**	**$4,433,953**				

Total Currently Unfunded						

Respectfully submitted,

Dave McCormick, P.Eng.
UTILITIES PLANNING ENGINEER
for
ENGINEERING DIVISION

This report has been prepared in consultation with the following department.

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

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JANUARY 15, 2024 - REGULAR MEETING	**REPORT:**	24-02
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-14-0231
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING APPLICATION NO. 100261 AND DEVELOPMENT PERMIT NO. 101250 (1030643 BC LTD. / TOWNSHIP OF LANGLEY / 20290 – 72 AVENUE; 7160 AND 7185 – 202B STREET)		

PROPOSAL:

Application to amend the Central Gordon Estate Neighbourhood Plan and rezone approximately 0.97 ha (2.4 ac) of land located at 20290 – 72 Avenue; 7160 and 7185 – 202B Street to Comprehensive Development Zone CD-199 to facilitate the development of 260 apartment units.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaws No. 5969 and 5970 subject to 13 development prerequisites being satisfied prior to final reading; authorize issuance (at time of final reading of Bylaw No. 5970) of Development Permit No. 101250; and that staff be authorized to schedule the required Public Hearing.

RATIONALE:

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

RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924 Amendment (1030643 BC Ltd.) Bylaw No. 5969 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1030643 BC Ltd.) Bylaw No. 5970 rezoning approximately 0.97 ha (2.4 ac) of land located at 20290 – 72 Avenue, 7160 and 7185 – 202B Street to Comprehensive Development Zone CD-199 to facilitate the development of 260 apartment units, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw.
2. Provision of road dedications, widenings and necessary traffic improvements including dedications and securing the provision and construction of 71B Avenue from the subject site to 204 Street in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Central Gordon Estate Neighbourhood Plan.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.

4. 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. Registration of a restrictive covenant acceptable to the Township identifying a minimum of 10% of the apartment units in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan.
7. Completion of a road closure bylaw for former 202B Street connection.
8. Consolidation of the three existing lots and the former 202B Street dedication into one lot.
9. Dedication and construction of:
    a. 4.5 m wide street greenway along 72 Avenue
    b. 4.5 m wide street greenway along 202B Street
    c. amenity feature consistent with Figure 4.1 of the Central Gordon Estate Neighbourhood Plan.
10. Registration of statutory rights-of-way for the purposes of securing green link pedestrian connections as depicted in the Central Gordon Estate Neighbourhood Plan Land Use Concept Map.
11. Finalization of landscape and architectural plans.
12. Compliance with the Community Amenity Contributions Policy, Willoughby Arterial Road Completion Amenity Policy if applicable and the requirements of the Willoughby Greenway Amenity Policy.
13. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy.

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No.4924 Amendment (1030643 BC Ltd.) Bylaw No. 5969 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council at time of final reading of Rezoning Bylaw No. 5970 authorize issuance of Development Permit No. 101250 subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A".
b. Landscape plans being in substantial compliance with Schedule "B" and in compliance with the Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), the Township's Street Trees and Boulevard Plantings Policy and Age-Friendly Amenity Area requirements.
c. All signage being in compliance with Schedule "A" and the Township's Sign Bylaw.
d. All rooftop mechanical equipment to be screened from view.
e. All refuse areas to be located in an enclosure and screened.

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

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

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

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 5969 and 5970 in conjunction with the hearing for the proposed Development Permit No. 101250.

EXECUTIVE SUMMARY:

Kasian Architecture Interior Design and Planning has applied on behalf of 1030643 BC Ltd. to rezone approximately 0.97 ha (2.4 ac) of land located at 20290 – 72 Avenue; 7160 and 7185 - 202B Street to Comprehensive Development Zone CD-199 to facilitate the development of 260 apartment units. Additionally, the applicant is requesting to amend the Central Gordon Estate Neighbourhood Plan (NP) to change the land use designation from Low Density Apartment (1.4 FSR) to Medium Density Apartment (1.5 – 2.5 FSR). Further, the application proposes to rezone the site to Comprehensive Development Zone CD-199 to accommodate the proposal.

A development permit (Attachment B) is being processed in conjunction with the rezoning application to provide Council the opportunity to review the form and character of the proposed development.

As the proposal is consistent with and supports the overall objectives of the Willoughby Community Plan and Central Gordon Estate NP, staff recommend that Council consider the neighbourhood plan amendment and rezoning request subject to the completion of 13 development prerequisites.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Willoughby Community Plan and Central Gordon Estates Neighbourhood Plan Amendment Bylaw No. 5969, Rezoning Bylaw No. 5970 and Development Permit No. 101250.

REFERENCE:

Owner:	1030643 BC Ltd. 18888 – 80 Avenue Surrey BC V4N 4J1 Corporation of the Township of Langley 20338 – 65 Avenue Langley BC V2Y 3J1
Agent:	Kasian Architecture Interior Design and Planning A100, 20161 – 86 Avenue Langley BC V2Y 2C1
Legal Description:	Lot "A" and Northerly Half Lot "B" Section 14 Township 8 New Westminster District Plan 17096 Lot 44 Section 14 Township 8 New Westminster District Plan 34189 Except Plan BCP43719 Portion of 202B Street Road Dedication to be closed
Location:	20290 – 72 Avenue 7160 – 202B Street 7185 – 202B Street
Area:	0.97 ha (2.4 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD-199
Willoughby Community Plan:	Multi Family Greenway
Central Gordon Estate Neighbourhood Plan:	Low Density Apartment (1.4 FSR) / 4-Storey Maximum Height Greenlink Amenity Feature

BACKGROUND/HISTORY:

- The subject lands are comprised of an assembly of three lots and an unused portion of the former 202B Street road alignment.
- The site is currently zoned Suburban Residential Zone SR-2 and designated Low Density Apartment (1.4 FSR) / 4-storey maximum height in the Central Gordon Estate NP.
- The Central Gordon Estate NP includes an amenity feature at the corner of the 72 Avenue and 202B Street connection which is intended to act as a gateway and landmark feature for the neighbourhood. A green link is also envisioned on the eastern and southern property lines.

DISCUSSION/ANALYSIS:

- The applicant proposes two 6-storey buildings comprised of 260 apartment units at a density of 2.5 FSR.
- To facilitate the development, the applicant has applied to redesignate the site from Low Density Apartment (1.4 FSR) to a new designation, Medium Density Apartment (1.5 – 2.5 FSR).
- Staff are supportive of the proposal as the general form of the buildings is consistent with the Central Gordon Estate NP.

Adjacent Uses:

	Existing Use	Neighbourhood Plan Designation	Existing Zoning
North:	Fire Hall	Institutional	Civic Institutional Zone P-1
South:	A property currently under application (TOL Project No. 08-14-0217) for development of nine townhouse units and 31 apartment units	Greenlink Townhouse (15 UPA)	Suburban Residential SR-2
East:	A property that forms a part of a two lot assembly currently under application (TOL Project No. 08-14-0207) for the development of 43 apartment units and 30 townhouse units	Townhouse (15 UPA)	Suburban Residential SR-2
West:	202B Street, beyond which are several single family homes	Single Family (6 UPA)	Residential Compact Lot Zone R-CL

Community / Neighbourhood Plan Amendment:

- The site is designated in the Central Gordon Estate NP as Low Density Apartment (1.4 FSR).
- An amendment to the Central Gordon Estate NP is required to introduce a new Medium Density Apartment designation (Section 3.4.1.10) which:
    - permits a base Floor Space Ratio (FSR) of 1.5 which may be increased up to 2.5 on a site-specific basis
    - permits a 6-storey maximum height
    - requires developments to comply with policies found in the Low Density Apartment Mixed Use and Low Density Apartment designations

Zoning Amendment:

- Bylaw No. 5970 proposes to rezone the site to a new Comprehensive Development Zone CD-199 which permits a density of 2.5 FSR on a site-specific basis to facilitate the proposed 6-storey buildings comprised of 260 apartment units.

- The CD-199 zone limits buildings to a 6-storey maximum height.
- The project complies with the provisions of the site's proposed Comprehensive Development Zone CD-199 zoning in terms of siting, site coverage, height, use and density (2.5 FSR).

Development Permit:

- The subject site is located in Development Permit Area 'B' – Residential (for form and character) in the Willoughby Community Plan. Proposed Development Permit No. 101250 is attached to this report and includes renderings, site plans, building elevations and landscape plans.
- Vehicular access to the site is proposed from a new 71B Avenue alignment.
- Finalization of the architectural and landscape plans to form a final Development Permit prior to final reading has been included as a development prerequisite.

Community Amenity Contributions:

The Community Amenity Contributions (CAC) Policy applies to the subject rezoning and specifies target contribution amounts based on unit types.

Section 5.2.g of the Community Amenity Policy outlines where an application includes an increase in the residential density beyond that established in the plan, an additional $25 per square foot per Apartment (6-storeys or less) is applicable. The proposed plan amendment results in an additional 93,810 ft^2 of achievable floor space.

Based on current rates, the CAC calculation for this proposal is as follows:

	Count	Rate	Total
Low Rise Apartments (6-storeys or less)	260	$11,000 / unit	$2,860,000
FSR exceeding Central Gordon Estate NP max	93,810ft^2	$25 / ft^2	$2,345,250
Total			**$5,205,250**

Tree Protection / Replacement:

The applicant has submitted tree management plans indicating the following:

Significant Trees on Site	Significant Trees Retained	Replacement Trees Required	Replacement Trees Provided	Street Trees Provided	Total Trees Post Development
7	0	77	124	12	136

Policy Considerations:

The proposed Central Gordon Estate Neighbourhood Plan amendment, rezoning and development permit application facilitates:

- development of two 6-storey buildings comprised of 260 apartment units
- an amendment to the plan to introduce a new Medium Density Apartment designation

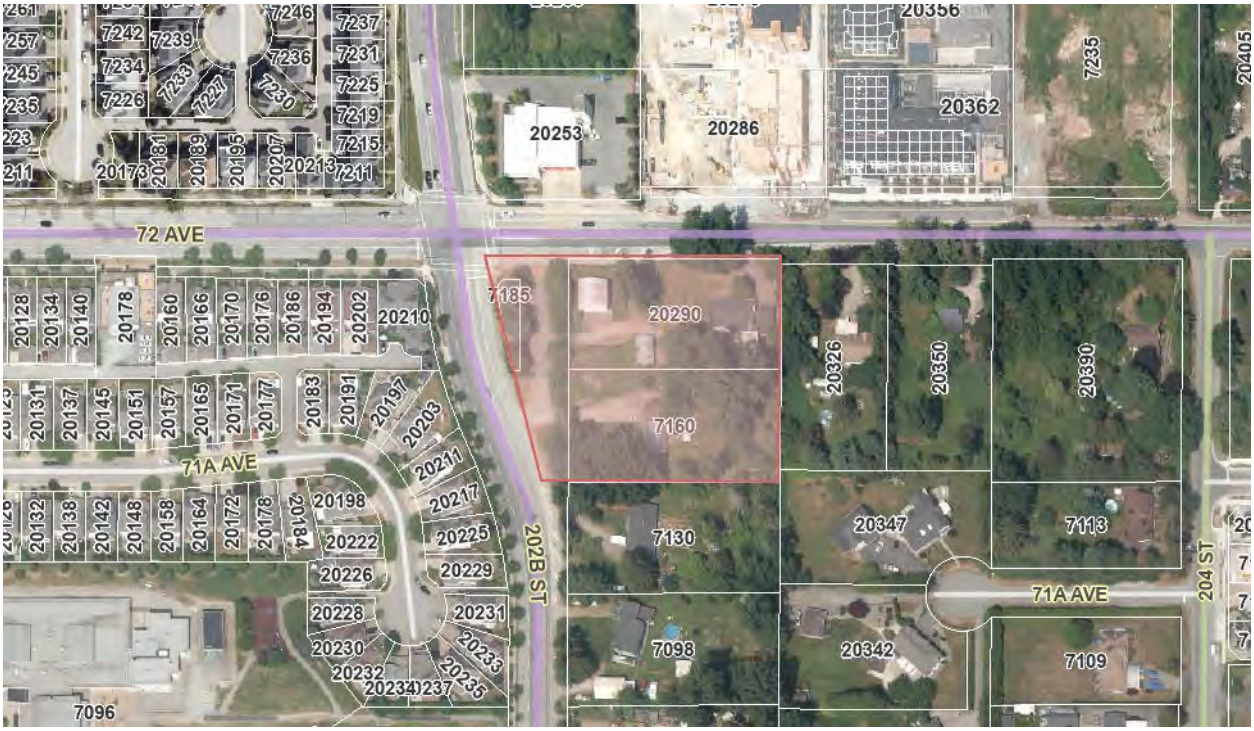
The proposal is consistent with the overall goals and objectives of the Willoughby Community Plan and Central Gordon Estate NP. Staff recommend that Council give first and second reading to Bylaws No. 5969 and 5970 (subject to 13 development prerequisites); and authorize staff to schedule the required Public Hearing for Willoughby Community Plan and Central Gordon Estate Neighbourhood Plan Amendment Bylaw No. 5969 and Rezoning Bylaw No. 5970.

Respectfully submitted,

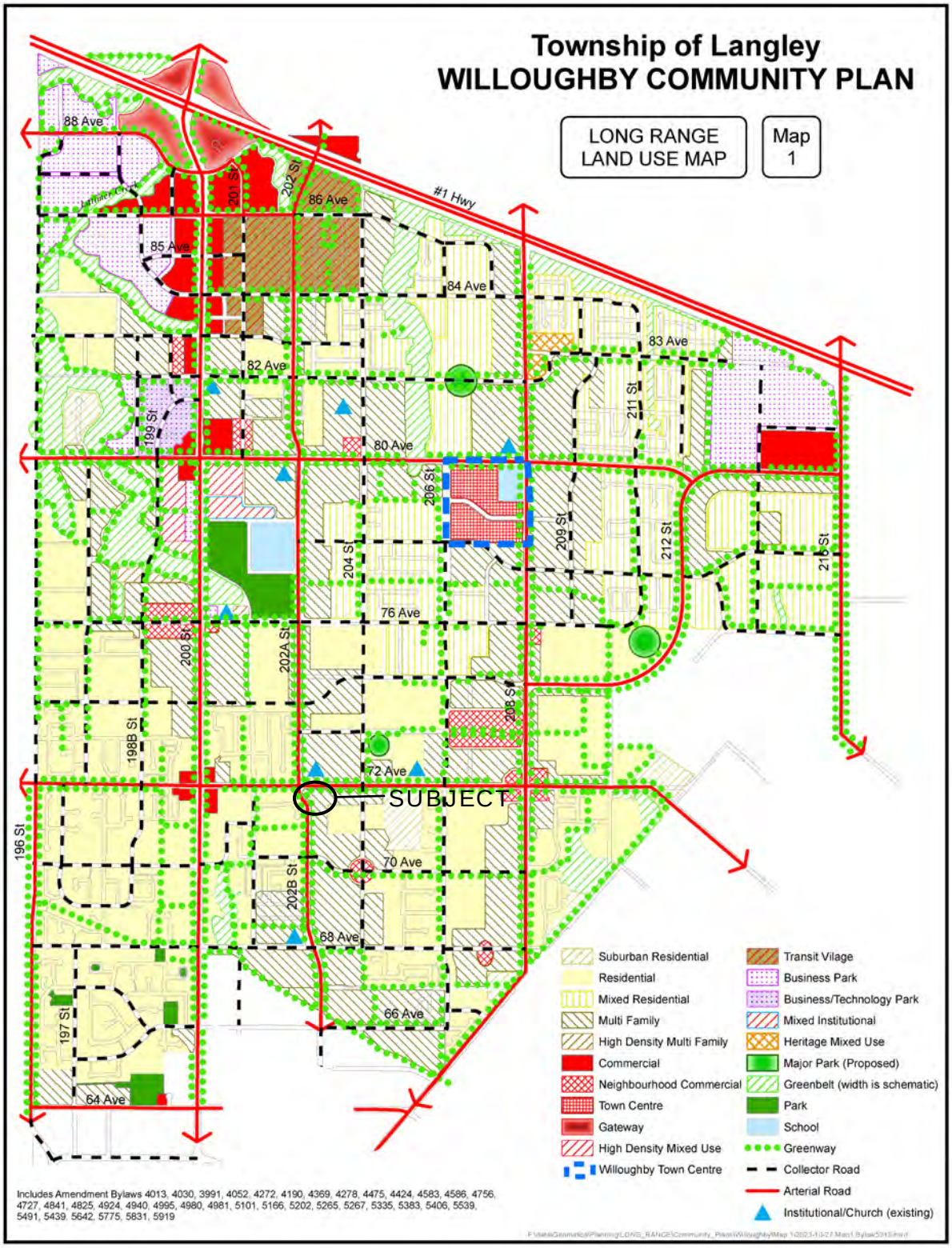
Ruby Sandher
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

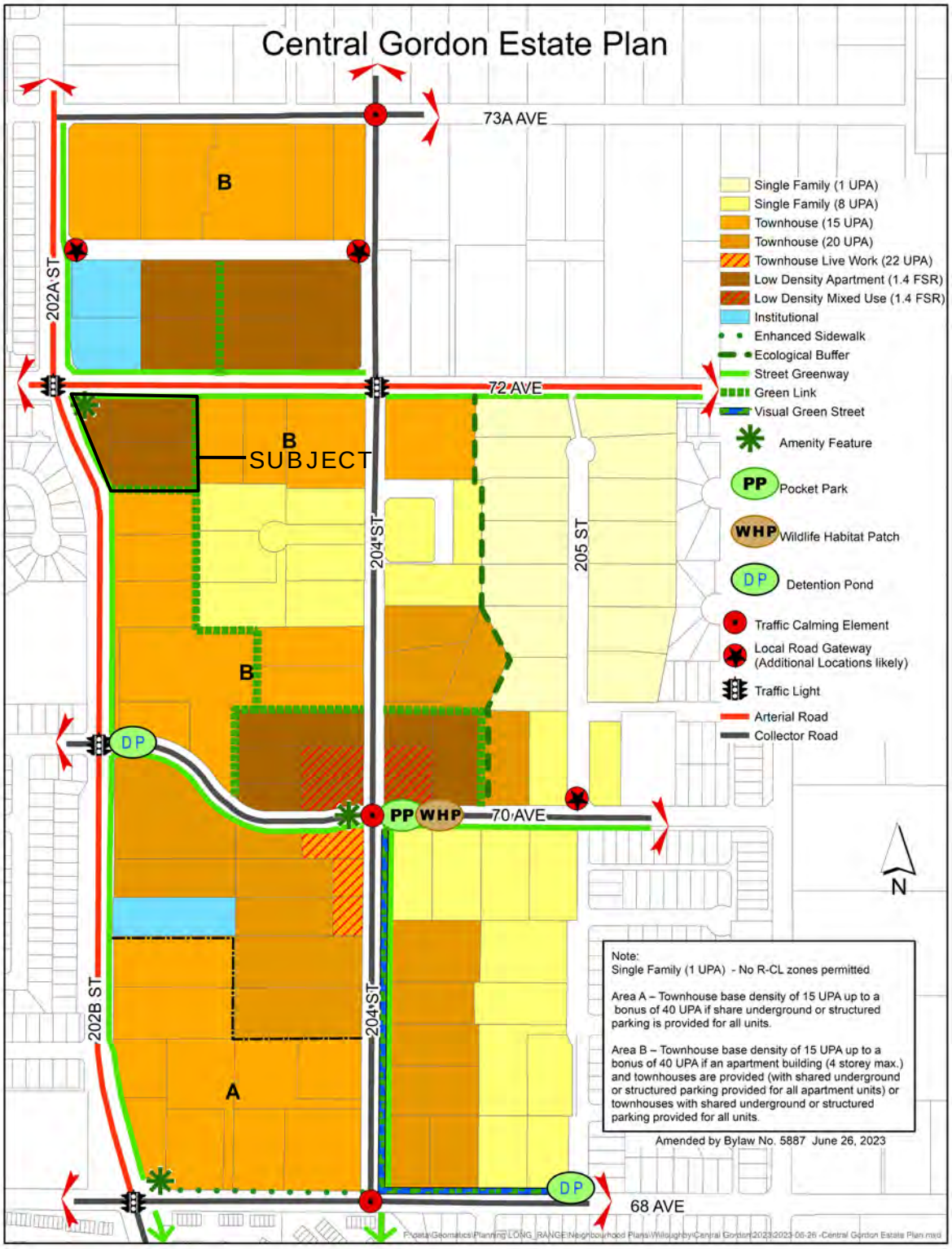
ATTACHMENT A	Maps & Graphics
ATTACHMENT B	Development Permit No. 101250

ATTACHMENT A



AERIAL PHOTO


Township of Langley
WILLOUGHBY COMMUNITY PLAN
LONG RANGE LAND USE MAP
Map 1
#1 Hwy
88 Ave
86 Ave
85 Ave
84 Ave
83 Ave
82 Ave
80 Ave
76 Ave
72 Ave
70 Ave
68 Ave
66 Ave
64 Ave
201 St
202 St
199 St
204 St
206 St
209 St
211 St
212 St
216 St
200 St
202A St
198B St
208 St
196 St
202B St
197 St
SUBJECT
Suburban Residential
Residential
Mixed Residential
Multi Family
High Density Multi Family
Commercial
Neighbourhood Commercial
Town Centre
Gateway
High Density Mixed Use
Willoughby Town Centre
Transit Vilage
Business Park
Business/Technology Park
Mixed Institutional
Heritage Mixed Use
Major Park (Proposed)
Greenbelt (width is schematic)
Park
School
Greenway
Collector Road
Arterial Road
Institutional/Church (existing)
Includes Amendment Bylaws 4013, 4030, 3991, 4052, 4272, 4190, 4369, 4278, 4475, 4424, 4583, 4586, 4756, 4727, 4841, 4825, 4924, 4940, 4995, 4980, 4981, 5101, 5166, 5202, 5265, 5267, 5335, 5383, 5406, 5539, 5491, 5439, 5642, 5775, 5831, 5919


Central Gordon Estate Plan
73A AVE
72 AVE
70 AVE
68 AVE
202A ST
202B ST
204 ST
205 ST
B
SUBJECT
A
DP
PP
WHP
N
Single Family (1 UPA)
Single Family (8 UPA)
Townhouse (15 UPA)
Townhouse (20 UPA)
Townhouse Live Work (22 UPA)
Low Density Apartment (1.4 FSR)
Low Density Mixed Use (1.4 FSR)
Institutional
Enhanced Sidewalk
Ecological Buffer
Street Greenway
Green Link
Visual Green Street
Amenity Feature
Pocket Park
Wildlife Habitat Patch
Detention Pond
Traffic Calming Element
Local Road Gateway (Additional Locations likely)
Traffic Light
Arterial Road
Collector Road
Note:
Single Family (1 UPA) - No R-CL zones permitted
Area A – Townhouse base density of 15 UPA up to a bonus of 40 UPA if share underground or structured parking is provided for all units.
Area B – Townhouse base density of 15 UPA up to a bonus of 40 UPA if an apartment building (4 storey max.) and townhouses are provided (with shared underground or structured parking provided for all apartment units) or townhouses with shared underground or structured parking provided for all units.
Amended by Bylaw No. 5887 June 26, 2023



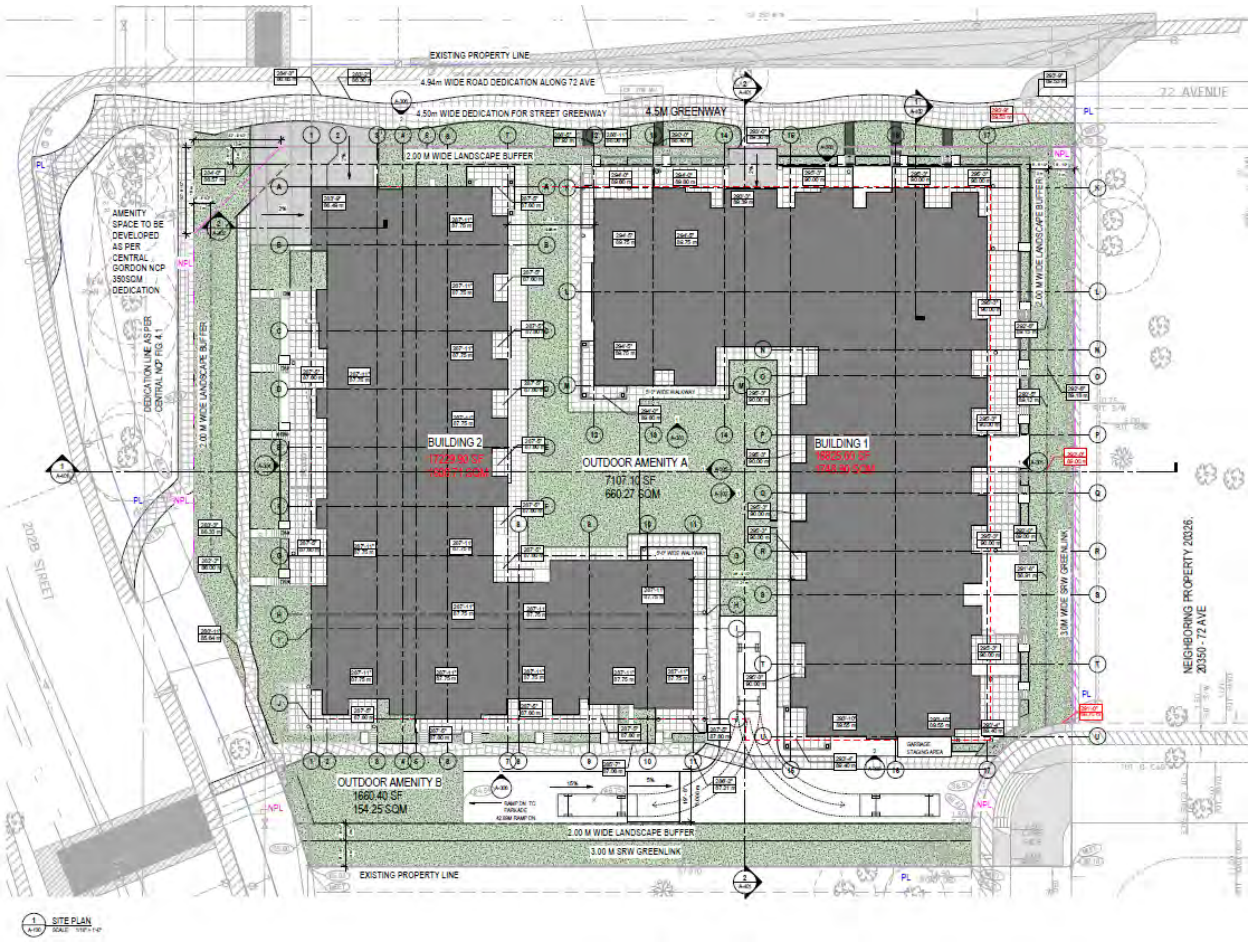
ZONING BYLAW NO. 2500





BLDG 2 - WEST VIEW (ENTRANCE SIDE)

RENDERINGS – SUBMITTED BY APPLICANT



SITE PLANS – SUBMITTED BY APPLICANT

THE CORPORATION OF THE TOWNSHIP OF LANGLEY ATTACHMENT B

Development Permit No. 101250

This Permit is issued this _____day of _____, 2024 to:

1. Name: 1030643 BC Ltd.

   Address: 18888 – 80 Avenue
   Surrey BC V4N 4J1

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

   LEGAL DESCRIPTION: Lot "A" and Northerly Half Lot "B" Section 14 Township 8 New Westminster District Plan 17096

   Lot 44 Section 14 Township 8 New Westminster District Plan 34189 Except Plan BCP43719

   Portion of 202 Street Road Dedication to be closed

   CIVIC ADDRESS: 20290 – 72 Avenue; 7160 and 7185 – 202B Street

3. This Permit is issued subject to compliance with all of the Bylaws of the Municipality of Langley applicable thereto, except as specifically varied or supplemented by this permit as follows:

   a. Building plans being in substantial compliance with Schedule "A".
   b. Landscape plans being in substantial compliance with Schedule "B" and in compliance with the Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), the Township's Street Trees and Boulevard Plantings Policy and Age-Friendly Amenity Area requirements.
   c. All signage being in compliance with Schedule "A" and the Township's Sign Bylaw;
   d. All rooftop mechanical equipment to be screened from view.
   e. All refuse areas to be located in an enclosure and screened.

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

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

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

   This Permit is not a Building Permit.

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

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

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

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

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2024.

Attachments:

SCHEDULE A	Architectural Drawings
SCHEDULE B	Landscape Drawings

PROPOSED MULTIFAMILY APARTMENT

20290- 72 AVENUE & 7160 & 7185 202B STREET LANGLEY, BRITISH COLUMBIA

DATA SHEET

PROJECT NAME	PROPOSED MULTIFAMILY APARTMENT 20290- 72 AVENUE & 7160 & 7185 202B STREET LANGLEY, BRITISH COLUMBIA						
LEGAL DESCRIPTION	[illegible]						
GROSS SITE AREA	[illegible]	Sft OR	9797.46	Sq mts OR	2.42	Acres	
TOTAL DEDICATION	[illegible]	Sft OR	1903.08	Sq mts OR	0.47	Acres	
DEDICATION AS PERNCP (AMENITY FEATURE)	4397.15	Sft OR	408.50	Sq mts OR	0.101	Acres	
NET SITE AREA	[illegible]	Sft OR	7894.38	Sq mts OR	1.95	Acres	

TOTAL FLOOR AREA BUILDING	NO.OF UNITS				
BUILDING-1 AREA					
FIRST FLOOR AREA	21	[illegible]	Sft	[illegible]	SqM
SECOND FLOOR AREA	23	[illegible]	Sft	[illegible]	SqM
THIRD FLOOR AREA	23	[illegible]	Sft	[illegible]	SqM
FOURTH FLOOR AREA	23	[illegible]	Sft	[illegible]	SqM
FIFTH FLOOR AREA	23	[illegible]	Sft	[illegible]	SqM
SIXTH FLOOR AREA	23	[illegible]	Sft	[illegible]	SqM
BLDG-A RESIDENTIAL FLOOR AREA	136	[illegible]	Sft	[illegible]	SqM
BUILDING-2 AREA					
FIRST FLOOR AREA	19	[illegible]	Sft	[illegible]	SqM
SECOND FLOOR AREA	21	17117.72	Sft	1590.29	SqM
THIRD FLOOR AREA	21	17164.73	Sft	1594.66	SqM
FOURTH FLOOR AREA	21	17164.73	Sft	1594.66	SqM
FIFTH FLOOR AREA	21	16865.10	Sft	1566.82	SqM
SIXTH FLOOR AREA	21	16865.10	Sft	1566.82	SqM
BLDG-B RESIDENTIAL FLOOR AREA	124	101983.20	Sft	9474.55	SqM
TOTAL GROSS BLDG. AREA FOR FSR (EXCLUDING INDOOR AMENITY AREA)	[illegible]	212833.87	Sft	[illegible]	SqM

FLOOR AREA RATIO EXCLUDING INDOOR AMENITY AREA:
F.A.R. = GROSS BLDG. AREA / NET SITE AREA
212833.87 / [illegible] = 2.50 FSR

LOT COVERAGE = BUILDING FOOTPRINT AREA / NET SITE AREA
[illegible] / [illegible] = 42%

UPA
PROPOSED (ON GROSS SITE AREA)
260.00 / 2.43 = 107

BUILDING "1" UNITS

S.NO	UNIT TYPE	DESCRIPTION	AREA	UNIT	MAIN FLR.	2ND FLR.	3RD FLR.	4TH FLR.	5TH FLR.	6TH FLR.	NO OF UNITS	NET RENTABLE AREA
1	TYPE-A	STUDIO	443.25	SFT	1	0	0	0	[illegible]	[illegible]	1	443.25
2	TYPE-B	1-BED+DEN (ADAPTABLE UNIT)	695.50	SFT	6	6	6	6	[illegible]	[illegible]	[illegible]	[illegible]
3	TYPE-B1	1-BED+DEN	769.00	SFT	1	1	1	1	1	1	6	4614.00
4	TYPE-B2	1-BED+DEN	642.50	SFT	0	1	1	1	1	1	5	3212.50
5	TYPE-B3	1-BED+DEN	651.75	SFT	0	1	1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
6	TYPE-C	1-BED+DEN 2 BATH	695.50	SFT	2	2	2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
7	TYPE-D	2-BED+2 BATH	[illegible]	SFT	2	2	2	[illegible]	[illegible]	[illegible]	10	[illegible]
8	TYPE-D1	2-BED+2 BATH	772.75	SFT	1	1	1	1	[illegible]	0	4	[illegible]
9	TYPE-D3	2-BED+2 BATH	783.00	SFT	[illegible]	0	0	0	[illegible]	1	2	[illegible]
10	TYPE-D6	2-BED+2 BATH	696.75	SFT	[illegible]	0	0	0	[illegible]	1	2	[illegible]
11	TYPE-E	2-BED+2 BATH	[illegible]	SFT	[illegible]	2	2	2	[illegible]	0	[illegible]	[illegible]
12	TYPE-E1	2-BED+2 BATH	[illegible]	SFT	[illegible]	1	1	1	[illegible]	1	[illegible]	[illegible]
13	TYPE-F	3-BED	819.25	SFT	1	1	1	1	[illegible]	0	4	[illegible]
14	[illegible]	2-BED + DEN	855.50	SFT	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0	12	[illegible]
15	TYPE-H	1-BED	541.00	SFT	1	0	0	0	0	0	1	[illegible]
16	TYPE-H1	1-BED	565.75	SFT	[illegible]	1	1	1	[illegible]	1	[illegible]	[illegible]
17	TYPE-I	3 BED	835.50	SFT	1	1	1	1	0	0	4	[illegible]
18	TYPE-I2	3 BED	738.75	SFT	[illegible]	0	0	0	1	1	2	1477.50
19	TYPE-I3	3 BED	729.25	SFT	[illegible]	0	0	0	1	1	2	[illegible]
20	TYPE-K	2-BED + DEN	793.75	SFT	[illegible]	0	0	0	2	2	4	[illegible]
21	[illegible]	2-BED + DEN	[illegible]	SFT	[illegible]	0	0	0	1	1	2	[illegible]
22	[illegible]	1-BED+DEN	605.75	SFT	[illegible]	0	0	0	1	1	2	[illegible]
23	TYPE-M1	1-BED+DEN	674.00	SFT	[illegible]	[illegible]	0	0	4	4	8	[illegible]
24	TYPE-N	2-BED+2 BATH	804.25	SFT	[illegible]	[illegible]	0	0	2	2	4	[illegible]
	UNITS PER FLOOR				21	23	23	23	23	23	136	[illegible]
	SALABLE AREA		[illegible]									

BUILDING "2" UNITS

S.NO	UNIT TYPE	DESCRIPTION	AREA	UNIT	MAIN FLR.	2ND FLR.	3RD FLR.	4TH FLR.	5TH FLR.	6TH FLR.	NO OF UNITS	NET RENTABLE AREA
1	TYPE-A1	STUDIO	424.00	SFT	[illegible]	1	1	1	[illegible]	0	3	1272.00
2	TYPE-A2	STUDIO	455.75	SFT	[illegible]	0	0	0	[illegible]	1	2	[illegible]
3	TYPE-B	1-BED+DEN	695.50	SFT	[illegible]	4	4	4	[illegible]	3	22	[illegible]
4	TYPE-B4	1-BED+DEN	628.50	SFT	1	1	1	1	[illegible]	0	4	[illegible]
5	TYPE-B6	2-BED+2 BATH	675.50	SFT	[illegible]	0	0	0	[illegible]	1	2	1351.00
6	TYPE-C1	1-BED+DEN 2 BATH	484.75	SFT	1	1	1	1	[illegible]	0	[illegible]	[illegible]
7	TYPE-C2	1-BED+DEN 2 BATH	512.50	SFT	[illegible]	0	0	0	1	1	2	[illegible]
8	TYPE-D2	2-BED+2 BATH	779.50	SFT	1	1	1	1	[illegible]	0	4	[illegible]
9	TYPE-D5	2-BED+2 BATH	783.00	SFT	[illegible]	0	0	0	[illegible]	1	2	[illegible]
10	TYPE-E2	2-BED+2 BATH	791.75	SFT	[illegible]	2	2	2	[illegible]	0	[illegible]	[illegible]
11	TYPE-E3	2-BED+2 BATH	803.25	SFT	[illegible]	0	0	0	[illegible]	3	[illegible]	[illegible]
12	TYPE-E4	2-BED+2 BATH	828.50	SFT	1	1	1	1	[illegible]	0	[illegible]	[illegible]
13	[illegible]	1-BED+DEN	[illegible]	SFT	1	1	1	1	[illegible]	0	4	[illegible]
14	[illegible]	2-BED + DEN	855.50	SFT	2	2	2	2	[illegible]	0	[illegible]	[illegible]
15	[illegible]	2-BED + DEN	764.75	SFT	[illegible]	1	1	1	1	1	5	[illegible]
16	[illegible]	2-BED + DEN	[illegible]	SFT	1	0	0	0	0	0	1	[illegible]
17	TYPE-H2	1-BED	[illegible]	SFT	1	1	1	1	1	1	6	[illegible]
18	TYPE-H3	[illegible]	[illegible]	SFT	[illegible]	0	0	0	0	0	1	[illegible]
19	TYPE-H4	[illegible]	[illegible]	SFT	1	1	1	1	1	1	[illegible]	[illegible]
20	TYPE-I1	3 BED	[illegible]	SFT	[illegible]	1	1	1	0	0	4	[illegible]
21	TYPE-I2	2-BED + DEN	[illegible]	SFT	[illegible]	0	0	0	1	1	2	[illegible]
22	TYPE-J	2-BED + DEN	1,070.00	SFT	[illegible]	0	0	0	1	0	1	[illegible]
23	TYPE-J1	2-BED + DEN	[illegible]	SFT	[illegible]	1	1	1	1	1	5	[illegible]
24	TYPE-K2	2-BED + DEN	[illegible]	SFT	[illegible]	0	0	0	1	1	2	[illegible]
25	TYPE-K3	2-BED + DEN	[illegible]	SFT	[illegible]	0	0	0	1	1	2	[illegible]
26	TYPE-L	2-BED+2 BATH	[illegible]	SFT	1	1	1	1	0	0	4	[illegible]
27	TYPE-L1	1 BED + DEN	[illegible]	SFT	[illegible]	1	0	0	0	0	1	[illegible]
28	TYPE-L2	1 BED + DEN	[illegible]	SFT	[illegible]	[illegible]	1	1	0	0	2	[illegible]
29	TYPE-L3	1 BED + DEN	[illegible]	SFT	[illegible]	0	0	0	1	1	2	[illegible]
30	TYPE-L4	1 BED + DEN	[illegible]	SFT	[illegible]	0	0	0	1	1	2	[illegible]
31	TYPE-M1	1 BED + DEN	[illegible]	SFT	[illegible]	[illegible]	0	0	1	1	2	[illegible]
32	TYPE-M2	1 BED + DEN	[illegible]	SFT	[illegible]	0	0	0	1	1	2	[illegible]
	UNITS PER FLOOR				19	21	21	21	21	21	124	91,312.75
	SALABLE AREA		91,312.75									

TYPE OF UNIT	NO. OF UNITS	PERCENTAGE
STUDIO	[illegible]	[illegible]
1 BED	[illegible]	[illegible]
1-BED+DEN	[illegible]	[illegible]
1-BED+DEN 2 BATH	[illegible]	[illegible]
2-BED + DEN	[illegible]	[illegible]
2-BED + 2 BATH	[illegible]	[illegible]
3-BED	[illegible]	[illegible]
TOTAL UNITS BUILDING 1 & 2	[illegible]	100.00%

INDOOR AMENITY SPACE	SQM	SFT
PROVIDED INDOOR AMENITY BUILDING 1	[illegible]	[illegible]
PROVIDED INDOOR AMENITY BUILDING 2	[illegible]	[illegible]
TOTAL INDOOR AMENITY PROVIDED	[illegible]	[illegible]

OUTDOOR AMENITY AREA REQUIRED	SQM	SFT
AMENITY AREA: BUILDING 1 (OUTDOOR AREA) NO. OF UNITS *4 SQ.M PER UNIT	[illegible]	[illegible]
AMENITY AREA: BUILDING 2 (OUTDOOR AREA) NO. OF UNITS *4 SQ.M PER UNIT	[illegible]	[illegible]
TOTAL OUTDOOR AMENITY REQUIRED	[illegible]	[illegible]

OUTDOOR AMENITY SPACE	SQM	SFT
PROVIDED OUTDOOR AMENITY ON SITE	[illegible]	[illegible]
PROVIDED OUTDOOR AMENITY ON ROOF TOP	[illegible]	[illegible]
TOTAL OUTDOOR AMENITY PROVIDED	[illegible]	[illegible]

REQUIRED PARKING FOR BUILDING		
PARKING REQUIRED FOR 1 OR MORE BEDROOM UNIT (1.5 PER UNIT) INCLUDING 10% VISITOR PARKING	381	STALLS
PARKING REQUIRED FOR STUDIO UNITS (1 PER UNIT) INCLUDING 10% VISITOR PARKING	6	STALLS

PROVIDED PARKING FOR BUILDING		
STANDARD CAR PARKING PROVIDED ON PARKADE LEVEL-1	[illegible]	STALLS
SMALL CAR PARKING PROVIDED ON PARKADE LEVEL-1	[illegible]	STALLS
STANDARD PARKING PROVIDED ON PARKADE LEVEL-2	[illegible]	STALLS
SMALL PARKING PROVIDED ON PARKADE LEVEL-2	[illegible]	STALLS
VISITOR PARKING PROVIDED	39	STALLS
ACCESSIBLE PARKING PROVIDED	[illegible]	STALLS
TOTAL PARKING PROVIDED	391	STALLS

REQUIRED BIKE PARKING FOR BUILDING	[illegible]	STALLS
BIKE PARKING FOR BUILDING PROVIDED	[illegible]	STALLS
STANDARD BIKE PARKING PROVIDED ON PARKADE LEVEL-1	[illegible]	STALLS
STANDARD BIKE PARKING PROVIDED ON PARKADE LEVEL-2	[illegible]	STALLS

SHEET INDEX

SHEET NO.	ARCHITECTURAL
A-001	COVER PAGE
A-002	DATA SHEET
A-100	SITE PLAN
A-200 SERIES	FLOOR PLANS
A-300 SERIES	ELEVATIONS
A-350 SERIES	3D VIEWS

VICINITY MAP NTS



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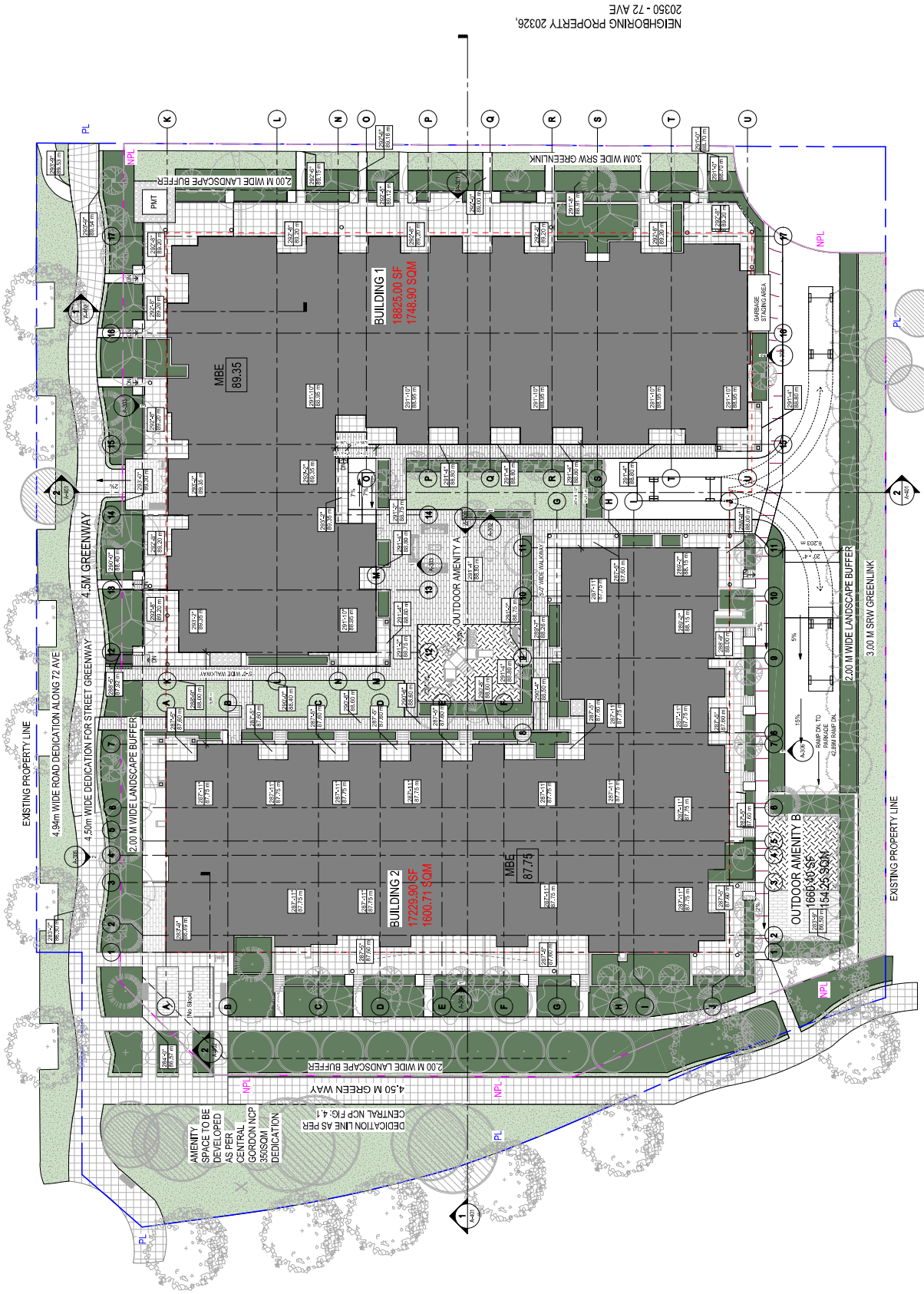
PROJECT
PROPOSED MULTI-FAMILY DEVELOPMENT
20290 72 AVENUE & 7160 & 7185 202B Street, Langley, BC

DRAWING TITLE
DEVELOPMENT DATA

SCHEDULE A

F 1

PLOT DATE 2023-13-13 11:06:10 AM
DRAWN KT
REVIEWED AG
DRAWING NO. A-002



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PROJECT

PROPOSED MULTI-FAMILY DEVELOPMENT

20290, 72 AVENUE & 7160 & 7155 208B Street, Langley, BC

DRAWING TITLE

SITE PLAN

DRAWING ISSUE

F.1

PROJECT NO.	PLOT DATE	DRAWN	REVIEWED
20290	13-12-2023	SV	SZ
	SCALE 1/16" = 1'-0"		

DRAWING NO. A-100 REVISION



1 PARKADE LEVEL 1
A-101 SCALE: 1/16" = 1'-0"

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PROJECT
PROPOSED MULTI-FAMILY DEVELOPMENT
20290, 72 AVENUE & 7160 & 7165 202B Street, Langley, BC

DRAWING TITLE
PARKADE PLAN LEVEL 1

DRAWING ISSUE

PROJECT NO. 20290
ISSUE DATE 2025-12-13 11:06:18 AM
SCALE 1/16" = 1'-0"
DRAWN CA
REVIEWED AG
DRAWING NO. A-101
REVISION

F.1



1 PARKADE LEVEL 2
A102 SCALE: 1/16" = 1'-0"

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20290, 72 AVENUE & 7160 & 7165 202B Street, Langley, BC

DRAWING TITLE

PARKADE PLAN LEVEL 2

DRAWING ISSUE

F.1

PROJECT NO.	20290
PLOT DATE	2025-12-13 11:06:21 AM
SCALE	1/16" = 1'-0"
DRAWN	CA
CHECKED	AG
DRAWING NO.	A-102
REVISION	



1 A-301 BUILDING 1 STREET VIEW
SCALE: 1/8" = 1'-0"

SCHEDULE OF FINISH LEGEND

1. SMOOTH FINISH HARDIE PANEL WHITE COLOR TO MATCH SW 7008 ALABASTER WHITE
2. SMOOTH FINISH HARDIE SHIPLAP SIDING COLOR TO MATCH SW 9558 CASTLEGATE GREY
3. HARDIEPANEL SOFFIT COLOR TO MATCH: SW 7674 PEPPERCORN
4. BRICK - MUTUAL MATERIAL COLOR: MIDNIGHT BLACK
5. HSS COLUMN COLOR: SW 6258 TRICORN BLACK
6. WOODTONE RUSTIC SERIES PROFILE COLOR: ROCKWOOD DARK RED SW 2801
7. POWDER COATED ALUMINIUM RAILING COLOR : STANDARD BLACK GLASS (TRANSPARENT) COLOR
8. CONCRETE FINISH

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PROJECT

PROPOSED MULTI-FAMILY DEVELOPMENT

20290, 72 AVENUE & 7160 & 7185 202B Street, Langley, BC

DRAWING TITLE

EXTERIOR ELEVATIONS - BUILDING 1

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN	
20290	13-12-2023		Author
	SCALE: As indicated	REVIEWED	Checker

DRAWING NO. A-301

REVISION



1 A-302 BUILDING 1 COURTYARD SIDE
SCALE: 1/8" = 1'-0"

SCHEDULE OF FINISH LEGEND

1. SMOOTH FINISH HARDIE PANEL WHITE COLOR TO MATCH SW 7008 ALABASTER WHITE
2. SMOOTH FINISH HARDIE SHIPLAP SIDING COLOR TO MATCH SW 9558 CASTLEGATE GREY
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PROJECT

PROPOSED MULTI-FAMILY DEVELOPMENT

20290, 72 AVENUE & 7160 & 7185 202B Street, Langley, BC

DRAWING TITLE

EXTERIOR ELEVATIONS - BUILDING 1

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN	
20290	13-12-2023		Author
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DRAWING NO. A-302

REVISION



1 A-303 BUILDING 1 COURTYARD SIDE 2
SCALE: 1/8" = 1'-0"



2 A-303 BUILDING 1 STREET SIDE 2
SCALE: 1/8" = 1'-0"



3 A-303 BUILDING 1 CORNER STREET VIEW
SCALE: 1/8" = 1'-0"

SCHEDULE OF FINISH LEGEND

1. SMOOTH FINISH HARDIE PANEL WHITE COLOR TO MATCH SW 7008 ALABASTER WHITE
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PROJECT

PROPOSED MULTI-FAMILY DEVELOPMENT

20290, 72 AVENUE & 7160 & 7185 202B Street, Langley, BC

DRAWING TITLE

EXTERIOR ELEVATIONS - BUILDING 1

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
20290	13-12-2023	Author
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DRAWING NO. A-303

REVISION



1 / A-304 BUILDING 2 STREET VIEW
SCALE: 1/8" = 1'-0"

SCHEDULE OF FINISH LEGEND

1. SMOOTH FINISH HARDIE PANEL WHITE COLOR TO MATCH SW 7674 PEPPERCORN
2. SMOOTH FINISH HARDIE SHIPLAP SIDING COLOR TO MATCH SW 9558 CASTLEGATE GREY
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PROJECT

PROPOSED MULTI-FAMILY DEVELOPMENT

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DRAWING TITLE

EXTERIOR ELEVATIONS - BUILDING 2

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN	
20290	13-12-2023		Author
	SCALE: As indicated	REVIEWED	Checker

DRAWING NO. A-304

REVISION



1 / A-305 BUILDING 2 COURTYARD SIDE
SCALE: 1/8" = 1'-0"

SCHEDULE OF FINISH LEGEND

1. SMOOTH FINISH HARDIE PANEL WHITE COLOR TO MATCH SW 7674 PEPPERCORN
2. SMOOTH FINISH HARDIE SHIPLAP SIDING COLOR TO MATCH SW 9558 CASTLEGATE GREY
3. HARDIEPANEL SOFFIT COLOR TO MATCH: SW 7674 PEPPERCORN
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PROJECT

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20290, 72 AVENUE & 7160 & 7185 202B Street, Langley, BC

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EXTERIOR ELEVATIONS - BUILDING 2

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN	
20290	13-12-2023		Author
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DRAWING NO. A-305

REVISION



1 A-308 BUILDING 2 CORNER STREET VIEW
SCALE: 1/8" = 1'-0"



2 A-306 BUILDING 2 COURTYARD SIDE 2
SCALE: 1/8" = 1'-0"

SCHEDULE OF FINISH LEGEND

1. SMOOTH FINISH HARDIE PANEL WHITE COLOR TO MATCH SW 7674 PEPPERCORN
2. SMOOTH FINISH HARDIE SHIPLAP SIDING COLOR TO MATCH SW 9558 CASTLEGATE GREY
3. HARDIEPANEL SOFFIT COLOR TO MATCH: SW 7674 PEPPERCORN
4. BRICK - MUTUAL MATERIAL COLOR: MIDNIGHT BLACK
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PROJECT

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EXTERIOR ELEVATIONS - BUILDING 2

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PROJECT NO.	PLOT DATE	DRAWN
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DRAWING NO. A-306

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72 AVENUE (BOTH BUILDINGS)

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PROJECT

PROPOSED MULTI-FAMILY DEVELOPMENT

20290, 72 AVENUE & 7160 & 7185 202B Street, Langley, BC

DRAWING TITLE

3D VIEWS

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
20290	2023-12-13 11:06:04 AM	Author
	SCALE	REVIEWED Checker

DRAWING NO. 350

REVISION



BLDG 2 - WEST VIEW (ENTRANCE SIDE)

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PROJECT

PROPOSED MULTI-FAMILY DEVELOPMENT

20290, 72 AVENUE & 7160 & 7185 202B Street, Langley, BC

DRAWING TITLE

3D VIEWS

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
20290	2023-12-13 11:06:05 AM	Author
	SCALE	REVIEWED Checker

DRAWING NO. 351

REVISION



72 AVENUE (BOTH BUILDINGS)

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PROJECT

PROPOSED MULTI-FAMILY DEVELOPMENT

20290, 72 AVENUE & 7160 & 7185 202B Street, Langley, BC

DRAWING TITLE

3D VIEWS

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
20290	2023-12-13 11:06:07 AM	Author
	SCALE	REVIEWED Checker

DRAWING NO. 352

REVISION



BLDG 1 - MAIN ENTRANCE

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20290, 72 AVENUE & 7160 & 7185 202B Street, Langley, BC

DRAWING TITLE

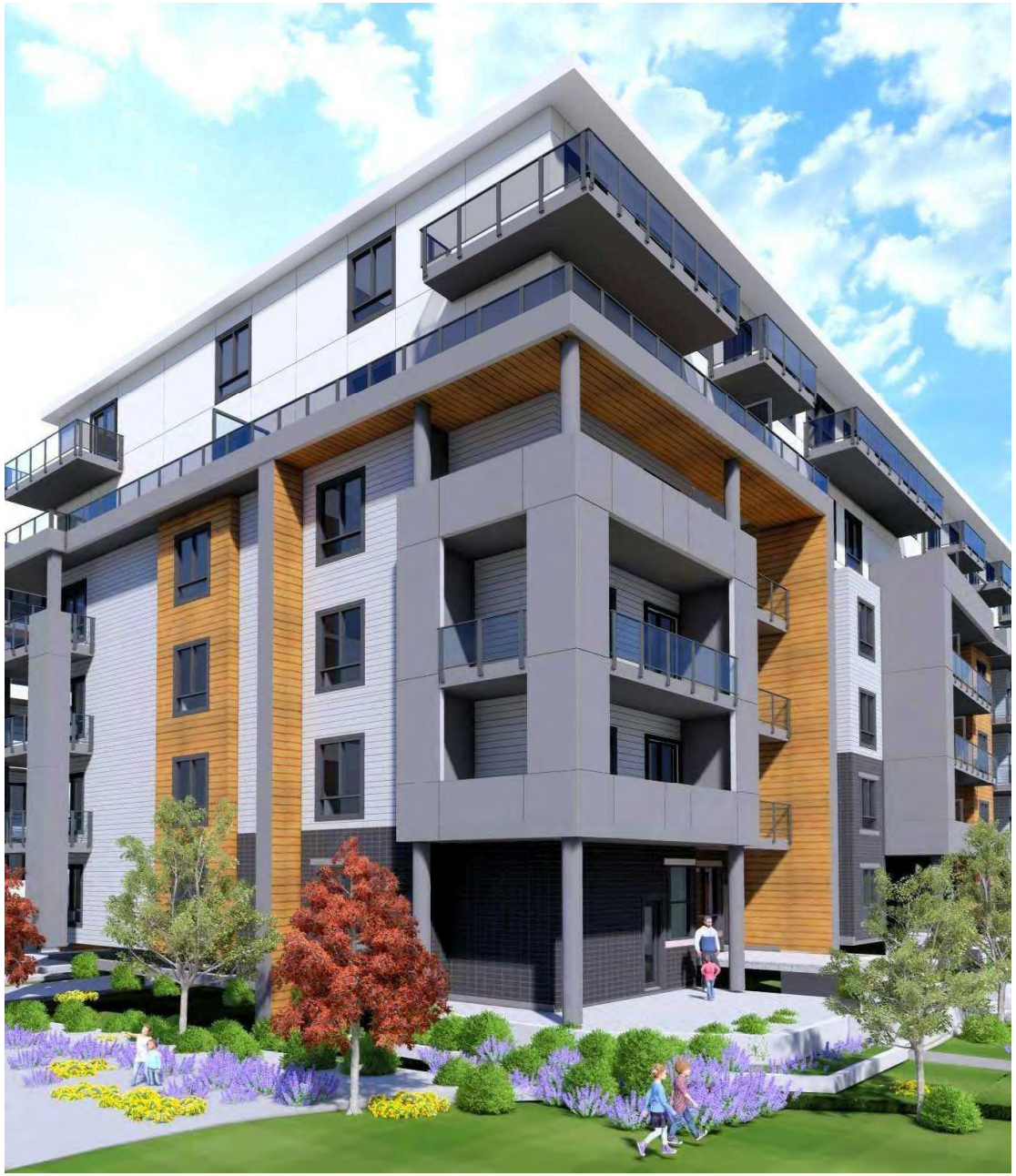
3D VIEWS

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
20290	2023-12-13 11:06:08 AM	Author
	SCALE	REVIEWED Checker

DRAWING NO. 353

REVISION



BLDG 1- NORTH EAST VIEW (CORNER)

Kasian

Kasian Architecture
Interior Design
and Planning Ltd

1590 West Georgia Street, Suite 1685
Vancouver, BC Canada V6G 2Z9
T 604 683 4145 F 604 683 2627
www.kasian.com

REV.	YYYY-MM-DD	REVISION / DRAWING ISSUE	REVIEW

CONSULTANT

PERMIT STAMP

SEAL

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PROJECT

PROPOSED MULTI-FAMILY DEVELOPMENT

20290, 72 AVENUE & 7160 & 7185 202B Street, Langley, BC

DRAWING TITLE

3D VIEWS

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
20290	2023-12-13 11:06:09 AM	Author
	SCALE	REVIEWED
		Checker

DRAWING NO. 354

REVISION



BLDG 1- NORTH VIEW (ENTRANCE SIDE)

Kasian Architecture Interior Design and Planning Ltd
1500 West Georgia Street, Suite 1685
Vancouver, BC Canada V6G 2Z6
T 604 683 4145 F 604 683 2627
www.kasian.com

REV.	YYYY-MM-DD	REVISION / DRAWING ISSUE	REVIEW

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PROJECT

PROPOSED MULTI-FAMILY DEVELOPMENT

20290, 72 AVENUE & 7160 & 7185 202B Street, Langley, BC

DRAWING TITLE

3D VIEWS

DRAWING ISSUE

PROJECT NO.	PLOT DATE	DRAWN
20290	2023-12-13 11:06:10 AM	Author
	SCALE	REVIEWED Checker

DRAWING NO. 355

REVISION



MATERIAL LEGEND

KEY	SYMBOL	DESCRIPTION
		ASPHALT
		BARKMAN HYDRAPRESSED SLABS SIZE: 600X600X65MM RUNNING BOND, COLOUR NATURAL
		BARKMAN BROADWAY PAVERS SIZE: 600X600X65MM RUNNING BOND, COLOUR CHARCOAL
		CONCRETE PAVEMENT FINISH: BROOM FINISH COLOUR:NATURAL
		SOD LAWN
		MARATHON SURFACES POURED IN PLACE RUBBER LANDSAFE, COLOURS BERLIN BLUE AND TEAL

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

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
5	23.DEC.11	REVISE PER NEW SITE PLAN & ARCH	RK
4	22.NOV.23	NEW SITE PLAN/ COMMENTS	RK/MM
3	22.SEP.29	REVISE PER NEW SITE PLAN, DP SUBMISSION	RK
2	21.MAR.09	NEW SITE PLAN	MM
1	21.FEB.22	NEW SITE PLAN	MM

CLIENT:

AMSON GROUP

PROJECT:

MULTI FAMILY DEVELOPMENT

20[illegible]72ND
TOWNSHIP OF LANGLEY

TOL[illegible]14-0231

DRAWING TITLE:

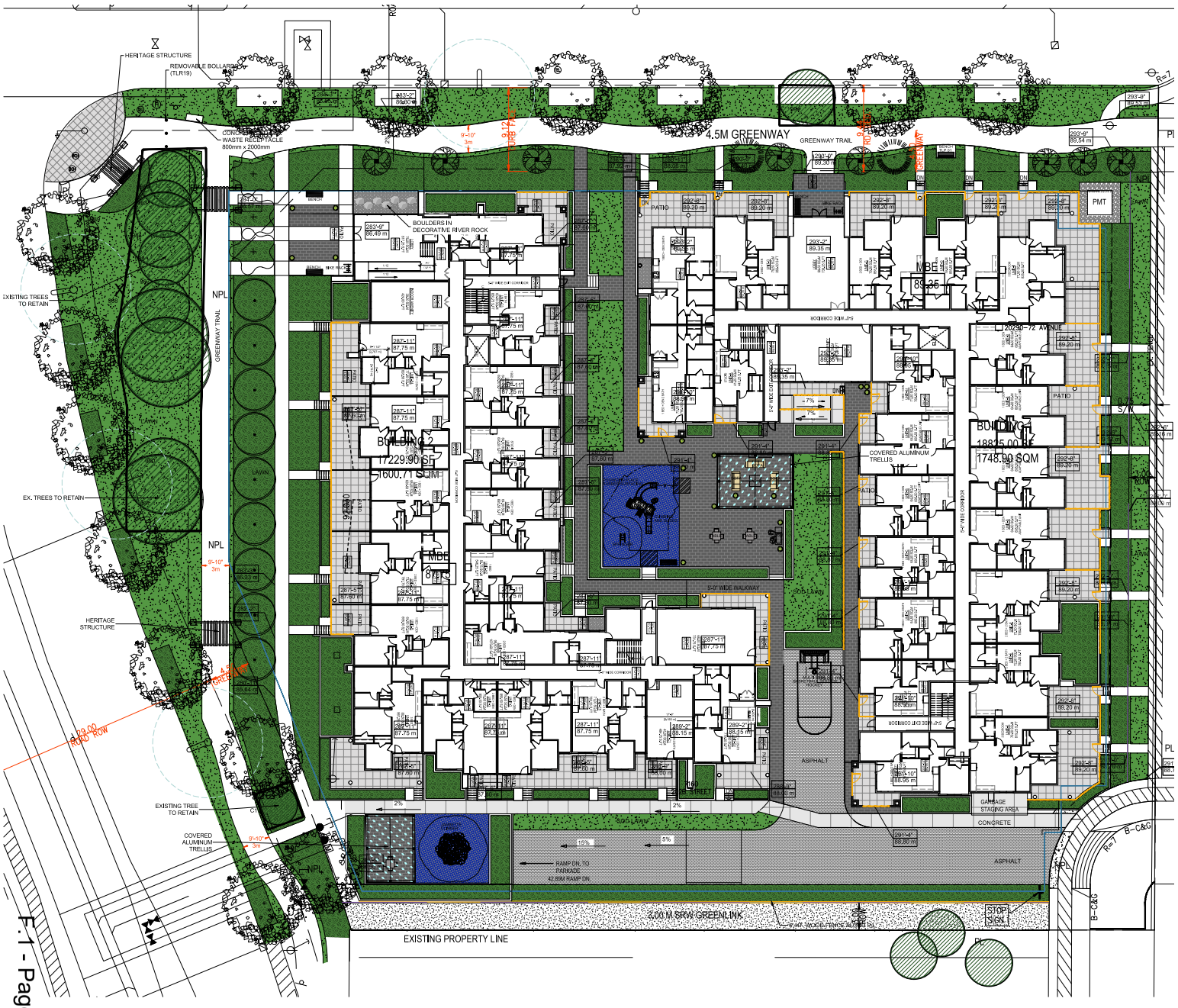
LANDSCAPE PLAN

SCHEDULE B

DATE:	21.FEB.05	DRAWING NUMBER:	
SCALE:	1/16"=1'-0"		L1
DRAWN:	MM		
DESIGN:	MM		
CHK'D:	MCY		OF 8

20140-6.ZIP

PMG PROJECT NUMBER: **20-140**



DEBRIS NOTE:

REMOVE AND DISPOSE OF UNSUITABLE MATERIAL SUCH AS INVASIVE WEEDS AND THEIR DEBRIS, AS WELL AS ALL GARBAGE FROM ALL LAND DEDICATED TO THE PUBLIC, TYP.

TRAIL IDENTITY SIGN NOTE:

FOR ALL TRAIL IDENTITY SIGNS AS PER TLP 35 AND TLP 39, CONFIRM THE TRAIL IDENTITY SIGN ART FILE AND SIGN PROOF REVIEW BY GREEN INFRASTRUCTURE SERVICES STAFF.

OFF SITE WALKWAY NOTE:

THE LOCATION OF OFF SITE WALKWAYS, BENCHES AND STREET TREES TO BE CONFIRMED THROUGH ON SITE FIELD REVIEWS WITH GREEN INFRASTRUCTURE SERVICES AND THE PARKS DEPARTMENT.

GREENWAY NOTES:

LANDSCAPE DRAWINGS AND CIVIL DRAWINGS SHALL BE COORDINATED.

CONCRETE FORMWORK LAYOUT TO BE REVIEWED AND CONFIRMED BY GREEN INFRASTRUCTURE SERVICES STAFF (TEL: 604.533.6034) PRIOR TO INSTALLATION OF CONCRETE.

LAYOUT, MATERIALS AND CONSTRUCTION OF MUNICIPAL GREENWAYS SHALL BE TO THE SATISFACTION OF THE MANAGER OF GREEN INFRASTRUCTURE SERVICES.

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

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
5	23.DEC.11	REVISE PER NEW SITE PLAN & ARCH	RK
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3	22.SEP.29	REVISE PER NEW SITE PLAN, DP SUBMISSION	RK
2	21.MAR.09	NEW SITE PLAN	MM
1	21.FEB.22	NEW SITE PLAN	MM

CLIENT:

AMSON GROUP

PROJECT:

MULTI FAMILY DEVELOPMENT

202B & 72ND
TOWNSHIP OF LANGLEY

TOL 08-14-0231

DRAWING TITLE:

OFF SITE LANDSCAPE PLAN

DATE:	21.FEB.05	DRAWING NUMBER:	
SCALE:	1/16"=1'-0"		L2
DRAWN:	MM		
DESIGN:	MM		
CHKD:	MCY		OF 8

20140-6.ZIP

PMG PROJECT NUMBER: **20-140**

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMDENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800 AMENDMENT (CENTRAL GORDON ESTATE NEIGHBOURHOOD PLAN) BYLAW 2012 NO. 4924 AMENDMENT (1030643 BC LTD.) BYLAW NO. 5969

EXPLANATORY NOTE

Bylaw No. 5969 amends the Central Gordon Neighbourhood Plan for 0.97 ha (2.4 ac) of land located at 20290 – 72 Avenue, 7160 and 7185 – 202B Street by introducing a new 'Medium Density Apartment' designation. The amendments are required to facilitate the development of two (2) apartment buildings consisting of 260 apartment units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMDENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800 AMENDMENT (CENTRAL GORDON ESTATE NEIGHBOURHOOD PLAN) BYLAW 2012 NO. 4924 AMENDMENT (1030643 BC LTD.) BYLAW NO. 5969

A Bylaw to amend Central Gordon Estate Neighbourhood Plan No. 5969

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 (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924 Amendment (1030643 BC LTD.) Bylaw No. 5969.

2. Langley Official Community Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 5335 as amended is further amended by:

   a. Adding after the last bullet point of Section 3.4.1.9 Low Density Mixed Use (1.4 FSR) the following as a new section:

      Section 3.4.1.9 Medium Density Apartment (1.5 FSR – 2.5 FSR)

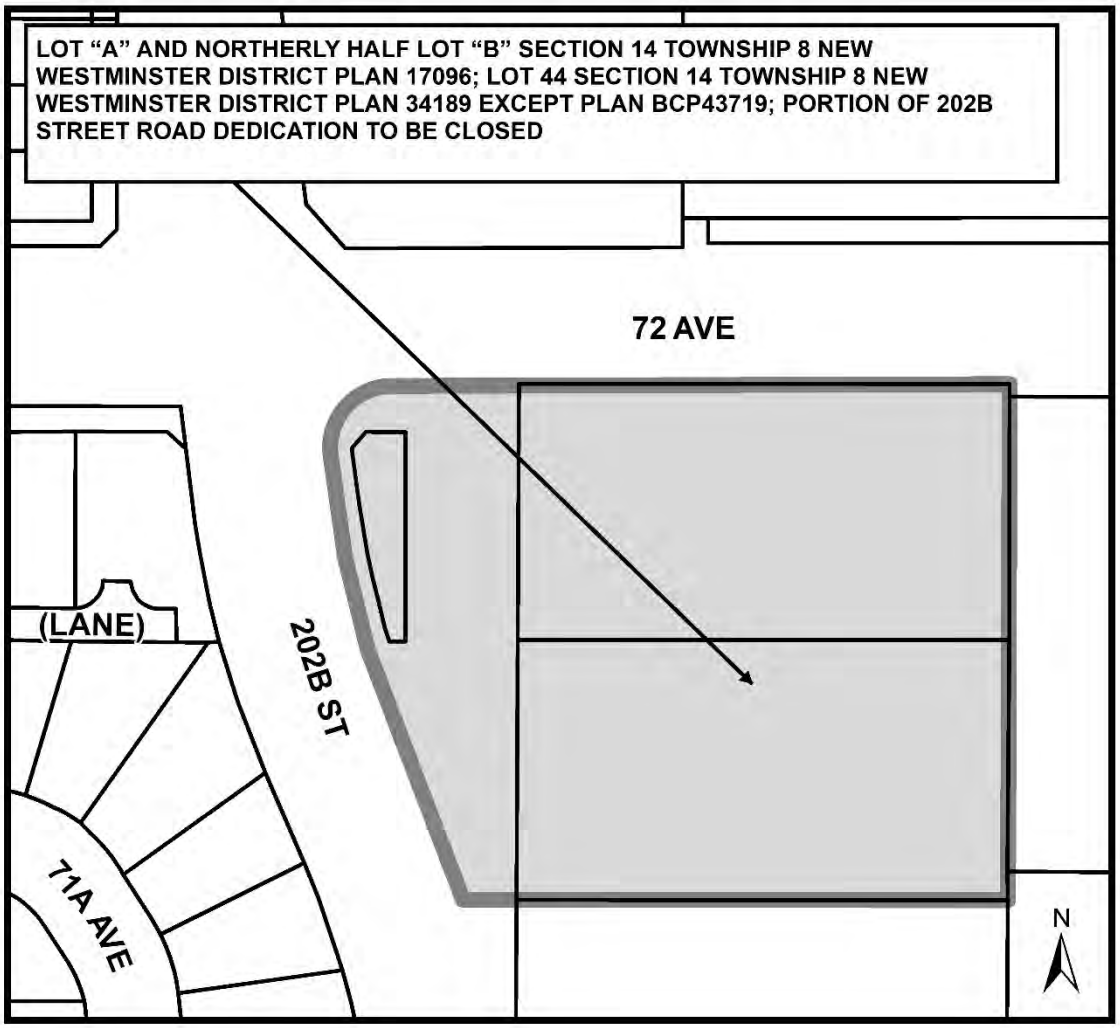
      This designation provides higher density residential units in both an apartment and mixed use format.
      - Base Floor Space Ratio (FSR) of 1.5 which may be increased up to 2.5 on a site-specific basis.
      - Six (6) storey maximum height.
      - All buildings which contain residential units shall comply with the Low Density Apartment (1.4 FSR) policies above in Section 3.4.1.7
      - All buildings which combine residential and commercial shall comply with the Low Density Mixed Use (1.4 FSR) policies above in Section 3.4.1.8

   b. Amending Map 1 to redesignated lands shown in Schedule "A" to Medium Density Apartment (1.5 – 2.5 FSR).

READ A FIRST TIME the	day of	, 2024.
READ A SECOND TIME the	day of	, 2024.
PUBLIC HEARING HELD the	day of	, 2024.
READ A THIRD TIME the	day of	, 2024.
ADOPTED the	day of	, 2024.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5969



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (1030643 BC LTD.) BYLAW NO. 5970

EXPLANATORY NOTE

Bylaw No. 5970 rezones 0.97 ha (2.4 ac) of land located at 20290 – 72 Avenue, 7160 and 7185 – 202B Street from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-199 to accommodate the development of 260 apartment units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (1030643 BC LTD.) BYLAW NO. 5970

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

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

1. This Bylaw may be cited for all purposes as "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1030643 BC LTD.) Bylaw No. 5970".

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

   a. Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-198" after the words "Comprehensive Development Zone CD-199"

   b. Adding to Section 110.1 after the words "CD-198" the words "CD-199 – 0.1 ha"

   c. Adding after Section 1098 "Comprehensive Development Zone CD-198" the following as Section 1099 "Comprehensive Development Zone CD-199"

1099 **COMPREHENSIVE DEVELOPMENT ZONE CD-199**

Uses Permitted

1099.1 In the CD-199 Zone only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings* and *uses*
2) *accessory home occupations* subject to Section 104.3
3) *apartments*

Density

1099.2 The maximum *floor space ratio* of all buildings located on lands zoned CD-199 shall not exceed 2.5 FSR.

Lot Coverage

1099.3 *Buildings* and *structures* shall not cover more than 55% of the *lot area*.

Siting of Buildings and Structures

1099.4 Siting of *buildings* and *structure* shall be in accordance with the provisions of the Development Permit.

Height of Buildings and Structures

1099.5 The *height* of *buildings* and *structures* shall not exceed six storeys, plus a rooftop-enclosure to access rooftop amenity.

Parking and Loading

1099.6 Parking and loading shall be provided in accordance with Section 107

Subdivision Requirements

1099.7 All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

1099.8 Landscaping areas, landscaping screens and fencing shall be provided in accordance with the provisions of a Development Permit.

Age Friendly Amenity

1099.9 Age Friendly *Amenity areas* shall be provided in accordance with Section 111.5 and in accordance with the Development Permit.

Development Permit Requirements

1099.10 An application for a Development Permit shall be submitted to Council for its consideration prior to issuance of a *Building* Permit.

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

Lot "A" and Northerly Half Lot "B" Section 14 Township 8 New Westminster District Plan 17096

Lot 44 Section 14 Township 8 New Westminster District Plan 34189 Except Plan BCP43719

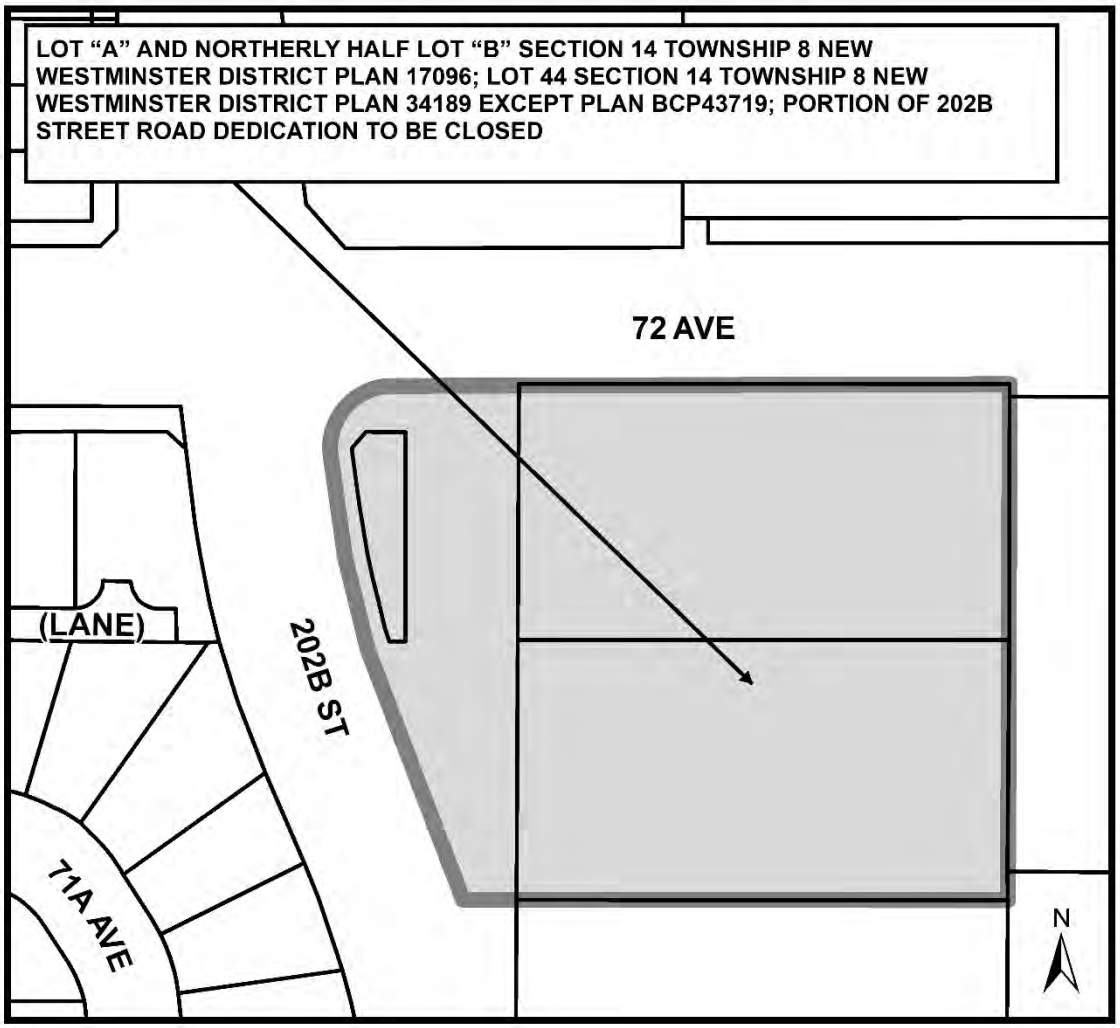
Portion of 202 Street Road Dedication to be closed

as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Comprehensive Development Zone CD-199.

READ A FIRST TIME the	day of	, 2024.
READ A SECOND TIME the	day of	, 2024.
PUBLIC HEARING HELD the	day of	, 2024.
READ A THIRD TIME the	day of	, 2024.
ADOPTED the	day of	, 2024.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5970



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JANUARY 15, 2024 - REGULAR MEETING	**REPORT:**	24-03
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-26-0227
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING APPLICATION NO. 100237 AND DEVELOPMENT PERMIT NO. 101350 (ML EMPORIO PROJECT MANAGEMENT LTD. / 20117 – 84 AVENUE)		

PROPOSAL:

Application to amend the Carvolth Neighbourhood Plan and rezone approximately 0.95 ha (2.3 ac) of land located at 20117 – 84 Avenue to Comprehensive Development Zone CD-200 to facilitate the development of 273 apartment units.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaws No. 5974 and 5975 subject to 12 development prerequisites being satisfied prior to final reading; authorize issuance (at time of final reading of Bylaw No. 5975) of Development Permit No. 101350; and that staff be authorized to schedule the required Public Hearing.

RATIONALE:

The proposed development complies with the overall objectives of the Willoughby Community Plan and Carvolth Neighbourhood Plan.

RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Carvolth Neighbourhood Plan) Bylaw No. 4995 Amendment (ML Emporio) Bylaw No. 5974 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (ML Emporio) Bylaw No. 5975 rezoning 0.95 ha (2.3 ac) of land located at 20117 – 84 Avenue to Comprehensive Development Zone CD-200, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw.
2. Provision of road dedications, widenings and necessary traffic improvements including dedications in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Carvolth Neighbourhood Plan.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
4. 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. Registration of a restrictive covenant acceptable to the Township identifying a minimum of 10% of the apartment units in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan.
7. Registration of statutory rights-of-way for the purposes of securing pedestrian connections as depicted in the Carvolth Neighbourhood Plan Land Use Concept Map.
8. Dedication and construction of a 4.5 m wide street greenway on the north side of 84 Avenue to the acceptance of the Township including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security.
9. Approval of the rezoning bylaw by the Ministry of Transportation and Infrastructure.
10. Finalization of landscape and architectural plans.
11. Compliance with the Community Amenity Contributions Policy, Willoughby Arterial Road Completion Amenity Policy if applicable and the requirements of the Willoughby Greenway Amenity Policy.
12. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy.

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Carvolth Neighourhood Plan) Bylaw 2012 No. 4994 Amendment (ML Emporio) Bylaw No. 5974 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council at time of final reading of Rezoning Bylaw No. 5975 authorize issuance of Development Permit No. 101350 subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A".
b. Landscape plans being in substantial compliance with Schedule "B" and in compliance with the Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), the Township's Street Trees and Boulevard Plantings Policy and Age-Friendly Amenity Area requirements.
c. All signage being in compliance with Schedule "A" and the Township's Sign Bylaw.
d. All rooftop mechanical equipment to be screened from view.
e. All refuse areas to be located in an enclosure and screened.

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

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

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 5974 and 5975 in conjunction with the hearing for the proposed Development Permit No. 101350.

EXECUTIVE SUMMARY:

ML Emporio Project Management Ltd. has applied to rezone approximately 0.95 ha (2.3 ac) of land located at 20117 – 84 Avenue to Comprehensive Development Zone CD-200 to facilitate the development of 273 apartment units in two 6-storey buildings. Additionally, to facilitate the development, the applicant is requesting to amend the Carvolth Neighbourhood Plan (NP) to increase the permitted density in the Medium Density Apartment (1.9 FSR) designation to 2.6 FSR on a site-specific basis.

A development permit (Attachment B) is being processed in conjunction with the rezoning application to provide Council the opportunity to review the form and character of the proposed development.

As the proposal is consistent with and supports the overall objectives of the Willoughby Community Plan and Carvolth NP, staff recommend that Council consider the neighbourhood plan amendment and rezoning request subject to the completion of 12 development prerequisites.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Carvolth NP Amendment Bylaw No. 5974, Rezoning Bylaw No. 5975 and Development Permit No. 101350.

REFERENCE:

Owner:	ML Emporio Project Management Ltd. 120, 21900 Westminster Highway Richmond, BC V6V 0A8
Agent:	Wilson Chang Architect 200, 855 Terminal Avenue Vancouver, BC V6A 2M9
Legal Description:	Lot 57 Section 26 Township 8 New Westminster District Plan 62363
Location:	20117 – 84 Avenue
Area:	0.95 ha (2.3 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD-200
Willoughby Community Plan:	Transit Village
Carvolth Neighbourhood Plan:	Medium Density Apartment (1.9 FSR) / Maximum Building Height: 6 storeys

BACKGROUND/HISTORY:

- The subject lands are currently zoned Suburban Residential Zone SR-2 and designated Medium Density Apartment (1.9 FSR) in the Carvolth NP.
- The Carvolth NP (Section 3.4.1) encourages a mid-block pedestrian crossing at the centre of the site to be secured via statutory right-of-way.

DISCUSSION/ANALYSIS:

- The applicant proposes two 6-storey buildings comprised of 273 units at a density of 2.58 FSR.
- To facilitate the development, the applicant has applied to increase the permissible density in the Medium Density Apartment designation from 1.9 FSR to 2.6 FSR.
- Staff are supportive of the proposal as the general form of the buildings is consistent with the Carvolth NP.

Adjacent Uses:

	Existing Use	Neighbourhood Plan Designation	Existing Zoning
North:	A property currently under active application (TOL Project No. 08-26-0229) for a 39-storey mixed use tower and a 6-storey apartment building.	Medium Density Apartment (1.9 FSR) High Density Apartment (2.8 FSR) Apartment / Live Work (2.0 FSR)	Suburban Residential SR-2

South:	A property currently under application at third reading (TOL Project No. 08-26-0205) for the development of 40 townhouse units	Townhouse (50 UPA)	Suburban Residential SR-2
East:	A property currently under application at third reading (TOL Project No. 08-26-0203) for the development of 127 apartment units and 42 townhouse units.	Medium Density Apartment (1.9 FSR)	Suburban Residential SR-2
West	Two 6-storey apartment buildings currently under construction (TOL Project No. 08-26-0144)	Medium Density Apartment (1.9 FSR)	Comprehensive Development Zone CD-129

Community / Neighbourhood Plan Amendment:

- The site is designated Medium Density Apartment (1.9 FSR). The applicant has applied to increase the maximum density permitted from 1.9 to 2.6 FSR in this designation on a site-specific basis.

Zoning Amendment:

- Bylaw No. 5975 proposes to rezone the site to a new Comprehensive Development Zone CD-200, which permits a 2.6 FSR to facilitate the proposed 6-storey buildings comprised of 273 apartment units.
- The CD-200 zone limits buildings to a 6-storey maximum height.
- The project complies with the provisions of the site's proposed Comprehensive Development Zone CD-200 zoning in terms of siting, site coverage, height, use and density.

Development Permit:

- The subject site is located in Development Permit Area 'M' – Residential (for form and character) in the Carvolth Neighbourhood Plan. Proposed Development Permit No. 101350 is attached to this report and includes renderings, site plans, building elevations, and tree and landscaping plans.
- Vehicular access to the site is proposed from 85 Avenue.
- Finalization of the architectural and landscape plans to form a final development permit prior to final reading has been included as a development prerequisite.

Community Amenity Contributions:

The Community Amenity Contributions (CAC) Policy applies to the subject rezoning and specifies target contribution amounts based on unit types.

Section 5.2.g of the Community Amenity Policy outlines where an application includes an increase in the residential density beyond that established in the plan, an additional $25 / ft^2$ / apartment (6-storeys or less) is applicable. The proposed plan amendment results in an additional 50,135.7 ft^2 of achievable floor space.

Based on current rates, the CAC calculation for this proposal is as follows:

	Count	Rate	Total
Low Rise Apartments (6-storeys or less)	273	$11,000 / unit	$3,003,000.00
FSR exceeding Carvolth NP max	50,135.7 ft^2	$25 / ft^2	$1,253,392.50
Total			**$4,256,392.50**

Tree Protection / Replacement:

The applicant has submitted tree management plans indicating the following:

Significant Trees on Site	Significant Trees Retained	Replacement Trees Required	Replacement Trees Provided	Street Trees Provided	Total Trees Post Development
1	0	69	69	18	87

- The landscape plans propose extensive plantings of trees, shrubs and groundcovers within the site and within road boulevards. Finalization of landscaping details has been included as a development prerequisite.

Policy Considerations:

The proposed Carvolth Neighbourhood Plan amendment, rezoning and development permit application facilitates:

- development of two 6-storey buildings comprised of 273 apartment units
- an amendment to the plan to increase the allowable FSR in the Medium Density Apartment designation

The proposal is consistent with the overall goals and objectives of the Willoughby Community Plan and Carvolth Neighbourhood Plan. Staff recommend that Council give first and second reading to Bylaws No. 5974 and 5975 (subject to 12 development prerequisites) and authorize staff to schedule the required Public Hearing for Carvolth Neighbourhood Plan Amendment Bylaw No. 5974 and Rezoning Bylaw No. 5975.

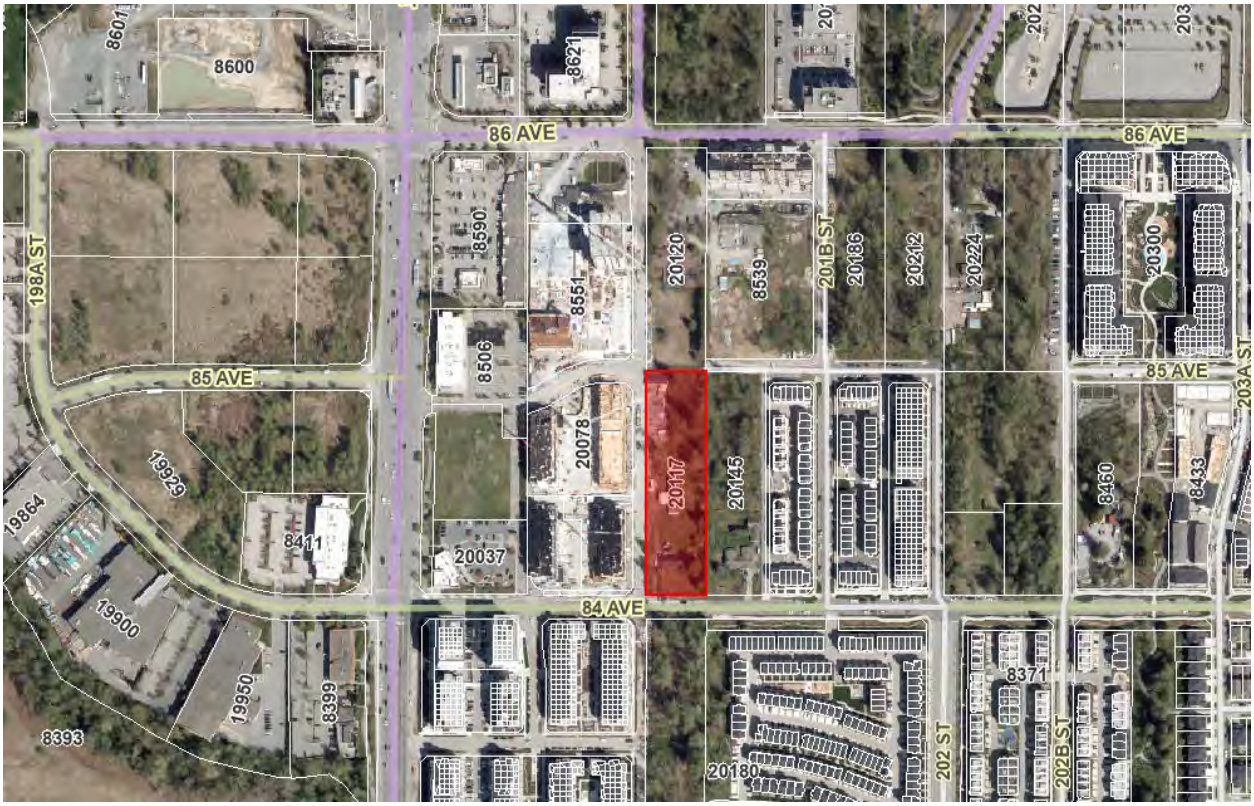
Respectfully submitted,

Ruby Sandher
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

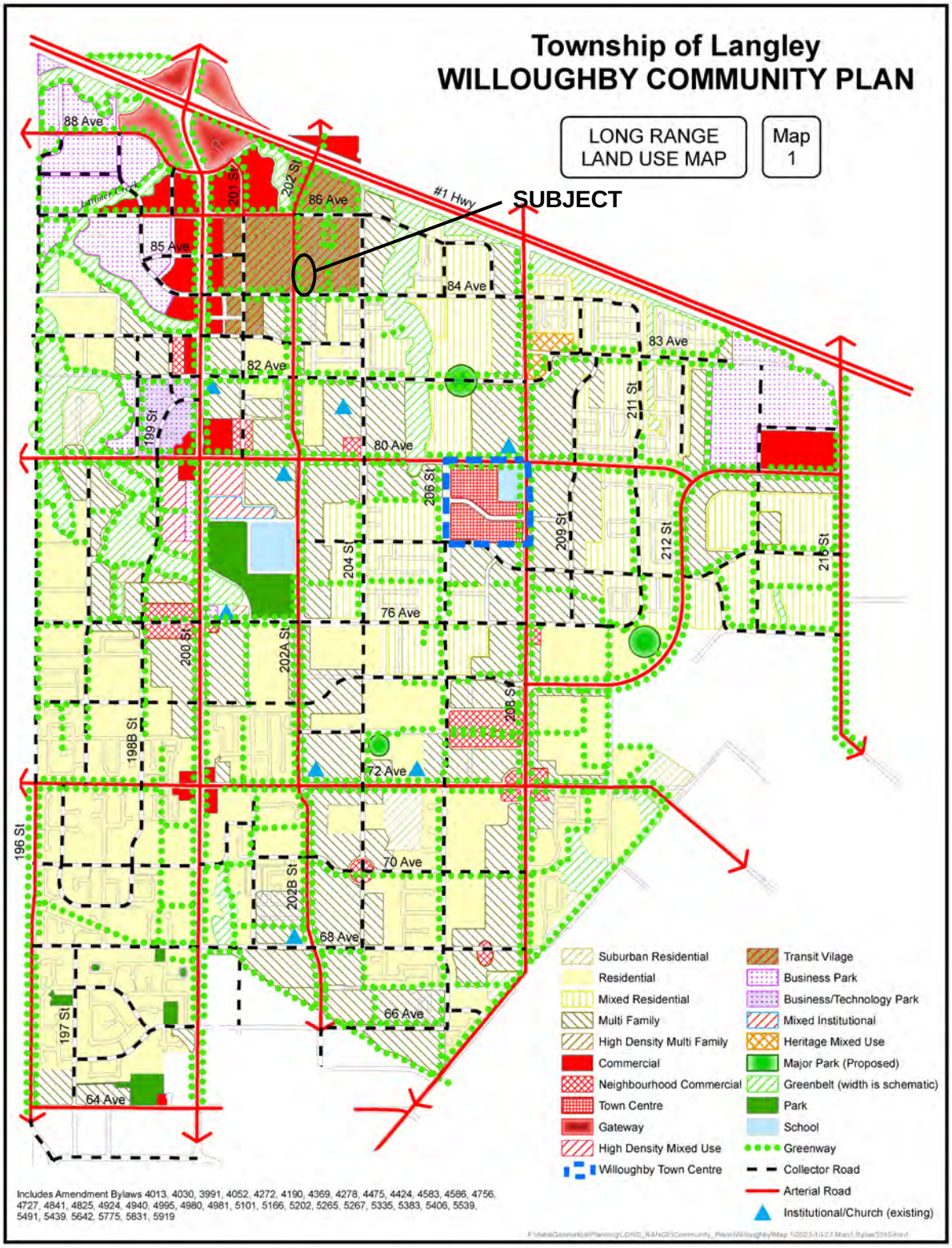
ATTACHMENT A Maps and Graphics

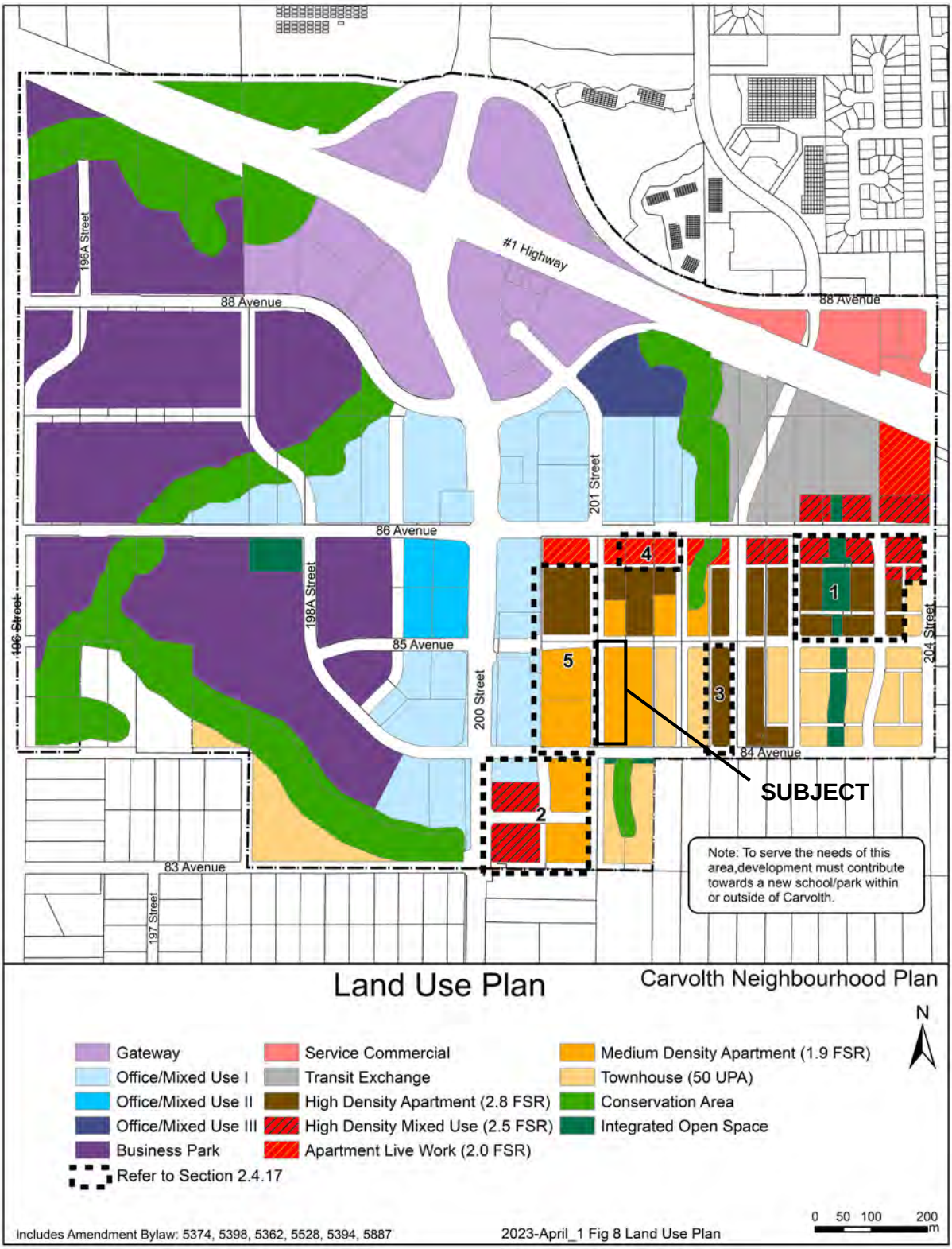
ATTACHMENT B Development Permit No.101350

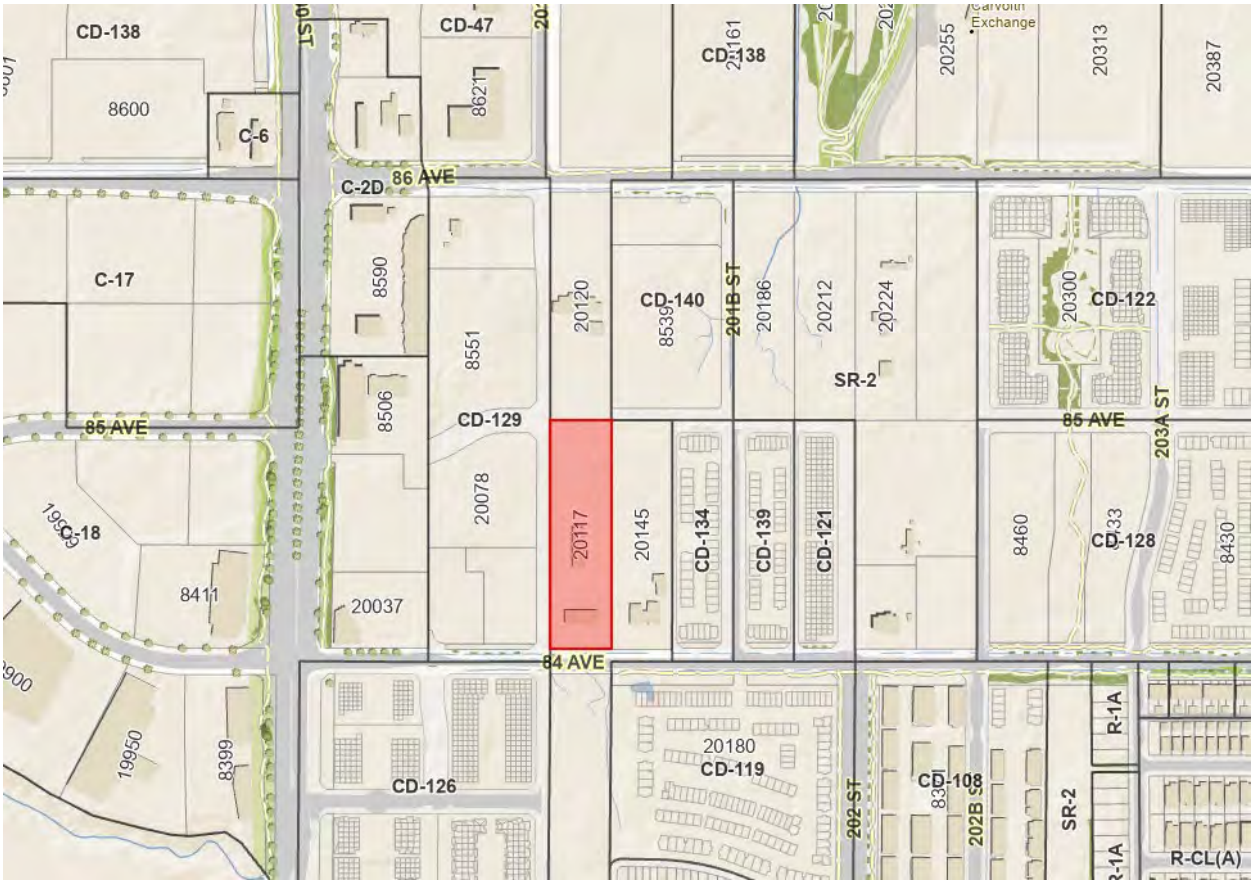
ATTACHMENT A



AERIAL PHOTO


Township of Langley
WILLOUGHBY COMMUNITY PLAN
LONG RANGE LAND USE MAP
Map 1
SUBJECT
#1 Hwy
88 Ave
86 Ave
85 Ave
84 Ave
83 Ave
82 Ave
80 Ave
76 Ave
72 Ave
70 Ave
68 Ave
66 Ave
64 Ave
196 St
197 St
198B St
199 St
200 St
201 St
202 St
202A St
202B St
204 St
206 St
208 St
209 St
211 St
212 St
216 St
Suburban Residential
Residential
Mixed Residential
Multi Family
High Density Multi Family
Commercial
Neighbourhood Commercial
Town Centre
Gateway
High Density Mixed Use
Willoughby Town Centre
Transit Vilage
Business Park
Business/Technology Park
Mixed Institutional
Heritage Mixed Use
Major Park (Proposed)
Greenbelt (width is schematic)
Park
School
Greenway
Collector Road
Arterial Road
Institutional/Church (existing)
Includes Amendment Bylaws 4013, 4030, 3991, 4052, 4272, 4190, 4369, 4278, 4475, 4424, 4583, 4586, 4756, 4727, 4841, 4825, 4924, 4940, 4995, 4980, 4981, 5101, 5166, 5202, 5265, 5267, 5335, 5383, 5406, 5539, 5491, 5439, 5642, 5775, 5831, 5919

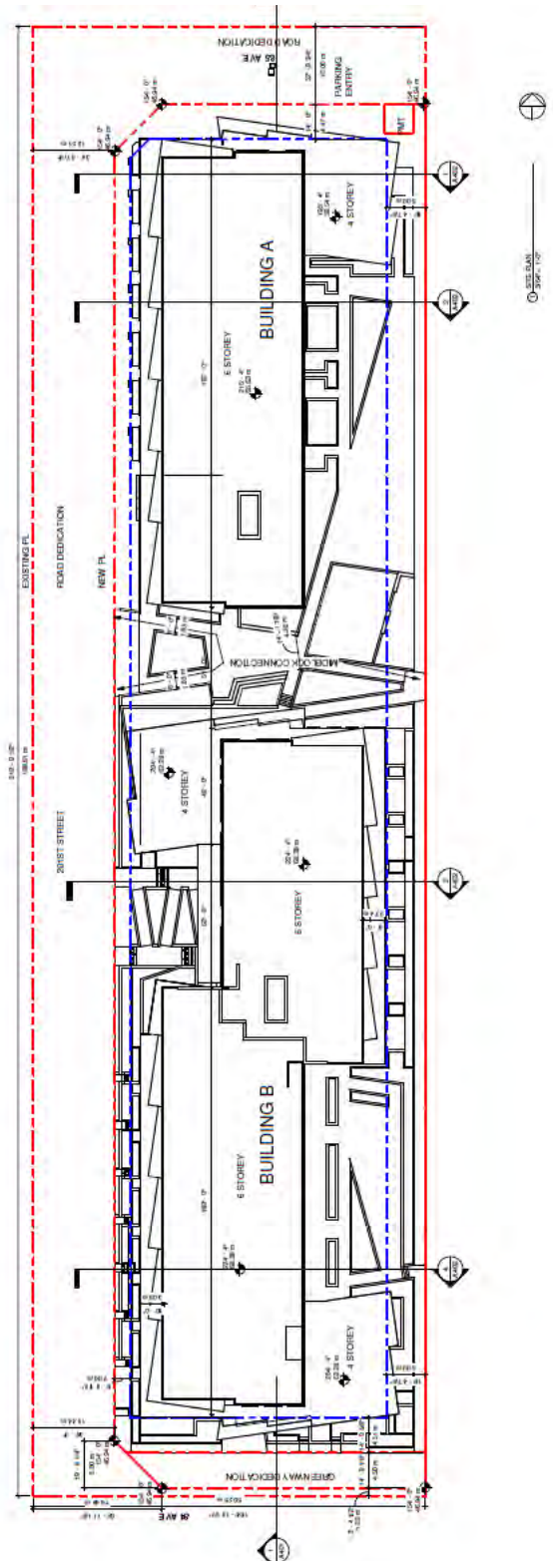

#1 Highway
196A Street
88 Avenue
88 Avenue
201 Street
86 Avenue
198A Street
106 Street
85 Avenue
200 Street
204 Street
84 Avenue
83 Avenue
197 Street
1
2
3
4
5
SUBJECT
Note: To serve the needs of this area,development must contribute towards a new school/park within or outside of Carvolth.
Land Use Plan
Carvolth Neighbourhood Plan
N
Gateway
Office/Mixed Use I
Office/Mixed Use II
Office/Mixed Use III
Business Park
Refer to Section 2.4.17
Service Commercial
Transit Exchange
High Density Apartment (2.8 FSR)
High Density Mixed Use (2.5 FSR)
Apartment Live Work (2.0 FSR)
Medium Density Apartment (1.9 FSR)
Townhouse (50 UPA)
Conservation Area
Integrated Open Space
0 50 100 200
m
Includes Amendment Bylaw: 5374, 5398, 5362, 5528, 5394, 5887
2023-April_1 Fig 8 Land Use Plan



ZONING BYLAW NO. 2500



RENDERINGS – SUBMITTED BY APPLICANT



SITE PLAN – SUBMITTED BY APPLICANT

THE CORPORATION OF THE TOWNSHIP OF LANGLEY ATTACHMENT B

Development Permit No. 101350

This Permit is issued this _____day of _____, 2024 to:

1. Name: ML Emporio Project Management Ltd.

   Address: 120, 21900 Westminster Highway
   Richmond, BC V6V 0A8

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

   LEGAL DESCRIPTION: Lot 56 Section 26 Township 8 New Westminster District Plan 62363

   CIVIC ADDRESS: 20117 – 84 Avenue

3. This Permit is issued subject to compliance with all of the Bylaws of the Municipality of Langley applicable thereto, except as specifically varied or supplemented by this permit as follows:

   a. Building plans being in substantial compliance with Schedule “A”.
   b. Landscape plans being in substantial compliance with Schedule “B” and in compliance with the Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), the Township’s Street Trees and Boulevard Plantings Policy and Age-Friendly Amenity Area requirements.
   c. All signage being in compliance with Schedule “A” and the Township’s Sign Bylaw.
   d. All rooftop mechanical equipment to be screened from view.
   e. All refuse areas to be located in an enclosure and screened.

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

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

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

   This Permit is not a Building Permit.

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

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

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

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

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2024

Attachments:

SCHEDULE A	Architectural Drawings
SCHEDULE B	Landscape Drawings

CIVIC ADDRESS
20117 84TH AVE
TOWNSHIP OF LANGLEY

LOT AREA

GROSS LOT AREA: 9,481.5 SM (102,058 SF)
ROAD DEDICATION: 2,455.2 SM (26,427 SF)
GREENWAY DED: 162.0 SM (1,744 SF)

DEVELOPABLE LAND: 6,864.3 SM (73,887 SF)

HEIGHT
22.5M - 6 STOREYS

LOT COVERAGE
PROPOSED 55.5% (41,020 SF/ 73887 SF)

FLOOR AREA RATIO
PROPOSED 2.58

FLOOR AREA

CIRCULATION	24997 SF
UNITS	165523 SF
TOTAL	190521 SF

AMENITY	4955 SF

UNITS:

TYPE	AREA RANGE	COUNT
1 BED	439 SF ... 556 SF	109
1 BED + DEN	574 SF ... 613 SF	56
2 BED	685 SF ... 795 SF	49
3 BED	851 SF ... 958 SF	24
JR - 2 BED	633 SF ... 655 SF	26
STUDIO	317 SF ... 320 SF	9
TOTAL		273

27 UNITS ADAPTABLE

PARKING:

	REQUIRED	PROPOSED
STUDIOS	9 (9X1)	9
OTHER UNITS	396 (264X1.5)	396
TOTAL	405	405
RESIDENTIAL	**364**	**368**
VISITOR	**41**	**41**
ACC. STALLS	MIN. 27	33
SMALL CAR	MAX 81 (20%)	78 (20%)
BIKE STORAGE	273 (273 X1.0)	319

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Wilson Chang Architect Inc
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604 630 9488 wcai.ca

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CONSULTANT:

PROJECT TITLE:
MULTI FAMILY DEVELOPMENT

AZURE
GROVE

20117 84 Ave
Township of Langley

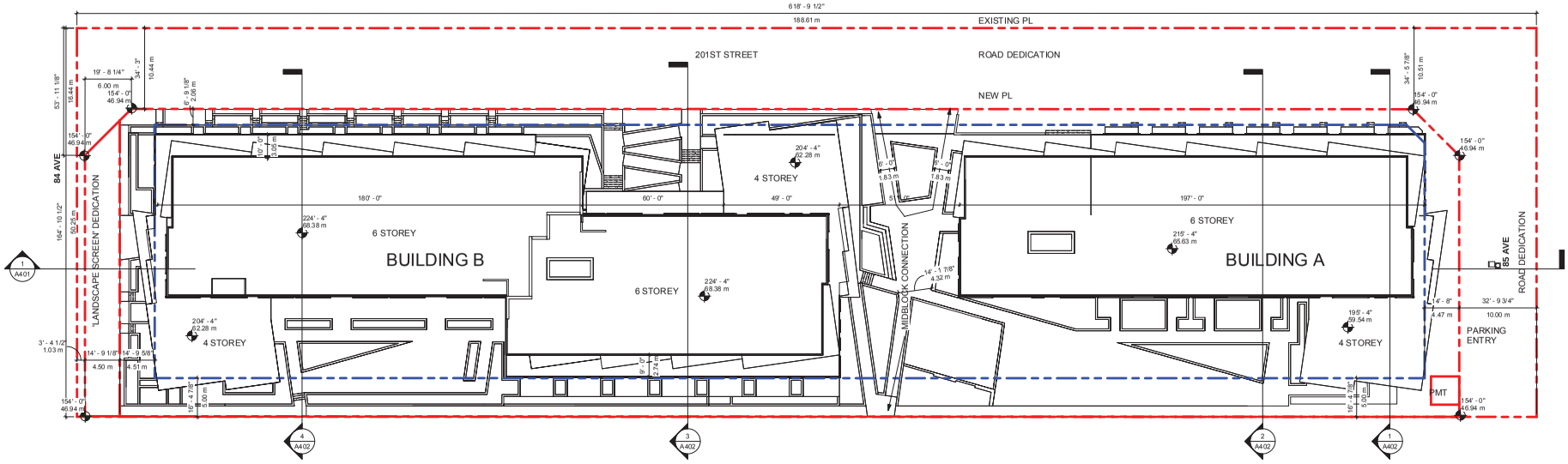
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08	4. DEC 2023	ISSUED FOR DP RESUBMISSION

KEY PLAN:

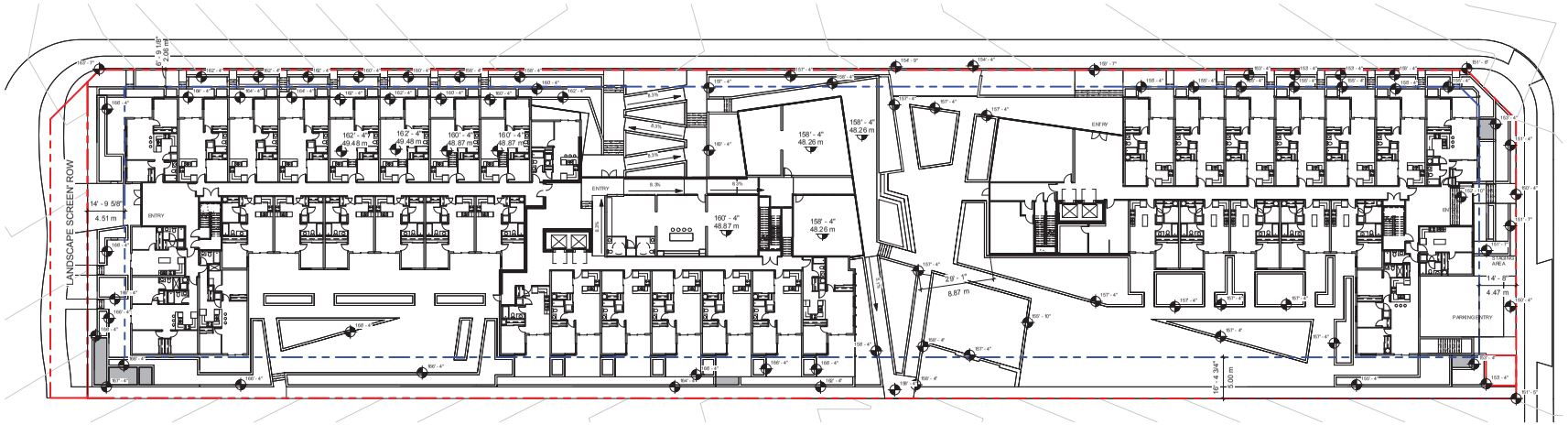
DRAWING TITLE:
SCHEDULE A
PROJECT DATA

PROJECT NO. W2114
SCALE
DRAWN PM
CHECKED WC

F.2
A100



1 SITE PLAN
3/64" = 1'-0"



2 SITE PLAN AT GRADE
3/64" = 1'-0"

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AZURE GROVE

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Township of Langley

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07	29. NOV 2023	ISSUED FOR DP RESUBMISSION
08	4. DEC 2023	ISSUED FOR DP RESUBMISSION

KEY PLAN:

DRAWING TITLE:

SITE PLAN

PROJECT NO: W2114
SCALE: 3/64" = 1'-0"
DRAWN: PM
CHECKED: WC
DRAWING NO:

F.2
A101

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CONSULTANT

PROJECT TITLE
MULTI FAMILY DEVELOPMENT

AZURE GROVE

2017 84 Ave
Township of Langley

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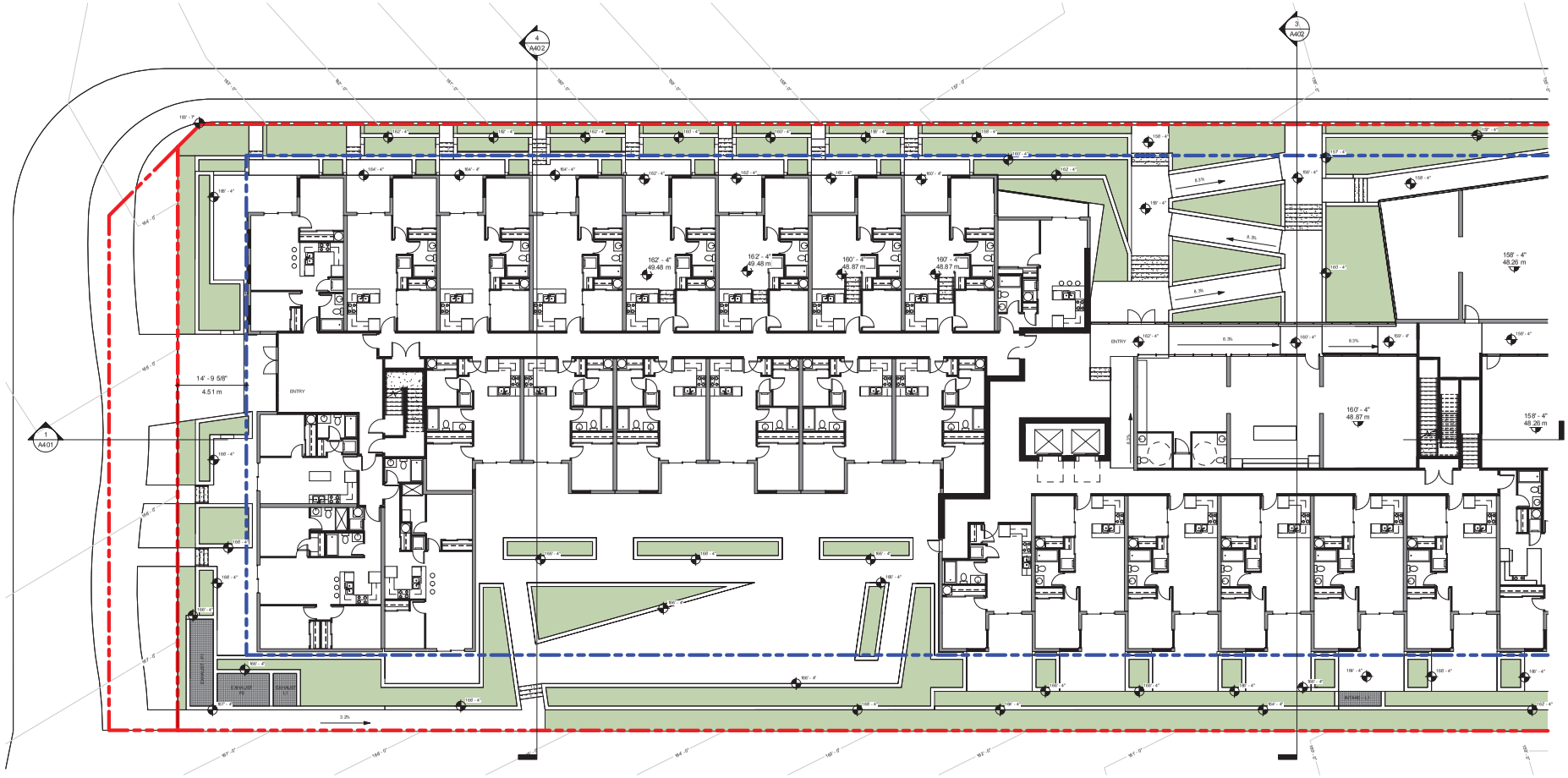
KEY PLAN

DRAWING TITLE
SITE PLAN - NORTH

PROJECT NO. 19314
SCALE 1/32" = 1'-0"
DRAWN IW
CHECKED NC
DRAWING NO.

F.2

A102



1 SITE PLAN AT GRADE - SOUTH
3/32" = 1'-0"

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CONSULTANT:

PROJECT TITLE:

MULTI FAMILY DEVELOPMENT

AZURE GROVE

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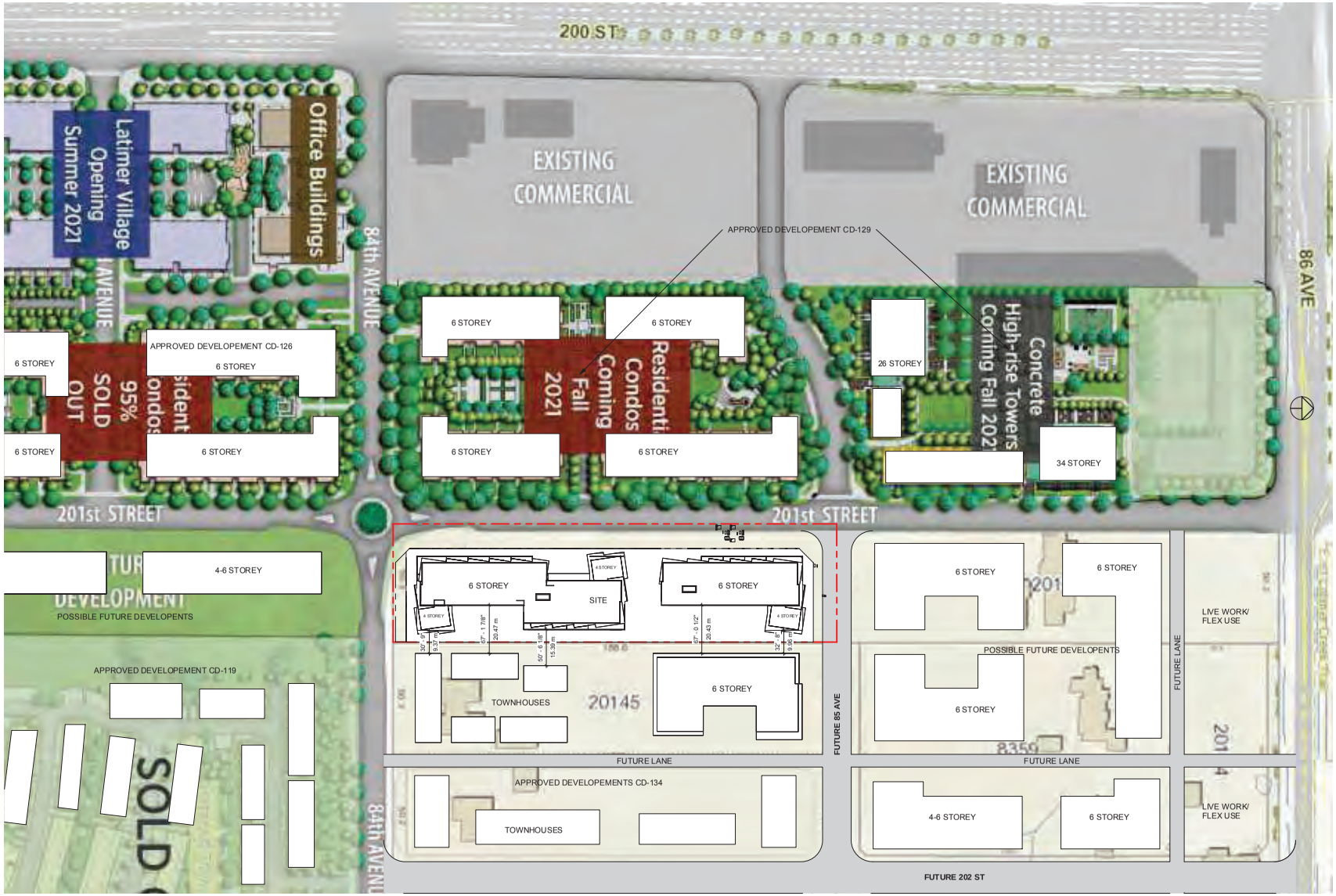
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DRAWING TITLE:

SITE PLAN - SOUTH

PROJECT NO: W2114
SCALE: 3/32" = 1'-0"
DRAWN: PM
CHECKED: WC
DRAWING NO:

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A103



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CONSULTANT:

PROJECT TITLE:

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AZURE GROVE

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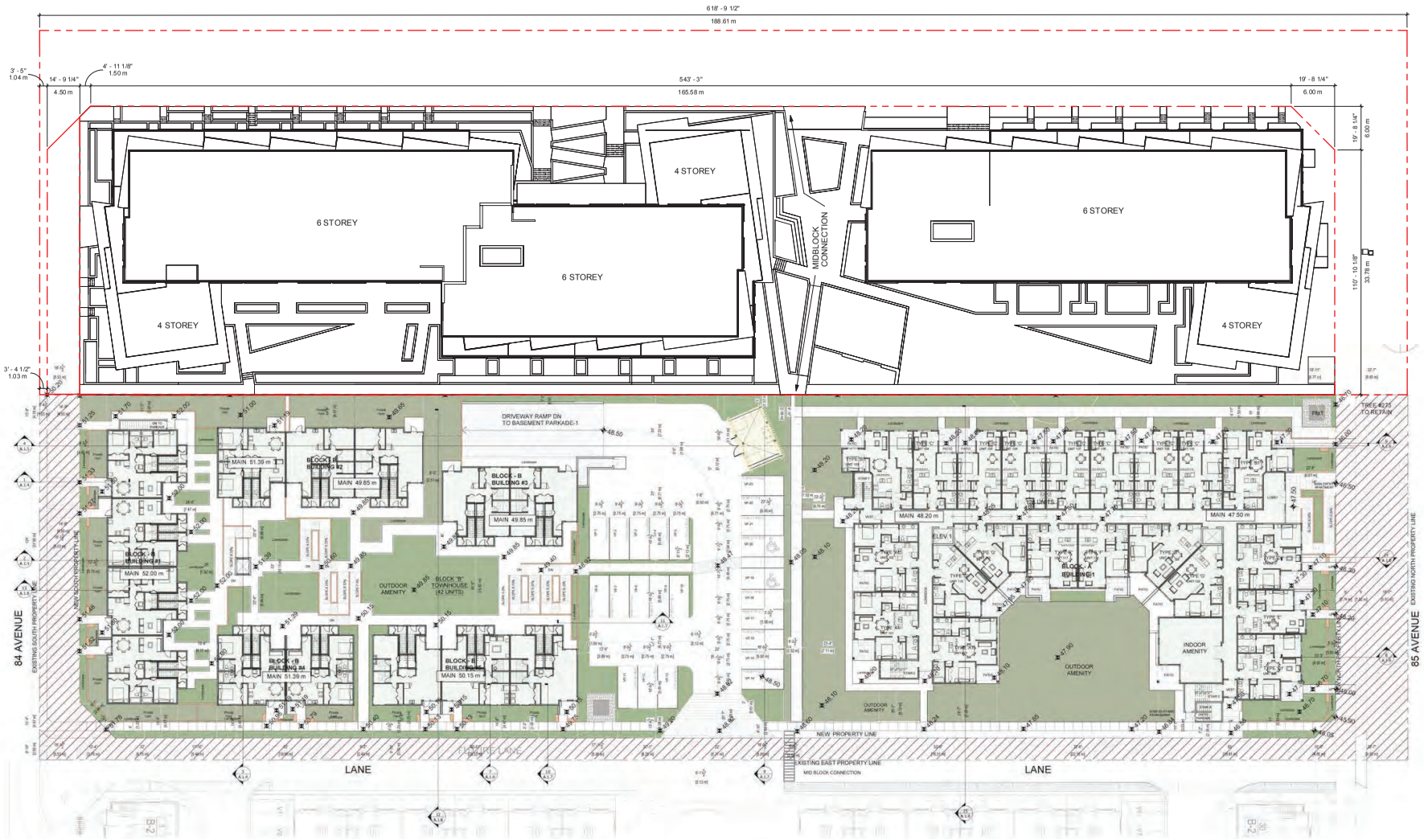
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DRAWING TITLE:

MASTER PLAN

PROJECT NO: W2114
SCALE: 1/64" = 1'-0"
DRAWN: PM
CHECKED: WC
DRAWING NO:

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A104



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PROJECT TITLE:

MULTI FAMILY DEVELOPMENT

AZURE GROVE

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07	29. NOV 2023	ISSUED FOR DP RESUBMISSION
08	4. DEC 2023	ISSUED FOR DP RESUBMISSION

KEY PLAN:

DRAWING TITLE:

BLOCK PLAN

PROJECT NO: W2114
SCALE: 3/64" = 1'-0"
DRAWN: Author
CHECKED: Checker
DRAWING NO:

F.2
A110

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CONSULTANT

PROJECT TITLE
MULTI FAMILY DEVELOPMENT

AZURE GROVE

2017 84 Ave
Township of Langley

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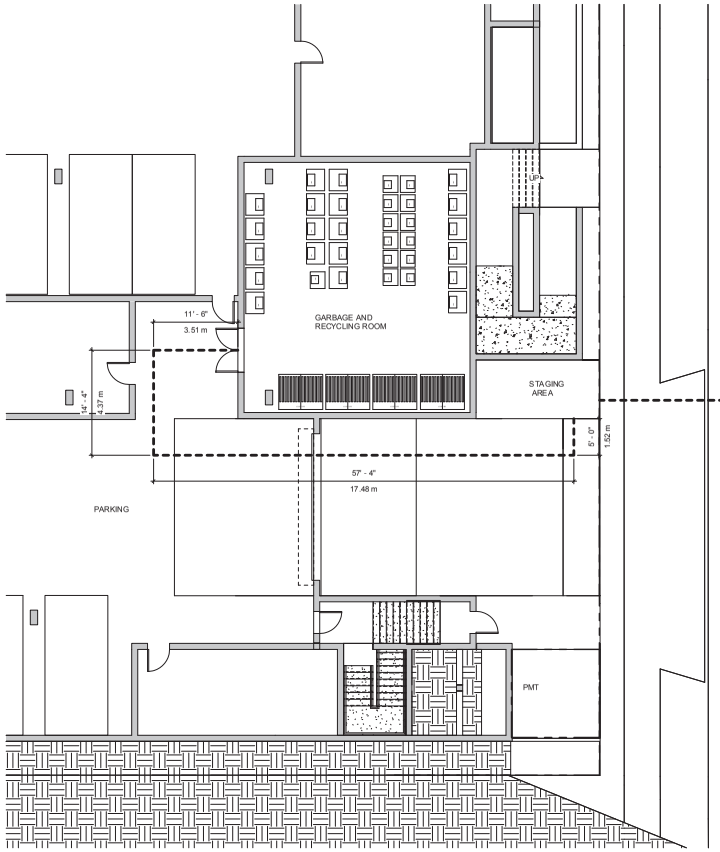
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DRAWING TITLE
BLOCK PLAN AT GRADE

PROJECT NO. 19014
SCALE 1/16" = 1'-0"
DRAWN Author
CHECKED Checker
DRAWING NO.

F.2

A111



REQUIRED NUMBER BASED ON 273 UNITS

SOURCE:
https://metrovancouver.org/services/solidwaste/Documents/recycling-garbage-bin-multi-unit-building-matrix-2015.pdf

GARBGE BINS (6 - 8 yd3)
4yd³ BINS

CARD BOARD BIN (8 yd3)
4yd³ BINS

MIXED CONTAINERS (12 X 360L)

NEWSPAPER &
MIXED PAPER (8 X 360L)

GLASS (2 X 240L)

COMPOSTABLE
ORGANICS (11 X 240L)

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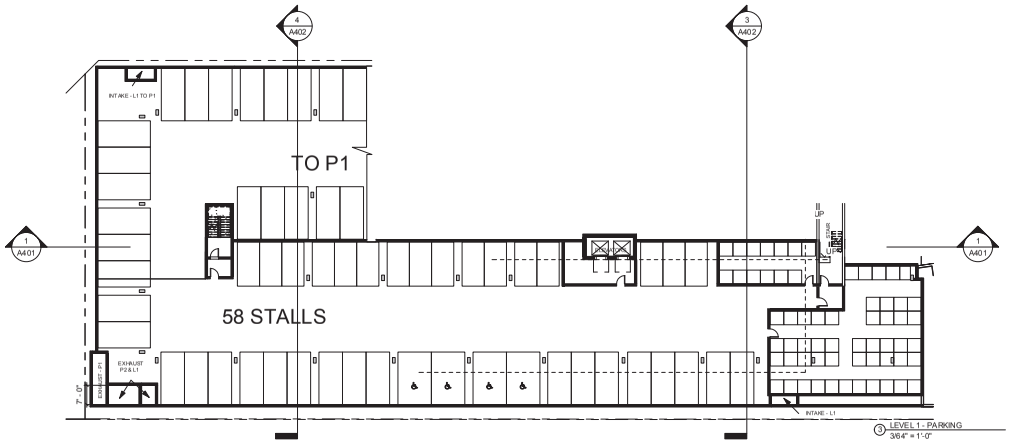
KEY PLAN:

DRAWING TITLE:

WASTE MANAGEMENT PLAN

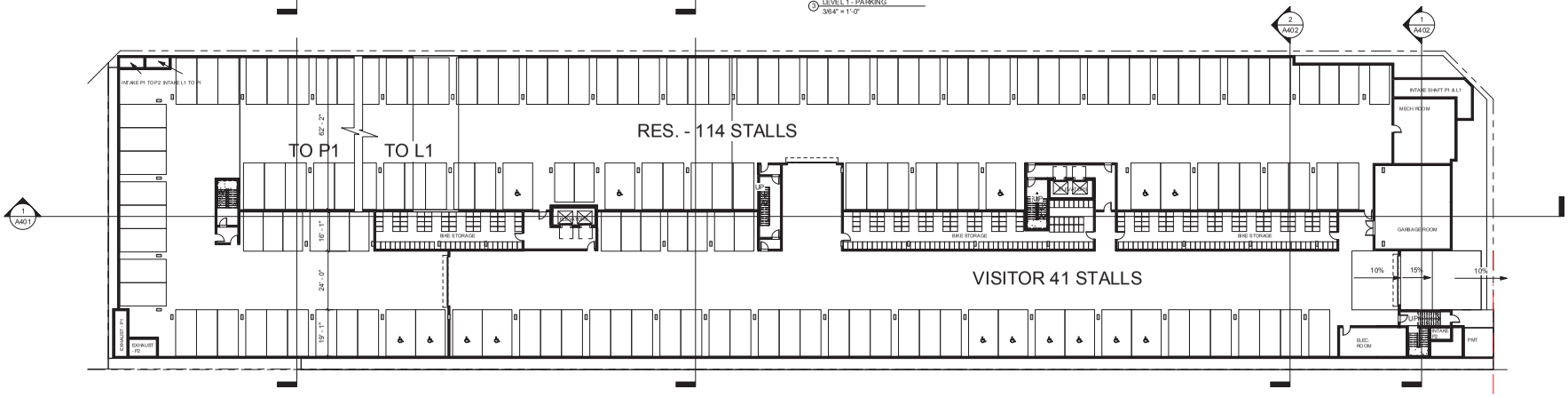
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CHECKED: Checker
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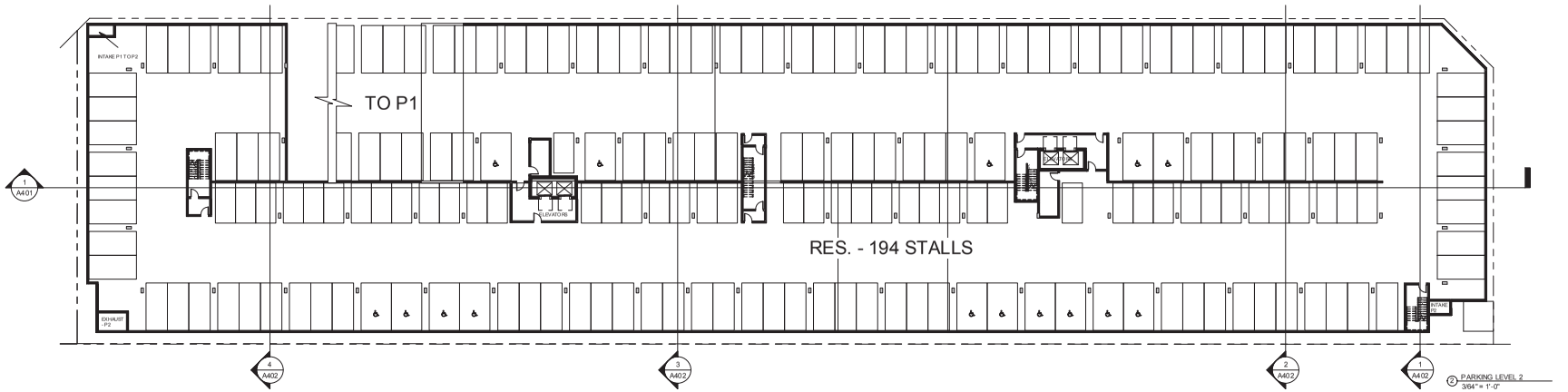
F.2
A120



PARKING:

	REQUIRED	PROPOSED
STUDIOS	9 (9X1)	9
OTHER UNITS	396 (264X1.5)	396
TOTAL	405	405
RESIDENTIAL	**364**	**368**
VISITOR	**41**	**41**
ACC. STALLS	MIN. 27	33
SMALL CAR	MAX 81 (20%)	78 (20%)
BIKE STORAGE	273 (273 X1.0)	319





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CONSULTANT:

PROJECT TITLE:

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GROVE

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08	4. DEC 2023	ISSUED FOR DP RESUBMISSION

KEY PLAN:

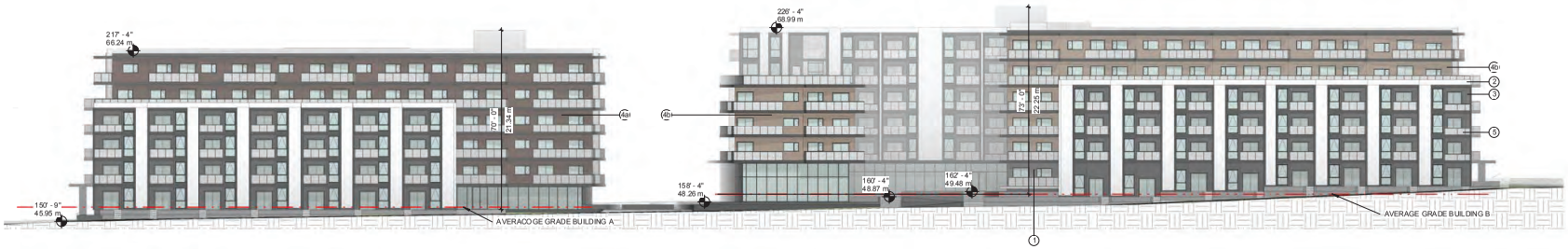
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PARKING CONCEPT

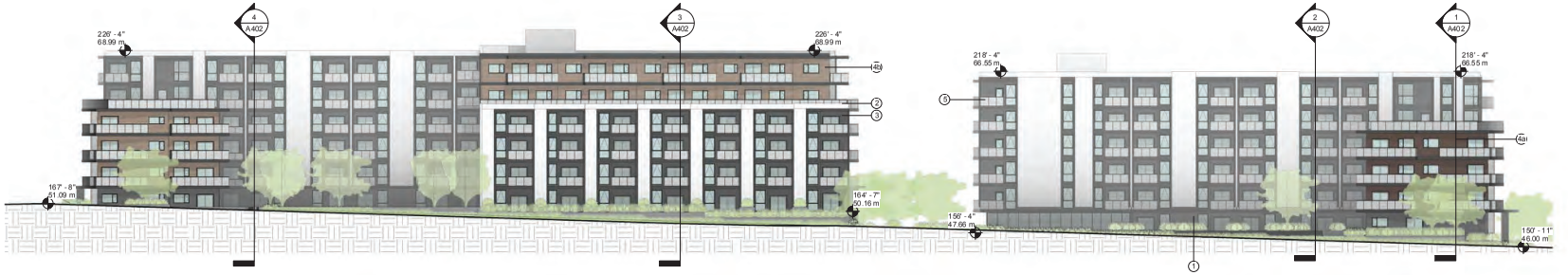
PROJECT NO: W2114
SCALE: 3/64" = 1'-0"
DRAWN: PM
CHECKED: WC
DRAWING NO:

F.2

A200



1 WEST - FRONT
3/64" = 1'-0"



2 EAST
3/64" = 1'-0"



4 NORTH
3/64" = 1'-0"



3 SOUTH
3/64" = 1'-0"

1. BRICK - MORA CLINKER FULL BRICK - 'NERO' - EURO STRETCH
2. FIBER CEMENT PANELS - HARDIE PANELS 'ARCTIC WHITE', SMOOTH OR SIMILAR
3. FIBER CEMENT PANELS - HARDIE PANELS 'IRON GREY', SMOOTH OR SIMILAR
4. FIBER CEMENT SIDING - HARDIE SIDING WITH FISHER CAOTING, TRUEGRAIN SERIES VARIING RANDOM COLORS
   a. BUILDING A: 80% EMPIRE-GREY, 20% WESTCOASTGREY,
   b. BUILDING B: 80% CEDARTONE, 20% WESTCOASTGREY,
5. GLASS BALCONY ENCLOSURE, GUARDRAIL BLACK
6. ALL WINDOW FRAMES ARE BLACK

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CONSULTANT:

PROJECT TITLE:

MULTI FAMILY DEVELOPMENT

AZURE GROVE

20117 84 Ave
Township of Langley

NO.	DATE	REMARKS
01	28. OCT 2022	ISSUED FOR DP RESUBMISSION
02	11. JAN 2023	ISSUED FOR DP RESUBMISSION
03	11. MAY 2023	ISSUED FOR DP RESUBMISSION
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06	6. NOV 2023	ISSUED FOR DP RESUBMISSION
07	29. NOV 2023	ISSUED FOR DP RESUBMISSION
08	4. DEC 2023	ISSUED FOR DP RESUBMISSION

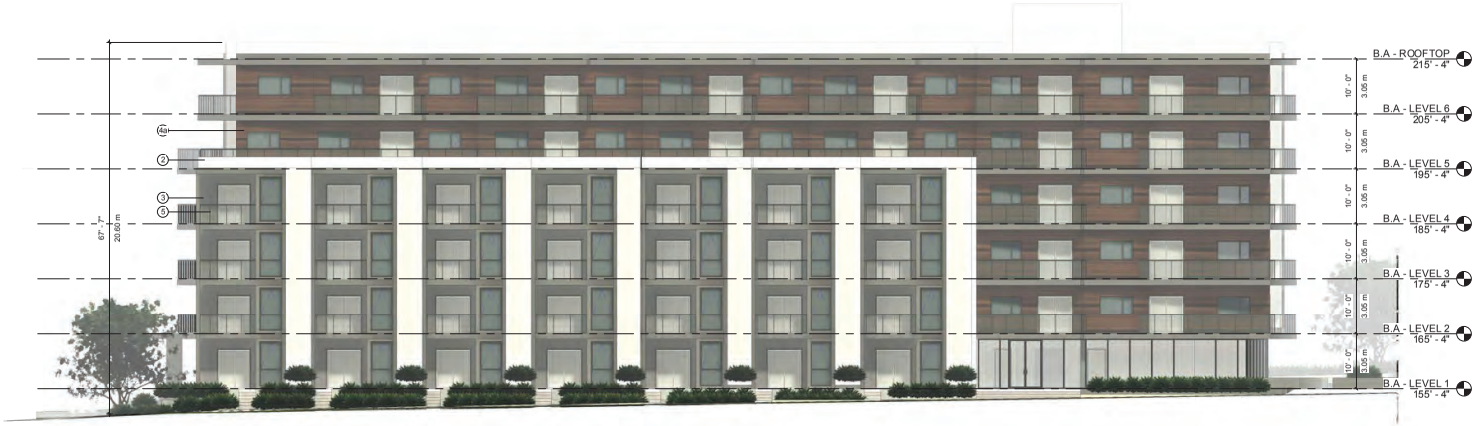
KEY PLAN:

DRAWING TITLE:

OVERALL ELEVATIONS

PROJECT NO: W2114
SCALE: As indicated
DRAWN: PM
CHECKED: WC
DRAWING NO:

F.2
A300



1 BUILDING A - WEST (FRONT)
3/32" = 1'-0"



4 BUILDING A - NORTH
3/32" = 1'-0"

1. BRICK - MORA CLINKER FULL BRICK - 'NERO' - EURO STRETCH
2. FIBER CEMENT PANELS - HARDIE PANELS 'ARCTIC WHITE', SMOOTH OR SIMILAR
3. FIBER CEMENT PANELS - HARDIE PANELS 'IRON GREY', SMOOTH OR SIMILAR
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5. GLASS BALCONY ENCLOSURE, GUARDRAIL BLACK
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CONSULTANT:

PROJECT TITLE:

MULTI FAMILY DEVELOPMENT

AZURE GROVE

20117 84 Ave
Township of Langley

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07	29. NOV 2023	ISSUED FOR DP RESUBMISSION
08	4. DEC 2023	ISSUED FOR DP RESUBMISSION

KEY PLAN:

DRAWING TITLE:

BUILDING A - ELEVATIONS
NORTH/WEST

PROJECT NO: W2114
SCALE: As indicated
DRAWN: PM
CHECKED: WC
DRAWING NO:

F.2
A301



2 BUILDING A - EAST
3/32" = 1'-0"



1 BUILDING A - SOUTH
3/32" = 1'-0"

1. BRICK - MORA CLINKER FULL BRICK - 'NERO' - EURO STRETCH
2. FIBER CEMENT PANELS - HARDIE PANELS 'ARCTIC WHITE', SMOOTH OR SIMILAR
3. FIBER CEMENT PANELS - HARDIE PANELS 'IRON GREY', SMOOTH OR SIMILAR
4. FIBER CEMENT SIDING - HARDIE SIDING WITH FISHER CAOTING,
   TRUEGRAIN SERIES VARING RANDOM COLORS
   a. BUILDING A: 80% EMPIRE-GREY, 20% WESTCOASTGREY,
   b. BUILDING B: 80% CEDARTONE, 20% WESTCOASTGREY,
5. GLASS BALCONY ENCLOSURE, GUARDRAIL BLACK
6. ALL WINDOW FRAMES ARE BLACK

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PROJECT TITLE:

MULTI FAMILY DEVELOPMENT

AZURE GROVE

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Township of Langley

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07	29. NOV 2023	ISSUED FOR DP RESUBMISSION
08	4. DEC 2023	ISSUED FOR DP RESUBMISSION

KEY PLAN:

DRAWING TITLE:

BUILDING A - ELEVATIONS
SOUTH/EAST

PROJECT NO: W2114
SCALE: As indicated
DRAWN: Author
CHECKED: Checker
DRAWING NO:

F.2
A302



1 BUILDING B - WEST (FRONT)
3/32" = 1'-0"



4 BUILDING B - NORTH
3/32" = 1'-0"

1. BRICK - MORA CLINKER FULL BRICK - 'NERO' - EURO STRETCH
2. FIBER CEMENT PANELS - HARDIE PANELS 'ARCTIC WHITE', SMOOTH OR SIMILAR
3. FIBER CEMENT PANELS - HARDIE PANELS 'IRON GREY', SMOOTH OR SIMILAR
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   b. BUILDING B: 80% CEDARTONE, 20% WESTCOASTGREY,
5. GLASS BALCONY ENCLOSURE, GUARDRAIL BLACK
6. ALL WINDOW FRAMES ARE BLACK

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PROJECT TITLE:

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AZURE GROVE

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07	29. NOV 2023	ISSUED FOR DP RESUBMISSION
08	4. DEC 2023	ISSUED FOR DP RESUBMISSION

KEY PLAN:

DRAWING TITLE:

BUILDING B - ELEVATIONS
NORTH/WEST

PROJECT NO: W2114
SCALE: As indicated
DRAWN: PM
CHECKED: WC
DRAWING NO.

F.2
A303



2 BUILDING B - EAST
3/32" = 1'-0"



1 BUILDING B - SOUTH
3/32" = 1'-0"

1. BRICK - MORA CLINKER FULL BRICK - 'NERO' - EURO STRETCH
2. FIBER CEMENT PANELS - HARDIE PANELS 'ARCTIC WHITE', SMOOTH OR SIMILAR
3. FIBER CEMENT PANELS - HARDIE PANELS 'IRON GREY', SMOOTH OR SIMILAR
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   b. BUILDING B: 80% CEDARTONE, 20% WESTCOASTGREY,
5. GLASS BALCONY ENCLOSURE, GUARDRAIL BLACK
6. ALL WINDOW FRAMES ARE BLACK

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PROJECT TITLE:

MULTI FAMILY DEVELOPMENT

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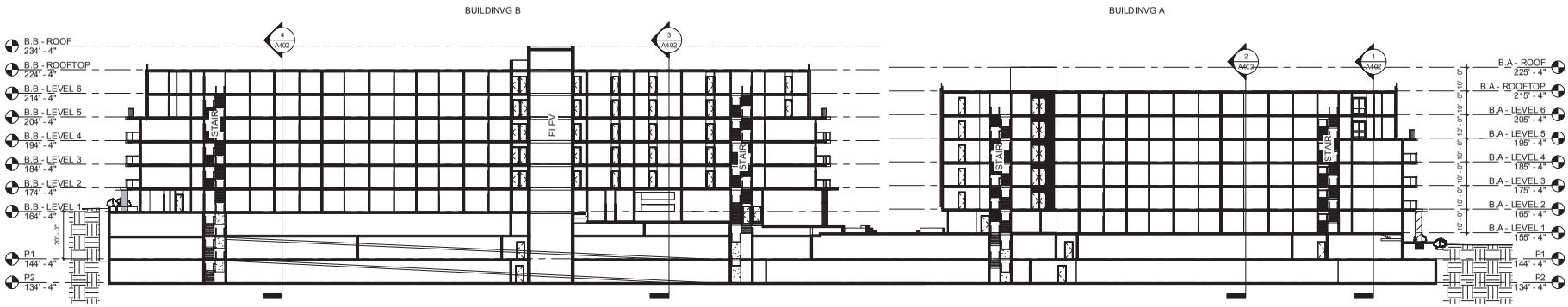
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DRAWING TITLE:

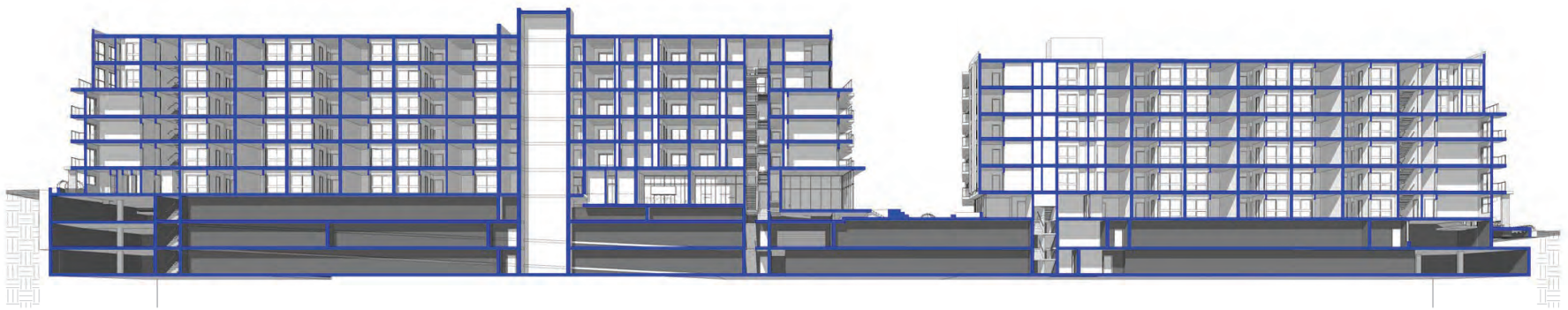
BUILDING B - ELEVATIONS
SOUTH/EAST

PROJECT NO: W2114
SCALE: As indicated
DRAWN: Author
CHECKED: Checker
DRAWING NO.

F.2
A304



1 Section 1
3/64" = 1'-0"



F.2 - Page 29

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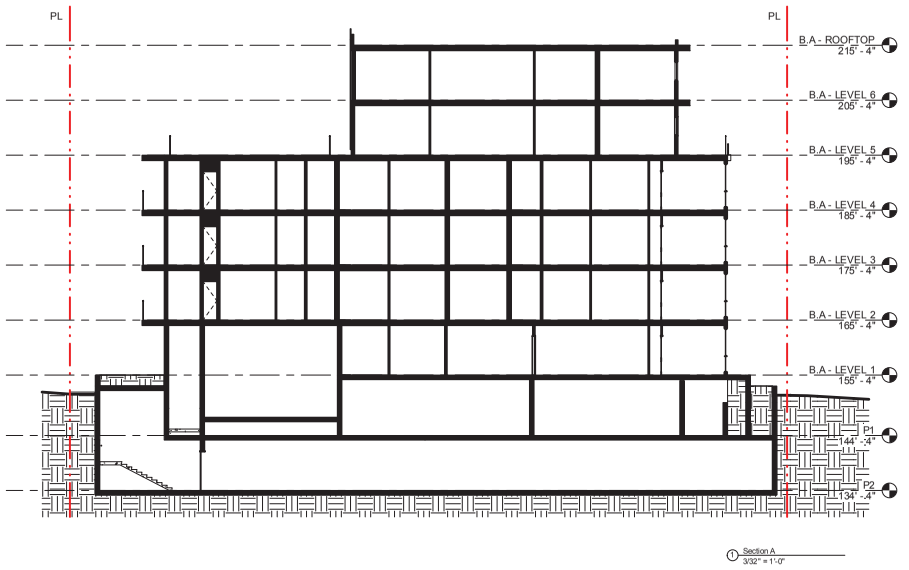
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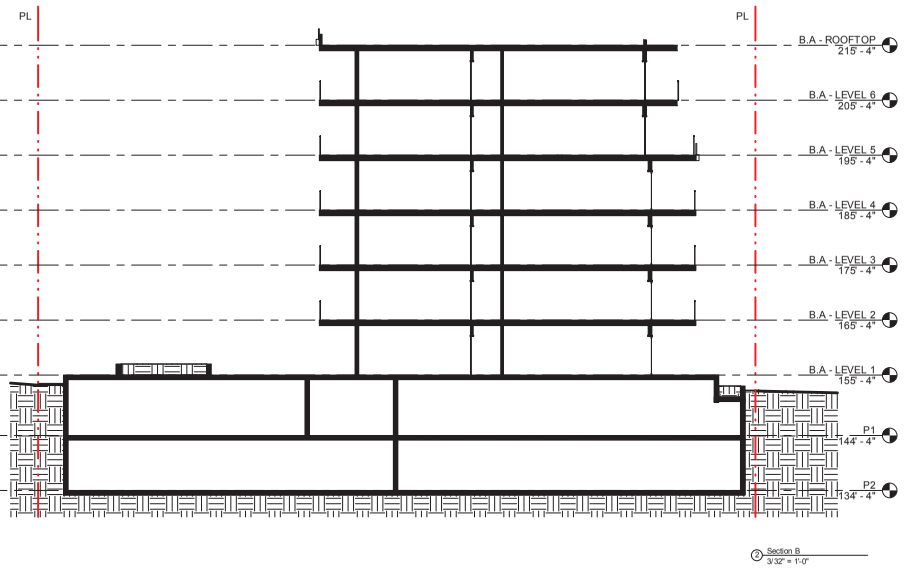
LONG SECTIONS

PROJECT NO: W2114
SCALE: 3/64" = 1'-0"
DRAWN: PM
CHECKED: WC
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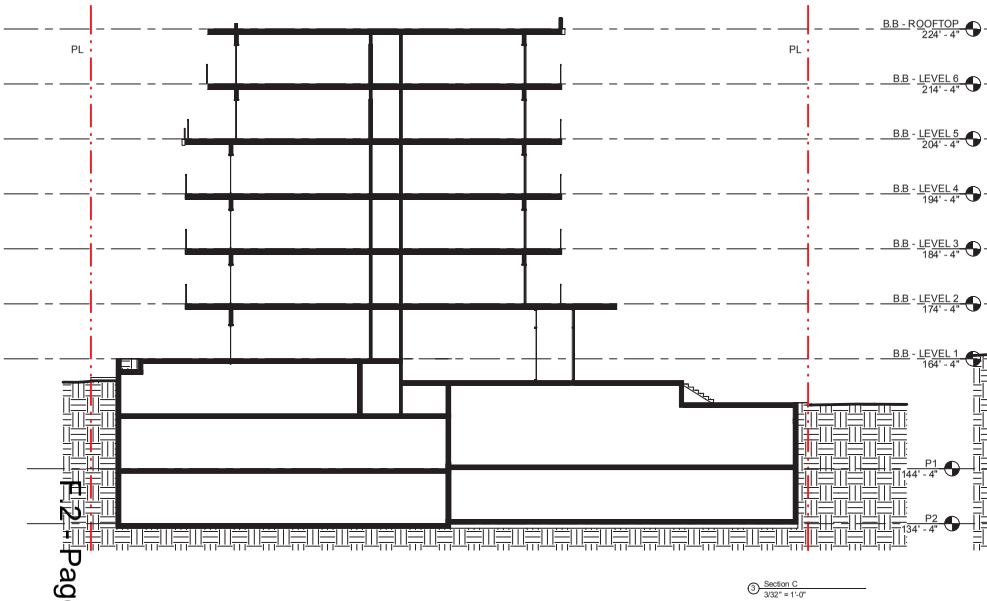
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A401



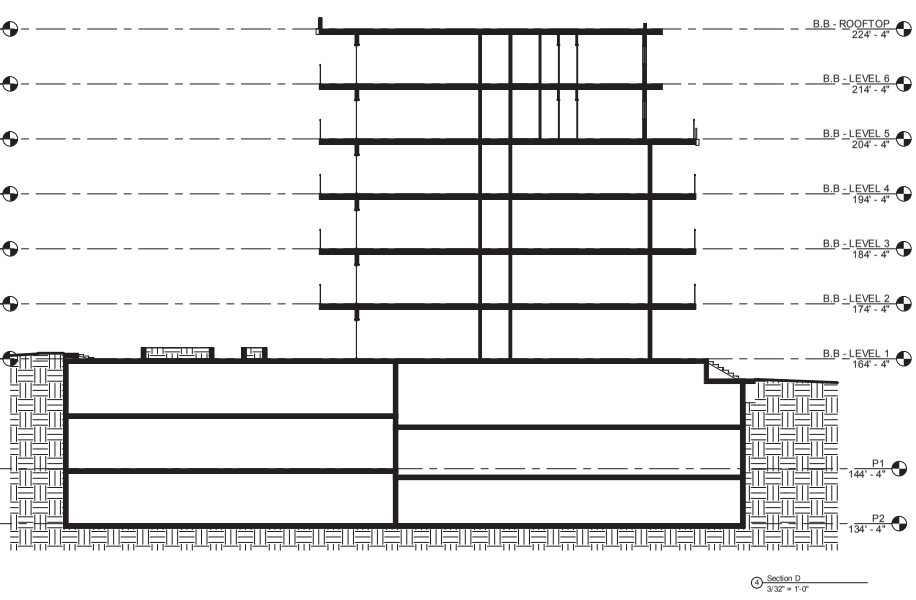
1 Section A
3/32" = 1'-0"



2 Section B
3/32" = 1'-0"



3 Section C
3/32" = 1'-0"



4 Section D
3/32" = 1'-0"

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CONSULTANT:

PROJECT TITLE:

MULTI FAMILY DEVELOPMENT

AZURE GROVE

20117 84 Ave
Township of Langley

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07	29. NOV 2023	ISSUED FOR DP RESUBMISSION
08	4. DEC 2023	ISSUED FOR DP RESUBMISSION

KEY PLAN:

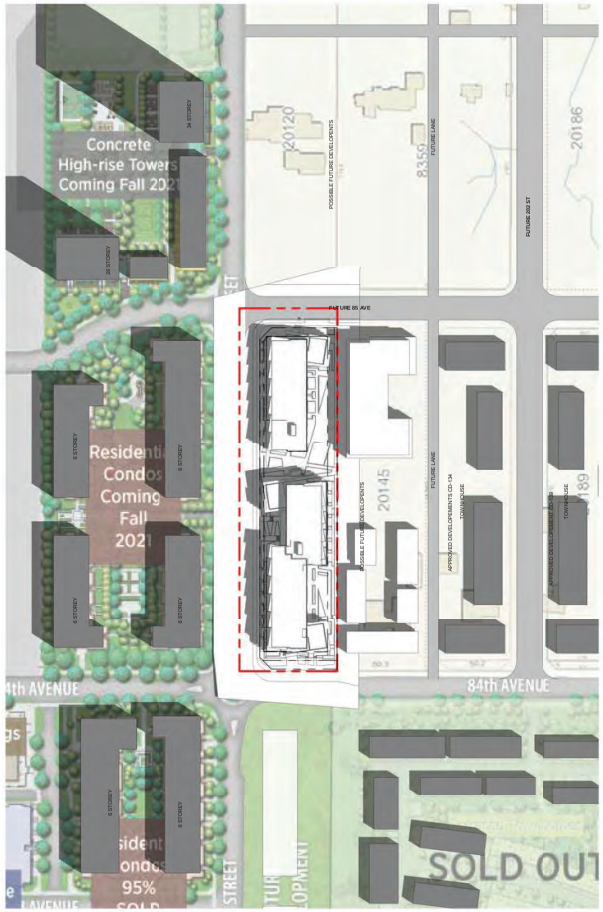
DRAWING TITLE:

SHORT SECTIONS

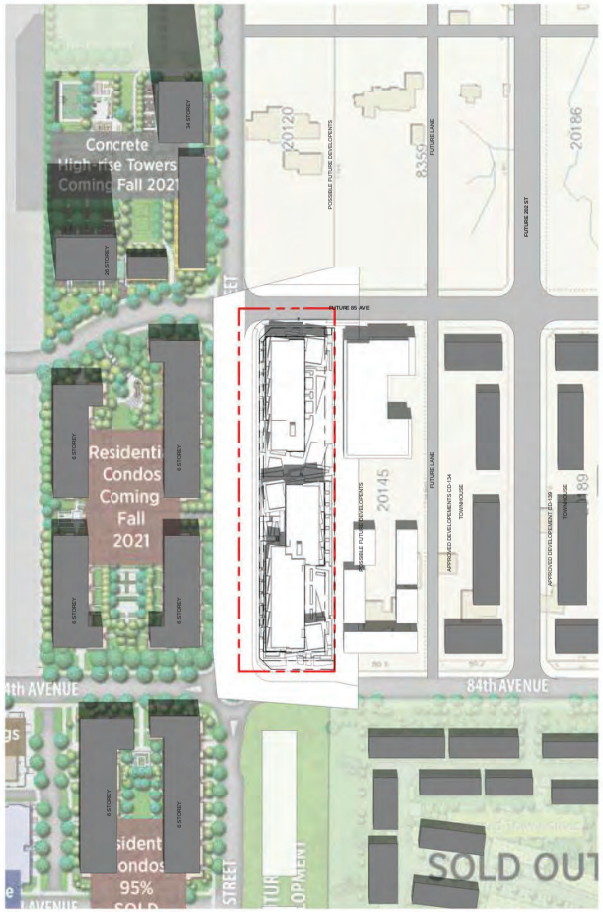
PROJECT NO: W2114
SCALE: 3/32" = 1'-0"
DRAWN: PM
CHECKED: WC
DRAWING NO:

F.2

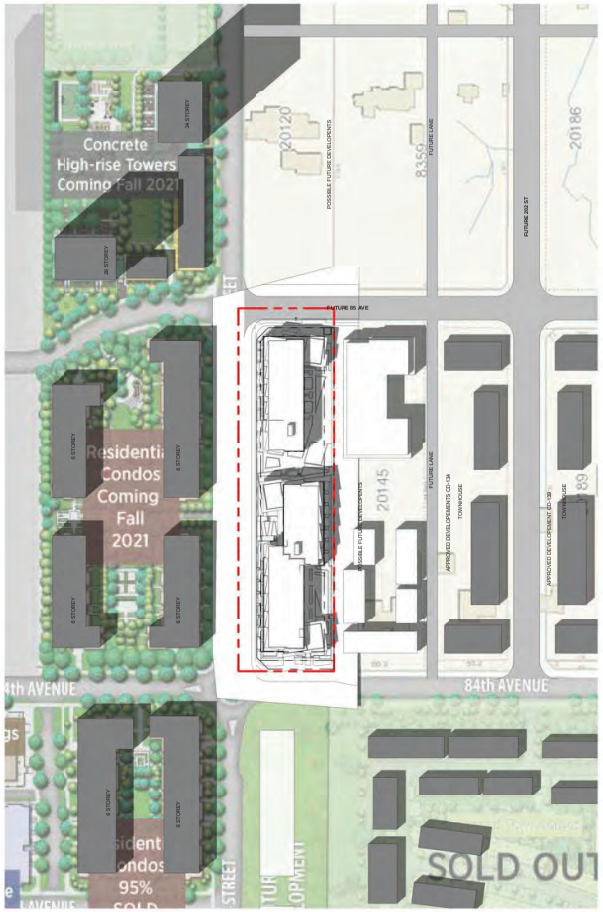
A402



1 10 AM
1" = 100'-0"



2 NOON
1" = 100'-0"



3 2 PM
1" = 100'-0"

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CONSULTANT:

PROJECT TITLE:

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08	4. DEC 2023	ISSUED FOR DP RESUBMISSION

KEY PLAN:

DRAWING TITLE:

SHADOW SUMMER

PROJECT NO: W2114
SCALE: 1" = 100'-0"
DRAWN: Author
CHECKED: Checker

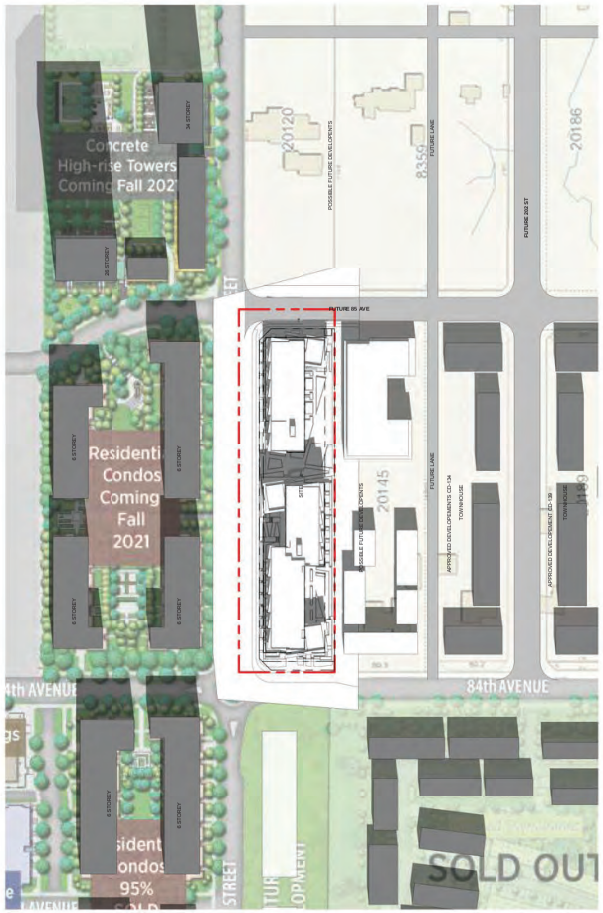
DRAWING NO.

F.2

A810



1 10 AM
1" = 100'-0"



2 NOON
1" = 100'-0"



3 4 PM
1" = 100'-0"

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CONSULTANT:

PROJECT TITLE:

MULTI FAMILY DEVELOPMENT

AZURE GROVE

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Township of Langley

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08	4. DEC 2023	ISSUED FOR DP RESUBMISSION

KEY PLAN:

DRAWING TITLE:

SHADOW EQ

PROJECT NO: W2114
SCALE: 1" = 100'-0"
DRAWN: Author
CHECKED: Checker
DRAWING NO.

F.2
A811



1 10 AM
1" = 100'-0"



2 NOON
1" = 100'-0"



3 2 PM
1" = 100'-0"

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PROJECT TITLE:

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07	29. NOV 2023	ISSUED FOR DP RESUBMISSION
08	4. DEC 2023	ISSUED FOR DP RESUBMISSION

KEY PLAN:

DRAWING TITLE:

SHADOW WINTER

PROJECT NO: W2114
SCALE: 1" = 100'-0"
DRAWN: Author
CHECKED: Checker

DRAWING NO.

F.2

A812





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05	13. SEP 2023	ISSUED FOR DP RESUBMISSION
06	6. NOV 2023	ISSUED FOR DP RESUBMISSION
07	29. NOV 2023	ISSUED FOR DP RESUBMISSION
08	4. DEC 2023	ISSUED FOR DP RESUBMISSION

KEY PLAN:

DRAWING TITLE:

3D VIEW A

PROJECT NO: W2114
SCALE:
DRAWN: PM
CHECKED: WC
DRAWING NO:

F.2
A900





WCA
Wilson Chang Architect Inc
1610-117 West Hastings St, Vancouver, BC, V6E 2K3
604 630 9488
wcai.ca

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CONSULTANT:

PROJECT TITLE:

MULTI FAMILY DEVELOPMENT

AZURE GROVE

20117 84 Ave
Township of Langley

NO.	DATE	REMARKS
01	28. OCT 2022	ISSUED FOR DP RESUBMISSION
02	11. JAN 2023	ISSUED FOR DP RESUBMISSION
03	11. MAY 2023	ISSUED FOR DP RESUBMISSION
04	13. JUN 2023	ISSUED FOR DP RESUBMISSION
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07	29. NOV 2023	ISSUED FOR DP RESUBMISSION
08	4. DEC 2023	ISSUED FOR DP RESUBMISSION

KEY PLAN:

DRAWING TITLE:

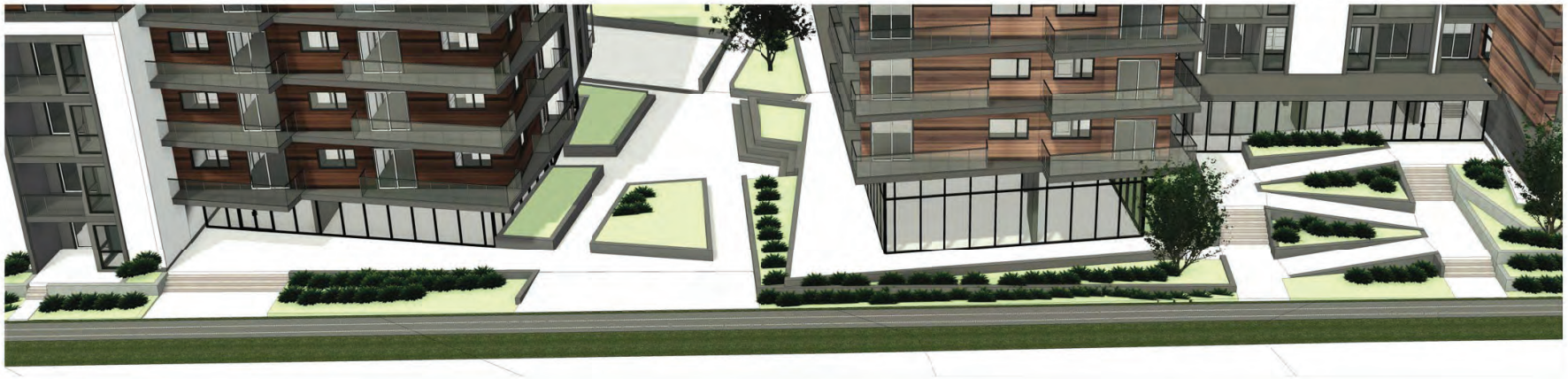
3D VIEW B

PROJECT NO: W2114
SCALE:
DRAWN: PM
CHECKED: WC
DRAWING NO:

F.2

A901





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CONSULTANT:

PROJECT TITLE:

MULTI FAMILY DEVELOPMENT

AZURE GROVE

20117 84 Ave
Township of Langley

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07	29. NOV 2023	ISSUED FOR DP RESUBMISSION
08	4. DEC 2023	ISSUED FOR DP RESUBMISSION

KEY PLAN:

DRAWING TITLE:

3D VIEW C

PROJECT NO: W2114
SCALE:
DRAWN: PM
CHECKED: WC
DRAWING NO:

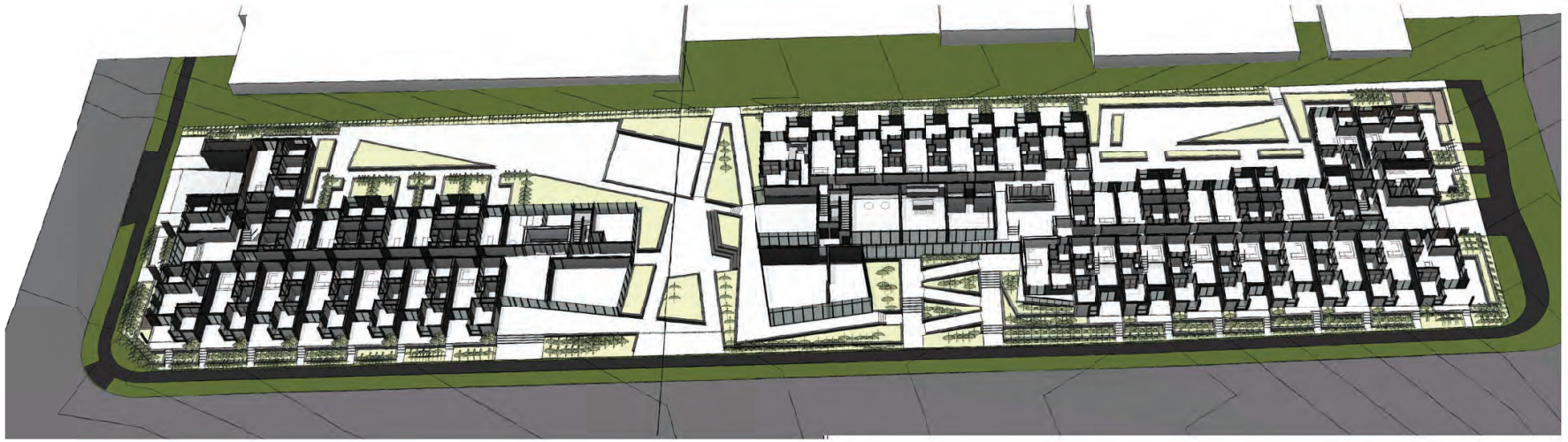
F.2

A902









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CONSULTANT:

PROJECT TITLE:

MULTI FAMILY DEVELOPMENT

AZURE GROVE

20117 84 Ave
Township of Langley

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08	4. DEC 2023	ISSUED FOR DP RESUBMISSION

KEY PLAN:

DRAWING TITLE:

3D CONCEPT

PROJECT NO: W2114
SCALE:
DRAWN: Author
CHECKED: Checker
DRAWING NO:

F.2

A910





BRICK - MORA CLINKER FULL BRICK
'NERO' - EURO STRETCH

2. FIBER CEMENT PANELS -
HARDIE PANELS 'ARCTIC WHITE',
SMOOTH OR SIMILAR



3. FIBER CEMENT PANELS -
HARDIE PANELS 'IRON GREY',
SMOOTH OR SIMILAR
MATCHING TRIMS/FACIA BOARDS



4. FIBER CEMENT SIDING - HARDIE SIDING WITH FISHER CAOTING,
TRUEGRAIN SERIES VARIING RANDOM COLORS
a. BUILDING A: 80% EMPIRE-GREY, 20% WESTCOASTGREY,
b. BUILDING B: 80% CEDARTONE, 20% WESTCOASTGREY,

5. GLASS BALCONY ENCLOSURE, GUARDRAIL BLACK
6. ALL WINDOW FRAMES ARE BLACK

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CONSULTANT:

PROJECT TITLE:

MULTI FAMILY DEVELOPMENT

AZURE GROVE

20117 84 Ave
Township of Langley

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KEY PLAN:

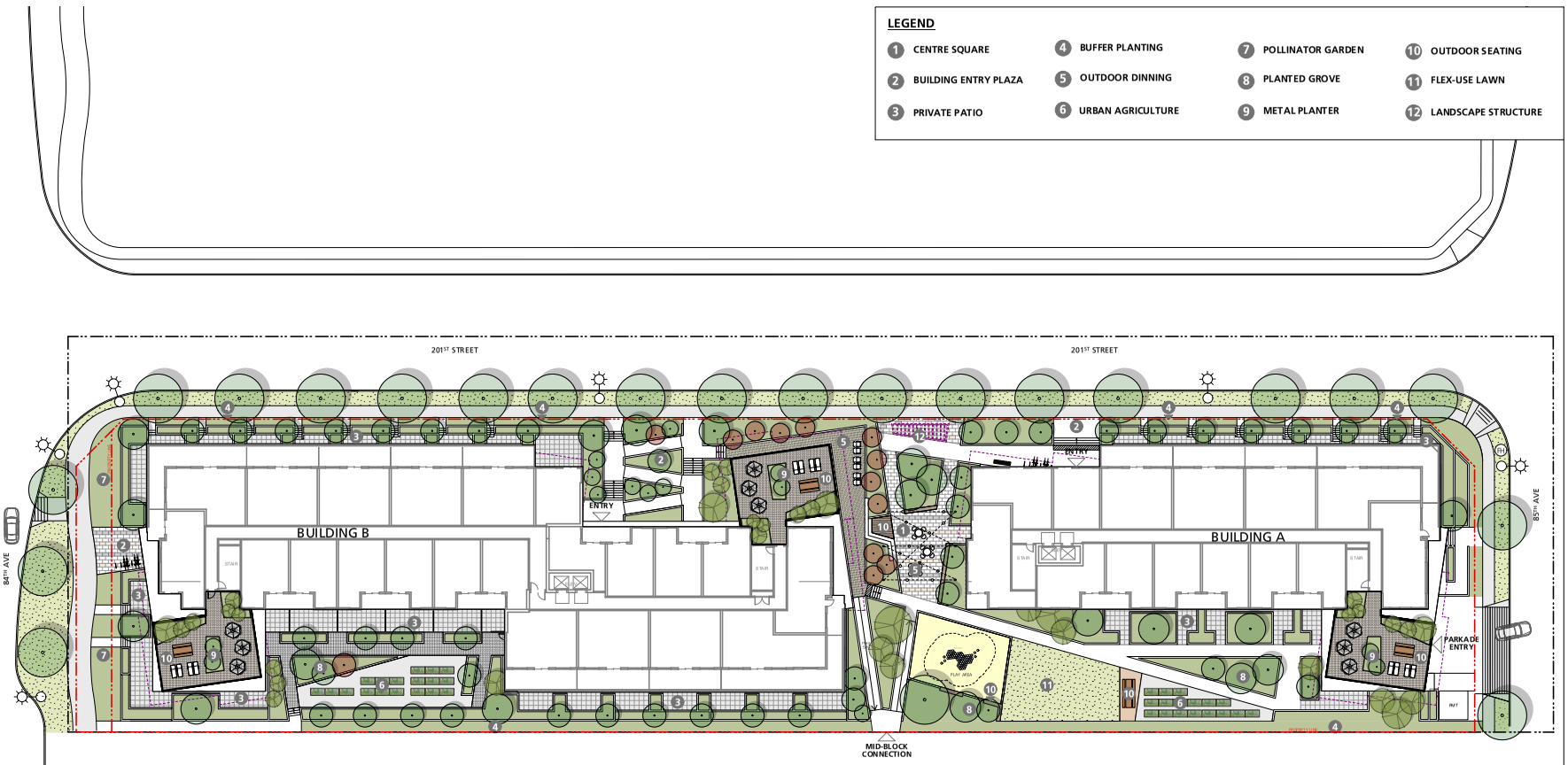
DRAWING TITLE:

MATERIAL BOARD

PROJECT NO: W2114
SCALE: 1/2"= 1'-0"
DRAWN: PM
CHECKED: WC
DRAWING NO.

F.2

A950



P+A

Perry + Associates
Landscape Architecture
Site Planning

112 East Broadway
Vancouver, BC V5T 1V9

T: 604.738.4118
perryandassociates.ca

Issues

No.	Description	Date
1	Issued for City Review	2022/10/31
2	Re-issued for City Review	2023/06/13
3	Re-issued for City Review	2023/09/11
4	Re-issued for City Review	2023/12/01

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Client:

ML EMPORIO
PROPERTIES LTD.

Project Title:

AZURE GROVE

20117 84th Ave
Township of Langley

Drawing Title:

Landscape Site Plan

SCHEDULE B

Project North: TRUE NORTH

Drawn By: MH

Checked By: JM

Scale: 1:250

Job No.: 22-035

Sheet No.: L1.0

F.2

GROUND PLANE


CIP CONCRETE PAVING


2x2 UNIT PAVING


FLEX-USE LAWN


CONCRETE PLANTER


BIKE RACK


URBAN PROMENADE


MID-BLOCK CONNECTION


URBAN AGRICULTURE


LANDSCAPE STRUCTURE


INTEGRATED SEATING

UPPER LEVELS


FEATURE PAVING


MODULAR PLANTER


OUTDOOR DINNING


OUTDOOR LOUNGE


PICNIC TABLE

SELECTED PLANT MATERIAL


STREETSCAPE PLANTING


FEATURE TREE


EVERGREEN SHRUBS


ORNAMENTAL GRASSES


SEASONAL INTEREST

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Landscape Architecture
Site Planning

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Issues

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Client:

ML EMPORIO
PROPERTIES LTD.

Project Title:

AZURE GROVE

20117 84th Ave
Township of Langley

Drawing Title:

Precedent Images

Project North:

Drawn By: MH

Checked By: JM

Scale:

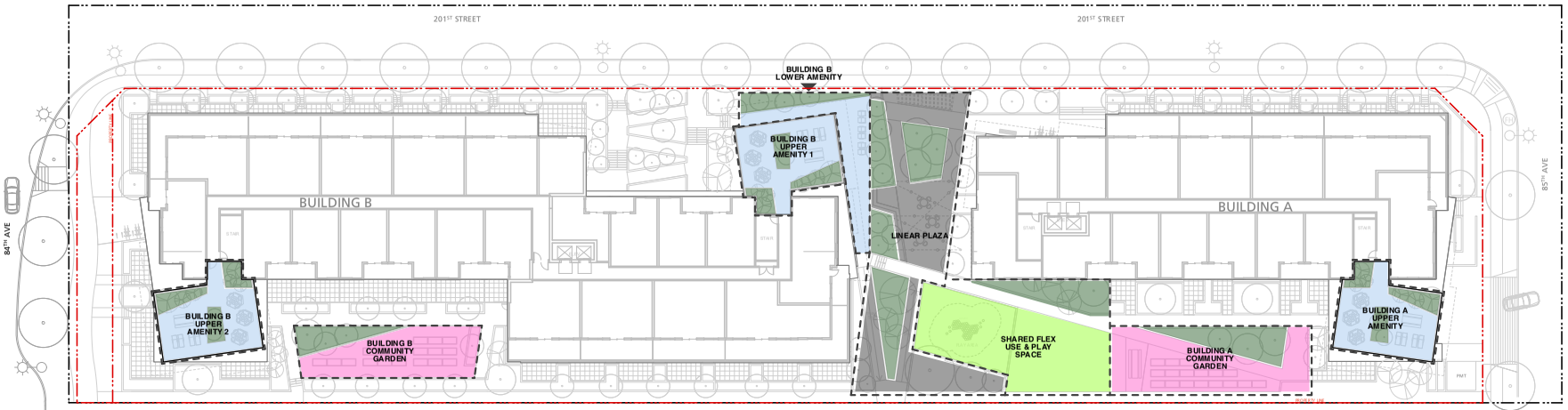
Job No.: 22-035

Sheet No.: L1.2

Age Friendly Amenity Area	Play Area m²	Social Gathering Area m²	Associated Landscape m²	Comments
Amenity Area 1		88.00	20.00	Building A - Upper Level Amenity 1
Amenity Area 2		88.00	20.00	Building B - Upper Level Amenity 1
Amenity Area 3		88.00	20.00	Building B - Upper Level Amenity 2
Amenity Area 4		71.00	20.00	Building B - Lower Level Amenity
Amenity Area 5		120.00	30.00	Building A - Community Garden
Amenity Area 6		152.00	30.00	Building B - Community Garden
Amenity Area 7	217.00		40.00	Shared Flex Use & Play Space
Amenity Area 8		160.00	110.00	Linear Plaza Space
Amenity Area 9				
Amenity Area 10				
Amenity Area 11				
Amenity Area 12				
Subtotal	217.00	686.00	340.00	

LEGEND

- NATURAL PLAY / SHARED FLEX USE SPACE
- SOCIAL GATHERING SPACE
- COMMUNITY GARDEN
- LINEAR PLAZA SPACE
- ASSOCIATED LANDSCAPE



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Issues

No.	Description	Date
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Client:

ML EMPORIO
PROPERTIES LTD.

Project Title:

AZURE GROVE

20117 84th Ave
Township of Langley

Drawing Title:

Age Friendly Amenity Area Plan

Project North: PN

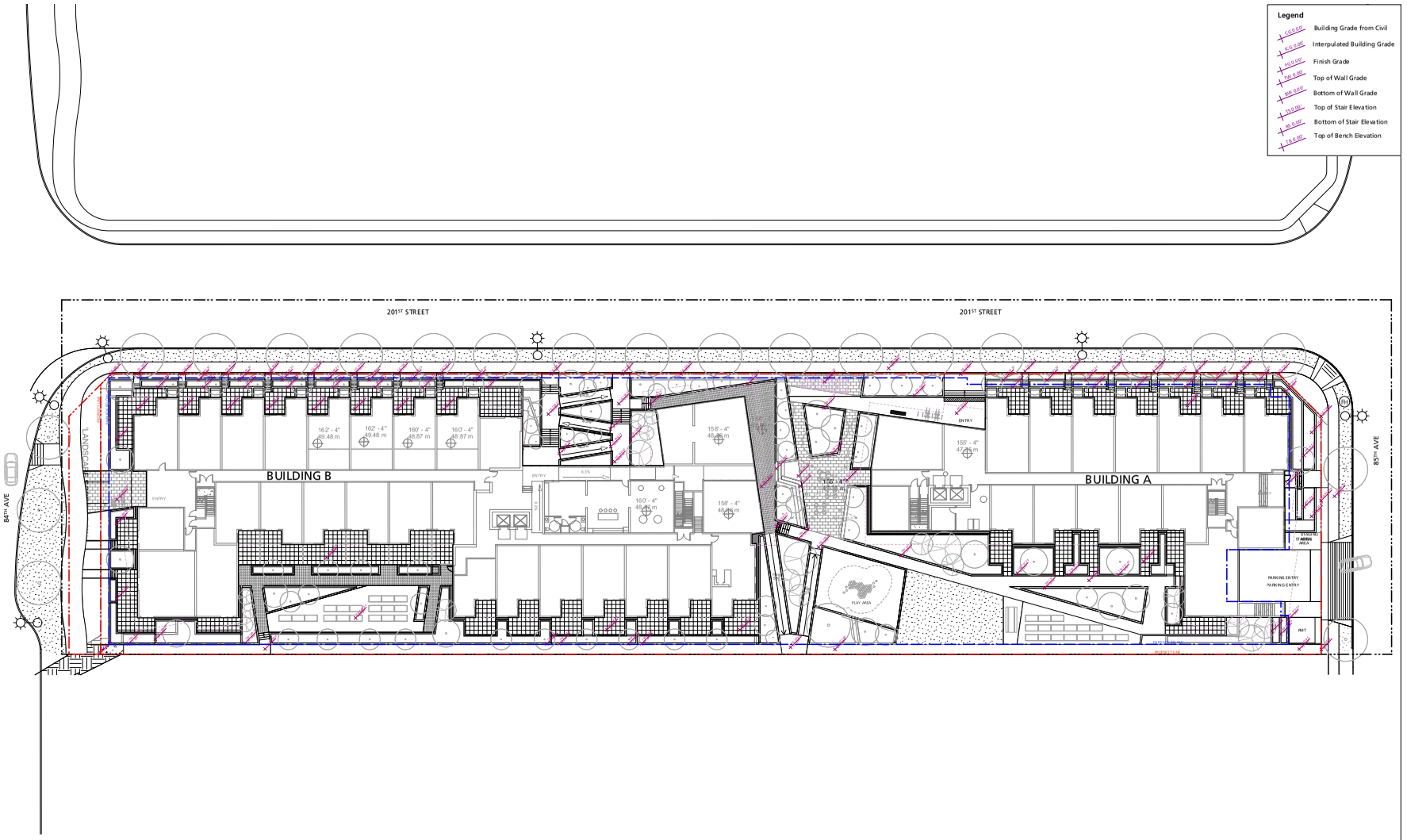
Drawn By: MH

Checked By: JM

Scale: 1:250

Job No.: 22-035

Sheet No.: L1.2



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Landscape Architecture
Site Planning

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3	Re-issued for City Review	2023/09/11
4	Re-issued for City Review	2023/12/01

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Client:

ML EMPORIO
PROPERTIES LTD.

Project Title:

AZURE GROVE

20117 84th Ave
Township of Langley

Drawing Title:

Grading Plan

Project North:

Drawn By: MH

Checked By: JM

Scale: 1:250

Job No.: 22-035

Sheet No.: L2.0

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW NO. 3800

AMENDMENT (CARVOLTH NEIGHBOURHOOD PLAN) BYLAW 2013 NO. 4995

AMENDMENT (ML EMPORIO) NO. 5974

EXPLANATORY NOTE

Bylaw No. 5974 amends the Carvolth Neighbourhood Plan for 0.95 ha (2.3 ac) of land located at 20117 – 84 Avenue to increase the floor space ratio permitted in the Medium Density Apartment land use designation. The amendment is required to facilitate the development of two apartment buildings consisting of 273 apartment units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW NO. 3800

AMENDMENT (CARVOLTH NEIGHBOURHOOD PLAN) BYLAW 2013 NO. 4995

AMENDMENT (ML EMPORIO) BYLAW NO. 5974

A Bylaw to amend Carvolth Neighbourhood Plan Bylaw No. 4995

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 1988 No. 3800 Amendment (Carvolth Neighbourhood Plan) Bylaw 2013 No. 4995 Amendment (ML Emporio) Bylaw No. 5974".

2. Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 3800 Amendment (Carvolth Neighbourhood Plan) Bylaw 2013 No. 4995 as amended is further amended by:

   a) Inserting a new row after the last row in the table found in Section 2.4.17 Additional Land Use and Development Policies with the following:

#	**Designation**	**Location**	**Permitted FSR**	**Height**
#	Medium Density Apartment (1.9 FSR)	Northeast corner of 201 Street and 84 Avenue	2.6 max	N/A

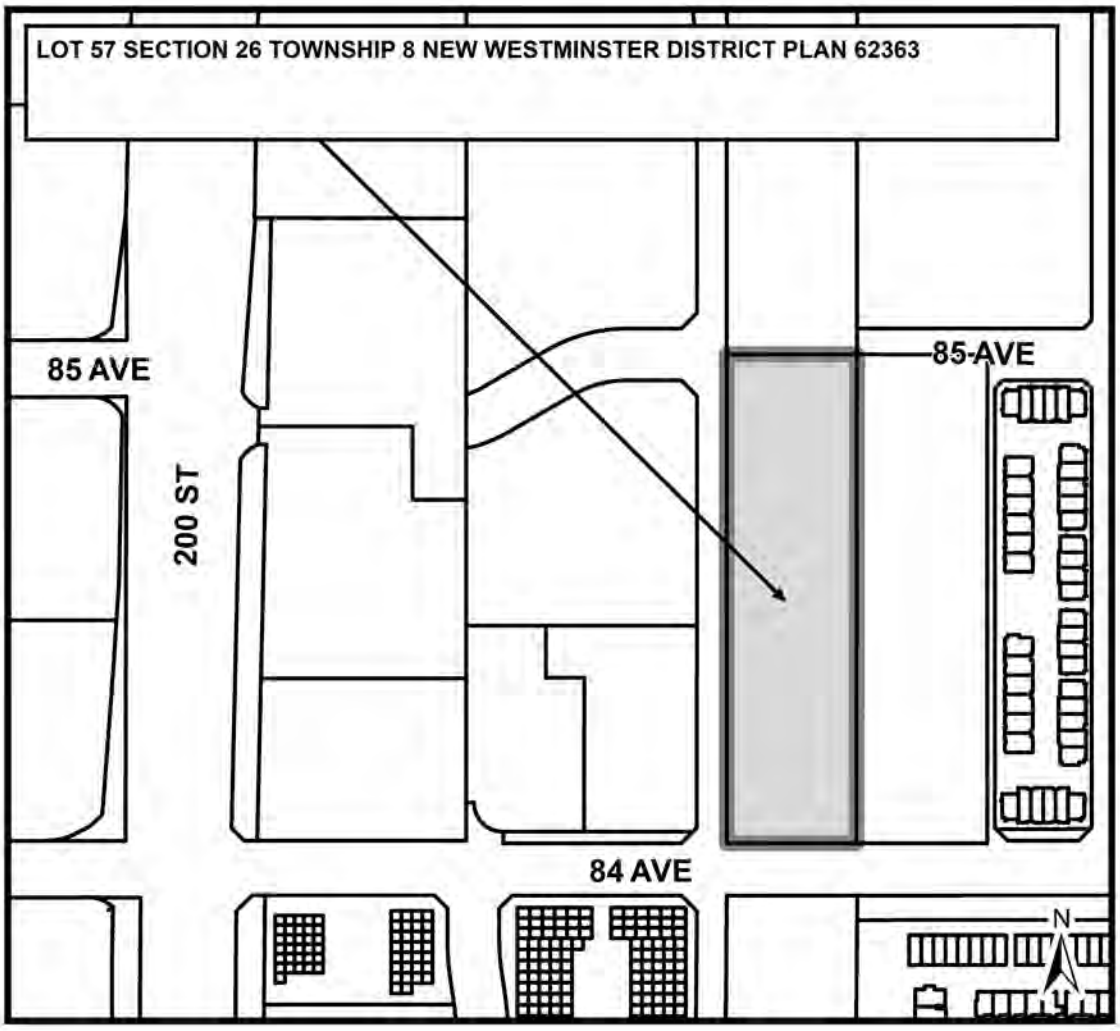
   and renumbering table / Figure 8 site specific densities and heights accordingly.

   b) Amending Figure 8 to add a dashed black outline and corresponding number to the property shown on Schedule A attached to and forming part of this Bylaw.

READ A FIRST TIME the	day of	, 2024
READ A SECOND TIME the	day of	, 2024
PUBLIC HEARING HELD the	day of	, 2024
READ A THIRD TIME the	day of	, 2024
ADOPTED the	day of	, 2024

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5974



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (ML EMPORIO) BYLAW NO. 5975

EXPLANATORY NOTE

Bylaw No. 5975 rezones 0.95 ha (2.3 ac) of land located at 20117 – 84 Avenue from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-200 to accommodate the development of 273 apartment units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (ML EMPORIO) BYLAW NO. 5975

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

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

1. This Bylaw may be cited for all purposes as "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (ML EMPORIO) Bylaw No. 5975".

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

   a. Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-200" after the words "Comprehensive Development Zone CD-199"

   b. Adding to Section 110.1 after the words "CD-199" the words "CD-200– 0.1 ha"

   c. Adding after Section 1099 "Comprehensive Development Zone CD-199" the following as Section 1100 "Comprehensive Development Zone CD-200"

1100 **COMPREHENSIVE DEVELOPMENT ZONE CD-200**

Uses Permitted

1100.1 In the CD-200 Zone only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings* and *uses*
2) *accessory home occupations* subject to Section 104.3
3) *apartments*

Density

1100.2 The maximum *floor space ratio* of all buildings located on lands zoned CD-200 shall not exceed 2.6 FSR.

Lot Coverage

1100.3 *Buildings* and *structures* shall not cover more than 60% of the *lot area*.

Siting of Buildings and Structures

1100.4 Siting of *buildings* and *structure* shall be in accordance with the provisions of the Development Permit.

Height of Buildings and Structures

1100.5 The *height* of *buildings* and *structures* shall not exceed six storeys, plus a rooftop-enclosure to access rooftop amenity.

Parking and Loading

1100.6 Parking and loading shall be provided in accordance with Section 107

Subdivision Requirements

1100.7 All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

1100.8 Landscaping areas, landscaping screens and fencing shall be provided in accordance with the provisions of a Development Permit.

Age Friendly Amenity

1100.9 Age Friendly *Amenity areas* shall be provided in accordance with Section 111.5 and in accordance with the Development Permit.

Development Permit Requirements

1100.10 An application for a Development Permit shall be submitted to Council for its consideration prior to issuance of a *Building* Permit.

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

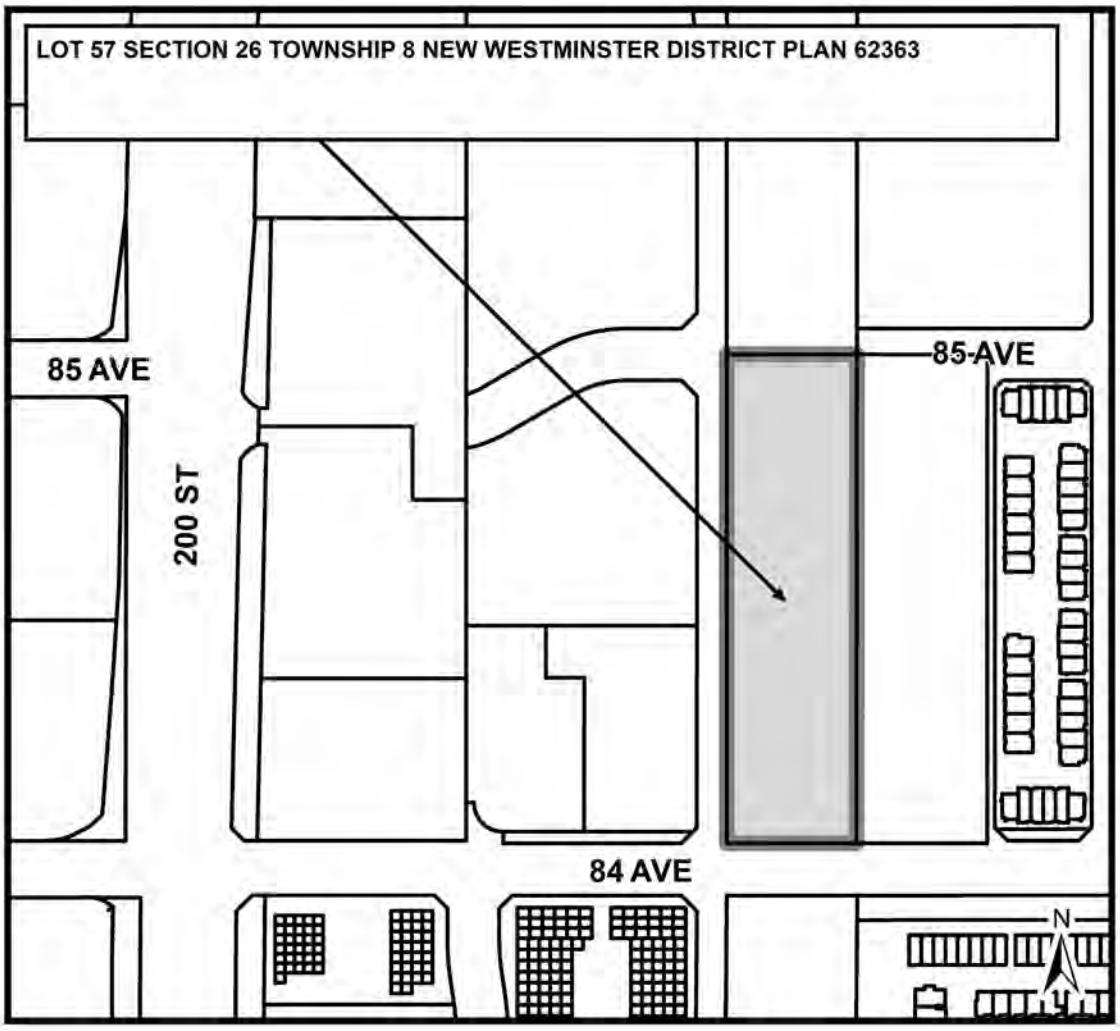
Lots 57 Section 26 Township 8 New Westminster District Plan 62663

as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Comprehensive Development Zone CD-200.

READ A FIRST TIME the	day of	, 2024
READ A SECOND TIME the	day of	, 2024.
PUBLIC HEARING HELD the	day of	, 2024.
READ A THIRD TIME the	day of	, 2024.
RECEIVED THE APPROVAL OF THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE the	day of	, 2024.
ADOPTED the	day of	, 2024.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5975



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JANUARY 15, 2024 - REGULAR MEETING	**REPORT:**	24-05
FROM:	FINANCE DIVISION	**FILE:**	1760-30
SUBJECT:	TEMPORARY BORROWING BYLAWS (STRATEGIC LAND LOAN) AND MUNICIPAL SECURITY ISSUING RESOLUTION		

RECOMMENDATION:

That Council give first, second, and third reading to Temporary Borrowing (Strategic Land Loan) Bylaw 2024 No. 5981 for the purchase of strategic lands.

That Council approve borrowing from the Municipal Finance Authority of British Columbia (MFA), as part of their Fall 2024 long-term debt issue, $38.38 million as authorized through Strategic Land Loan Authorization Bylaw No. 5893.

That Metro Vancouver Regional District be requested to consent to our borrowing of $38.38 million as authorized through Strategic Land Loan Authorization Bylaw No. 5893 over a twenty (20) year term and include the borrowing in their security issuing bylaw.

EXECUTIVE SUMMARY:

On October 23, 2023, Council gave final reading to Strategic Land Loan Authorization Bylaw No. 5893 for $38.38 million for the purchase of strategic lands.

The Temporary Borrowing bylaw provides for temporary borrowing up to a maximum of $38.38 million pending the issuance of debenture debt by the Municipal Finance Authority in accordance with the *Community Charter*.

A Temporary Borrowing Bylaw acts as a bridge from that period when a Capital Project starts and funding is required to the next official debt issuance by Metro Vancouver and the Municipal Finance Authority. Temporary borrowing can also work like a progress draw and provide an opportunity to borrow only what is required until such time as the project is complete and the total amount of funding required is known. It makes sense to use temporary borrowing when the timeline for a project is in flux. Money borrowed under this section must be repaid or transferred to long term debt within five years from the first advance.

On October 23, 2023, Council gave final reading to Strategic Land Loan Authorization Bylaw No. 5893 for $38.38 million for the purchase of strategic lands.

The Temporary Borrowing bylaw provides for temporary borrowing up to a maximum of $38.38 million pending the issuance of debenture debt by the Municipal Finance Authority in accordance with the *Community Charter*.

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PURPOSE:

The Township will place the strategic land debt with the MFA through the long-term debenture debt program. A Temporary Borrowing Bylaw is required to obtain funds from the MFA through their interim financing program until the long-term debenture debt program is in place. Principal and interest will be repaid from the General Operating Fund over a maximum of 20 years.

DISCUSSION/ANALYSIS:

On October 23, 2023, Council gave final reading to Strategic Land Loan Authorization Bylaw No. 5893 for $38.38 million.

The Temporary Borrowing bylaw provides for temporary borrowing up to a maximum of $38.38 million pending the issuance of debenture debt by the Municipal Finance Authority in accordance with the *Community Charter*.

A Temporary Borrowing bylaw acts as a bridge from the time when a capital project starts, and funding is required to the next official debt issuance by Metro Vancouver and the Municipal Finance Authority. Temporary borrowing can also work like a progress draw and provide an opportunity to borrow only what is required until such time as the project is complete and the total amount of funding required is known. It makes sense to use temporary borrowing when the timeline for a project is in flux. Money borrowed under this section must be repaid or transferred to long term debt within five years from the first advance.

Under the *Community Charter*, all long-term borrowing, with a term longer than five years, must be undertaken with the Municipal Finance Authority (MFA) through the municipality's Regional District. Borrowing from the MFA requires that a Council approved Municipal Security Issuing Resolution, Loan Authorization Bylaw and the Certificate of Approval from the Ministry of Community Services be forwarded to Metro Vancouver Regional District (MVRD). MVRD also requires a completed Liability Servicing Limit Statement, the 2024-2028 Financial Plan with annual debt servicing costs, sources of revenues for debt servicing and schedule of anticipated future borrowings. They also require the most recently Audited Financial Statements with a schedule of reserves. Upon consent of the undertaking, the MVRD will proceed with issuing the Regional District Security Issuing Bylaw to the MFA on behalf of the Township.

The Township will place the strategic land debt with the MFA through the long-term debenture debt program. Temporary Borrowing Bylaws are required to obtain funds from the MFA through their interim financing program until the long-term debenture debt program is in place. The strategic land debt will be repaid from general revenue with a maximum term of 20 years.

Respectfully submitted,

Sandra Ruff
DIRECTOR OF FINANCE
for
FINANCE DIVISION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TEMPORARY BORROWING BYLAW NO. 5981

EXPLANATORY NOTE

Bylaw No. 5981 provides for temporary borrowing pending the issuance of debenture securities to complete strategic land acquisitions, in the amount of $38.38 million pursuant to Strategic Land Loan Authorization Bylaw No. 5893.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TEMPORARY BORROWING BYLAW NO. 5981

WHEREAS it is provided by Section 181 of the *Community Charter* that the Council may, where it has adopted a loan authorization bylaw, without further assents or approvals, borrow temporarily under the conditions therein set out;

AND WHEREAS the Council has adopted Bylaw No. 5893, cited as Strategic Land Acquisition Loan Authorization Bylaw No. 5893 authorizing the borrowing of a sum not exceeding thirty-eight million three hundred and eighty thousand dollars ($38,380,000) to complete strategic land acquisitions.

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

The Council is hereby authorized and empowered to borrow an amount or amounts not exceeding the sum of thirty-eight million three hundred and eighty thousand dollars ($38,380,000), as the same may be required.

The form of obligation to be given as acknowledgement of the liability shall be a promissory note or notes bearing the corporate seal and signed by the Mayor and the Financial Administration Officer.

The money so borrowed shall be used solely for the purposes set out in said Strategic Land Loan Authorization Bylaw No. 5893.

The proceeds from the sale of the debentures or so much thereof as may be necessary shall be used to repay the money so borrowed.

This bylaw may be cited as Temporary Borrowing (Strategic Land) Bylaw No. 5981.

READ A FIRST TIME the	day of	, 2024
READ A SECOND TIME the	day of	, 2024
READ A THIRD TIME the	day of	, 2024
ADOPTED the	day of	, 2024

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (1241845 BC LTD.) BYLAW NO. 5944

EXPLANATORY NOTE

Bylaw No. 5944 amends the General Industrial Zone M-2A to permit “cannabis processing and cannabis testing” on property located at 204, 26730 – 56 Avenue.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (1241845 BC LTD.) BYLAW NO. 5944

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

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

1. This Bylaw may be cited for all purposes as "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1241845 BC Ltd.) Bylaw No. 5944".

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

   a. Amending 702A.1 Uses Permitted in the General Industrial Zone M-2A by adding the following after the words "2) processing, manufacture, and repair of heavy machinery, heavy equipment, and heavy transportation products":

      3) *cannabis processing* and cannabis testing on Strata Lot 11 Section 6 Township 14 New Westminster District Strata Plan LMS2561 subject to:

         a) issuance of valid and subsisting licences for analytical testing and standard processing of cannabis on Strata Lot 11 Section 6 Township 14 New Westminster District Strata Plan LMS2561; and
         b) compliance with all applicable requirements of any authority having jurisdiction.

NOTICE WAS ADVERTISED the	12, 19	day of	October	, 2023
READ A FIRST TIME the	20	day of	November	, 2023
READ A SECOND TIME the	20	day of	November	, 2023
PUBLIC HEARING HELD the	18	day of	December	, 2023
READ A THIRD TIME the		day of		, 2024
RECEIVED THE APPROVAL OF THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE the		day of		, 2024
ADOPTED the		day of		, 2024

_____ Mayor _____ Township Clerk

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	OCTOBER 23, 2023 - REGULAR MEETING	**REPORT:**	23-212
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	14-06-0136
SUBJECT:	REZONING APPLICATION NO. 100734 (FLOWERCHILD RESEARCH INC. / 204, 26730 – 56 AVENUE)		

PROPOSAL:

Application to amend General Industrial Zone M-2A to add cannabis processing and cannabis testing as a permitted use on a site-specific basis for a property located at 204, 26730 – 56 Avenue.

RECOMMENDATION SUMMARY:

That Council give first, second and third reading to Bylaw No. 5944 subject to one (1) development prerequisite being satisfied prior to final reading.

RATIONALE:

The proposed rezoning is compatible with the objectives of the Gloucester Industrial Park Community Plan.

RECOMMENDATION:

That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1241845 BC Ltd.) Bylaw No. 5944 amending the text of General Industrial Zone M-2A by adding “cannabis processing and cannabis testing” as a permitted use for property located at 204, 26730 – 56 Avenue subject to the following development prerequisite being satisfied to the acceptance of the Township prior to final reading:

1. Approval of the rezoning bylaw by the Ministry of Transportation and Infrastructure.

EXECUTIVE SUMMARY:

Flowerchild Research Inc. has applied to amend the General Industrial Zone M-2A on a site-specific basis for a property located at 204, 26730 – 56 Avenue to accommodate federally licensed cannabis processing and testing uses. The rezoning is required to permit the use and allow the proposed business to operate on the subject site. The proposal is compatible with surrounding land uses and the provisions of the Gloucester Industrial Park Community Plan.

The proposed use, subject to Council’s approval, will include an odour abatement program in accordance with Federal Cannabis Regulations and regional Metro Vancouver air quality requirements. In addition, proposed system upgrades will include zoned and filtered HVAC systems with activated charcoal filtration systems to filter exhaust and interior plenum air and remove any potential odours.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Rezoning Bylaw No. 5944.

REFERENCE:

Owner:	1241845 BC Ltd. 204, 26730 – 56 Avenue Langley BC V4W 3X5
Agent:	Flowerchild Research Inc. 204, 26730 – 56 Avenue Langley BC V4W 3X5
Legal Description:	Strata Lot 11 Section 6 Township 14 New Westminster District Strata Plan 2561
Location:	204, 26730 – 56 Avenue
Area:	1.34 ha (3.3 ac)
Existing Zoning:	General Industrial Zone M-2A
Proposed Zoning:	General Industrial Zone M-2A with site-specific text amendment
Gloucester Industrial Park Community Plan	Service & General Industrial

BACKGROUND/HISTORY:

The subject site is zoned General Industrial Zone M-2A and designated Service & General Industrial in the Gloucester Industrial Park Community Plan (Attachment B). The subject site currently accommodates 19 strata units in three buildings. The proposed cannabis processing and cannabis testing use is not currently permitted, as cannabis related uses are not accommodated within the site's M-2A zoning. Accordingly, the subject rezoning application has been submitted to accommodate the proposed use on a site-specific basis.

DISCUSSION/ANALYSIS:

- Flowerchild Research Inc. has applied to amend the General Industrial Zone M-2A to permit cannabis processing and cannabis testing on a site-specific basis at the subject property.
- The applicant proposes to conduct cannabis related uses that require issuance of separate federal licenses. The applicant indicates no cultivation nor direct-to-consumer sales are proposed to occur on site.
- Health Canada regulations prohibit federally licensed producers from selling products in person from a store, and the Provincial Cannabis Control and Licensing Act prohibits issuance of non-medical retail licenses to federally licensed producers.
- The applicant states that odour is not expected as there will be no grow operations and the site will utilize an odour abatement program in accordance with federal Cannabis Regulations and Metro Vancouver air quality requirements. The applicant further indicates that zoned and filtered HVAC systems with activated charcoal filtration systems to filter exhaust and interior plenum air and remove any potential odours.
- The Federal Cannabis Regulations provide for several classifications of cannabis licences. The applicant indicates they have applied to Health Canada for standard processing and research licences.
- The proposed text amendment to the General Industrial Zone M-2A will accommodate the proposed land use subject to issuance of respective federal cannabis licences.

Adjacent Uses:

	Existing Use	Gloucester Industrial Park / Rural Community Plan Designation	Existing Zoning
North:	56 Avenue, beyond which are rural properties currently under development application (ToL Project No. 14-07-0056 / Conwest)	Small Farms / Country Estates	Rural Zone RU-1
South:	Industrial properties	Service & General Industrial	General Industrial Zone M-2A
East:	Industrial properties	Service & General Industrial	General Industrial Zone M-2A
West:	Industrial properties	Service & General Industrial	General Industrial Zone M-2A

Zoning Amendment:

- Bylaw No. 5944 proposes to add "cannabis processing and cannabis testing" to the list of permitted uses in the General Industrial Zone M-2A on a site-specific basis for property located at 204, 26730 – 56 Avenue.
- Federal, Provincial, and Local Governments have distinct roles with respect to regulation of cannabis. Cannabis production is federally licensed through Health Canada and regulated by the Controlled Drug and Substances Act, Food and Drugs Act, Cannabis Act and Cannabis Regulations. Retail sale of cannabis is licensed and regulated provincially by the Liquor and Cannabis Regulation Branch. The Local Government, through its zoning powers, may restrict cannabis related activities.
- The proposed classes of licence applied for are, in staff's opinion, compatible with the surrounding land uses and other permitted uses of the General Industrial Zone M-2A.

Policy Considerations:

The proposed rezoning application will permit "cannabis processing and cannabis testing" as a permitted use for property located at 204, 26730 – 56 Avenue. The proposal is consistent with the Gloucester Industrial Park Community Plan. Staff recommend that Council give first, second, and third reading to Bylaw No. 5944 subject to one development prerequisite.

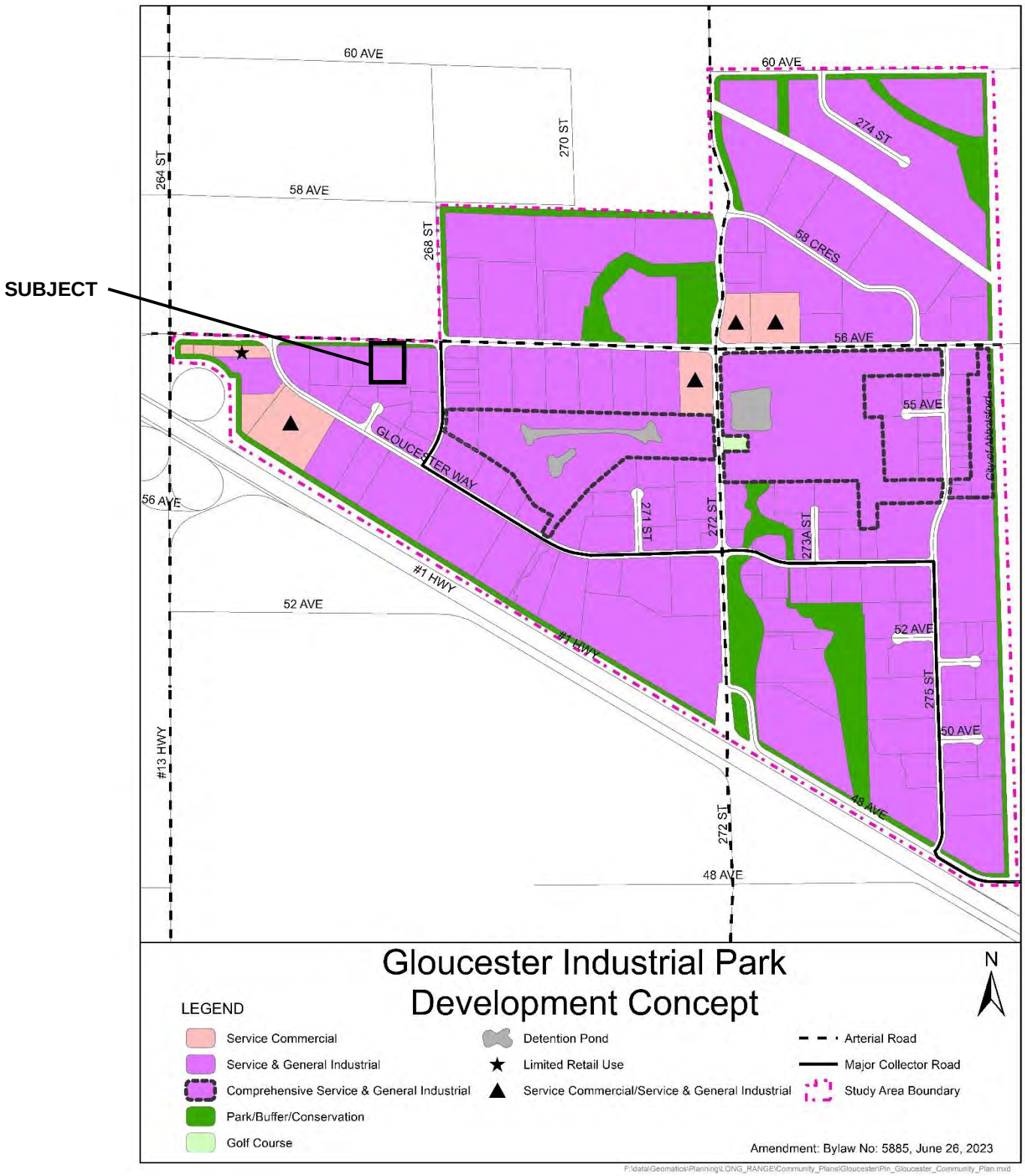
Respectfully submitted,

Joel Nagtegaal
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Aerial Context Map
ATTACHMENT B	Gloucester Industrial Park Community Plan Map
ATTACHMENT C	Zoning Bylaw No. 2500 Map

ATTACHMENT A




SUBJECT
60 AVE
60 AVE
264 ST
270 ST
58 AVE
268 ST
274 ST
58 CRES
56 AVE
55 AVE
GLOUCESTER WAY
56 AVE
271 ST
272 ST
273A ST
#1 HWY
52 AVE
#1 HWY
52 AVE
275 ST
50 AVE
#13 HWY
49 AVE
272 ST
48 AVE
Gloucester Industrial Park
Development Concept
N
LEGEND
Service Commercial
Service & General Industrial
Comprehensive Service & General Industrial
Park/Buffer/Conservation
Golf Course
Detention Pond
Limited Retail Use
Service Commercial/Service & General Industrial
Arterial Road
Major Collector Road
Study Area Boundary
Amendment: Bylaw No: 5885, June 26, 2023
F:\data\Geomatics\Planning\LONG_RANGE\Community_Plans\Gloucester\Pln_Gloucester_Community_Plan.mxd

ATTACHMENT C



ZONING BYLAW NO. 2500 MAP

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	18	day of	December	, 2023
READ A SECOND TIME the	18	day of	December	, 2023
READ A THIRD TIME the	18	day of	December	, 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%	37%
Transfer from own funds	9%	28%
Proceeds from borrowing	0%	35%
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	194,284,719	220,876,630	246,741,468	267,281,053	283,393,173
Sale of Services-Utilities	74,354,387	83,828,166	93,862,570	101,628,651	109,218,864
Sale of Services-Other	29,793,876	29,801,003	29,802,758	31,388,673	32,946,265
Other Revenue	39,070,915	42,414,186	42,787,394	43,373,268	44,052,849
Transfer from Surplus and Reserves	35,280,518	33,123,480	37,279,511	36,788,599	36,613,599
Operating Plan Sub-total	**372,784,415**	**410,043,465**	**450,473,701**	**480,460,244**	**506,224,750**
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	**1,330,212,919**	**852,037,465**	**636,723,701**	**666,710,244**	**686,874,750**
EXPENDITURE					
Operating Plan					
Municipal Services	309,681,725	319,033,064	336,415,780	350,503,572	363,955,689
Debt Service	33,468,454	60,543,644	80,665,690	91,175,927	95,530,844
Contribution to Funds and Reserves	29,634,236	30,466,757	33,392,231	38,780,745	46,738,217
Operating Plan Sub-Total	**372,784,415**	**410,043,465**	**450,473,701**	**480,460,244**	**506,224,750**
Capital Plan	**957,428,504**	**441,994,000**	**186,250,000**	**186,250,000**	**180,650,000**
TOTAL FINANCIAL PLAN EXPENDITURES	**1,330,212,919**	**852,037,465**	**636,723,701**	**666,710,244**	**686,874,750**

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	18	day of	December	, 2023
READ A SECOND TIME the	18	day of	December	, 2023
READ A THIRD TIME the	18	day of	December	, 2023
ADOPTED the		day of		, 2024

_____ Mayor _____ Township Clerk

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	18	day of	December	, 2023
READ A SECOND TIME the	18	day of	December	, 2023
READ A THIRD TIME the	18	day of	December	, 2023
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	18	day of	December	, 2023
READ A SECOND TIME the	18	day of	December	, 2023
READ A THIRD TIME the	18	day of	December	, 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	18	day of	December	, 2023
READ A SECOND TIME the	18	day of	December	, 2023
READ A THIRD TIME the	18	day of	December	, 2023
ADOPTED the		day of		, 2024

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW NO. 5799

EXPLANATORY NOTE

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.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW NO. 5799

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 (Williams Neighbourhood Plan) Bylaw No. 5799".

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 Williams Plan Area as shown on Schedule 'B' attached to and forming part of this bylaw;

    b) amending Map 4, "Development Permit Areas" to reflect the Development Permit Area amendments in the Williams Plan Area as shown on Schedule 'C' attached to and forming part of this bylaw;

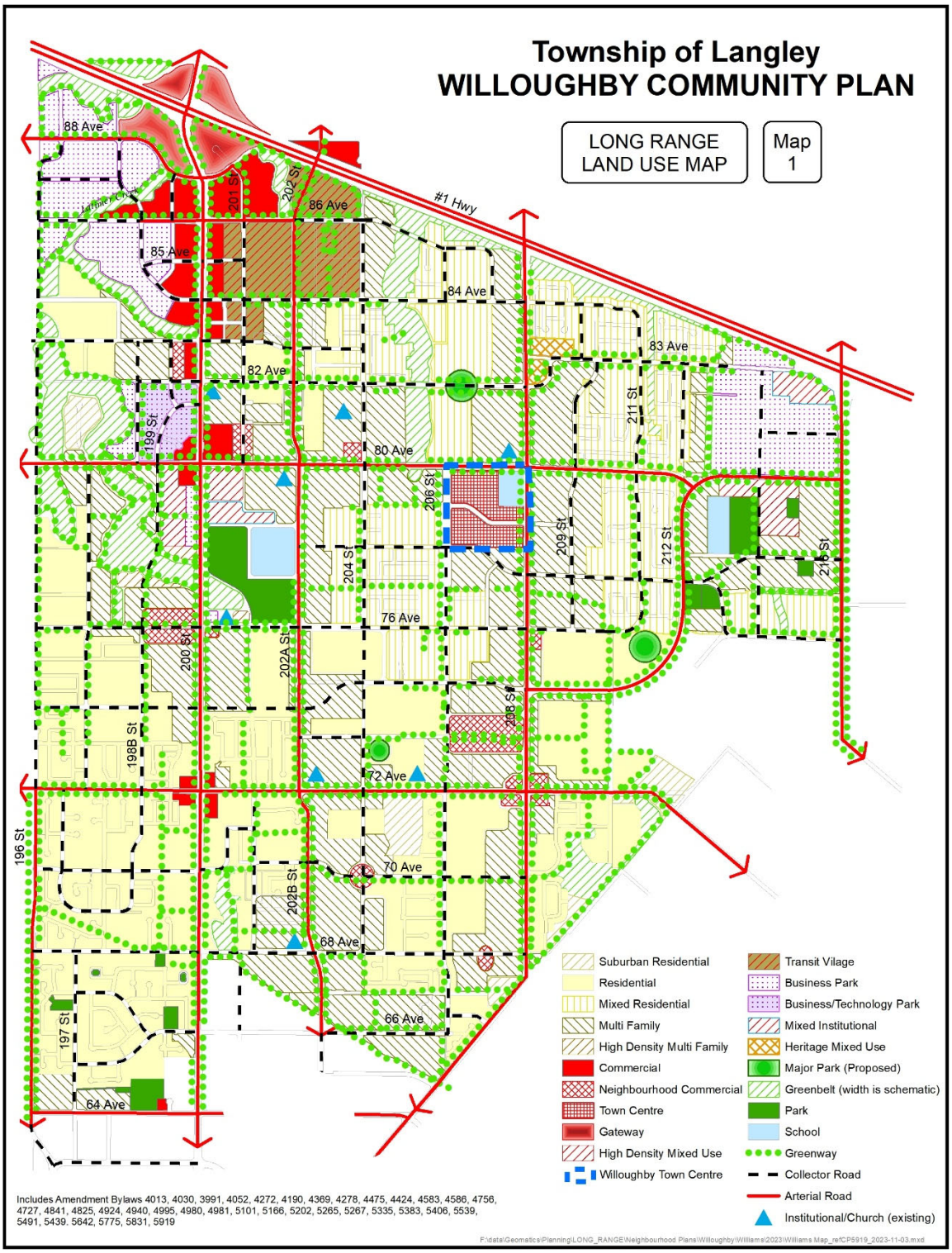
    c) adding Schedule "W-10" Williams Neighbourhood Plan as shown as Schedule 'E' attached to and forming part of this bylaw.

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 (Williams Neighbourhood Plan) Bylaw 2018 No. 5335.

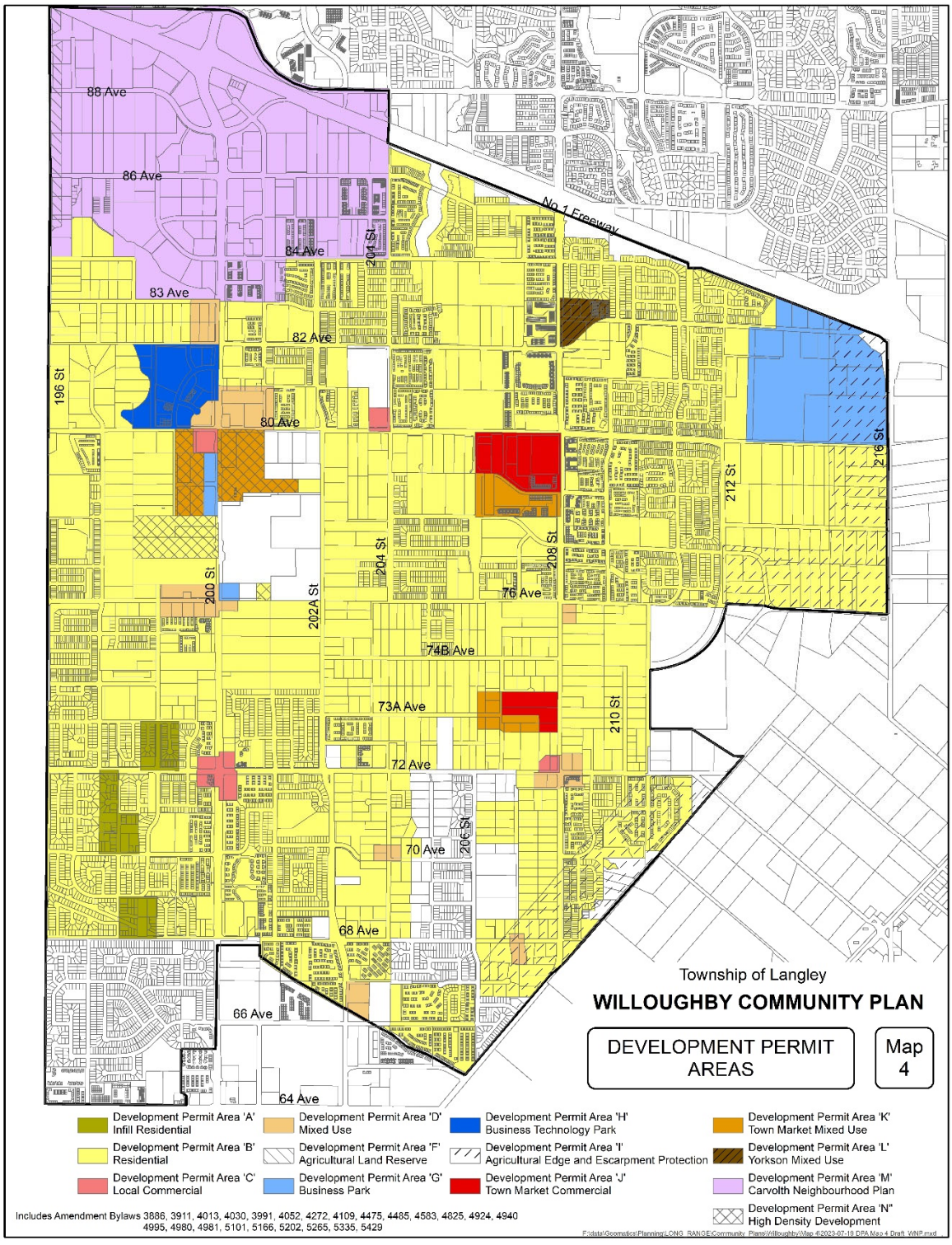
READ A FIRST TIME the	24	day of	July	, 2023
READ A SECOND TIME the	20	day of	November	, 2023
PUBLIC HEARING HELD the	04	day of	December	, 2023
READ A THIRD TIME the	04	day of	December	, 2023
ADOPTED the	04	day of	December	, 2023

"ERIC WOODWARD" Mayor "SUZANNE LITTLE" Deputy Township Clerk

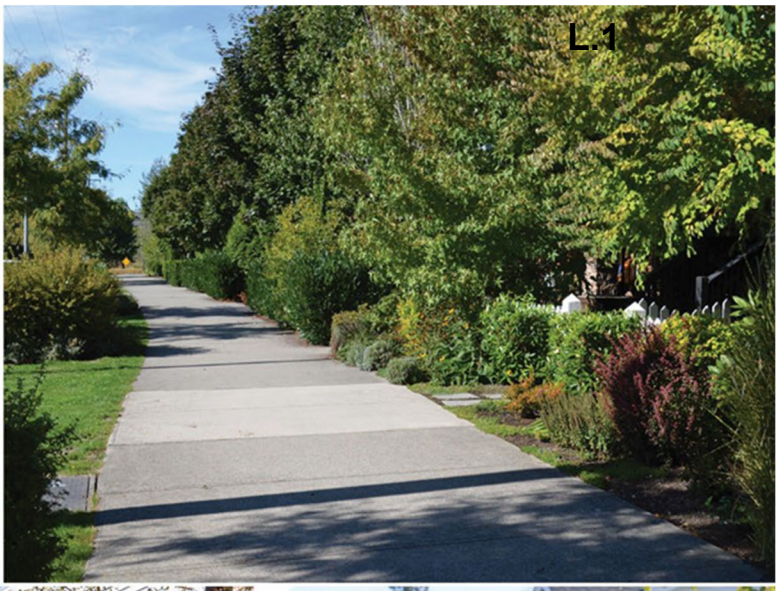
SCHEDULE 'A'
BYLAW NO. 5799

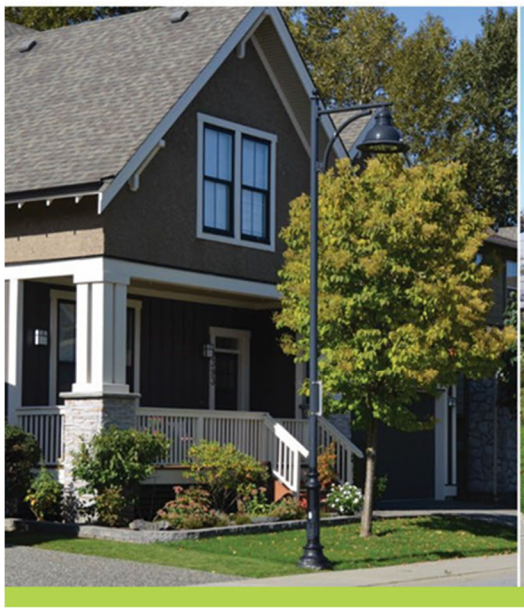


SCHEDULE 'B'
BYLAW NO. 5799













Williams Neighbourhood Plan

Bylaw No. 5799

Township of Langley

Adopted December 4, 2023

THE CORPORATION OF
THE TOWNSHIP OF
LANGLEY

Schedule W-10
Willoughby Community Plan

Williams Neighbourhood Plan

Bylaw No. 5799

WILLIAMS NEIGHBOURHOOD PLAN

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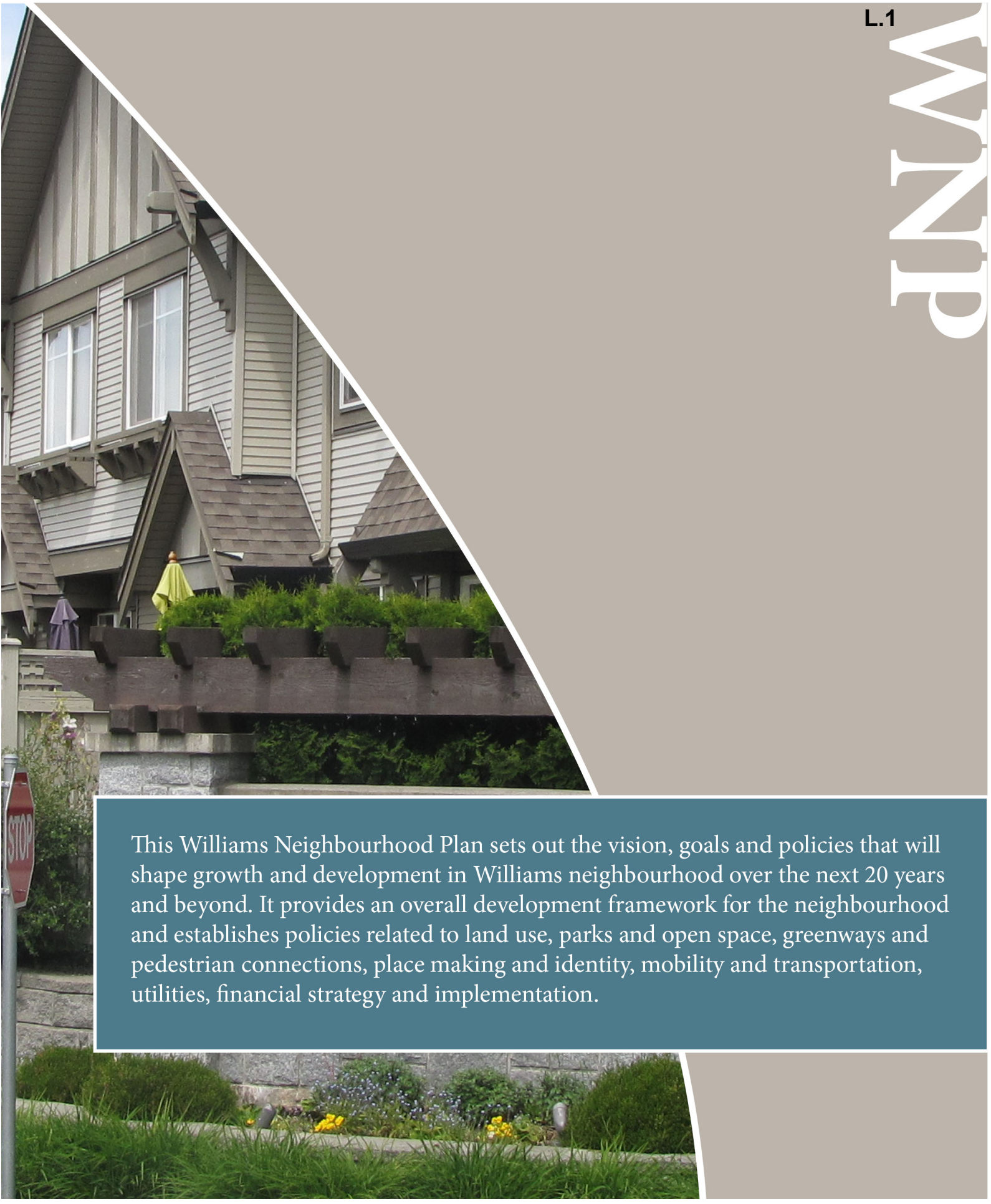
Map 4 – Williams Circulation Concept Plan 126

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1.0 introduction

WNP



This Williams Neighbourhood Plan sets out the vision, goals and policies that will shape growth and development in Williams neighbourhood over the next 20 years and beyond. It provides an overall development framework for the neighbourhood and establishes policies related to land use, parks and open space, greenways and pedestrian connections, place making and identity, mobility and transportation, utilities, financial strategy and implementation.

Introduction

1.1 CONTEXT

The Williams Neighbourhood Plan, which forms part of the Willoughby Community Plan, which in turn forms part of the Township of Langley Official Community Plan (OCP; see Figure 1.1), provides a detailed land use plan to guide change, growth and development in the area. The Williams neighbourhood is a distinct part of Willoughby, and contributes to the building of a sustainable, complete community.



1.2 PURPOSE

The Williams Neighbourhood Plan seeks to establish a high quality of life for residents, business owners and employees. The Plan is based on a strategy of 'completeness' and livability, complementing other neighbourhoods plans in Willoughby, to establish key employment centre lands adjacent to the 216 Street interchange that support the community, and to include a range of housing, commerce, recreational and public spaces that provide physical and social environments where residents can live, learn, work and play.

An accompanying Engineering Services Plan identifies the location and capacity of existing and proposed future infrastructure, including transportation, water, sewer, and stormwater management facilities.



Figure 1.1 | *Township of Langley Planning Framework*

1.3 PLAN AREA

The Williams Neighbourhood Plan area encompasses 110 hectares (274 acres) and is located in the northeastern portion of Willoughby in the Township of Langley. The Williams neighbourhood is within close proximity to community parks, trails and other amenities and services, and is immediately adjacent to Highway #1 with a full interchange and overpass (at 216 Street) that provides convenient access to Walnut Grove and other areas in the Township, the Region and points beyond. It is generally bounded by 212 Street (west), Highway #1 (north), 216 Street (east) and 76 Avenue (south). The Williams Neighbourhood Plan area is delineated in Figure 1.2.

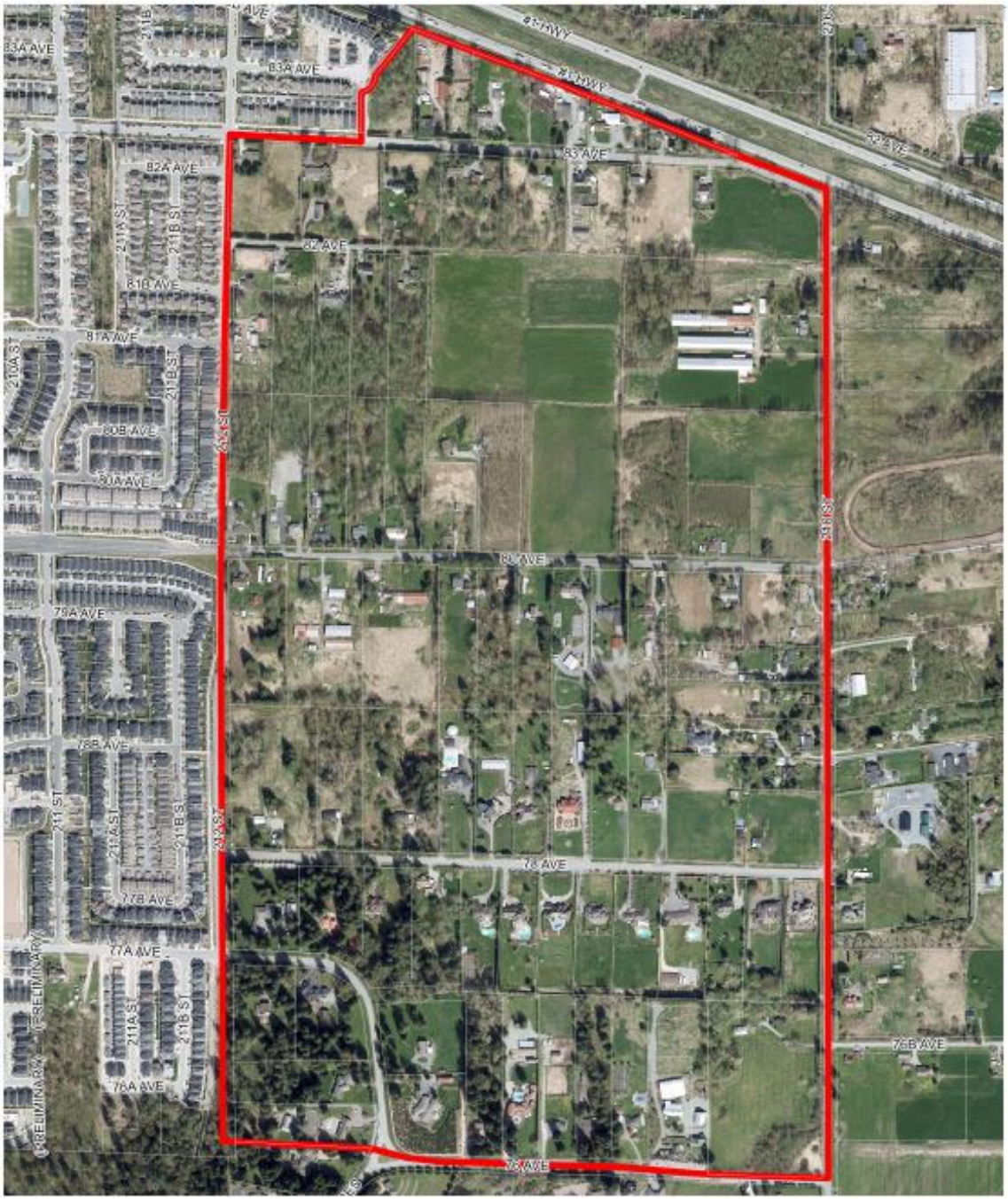


Figure 1.2 | *Williams Neighbourhood Plan Area*

1.4 PLAN PROCESS

The planning process for the Williams Neighbourhood Plan followed the project Terms of Reference, endorsed by Council. Public participation and engagement, along with detailed policy, technical, design and planning analysis, were integrated and informed the neighbourhood planning process throughout. Early in the Neighbourhood Plan process, a series of Community Dialogue Sessions, a Neighbourhood Team meeting, a design workshop (participation from Township of Langley staff, consultants and the Neighbourhood Team) and members of the public contributed to the development of initial urban design options for the Williams neighbourhood.



Through additional Neighbourhood Team meetings and four public open houses, which corresponded with key Steps of the planning process, there were various opportunities for focused and interactive community consultation, input and feedback. The Technical Team also met regularly throughout the plan development process to review and integrate input and feedback received from the broader community and property owners within the Williams area, and refine planning and design concepts, up until the final version of the plan was complete (see **Figure 1.3** on the page opposite for plan process details).





STEP 1
ASSETS, OPPORTUNITIES & CHALLENGES

- ✓ Endorsed by Council and formed the Neighbourhood Design Team
- ✓ Prepare Watercourse Classification Study
- ✓ Conduct background technical review and Technical Team Workshop (#1)
- ✓ Raise awareness of the project and the engagement process through Community Dialogue Sessions
- ✓ Gather input on issues, opportunities & big ideas with stakeholders and organizations through a Neighbourhood Design Team Workshop (#1)
- ✓ Held Public Open House (#1)

STEP 2
VISION, GOALS & PRINCIPLES

- ✓ Prepare Design Brief, Technical Backgrounder and other supporting documents
- ✓ Conduct Technical Team Workshop (#2)
- ✓ Identify initial neighbourhood design ideas with the Neighbourhood Team Design Charrette (#2)
- ✓ Present ideas from Charrette at a Public Open House (#2)



STEP 3
CONCEPT OPTIONS

- ✓ Gather technical input and feedback on draft neighbourhood concepts through a Technical Team Workshop (#3)
- ✓ Review and gather feedback on draft neighbourhood concepts through a Neighbourhood Team Workshop (#3)
- ✓ Present refined versions of the draft neighbourhood concepts at a Public Open House (#3)

STEP 4
PREFERRED LAND USE CONCEPT

- ✓ Gather technical input and feedback on the Preferred Land Use Concept through a Technical Team Workshop (#4)
- ✓ Present Preferred Land Use Concept at a Public Open House (#4)
- ✓ Engineering Services Plan

STEP 5
COUNCIL CONSIDERATION OF PROPOSED PLAN

- ✓ Finalized Land Use Plan and prepared Williams Neighbourhood Plan
- ✓ Bylaw consideration by Council
- ✓ Finalize Engineering Services Plan

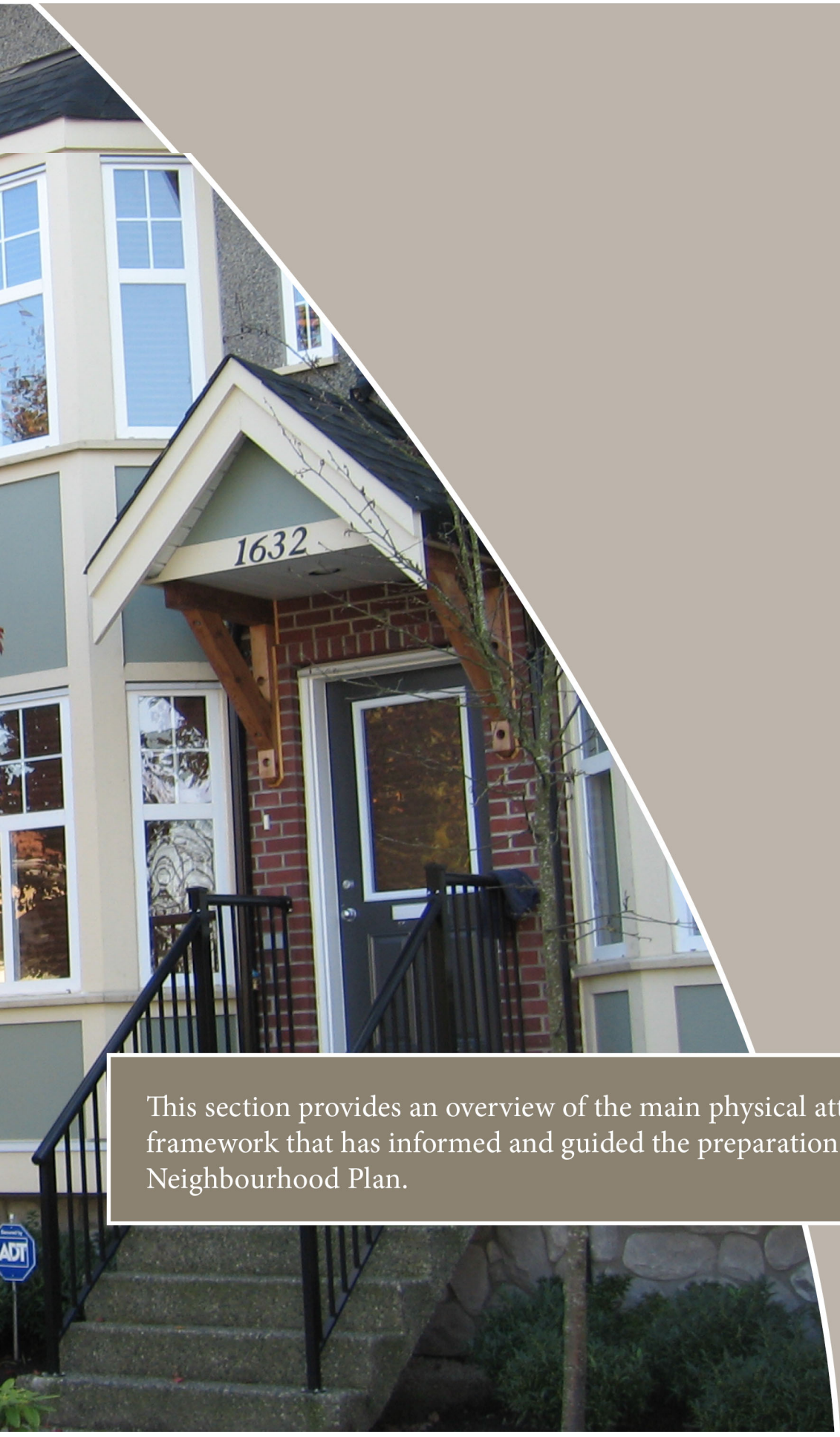


Figure 1.3 | *Williams Neighbourhood Plan Process*



2.0 background and planning context

WNP



This section provides an overview of the main physical attributes and policy framework that has informed and guided the preparation of this Williams Neighbourhood Plan.

2.1 SITE PLANNING CONTEXT

2.1.1 LAND USE CONTEXT

Within the Williams neighbourhood, the predominant existing land use is rural residential and some established single family estates on small acreage parcels. The neighbourhood is bordered by the urban neighbourhoods to the west and north (separated by Highway #1) and rural lands in the Agricultural Land Reserve to the east and south. Existing parcels of land range from 0.17 to 13.92 hectares (0.42 acres to 34.92 acres) in size, with more than three-quarters having a lot size of between 0.8 and 1.0 hectares (2 and 2.5 acres). This evolving subdivision pattern dates from over a century ago.

2.1.2 ENVIRONMENTAL CONTEXT

Geotechnical and Hydrogeological Conditions:

One of the defining features of the Williams area is the terrain, specifically the Willoughby Escarpment, that skirts along the southern edge, adjacent to the Milner Valley. The highest elevation in the Williams neighbourhood is along the western edge. From there, the elevation for most of the Williams area gently and generally declines in an easterly and south easterly direction. A key exception in the Williams area is south of 78 Avenue, where the elevation change is more abrupt and contributes to the most visible part of the Willoughby Escarpment from the Milner Valley, with nearly a 70 metre vertical fall from 212 Street in the southwest corner of Plan area to the confluence of 76 Avenue and 216 Street in the southeast corner. The combined orange, yellow and green colour shades and 5 metre contour lines, as illustrated on the Map in Figure 2.1, highlights this change in the terrain.

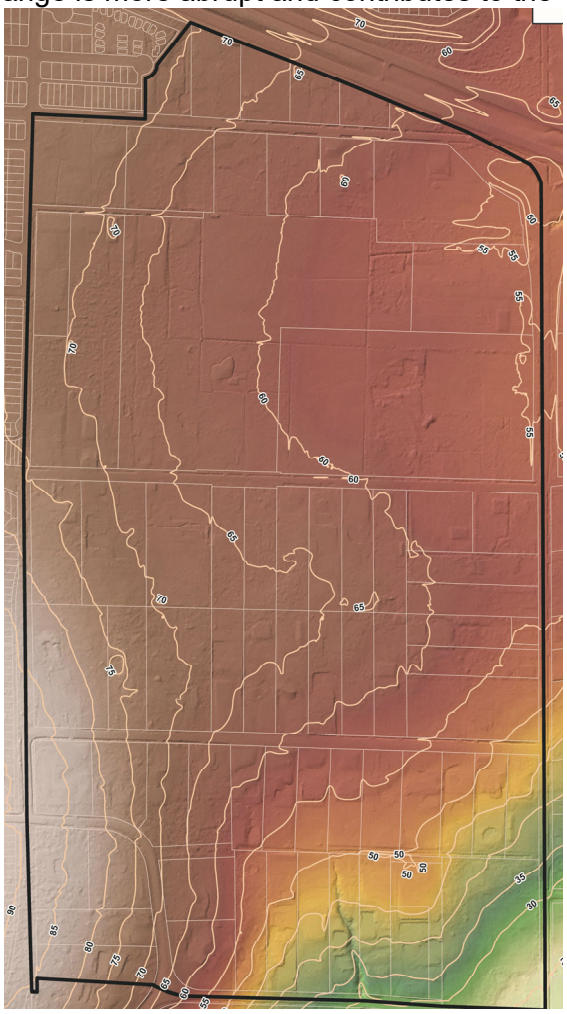


Figure 2.1 | *Elevation in Williams*

Aquatic Resources:

As part of the planning process for the Williams neighbourhood, 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 Neighbourhood Plan. There are a number of Class 'B' (yellow coded) watercourses and other wetted features in the Williams area, which provide a significant source of food, nutrient, and cool water supplies to downstream fish populations and discharge into the two Guy Creeks; one that drains northward and the other that drains southward.

Vegetation and Forest Tree Canopy Cover:
The Williams neighbourhood habitat primarily consists of forests and grassland areas. Much of the vegetated habitat is fragmented and interspersed throughout the neighbourhood due to historic agriculture activities and more recently, suburban 'estate' development. As outlined in the Township's Wildlife Habitat Conservation Strategy (WHCS), coniferous forests represent the priority habitat for the Township's ecosystem yet is determined to be the least common habitat type found in the Township. Through the Williams neighborhood planning process, a small coniferous forest was identified as having the potential for preservation through establishment of a future Wildlife Habitat Patch along an upper portion of the Willoughby Escarpment in the southwest corner of the plan area.

2.1.3 HERITAGE CONTEXT

The community of Willoughby falls within the asserted traditional territories of the Coast Salish peoples that encompasses the Township and other neighbouring municipalities within the region. Although Willoughby would have been relatively remote from the earliest known transportation routes and navigable streams within the greater vicinity, early Willoughby residents have recalled reports of First Nations lithic material being found along the upper ridges of Yorkson Creek. The original woodlands that characterized Willoughby may also have provided refuge for cultural activities of the Coast Salish peoples for a time; however, the forest fires of the early nineteenth century, and subsequent logging and land clearing associated with late nineteenth century settlement would have destroyed any potential evidence of such activities. The neighbourhood of Williams defines the eastern edge of Willoughby, a historically expansive rural area located to the north-west of the original Hudson's Bay Company farmlands that were cultivated in the 1830s.

During the late 1800s, Willoughby's gently rolling hills rising to the west of the flat prairie farmlands of Langley Prairie attracted European settlers that gradually moved farther to the west. Although Willoughby's poor soils, relative isolation and woodland scrub forests provided for subsistence farming only, the area gained value as a place where people with modest means could settle, and by 1890 all the land in the area had been pre-empted.

These settlers established a small community centered on Alexander Road (208 Street) and Scholes Road (83 Avenue), and by 1921 the growing community had its first post office. Several community and commercial buildings came to define this centre built to serve the primarily rural population, including a church, community hall, school, and general store.

The Williams neighbourhood, bounded by the Trans-Canada Highway to the north, 76 Avenue to the south, 212 Street to the west, and 216 Street to the east, has three historic roads within its boundaries that formed part of Willoughby's early transportation infrastructure. Townline Road (216 Street) remains the central north-south spine running along the divide between Milner's agricultural lands and the Willoughby Escarpment to the west. Williams Road (78 Avenue) was built in 1927 and named after the A.J. (Bert) Williams, a local landowner in the area. The eastern end of McLarty Road (80 Avenue) which ran from what is now 196 Street to 216 Street was named after Peter McLarty who had large land holdings in Willoughby, west of the Williams neighbourhood.

From its inception to well into the modern era, the rural nature of the area came to define Willoughby as a place characterized by function and necessity. Many of the early buildings located on 208 Street that defined it as a community have been restored as a tribute to the area's early history, and although Willoughby remains centred on the historic corridor of 208 Street, the area is in a process of rapid densification and the small mixed farms that historically defined it are largely gone. Willoughby today is a mixture of new urban development and undeveloped rural land, with a new Willoughby Town Centre at its centre to support the changing needs of its new residential populations of which Williams forms a part.

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, and transit, walking, and cycling. Within the Williams neighbourhood, the transportation network consists of one north-south corridor along 216 Street and a partial along 212 Street, and three east-west corridors along 76 (Morrison Crescent), 78 and 80 Avenues not being a complete through road.

The local road network has served the rural nature of the area and historically has not had a direct route to the north over or onto Highway #1. Currently main access to Willoughby Town Centre in Yorkson is on 80 Avenue, and access to Highway 10 (Glover Road) is from 216 Street. The remaining road network in the Williams area is characterized by a disconnected grid street network that serves large blocks. Significant improvements are planned to the road network with the construction of the 216 Street interchange, the 80 Avenue Extension and 212 Street Connector that will improve north-south and east-west connections.

Transit Overview:
Transit service in Langley and throughout Metro Vancouver is planned and funded by TransLink. Half a dozen transit routes currently provide regional connections through the Willoughby area, from Langley Centre and Langley South. The Carvolth Transit Exchange located at 202 Street and 86 Avenue provides transit service both east and west, connecting Township residents to other transit hubs in the region such as the Lougheed Skytrain Station in Burnaby and points east to Abbotsford. Public transit service is currently not provided within the Williams neighbourhood. However, it is anticipated as development occurs service could likely serve the area, possibly along 80 Avenue and the 212 Connector.

Pedestrian and Cycling Facilities:
Currently, dedicated cycling facilities (i.e., bicycle lanes or multi-use pathways) are not available in the Williams neighbourhood. The Township's Cycling Plan, adopted in 2015, defines cycling facilities and identifies on- and off-street community and recreational cycling facilities along all arterials in the Williams neighbourhood (80 Avenue, 212 Street Connector, and 216 Street). In addition to this key component of the cycling network, there are numerous opportunities to incorporate greenways and cycling routes through the Neighbourhood Plan.

Walking is the most fundamental form of transportation. Due to the current rural nature of the Williams neighbourhood, there are partial to no pedestrian facilities within the area, such as sidewalks. There is a need, as the neighbourhood develops, to improve the cycling and pedestrian infrastructure.

2.1.5 INFRASTRUCTURE CONTEXT

The availability and capacity of municipal infrastructure will influence the cost and feasibility to develop the Williams neighbourhood. Stormwater management, sewer, water, and energy systems have all been assessed.

Stormwater Management:
The existing drainage system in the Williams neighbourhood is consistent with a rural environment and consists primarily of open ditches and driveway culverts located along roadways and some property lines. Tributaries of two Guy Creeks, one in the north and another in the south of the Plan area, eventually drain to Salmon River through a culvert under Glover Road. Rainwater management facilities in many forms will be required to support the development. The application of on-site best management practices (BMPs) to maintain contact of rainwater with permeable ground, in combination with centralized detention ponds and piped conveyance networks will be employed to protect both Guy Creek systems and manage flood risk within the planned neighbourhood and downstream.

Water:
The existing water distribution network is adequate in the rural setting of Williams Neighbourhood Plan area and currently includes connection 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 properties in the Plan area. A few residents retain private wells as a water source. As the neighbourhood transitions into an urban area, water services will require extensions to meet urban standards.

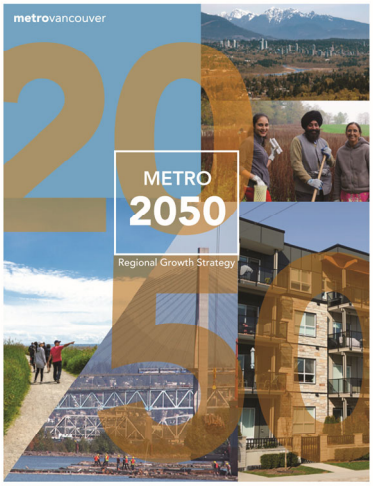
Sanitary Sewer:
Given its rural character, the Williams Neighbourhood Plan area does not include any existing sanitary sewer infrastructure. Existing lots are serviced by individual septic systems. Any development will require infrastructure improvements, including upsizing or other upgrades, in order to accommodate changes in the sanitary sewerage loading for the area. Existing sanitary sewer system connections are located along 212 Street in the Yorkson neighbourhood; one at 77A Avenue and the other at 83 Avenue. Two pump stations and associated sanitary force mains, along with additional sanitary sewer conveyance systems will need to be installed as development occurs.



2.2 POLICY FRAMEWORK

2.2.1 METRO VANCOUVER REGIONAL GROWTH STRATEGY

The Metro Vancouver Regional Growth Strategy (RGS) establishes an integrated land use and transportation framework to encourage a concentration, mix and balance of jobs and housing to support transit use and walking and to preserve natural open spaces and agricultural lands. The RGS designates the Williams area as 'General Urban' and 'Mixed Employment'. The General Urban designation includes residential and supportive, local commercial uses and services. Mixed employment accommodates a range of light and heavy industrial uses, as well as stand-alone office and retail uses that are not suitable for Urban Centre locations.



2.2.2 OFFICIAL COMMUNITY PLAN

In 2016, Township of Langley Council adopted a new Official Community Plan (OCP) that provides a 30-year vision for growth and development in the municipality as a whole. The OCP includes a number of high-level goals and policy directions that follow the Sustainability Charter. As defined in the OCP, the spatial structure of the Township is to consist of a series of urban communities, that are shaped into a sustainable urban pattern and built environment, and based on the design principles of centres, walkability and viable transit.

The planning and policy concept of complete communities is at the core of the OCPs policy framework. This framework requires a mix of land uses, that offers and supports a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn and play locally. Lastly, this policy framework also seeks investment in and support for a range of alternative modes of transportation such as pedestrian and cycling trails and transit routes which connect one place within the community to another. This approach to community building will create urban environments where resources are used efficiently, provide residents the opportunity to walk or bike to services at least some of the time, and where there is enough concentration of people that providing transit is a practical and feasible solution.



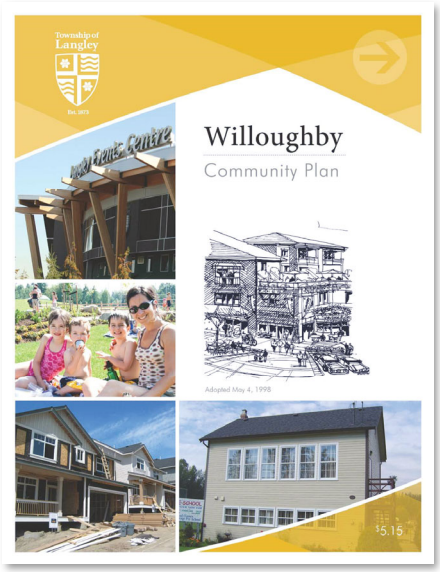
As further stipulated in the OCP, centres provide the foundation for developing the spatial pattern for communities and neighbourhoods and serve as the policy manifestation of a complete community.

Centres take on different forms yet offer a varying mix of commercial, employment, residential, health, educational, and recreational amenities that support the daily needs of residents and workers, and serve as important neighbourhood gathering places when they are planned and designed as people-oriented spaces. Centres also accommodate a variety of transportation systems, public spaces, and green infrastructure, each of which have a clear place in an organizational, spatial hierarchy within communities and neighbourhoods. The cohesive and integrative spatial arrangement and pattern of the different components in centres help create synergies among land uses and environmental features, activate the public realm, create opportunities for housing and mobility choice, and contribute to reductions in energy use and greenhouse gas emissions.

Centres come in various shapes and sizes and serve somewhat different purposes. Some centres can be residential focused, others can be employment dedicated, and still others can be recreation, arts and culture focused. The underlying feature for all types of centres is a mix of uses. Mixing uses is not simply a matter of varying land use on a block-by-block basis and in close proximity, but also integrating complementary uses in a range of appropriate building types within a common area or within the same building. This mixed use approach establishes neighbourhood focal points, which help to create a sense of place and contribute to place making.

2.2.3 WILLOUGHBY COMMUNITY PLAN

The Willoughby Community Plan is part of the OCP. It contributes to the overarching land use policy framework for the Williams Neighbourhood Plan 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 Williams Neighbourhood Plan.



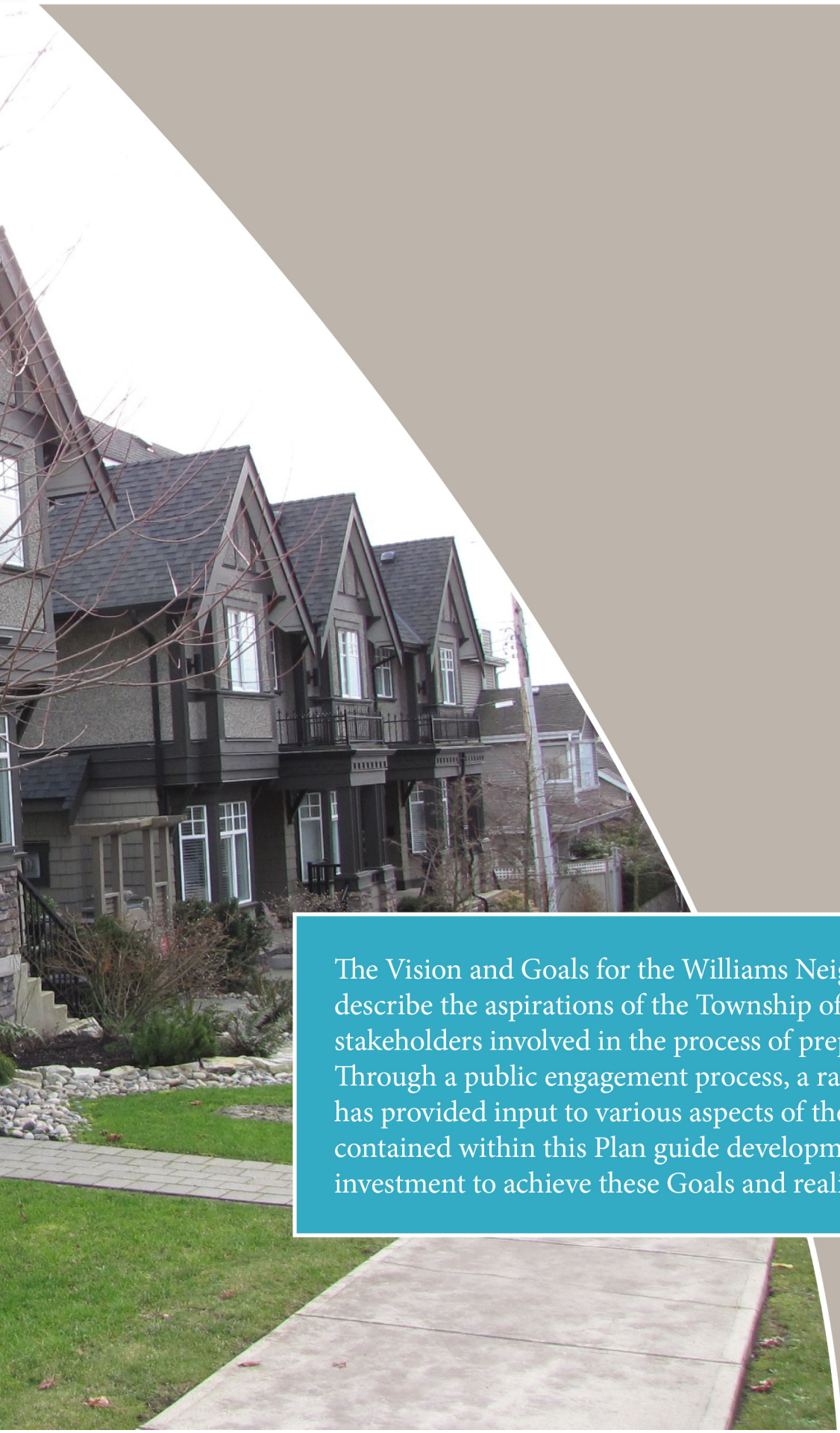
The Willoughby Community Plan outlines a number of key goals that are relevant to more detailed neighbourhood plans, that complements the policies of the OCP. For example, the Plan promotes the evolution of distinct but interrelated neighbourhoods, each of which is marked by a clear focal point and is defined primarily by current or proposed grid roads and supporting green space. Each neighbourhood within the Willoughby area is intended to be of sufficient size to support a variety of land use elements such as an elementary school and neighbourhood park, neighbourhood convenience shopping, and a mix of housing with a range of densities, 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.

Another key policy feature of the Willoughby Community Plan that informs the planning and guides the spatial structure of the Williams neighbourhood is escarpment and viewscape preservation and enhancement. The policy goal is to protect the scenic and ecological resources associated with lands characterized by steep slopes, ridgelines and Agricultural Land Reserve edge transition areas, also known as the Willoughby Escarpment, in a manner that allows for carefully designed, low-impact and integrated development. This poses a challenge for the Williams area as the Escarpment broadens out topographically (less steep terrain relative to other parts of the Escarpment), the most visible portions are not in the Agricultural Land Reserve (as with other neighbourhood areas to the southwest), and much of the Escarpment is void of trees, particularly high value trees such as evergreen, coniferous species.

The Willoughby Community Plan delineates predominantly two distinct land uses in Williams: an employment area in the north portion (north of 80 Avenue), and a residential area in the south portion (south of 80 Avenue). The Community Plan also includes a significant greenway network within the Williams area and connections to adjacent neighbourhoods and the Willoughby community more broadly.



3.0 neighbourhood vision and goals



The Vision and Goals for the Williams Neighbourhood Plan describe the aspirations of the Township of Langley and all the stakeholders involved in the process of preparing this Plan. Through a public engagement process, a range of contributors has provided input to various aspects of the Plan. The policies contained within this Plan guide development and strategic investment to achieve these Goals and realize the Vision.

Neighbourhood Vision and Goals

Designing a neighbourhood begins with a Vision Statement and a set of goals that set a direction for Neighbourhood Plan policies. The Vision Statement and Goals represent the aspirations of the neighbourhood and are an outcome of community input and feedback, policy and technical analysis, and best planning practices.

3.1 VISION STATEMENT

The Vision Statement, that was developed in consultation with property owners and the broader community, describes the desired future state of the neighbourhood and serves as an inspiring declaration for the Williams neighbourhood. All of the Goals, policies, and guidelines set forth in this Neighbourhood Plan contribute to the realization of this Vision.

'The Williams neighbourhood is a vibrant, walkable and connected community that maintains its natural assets and views. As a gateway to the Township and Willoughby community, it provides jobs close to home while maintaining a family friendly, front porch neighbourhood. Green spaces blend the neighbourhood into adjacent agriculture lands and a mix of affordable and accessible housing for families, individuals, and those wanting to age in place is offered.'

3.2 GOALS

Goals are broad statements that provide direction for the development and implementation of the detailed policies and guidelines of the Neighbourhood Plan. They express a common understanding of how to ultimately realize the Vision for the neighbourhood and are intended to influence and guide future growth and development in the Williams neighbourhood. The goals for the Williams Neighbourhood Plan area are as follows:

Goal 1:



Gateway into the Township
Use the 216 Street Interchange at Highway 1 as a gateway to the Township and the Willoughby community.

Goal 2:



Good Jobs Close to Home
Maximize the amount of employmen lands to generate attractive jobs for the Willoughby community and beyond.

Goal 3:



Affordable and Accessible Homes
Provide a mix of affordable and accessible housing to suit people in all stages of life.

Goal 4:



Local Shops and Services
Support some shops and services within a 5 to 10 minute walk from homes, without taking away from the Willoughby Town Centre.

Goal 5:



Sustainable Transportation
Support a walking community that builds on the network of greenways and plans for potential future transit service.

Goal 6:



Respectfully Transition Between Uses
Use land use patterns, roads, and community greenways to provide good quality buffers and transitions between land uses.

Goal 7:



Connected Streets That Move People and Goods
Enhance the road capacity on arterials and provide a fine-grain grid network that encourages walking and cycling for local trips.

Goal 8:



A Learning Community
Create good multi-modal and land use connections between the Williams Neighbourhood and local universities.

Goal 9:



Natural Areas
Respect the environment by preserving important areas, stands of trees, view-sheds (to the valley and from Glover Road), and wildlife habitat where feasible.

Goal 10:



Remembering Our History
Incorporate history into neighbourhood design elements.

Goal 11:



Energy Efficiency
Incorporate energy efficient design into the street, block and lot patterns, as well as building orientation that facilitates solar optimization and takes advantage of the south sloping conditions.

Goal 12:



An Implementable Plan
Develop a plan that is readily implementable.





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This section of the Plan defines the urban design concept for the Williams neighbourhood. The built environment for the neighbourhood includes several "building blocks" that together establish the spatial arrangement and character of human settlement. These include block and street patterns, lot configurations and street design, building forms and placement, and vegetation, landscaping and natural features (e.g., trees, topography, watercourses). The spatial arrangement of these series of building blocks contributes to the development of a sustainable spatial pattern, based on the urban design principles of centres, walkability and viable transit, a cornerstone of the Township of Langley Official Community Plan.

Neighbourhood Urban Design Concept

4.1 NEIGHBOURHOOD DESIGN CONCEPT

Williams is the most eastern neighbourhood in the Willoughby community and is strategically located for businesses, employees and future residents. Located on the eastern terminus of the Willoughby Escarpment and west of the University District, Williams' hillside setting offers superb views of the Milner Valley, Mount Baker and vistas beyond. The Williams area benefits from key transportation linkages to Willoughby, Walnut Grove, University District, and other Township communities, and serves as an important gateway to the Township.

Based on the Plan's Vision and Goals, the Williams neighbourhood urban design concept, also referred to as the neighbourhood spatial structure, establishes a mixed-use, pedestrian/cyclist-friendly, transit-supportive, front porch neighbourhood. The urban design concept accommodates housing and employment areas within this 'peripheral' setting, preserves and enhances the natural environment and integrates with existing and future development in adjacent neighbourhoods and rural/agricultural areas as well as the community beyond.

The Employment District, the Transition District and the Mixed-Use + Residential District are the key geographic areas that define the spatial structure of the Williams neighbourhood area (See Figure 4.1 - opposite page). The physical arrangement of these three Districts provides the broad organizations of the area in terms of uses and activities, yet also provides the framework that guides finer spatial scales and informs, among other neighbourhood structure aspects, District specific features. These features or 'building blocks' and their arrangement and distribution, shape the built character and directly influence the everyday lives of residents, business owners, employees, and students in terms of where they work, shop and participate in recreation activities, as well as their everyday travel choices. These 'building blocks' include:

- ✓ **Block structure and street patterns** provide the urban framework, or 'bones,' of the neighbourhood;
- ✓ **Street design characteristics** and their configuration within the street right of way, such as sidewalks, medians and curbs, roadway width, pavement and surface materials, street trees and landscaping, are among the many physical elements that contribute to the character and sense of place;
- ✓ **Lot patterns and building placement**, along with size and shape, establish the 'grain' of the neighbourhood fabric and the 'rhythm' of the development along the street and other public spaces that contribute to defining the physical character of a place;
- ✓ **Building forms and types**, including the scale of structures and architectural characteristics, can provide places with distinct identities;
- ✓ **Vegetation, landscaping, natural features and open spaces** are neighbourhood features that integrate and accommodate nature to enhance neighbourhood livability; and
- ✓ **Distinctive place elements** are neighbourhood amenities such as play fields, trails and greenways, schools and other public spaces that further complement neighbourhood 'assets' and experiences.

Benefiting from these strategic opportunities and context, Williams will ultimately become a distinct neighbourhood in the Willoughby community and is projected to accommodate approximately 11,000 residents in 5,770 dwelling units at full build out.

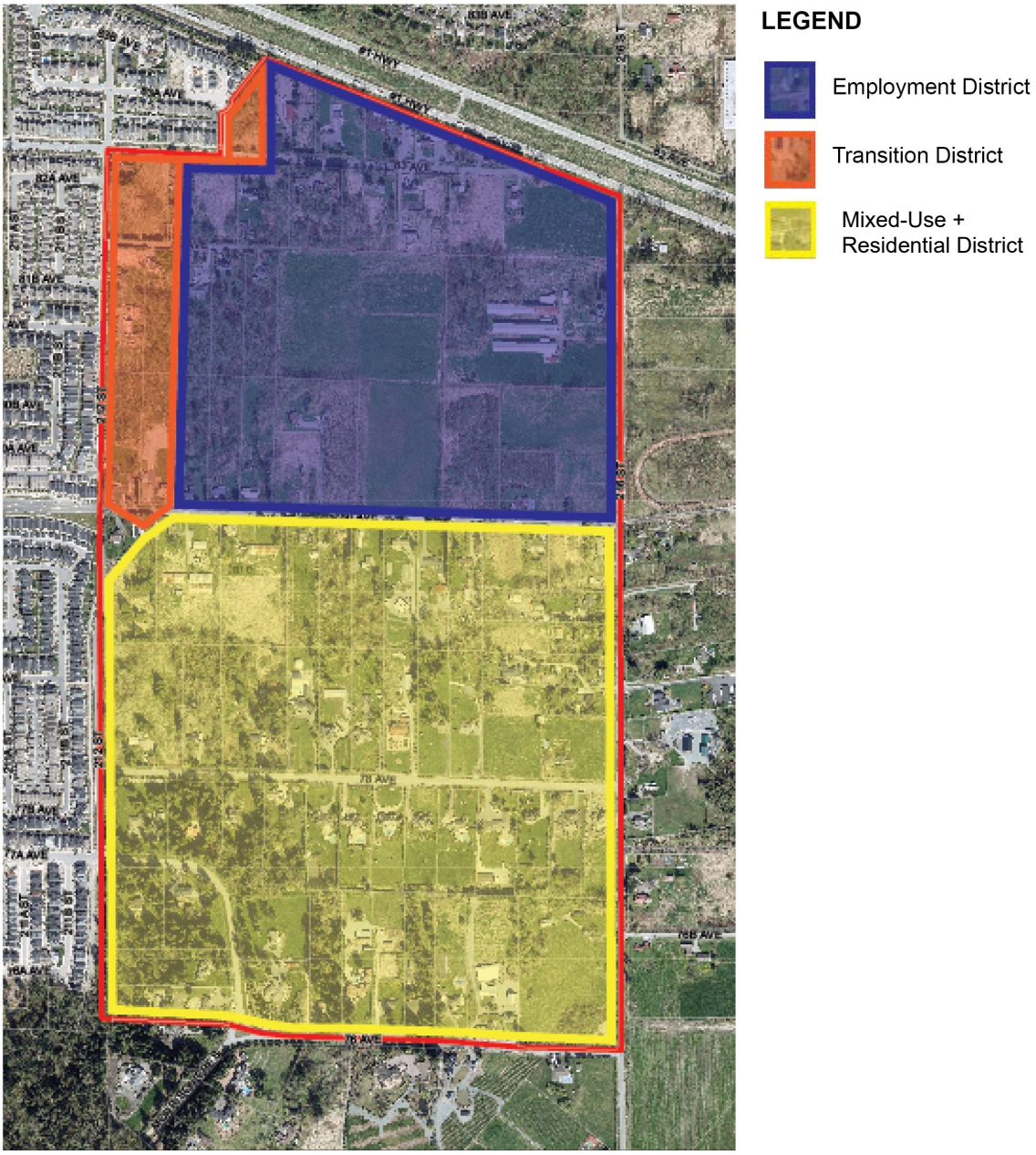


Figure 4.1 | *Neighbourhood Urban Design Concept*

4.1.1 EMPLOYMENT DISTRICT

The Employment District is a strategic location within the Williams neighbourhood, the Willoughby community, and the broader municipality; This District is located adjacent to the Trans-Canada Highway #1 and the 216 Street Interchange, providing business/employers and employees with direct access to the broader municipality, as well as the Metro Vancouver region, Fraser Valley, and areas beyond.

The Employment District accommodates a range of light industrial, office, business and employment (no retail sales) uses that will be an attractive place to invest and operate a business, that will provide jobs close to home, and that will contribute to the development of a complete community in both the Williams and the broader Willoughby area. Uses in this District will also include those that meet the needs of the working and travelling public such as a combined gasoline and electric vehicle charging station and overnight accommodations, as well as small-scale restaurants and convenience stores provided they are accessory and ancillary to and incorporated with principal uses. Given this strategic location, these business and employment lands are key generators for job growth that will provide significant contributions to the local economy.

Policies:

1. Develop an interconnected arterial, collector, industrial and local road network that conforms to the hierarchy of roads in the Employment District as conceptually delineated in the Williams Circulation Concept Plan on Map 4. Required roads within the Employment District include:
   a. 214 Street (Collector Road, connecting 80 and 81 Avenues)
   b. 81 Avenue (Collector Road, connecting 214 and 216 Streets)
   c. 214 Street (Industrial Road, connecting 81 and 83 Avenues)
   d. 83 Avenue (Industrial Road, connecting with 214 Street)

2. Terminate 83 Avenue at approximately the shared boundary between the Employment District and neighbouring Yorkson neighbourhood and Transition District to prevent vehicle and goods movement traffic between these areas. Limit the length and extent of 83 Avenue within the Employment District, both east and west, as accessed from 214 Street, and predicated on land consolidation, to accommodate the maximum amount of space for watercourse compensation areas.

3. Provide pedestrian and bicycle multi-use pathways and greenways along both retained portions and repurposed portions of 83 Avenue between 212 and 216 Streets.

4. Prohibit access to off-street vehicle parking and freight deliveries, as well as additional streets other than those listed in Policy #1 above, to/from 216 Street and 80 Avenue in the Employment District, in order to limit mobility interruptions along these high-volume arterial routes.

5. Design a Watercourse Compensation Area in the Employment District area of Williams, as depicted in **Map 1**, to include a reconstructed stream channel, a 15 metre wide planted buffer on either side of the ordinary high water mark, approximately 500 metres in length, for a total compensation area of approximately 15,871 m^2 (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area shall be surface-connected to Guy Creek (at 216 Street, immediately south of the Highway #1 interchange)

through another reconstructed stream channel, resulting in an additional Watercourse Compensation Area, with a minimum total area of approximately 25,497 m^2 (not including the channel itself and areas within culverts), a minimum length of approximately 782 metres and a 15 metre wide planted buffer on both sides of the ordinary high water mark of the reconstructed channel, shall be identified and designed as part of the development of lands in the Employment District between 80 and 83 Avenues, with the goal of balancing functional compensation space and contiguous development space within the Employment District. Also, compensation of existing pond[s] will require additional watercourse channel and result in an extension of this minimum length. The number of culverts for the reconstructed stream channels in the north portion of the Williams area, to accommodate road crossings (not including separate, clear-span pedestrian crossings), shall be kept to a maximum of three.

6. Incorporate drainage infrastructure, in the form of a detention pond, and a sanitary force main pump station, in the design and layout of the Employment District.

7. Prepare a Comprehensive Development Plan (CDP), at the expense of the development proponent, for each application, that aligns with the Vision, Goals and policies of this Neighbourhood Plan for the entire Employment District. The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the Employment District including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and loading, watercourse compensation areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing. Each subsequent development applicant/proponent shall prepare an update version of the CDP.

4.1.2 TRANSITION DISTRICT

The Transition District provides a linear band of single family forms of residential development along 212 Street and 83 Avenue, followed eastward by rowhomes and townhomes, a greenway and environmental conservation areas that combine to create a multi-feature transition between existing residential areas in the Yorkson neighbourhood and the Employment District in north Williams.

Policies:

1. Provide for a combination of rear-loaded single family lots, fronting 212 Street and 83 Avenue, as well as rowhomes and townhomes uses east and south of said single family lots, in the Transition District.

2. Design block perimeters and block face lengths that result in a street network with high connectivity, that balances pedestrian and bicycle comfort and mobility, emergency and courier vehicles and resident automobile access and movement.

3. Layout the block, lots, lanes and local road patterns in the Transition District with a maximum block size length of 160 metres between street intersections and on average between 140 and 150 metres, measured between the outside curb faces of two cross streets. In other words, there should be a minimum of 3 east/west streets along the 212 Street frontage to serve the Transition District. At a minimum, 2 of these public streets should extend into the multi-family land use

designation a minimum of half the distance, not including a cul-de-sac nor other road terminus feature. Provide a Connection from 212 Street, the full length of one side of the street extension, and connected with the Creek Greenway to the east, which runs along the Watercourse Compensation Area on the west side of the Employment District.

4. Design and orient the lotting pattern in blocks for housing developments with Single Family Mixed Residential Land Use Designation, so that the largest roof area of buildings is oriented directly south and within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west axis. Provide evidence of compliance as part of a subdivision application submission.

5. Provide development site dimensions for multi-family development in the Transition District to accommodate a building footprint, that conforms to the Plan policies, relevant zoning provisions and other development requirements, and a building roof area of a sufficient scale and optimal orientation, as outlined in Policy #5 above, for roof-top photovoltaics and adequate energy supply generation. Provide evidence of compliance as part of a subdivision application submission.

6. Design buildings in the Transition District to incorporate a pitched roof, to orient and site the largest surface area of said pitched roof to be south facing, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west axis, in order to maximize solar gains in the winter and minimize in the summer. Provide evidence of compliance as part of a subdivision application and/or as part of a zoning amendment application, in advance of any other development permit area application or building permit.

4.1.3 MIXED-USE + RESIDENTIAL DISTRICT

The Mixed-Use + Residential District includes a combination of development forms that incorporate a range of commercial/residential mixed-use, medium density apartment and townhomes, and low density rowhome and single family uses. Include in this District urban parks, a forested view park, trails and neighbourhood greenways, and nature conservation and watercourse compensation areas that provide fish and wildlife habitat as well as contribute to the protection, restoration and enhancement of the ‘treed’ character of the Willoughby Escarpment. A combined elementary/middle school and neighbourhood park campus and other public amenities will contribute to establishing a highly-livable and dynamic residential neighbourhood.

Policies:

1. Provide a variety of development forms and housing types that incorporate a range of commercial/residential mixed-use, medium density apartment and townhomes, and low density rowhome and single family uses.

2. Incorporate an array of public amenities in the design of the Mixed-Use + Residential District that includes urban parks, a forested view park, trails and neighbourhood greenways, nature conservation and watercourse compensation areas that provide fish and wildlife habitat as well as contribute to the protection, restoration and enhancement of the ‘treed’ character of the Willoughby

Escarpment, a combined elementary/middle school and neighbourhood park campus and others that will contribute to establishing a highly-livable and dynamic residential neighbourhood.

3. Design neighbourhood blocks that result in a street pattern with high connectivity, that incorporates pedestrian and cyclist comfort and mobility, transit accessibility (where appropriate), freight delivery and commercial loading, and automobile movement.

4. Develop an interconnected arterial, collector, local road and lane network that conforms to the hierarchy of roads in the Mixed-Use + Residential District as conceptually delineated in the Williams Circulation Concept Plan on **Map 4**. Required roads within the Mixed-Use + Residential District include:
    a. 212 Street (Arterial Road, connecting 74B and 80 Avenues (Smith Neighbourhood Plan)
    b. 214 Street (Collector Road, connecting 76 and 80 Avenues)
    c. 215 Street (Local Road, connecting 78 and 80 Avenues)
    d. 216 Street (Arterial Road, connecting 76 and 80 Avenues)
    e. Morrison Crescent (Collector Road, connecting 76 and 79 Avenues
    f. 79 Avenue (Collector Road, connecting 212 Street/80 Avenue intersection and 216 Street)
    g. 78 [realigned] to 77A Avenue (Collector Road, connecting 212 and 216 Streets)
    h. 76 Avenue (Collector Road, connecting 212 and 216 Streets)

5. Establish a 'High Street' shopping area in the Mixed-Use + Residential District with its centre being situated at the intersection of 214 Street and 79 Avenue. The High Street shall extend north to 80 Avenue, south to the 78A Avenue alignment, west to the 213 Street alignment, and east to the 214B Street alignment and shall incorporate on-street, 45-degree diagonal parking. Prohibit access to off-street parking (residential and commercial), freight delivery and commercial loading facilities along the High Street areas; Incorporate service access lanes, approximately 8.5 metres wide at a mid point along the length of the block, including wayfinding signage, to provide for access to said features.

6. Provide continuous (except for Service Lanes and Pedestrian Connections), ground-oriented, pedestrian focused commercial uses on the ground floor of all buildings along the 'High Street', as described in Policy #5 as Mandatory Commercial Street Frontage. Primary pedestrian entrances at finished grade that provide access to residential uses above may be located along Mandatory Commercial Street Frontage areas provided that they are modest in size and carefully designed to avoid dominating the commercial character of the street. Provide continuous weather protection (canopies, awnings) for pedestrians on building façades with no gaps wherever possible. Design commercial entrances that are slightly recessed at grade of the adjoining sidewalk to prevent door swing from impeding the through-movement zone of the adjacent sidewalk. Windows shall not have permanent or semi-permanent decal systems covering a windowpane fronting Mandatory Commercial Street Frontage, unless required by law (e.g. retail cannabis).

7. Provide a public square space on each of the four corners of 214 Street and 79 Avenue. The dimensions and shape of the corner public square spaces are determined by a combined elongated diamond-shaped, square-shaped and circular-shaped, 2-dimensional template. The elongated diamond-shaped portion of the 2-dimensional template stretches from the centre of the

intersections of 80 (southside) and 78 (northside) Avenues at 214 Street. The width of the elongated diamond-shaped portion of the dimensional template is 10 metres beyond the inside face of curb at 78 Avenue, on both sides of 214 Street. The centre of the circular-shaped portion of the dimensional template is located at the inside face of curb at the southwest corner of 78 Avenue and 214 Street, and its radius is 10 metres. The square-shaped portion of the dimensional template is 25 metres on each side and is located adjacent to and oriented by the inside edge of the sidewalk at the northeast corner of 78 Avenue and 214 Street.

8. Provide continuous (except for interruptions by Mid-Block Service Lanes and Pedestrian Connections), ground-oriented, pedestrian focused, commercial, civic/assembly, and/or employment living – meaning space within a building or structure that can accommodate a permitted commercial use and permitted residential use within a single strata or rental unit. Provide either office space, the second storey of employment living units, or residential uses on the second storey. Provide residential uses only above the second storey.

9. Provide continuous ground-oriented residential or highly transparent residential building amenity uses on the ground floor of all buildings along all other frontages identified as Residential Street Frontage. Incorporate a useable (a minimum 2 metres for all terrace floor space dimensions), covered, elevated, single-storey height front terrace at the main entrance, that presents to the public street.

10. Configure the pedestrian scale block and local road patterns with a maximum block size length of approximately 180 metres and maximum block size depth of approximately 60 metres, between two street cross-sections or intersections, measured between the inside curb faces of two cross streets. Blocks that front arterial streets must adhere to this maximum block size length or depth and incorporate Mid-Block Services Lanes that align perpendicular to the arterial street, terminate before the arterial street, and extend and connect with the arterial street greenway through a Mid-Block Pedestrian Connection.

11. Provide Mid-Block Pedestrian Connections perpendicular through the block length, approximately in the middle of the block and Lanes with on-street/on-lane vehicle parking, vehicle travel both directions, as well as cycling and pedestrian facilities. These Mid-Block Pedestrian Connections should bisect the length of a block to achieve a fine-grained grid pattern with Pedestrian Connection corridors set at approximately 90 metre intervals (i.e., this is intended to achieve a sub-block pedestrian access grid that is up to 180 metres length on any one side and 80 to 90 metres on adjoining sides).

12. Design Mid-Block Pedestrian Connections so that they are barrier-free and clearly identifiable from the street to increase block permeability for active transportation modes. These Pedestrian Connections will be co-located within the Mid-Block Lanes or an independent, exclusive vehicle-free corridors and would bisect blocks in one or two directions to achieve a sub-block active transportation grid that is available every 90 metres along the block and street structure.





5.0 land use

WNP



This section of the Plan defines the land use designations and corresponding policies that will guide growth and change in the Williams area over the next 20 to 25 years. The designations include residential and commercial, as well as an important new employment area in the form of a Business Park to provide jobs and opportunities for business development.

Land Use

5.1 OVERVIEW

The neighbourhood Vision and Goals for the Williams area are embodied in the Williams Land Use Plan (see Map 1). The Land Use Plan identifies the residential and employment land use designations in the Neighbourhood Plan area, as well as future transportation corridors, protected areas, trails, parks, and other community amenities and infrastructure. The land use policies describe in detail the location, types, and density of uses for the Williams area. The designations and policies, which represent a balanced outcome of public input and feedback, technical analysis, existing policy and best planning practices, will be used to guide the development approvals process through to full build out of the neighbourhood.

5.2 LAND USE DESIGNATIONS AND POLICIES

This section describes the land use designations in the Land Use Plan (see Map 1). Included in each designation is a description of intent, as well as an identification of appropriate building typologies and development densities. Also included are general and specific policies for land use. General policies that apply across multiple designations are provided in Section 5.3. Policies unique to individual designations are provided in Sections 5.4 to 5.9. If there is a conflict between a general policy and a specific policy in a land use designation, the specific policy shall take precedence.

5.3 GENERAL LAND USE POLICIES

The following policies apply across multiple land use designations in the Williams neighbourhood.

Policies:

All Land Use Designations:

1. Obtain a Development Permit in accordance with Section 488 (1) (a), (b), (e) and (f) of the Local Government Act (LGA) for development on lands, which includes both subdivision and within the Williams neighbourhood as outlined by the Development Permit Areas on Map 4 and Map 4A of the Willoughby Community Plan, in order to achieve quality, resilient design.

2. Obtain a Development Permit in accordance with Section 488 (1) (c), (e) and (f) of the Local Government Act (LGA) for development on lands within the vicinity of the urban/Agricultural Land Reserve edge in the Williams neighbourhood as outlined by the Development Permit Areas on Map 4 of the Willoughby Community Plan, for the protection of farming (Development Permit Area 'I'). Incorporate appropriate subdivision design, building setbacks and landscape buffers for lands along the east and south portions of the Williams neighbourhood that are adjacent to the Agriculture Land Reserve boundary in order to clearly establish the edge between the urban and rural areas, to enhance the viability of farming on adjacent agricultural lands, and mitigate and minimize the impacts of farming on urban lands. Variations to the buffer size will be considered when the retention of buildings of historic or heritage value are preserved.

3. Consider lower densities for developments, as applicable, in cases where they cannot be achieved due to site constraints (e.g., topography or riparian setback requirements). Maximum permitted density may not be achievable on all properties.

4. Ensure development and infrastructure projects build with the slope to minimize cut and fill excavations and to help preserve the natural topography of this hillside and escarpment. Also, buildings should be 'stepped' on sloping sites to reduce the height and massing of the development and reduce the need for retaining walls, wherever possible, in order to establish a complementary, pedestrian-friendly streetscape and to support site and neighbourhood design efforts to retain and enhance the treed character of the Willoughby Escarpment.

5. Design appropriate building transitions between different land uses and distinct building types that are respectful of views, densities, traffic, and noise. Building massing, placement of glazing, site design and landscaping should mitigate overlook and address privacy implications.

6. Provide for inclusion of electric vehicle charging infrastructure as part of residential, commercial, industrial and institutional developments to contribute to a sustainable transportation network.

Residential Land Use Designations:

7. Provide for a variety of housing forms, sizes, floor layouts and tenures within the Williams Neighbourhood Plan area to address a range of housing needs and stages of life, subject to the form and density provisions of the applicable land use designation, including the following:

    a. Incorporate a diversity of housing choices to assist in achieving housing affordability through the provision of smaller-lot single family homes, duplexes, rowhouses, townhouses, apartments, secondary suites, coach homes, lock-off suites.

    b. Encourage a variety of tenures, such as fee simple, strata and rental, as well as a diverse range of housing options, such as co-housing, pocket neighbourhoods (a small group of cottage style housing units with shared parking), single-level housing and rowhouses and townhouses with 'master' bedrooms on the ground level.

    c. Permit seniors housing facilities, such as community care facilities, assisted living residences and supportive housing in townhouse development forms.

    d. Include a diversity of non-market housing choices to assist in achieving housing affordability through the provision of non-market rental housing, supportive housing, women's second stage housing, to name a few, as well as a variety of forms of housing such as co-housing and family-friendly housing that include dwelling units with three plus bedrooms; and

    e. Encourage development of secondary suites and coach homes as rental opportunities to achieve affordability objectives and provide housing options for college and university students.

8. Calculate the land area density on the basis of gross developable land area where the minimum and/or maximum density is expressed in terms of units per hectare (units per acre). Gross developable land area includes land dedicated for new roads, land above the top-of-bank protected for watercourses, and land secured for transmission lines and other utilities provided they are upgraded as a linear park system. Gross developable land area does not include land dedicated for stormwater detention ponds.

10. Calculate development density for lands designated as Medium Density Townhouse, Medium Density Apartment, High Density Apartment, High Density Mixed Use, based on Floor Space Ratio (FSR), as defined by the Township of Langley's Zoning Bylaw, in relation to developable land area. Land area (undevelopable areas) dedicated for street, lane and trail rights-of-way, lands dedicated for park spaces (e.g., neighbourhood greenways), lands below the top-of-bank for protected waterbodies and riparian setback areas above (secured through Schedule 3 Development Permit Areas: Streamside Protection and Enhancement of the Township of Langley's Official Community Plan, Bylaw 1979 No. 1842, as amended from time to time), lands to accommodate rainwater detention ponds, and easements/rights-of-way for electrical transmission, gas pipelines and other utilities, are not considered developable land area nor are they included in FSR calculations for determining development density.

11. Include adaptable housing requirements for a minimum of 5 percent of Single Family Mixed Residential and Rowhouse/Townhouse units 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.

12. Incorporate appropriate and responsive site design, and building separation distances and setbacks to accommodate a continuous evergreen, coniferous tree row, that integrates with other site design requirements for street fronting dwelling units and comprised of retained and/or new tree plantings, along the south property line of a development site that it shares with a public street, in the Mixed-Use + Residential District. This can be accomplished through both tree retention and/or new tree plantings and are considered different than street trees in the public boulevard.

13. Provide a viewscape analysis of the Willoughby Escarpment, from various points in the Milner Valley (Glover Road corridor), in the preparation of Comprehensive Development Plans (CDPs; Policy 1 and 2, Sub-Section 11.4) and for all proposed developments, south of 80 Avenue.

14. Require new single family home developments, including accessory residential uses, on fee-simple lot developments for land designated Single Family Mixed Residential to enter into an exterior design control agreement. The agreement should address the following general guidelines for new developments:

    a. Retain existing significant trees, especially evergreen, coniferous trees. Provide new trees in front, side, and rear yard spaces, with appropriate soil volumes.

    b. Incorporate high quality design and employ an architectural approach that is harmonious with the community context (e.g., front porch neighbourhood with modest scale, pedestrian-friendly buildings).

    c. Require developments to complement adjacent developments in terms of siting, form, and character, but individual architectural expression is encouraged both within and between street blocks.

d. Design all public facing building elevations to provide architectural interest, especially those that are visible from public streets, lanes, walkways, parks and trails. Incorporate structural thermal breaks for architectural elements that extend or protrude from the dominant portion of the building face to limit thermal bridging and support building energy efficiency.



e. Integrate, as part of building design, screening measures (e.g., horizontal louvers, vertical baffles, awnings, brise-soleils, shutters, screens, overhangs) of exterior glazing on all south and west facing elevations of the building to contribute to the prevention of overheating of the interior of the residence during the summer seasons.

f. Provide a strong street presence by through street facing buildings that include usable, modestly elevated above finished grade, covered front porches for single family, duplex and row-home development, and covered terraces for dwelling units on the ground-floor of townhomes, as well as other design elements that support social interaction. Single family dwellings shall not back onto a public road.

5.4 SINGLE FAMILY MIXED RESIDENTIAL (10 UPA)

The Single Family Mixed Residential designation accommodates a variety of compact lot, single family and character compatible housing on a variety of lot sizes (as defined in the Township of Langley Zoning Bylaw) such as semi-detached (duplex), manorhomes and rowhomes, as well as accessory forms of housing such as secondary suites and coach homes.

This variety of housing types are intended to primarily accommodate street-oriented housing with rear lane access in order to maximize parking opportunities, provide a high-quality pedestrian environment, and improve energy efficiency through the siting and alignment of homes. The accessory forms are to provide opportunities for rental housing, particularly for students in the nearby university. Policies specific for this designation are as follows:

Policies:

1. Provide for a variety of compact lot, single family housing and compatible housing forms on a variety of lot sizes (e.g., semi-detached, manor homes, and rowhomes) at minimum densities as defined as Residential Compact Lot Zoning schedules in the Township of Langley Zoning Bylaw, for all Plan areas designated Single Family Mixed Residential on **Map 1**.

2. Foster the development of accessory housing including secondary suites or coach homes (CL{CH}; defined in the Township of Langley Zoning Bylaw) with a single family home.

3. Design street, block and lot patterns that incorporate lanes, that provide access rear-loaded, off-street parking uses, in order to maintain a strong, pedestrian-oriented streetscape and front porch character in the neighbourhood.

4. Ensure that a diversity of housing is provided, as encouraged by the Township's Housing Action Plan, by limiting the quantity of any one type of the housing provided in the Single Family Mixed

Residential Land Use Designation to no more than 50 percent of the total number of dwelling units for any development, and that at least 3 housing types, with each one comprising a minimum of 25 percent of the total number of dwelling units, are included for any and all development. An accessory residential use, in the form of a secondary suite or coach home, are not counted as a separate unit for these percentage calculations.

Housing Type	Zoning Bylaw	Max Proportion of Development
Single Family with Secondary Suite or Coach House	R-CL, R-CL(A), R-CL(B), R-CL(CH)	50%*
Duplex / Semi-Detached	R-CL(SD)	50%
Rowhouse	R-CL(RH)	50%
Manorhouse (quadplex)	R-CL(MH)	50%

* Each lot is counted as 1 “dwelling unit” for the purposes of policy 5.4.4, regardless of whether there is or is not a secondary suite or coach house on a lot.

5. Provide a covered, single-storey front porch, elevated above finished grade between 0.6 and 0.8 metres, for all principal residential uses/dwelling units. The covered porch is permitted to project by up to 1.0 metres into the front yard setback provided that the porch has a usable floor space with dimensions that are no less than 2.0 metres by 3.0 metres; is open on at least two sides or protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code, is located at the first storey, and is limited to a single storey in height – its height does not exceed 4.0 metres, measured from the porch floor to the underside of the porch ceiling.6.Minimize the front yard setbacks in order to create a pedestrian-oriented street presence and to provide sufficient rear yard space for detached garages and useable outdoor space.

6. Protect the privacy and livability of individual dwelling units and between developments through an appropriate transition of building height and massing, landscaping and sound attenuation.

11. Incorporate the development of rowhomes on Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw, provided that the rowhouse developments are designed in a single row, fronting a road and serviced by a rear lane and that the design of each contains no more than four units.



5.5 TOWNHOUSE

The Williams Neighbourhood Plan includes the Rowhouse / Townhouse (15 UPA), Townhouse (22 UPA) and Low Density Apartment (1.4 FSR), in a four-storey stacked courtyard townhouse form, Land Use Designations. The three designations together will provide a mix of affordable, ground-oriented housing for families with children, seniors, and 'empty nesters' and serve as a land use transition, in one situation, between predominantly low density, residential neighbourhoods and employment uses, and in another situation, between low density and medium density residential areas. The emphasis in the design of townhouse developments is on a ground-oriented, walkable, front porch neighbourhood character of the Williams neighbourhood, ensuring a good relationship of the units to the street and compatibility of form and scale to other residential areas. Access to vehicle parking will be provided via rear public lanes. Dwelling units that front a public street will have direct pedestrian access to/from said street, via a porch.

5.5.1 ROWHOUSE / TOWNHOUSE (15 UPA)

The Rowhouse / Townhouse designation accommodates both rowhouse and townhouse developments, where all units front and have direct pedestrian access from/to the public street. This designation is located in the northwest portion of the Plan area, between a predominately single family neighbourhood in the Yorkson area and the employment lands to the immediate east. This lower density multi-family designation will provide a land use, form and massing transition between these two land use conditions as well as a form of affordable, ground-oriented housing. Densities within this designation will range from a minimum 20 units per hectare (8 units per acre) to a maximum 37 units per hectare (15 units per acre). Policies specific to this designation are as follows:

Policies:

1. Provide for rowhouse or townhouse, as well as semi-detached dwellings on Residential Compact Lots, as defined in the Township of Langley Zoning Bylaw and duplexes, at a minimum density of 20 units per hectare (8 units per acre) to a maximum density is 37 units per hectare (15 units per acre).

2. Limit the maximum height of buildings to three (3) storeys.

3. Establish block and street patterns that include a public lane or strata road and provide continuous on-street parking along the public street that is not interrupted by driveway let-downs.

4. Design buildings and dwelling units, to include:

    a. Street-facing, pedestrian-oriented dwelling units that provide a useable, covered front porch at a main entrance that presents to the public street. Porches are permitted to project by up to 1 metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall have a usable area with dimension that are no less than 1.5 metres by 3.0 metres; be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; and be a single-storey height and be integrated and located at the main entrance, and facing the public street;

    b. Off-street parking for the dwelling units shall be accessed from a rear lane or internal strata road.



5.5.2 TOWNHOUSE (22 UPA)

The Townhouse Land Use Designation accommodates townhouse developments. This land use designation is approximately located at the northeast corner of 212 Street and 80 Avenue, and north of 83 Avenue, between predominately single family neighbourhoods in the Yorkson area and the Employment District in Williams. This townhouse designation provides affordable, ground-oriented housing for households with children, seniors and 'empty-nesters'. The Townhouse Strata land use designation is situated and adjacent to schools and parks, urban greenways, local-serving commercial services, future transit and other destinations, and provides a land use, form and massing transition between land use conditions. Densities within this designation will range from a minimum 39 units per hectare (uph; 16 units per acre – upa) to a maximum 54 units per hectare (uph; 22 units per acre – upa). Policies specific to this designation are as follows:

Policies:

1. Provide for townhomes, including those with a primary bedroom on the ground floor, at a minimum density of 39 units per hectare (16 units per acre) to a maximum density of 54 units per hectare (22 units per acre), for all areas of the Williams Neighbourhood Plan that are designated Medium Density Apartment as delineated on **Map 1.**

2. Limit the maximum height of townhomes to two (2) storeys for buildings fronting 212 Street, including the Mid-Block greenway links between 80 Avenue and the 212 Street cul-de-sac and 83 Avenue and the Highway #1 (in the Transition District) in neighbouring Yorkson. Three (3) storeys could be considered if the first storey is entirely below the finished grade of any greenways. The maximum height for buildings for the remainder of the development is three (3) storeys.

3. Design buildings and dwelling units fronting 212 Street, the 212 Street cul-de-sac, north of 80 Avenue, 83 Avenue and Mid-Block Greenway link between 83 Avenue and the Highway #1 Greenway in neighbouring Yorkson, in order to provide a high quality pedestrian environment and to create a complementary form and scale of housing to those across the street from and adjacent to neighbouring Yorkson (mimicking existing single-family, duplex and rowhome development), to include:

a. pedestrian-oriented, dwelling units and building forms, that are street- or greenway-facing, that provide a useable covered front porch along with the primary unit entrance adjacent to and facing a public street or pedestrian route (including the opposite side of the street); Porches are permitted to project by up to 1 metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall have a usable area with dimension that are no less than 1.5 metres by 3.0 metres; be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; and be a single-storey height and be integrated and located at the main entrance, and facing the public street;

b. Off-street parking for the dwelling units that is accessed from a rear lane or internal strata road, for those units that front an arterial street. Provide a minimum of four (4) off-street parking spaces for these dwelling units. All parking spaces within a building shall be non-tandem; and

c. No more than four (4) dwelling units are contained within each building that directly fronts a public street.

4. Provide direct, publicly-accessible connections in the form of Pedestrian Connections (see Section 6.2.5) through Townhouse developments – from public road to public road – in areas designated Townhouse Strata, in the approximate locations delineated on Map 1 to support pedestrian connectivity along 212 Street Corridor.





5.6 APARTMENT

The Williams Neighbourhood Plan includes Medium Density Apartment (1.9 FSR) and High Density Apartment (2.4 FSR) Land Use Designation that is adjacent to the High-Density Mixed Use Land Use Designation – the 'High Street'— as well as schools, parks and other amenities. The emphasis is on apartment developments that contribute to a walkable and front porch neighbourhood character, providing a compatible development form and scale to the adjacent mixed-use commercial / residential 'High Street' area, and ensuring active streetscapes and good relationships between public and private spheres. Off-street parking will be concealed below finished grade and accessed via an integrated rear public lanes. Ground floor apartment units that front a public street or other public space (e.g., Mid-Block Pedestrian Connection) will have direct pedestrian access to/from said public street or other public space and include a front, elevated entry terrace. The entrances to all other apartment units will be accessed through a central entrance lobby, fronting a public street.

5.6.1 MEDIUM DENSITY APARTMENT (1.9 FSR)

The Medium Density Apartment Land Use Designation accommodates four-storey apartment developments. This land use designation is situated between 78 and 79 Avenues, between townhouse developments to the south – down the Willoughby Escarpment – and high density apartment and mixed use development to the north – up the Willoughby Escarpment. Furthermore, the Medium Density Apartment Land Use Designation serves as the home to the centrally located neighbourhood park and schools and other neighbourhood amenities, and also provides a land use, form and massing transition between lower and higher density forms of development. The maximum density is a gross floor area of 1.9 times the net developable lot area for all Williams Neighbourhood Plan areas designated as Medium Density Apartment. Policies specific to this designation are as follows:

Policies

1. Provide for apartment land uses where all buildings and structures together have a maximum gross floor area of 1.9 times the net developable lot area for all permitted uses, for all plan areas designated Medium Density Apartment as delineated on **Map 1**.

2. Conceal accessory off-street parking, both resident and visitor, and off-street bicycle parking/storage for residents. For an apartment use, concealed parking means an off-street parking use hidden from view and entirely below the finished grade of the development site. However, where grade/elevation changes exist on the development site that results in partial or full exposure of this structured parking feature on the downhill side, active uses (e.g., dwelling units, indoor amenity spaces, group children's day care) will be applied to conceal and hide the off-street parking portion of the structure. For the purposes of this Section of the Plan, accessory off-street parking means a use providing for all the vehicle and bicycle parking needs generated by a permitted use.

3. Design, orient and site buildings such that the largest roof area is facing directly south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal) of the true east-west axis or parallels of latitude, to improve and provide for passive and active solar building design, including the application of solar (photovoltaic)

panels. The ridge of pitched roofs should also orient east-west to position the largest portion of the roof directly south to maximize all-season solar sequestration. This design requirement shall take precedence over other site planning approaches such as the orientation of the front elevation of buildings to all public streets on corner lots.

4. Limit the average maximum length (longest building wall) of the building to 65 metres and on average between 50 and 60 metres where there is more than one building on a development site.

5. Provide a minimum and consistent building separation distance of 12 metres between all buildings, in order to achieve walkable neighbourhoods through a fine-grained block, lot and building pattern and to communicate a pedestrian scale. This space will establish a common central courtyard space for the development and is to accommodate soft and hard landscaping incorporates pathways, trees and plantings, including in planters, a variety and plentiful seating, lighting, covered areas, water fountain features and other appropriate design elements to accommodate gathering space. Additional separation distance maybe required to accommodate a Mid-Block Pedestrian Connection, as indicated on **Map 1** and **Map 3**, or a Mid-Block Lane Link, or hybrid version of the two Links that uses a portion of said Link to provide access to off-street parking and loading spaces. These building separation features are discrete and distinct from every other development requirement such as, among others, landscaping area and screening requirements as defined by the Township's Zoning Bylaw, development permit area landscaping guidelines, relevant portions of zoning schedules and typically landscaped areas defined by required building setbacks and building separation distances.

6. Limit the maximum height of apartment development to four (4) storeys (storey being defined by the Langley's Zoning Bylaw).

7. Confine and align below grade structures – off-street parking, storage, mechanical, solid waste management and other, however with exception for safety, access, ventilation, mechanical, and other building requirements – to the footprint of the building(s) in order to effectively provide open, unbuilt space to retain existing trees, accommodate required soil volumes and adequate growing space for medium and large trees and other plantings, and other drainage/recharge facilities where buildings are not located. In site-specific circumstances where additional below grade structure beyond the building footprint is required, this expansion shall be confined to building separation area only and not below front, rear and side lot line setback areas (as defined by the Township's Zoning Bylaw) in order to maintain these areas as medium and large tree planting spaces that have access to sufficient soil volume, root depth, soil drainage and rainwater infrastructure. Incorporate raised planters over the extent of the corresponding below grade structure beyond the building footprint that provides sufficient surface area and depth, to accommodate required soil volumes and root depth for medium and large trees and their long-term stability.

8. Contribute to a high-quality pedestrian realm along all building frontages, including those adjacent to the Mid-Block Pedestrian Connections, Greenways, and to other publicly accessible spaces (e.g., public roads and lanes, parks, trails and pathways), with individual unit entries for ground floor apartment uses and associated private, elevated and landscaped terrace spaces.

The entrance of a common lobby for an apartment use building shall be clearly visible from and facing toward public space(s) and connected to and from public street(s)

9. Incorporate appropriate site design with sufficient front yard lot line, side yard lot line, and rear yard lot line setbacks on a lot in order to establish generous spaces for medium- and large-sized trees with access to sufficient soil volume, including coniferous species, and other plantings, a pedestrian-oriented street presence, and a functional and livable outdoor space. This can be accomplished through both tree retention and/or new tree plantings and are considered different than street trees in the public boulevard, greenway, thoroughfare or other publicly accessible space. Specific emphasis for sufficient spaces for medium- and large-sized trees shall be placed on all south property lines that abut a public street or lane, where at a minimum but not limited to, a second row of trees that are complementary to the required street trees along the streetscape.

10. Provide individual exterior entrances for ground floor apartment dwelling units on all sides of the building and include a pedestrian connection/path to a public streets and lanes, greenways, a central courtyard, and a Mid-Block Pedestrian Connection. To ensure a degree of privacy, while maintaining visual surveillance, these ground floor apartment units should be defined through grade, elevated separation and/or is universally accessible, between 0.6 and 1.2 metres above finished grade. These exterior entrances will be accompanied with a minimum 9.0 m^2 covered and usable terrace that is partially recessed into the building massing. The terrace can project up to a maximum of 1.0 metre into the common central courtyard. A hard surface pathway sufficiently sized to accommodate access for emergency services and separate from any vehicle space should be provided from the terrace steps or accessible ramp to the public sidewalk. The separation of the private terrace space from quasi-public and public space shall be clearly delineated, through hard and soft landscaping with horizontally and vertically layered features.

11. Provide for a range of apartment unit sizes and tenures to appeal to a broad mix of households at different stages of life. This can include student-oriented housing, seniors housing, family housing, and purpose-built rental. Specifically, require apartment development to provide a minimum ten percent (10%), three or more bedroom units with layouts that consider the needs of households with children, such as generous entryways, spacious living spaces for family activities, adequately-sized bedrooms to accommodate a bed, dresser, desk, floor space for playing and closet/storage space, all bathrooms large enough for a parent and child, and balconies/terraces as an extension of living places and visible from the kitchen.

12. Require apartment developments to incorporate lifestyle support features and necessities, such as secure storage space for oversize sports equipment and seasonal supplies, and secure parking for bicycles, scooters and other micromobility devices (e.g., electric kick scooter, electric unicycles).

13. Incorporate active design features to make daily physical fitness more inviting and to encourage social interaction in apartment buildings. These building design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exiting stairs, physical fitness spaces, and outdoor gardening places.

Research has identified that building design – not just neighbourhood design – has a significant influence on our physical health and well-being. This is not surprising as we spend the majority of our time indoors. Changes to building design can influence how we engage with our neighbours and the ease and availability of physical fitness. These opportunities can improve the health and well being of residents and create stronger community bonds.

14. Incorporate functional window overhangs, specifically for south and west facing windows, and other solar management building techniques to control seasonal solar gain and shading. Use openable windows designed to facilitate air flow and ventilation to apartment dwelling units.

15. Encourage the provision of non-market housing in the Medium Density Apartment Land Use Designation. Non-market housing can include any form of supportive or subsidized housing, including but not limited to rent-geared-to-income, below-market rental, affordable ownership, long-term housing with supports, and short-term housing with supports.

5.6.2 HIGH DENSITY APARTMENT (2.4 FSR)

The High Density Apartment Land Use Designation accommodates six-storey apartment developments. This land use designation is situated in the northwest and northeast corners of the Mixed Use + Residential District, adjacent and south of 80 Avenue. The High Density Apartment Land Use Designation areas serve as development 'bookends' to the mixed-use 'High Street' areas. These high density apartment lands provide ease of access to future public transit, commercial services, parks and schools, and other neighbourhood amenities. The maximum density is a gross floor area of 2.4 times the net developable lot area for all Williams Neighbourhood Plan areas designated as Medium Density Apartment. Policies specific to this designation are as follows:

Policies

1. Provide for apartment land uses where all buildings and structures together have a maximum gross floor area of 2.4 times the net developable lot area for all permitted uses, for all plan areas designated Medium Density Apartment as delineated on **Map 1**.

2. Conceal accessory off-street parking, both resident and visitor, and off-street bicycle parking/storage for residents. For an apartment use, concealed parking means an off-street parking use hidden from view and entirely below the finished grade of the development site. However, where grade/elevation changes exist on the development site that results in partial or full exposure of this structured parking feature on the downhill side, active uses (e.g., dwelling

units, indoor amenity spaces, group children's day care) will be applied to conceal and hide the off-street parking portion of the structure. For the purposes of this Section of the Plan, accessory off-street parking means a use providing for all the vehicle and bicycle parking needs generated by a permitted use.

3. Design, orient and site buildings such that the largest roof area is facing directly south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal) of the true east-west axis or parallels of latitude, to improve and provide for passive and active solar building design, including the application of solar (photovoltaic) panels. The ridge of pitched roofs should also orient east-west to position the largest portion of the roof directly south to maximize all-season solar sequestration. This design requirement shall take precedence over other site planning approaches such as the orientation of the front elevation of buildings to all public streets on corner lots.

4. Limit the average maximum length (longest building wall) of the building to 65 metres and on average between 50 and 60 metres where there is more than one building on a development site.

5. Provide a minimum and consistent building separation distance of 12 metres between all buildings, in order to achieve walkable neighbourhoods through a fine-grained block, lot and building pattern and to communicate a pedestrian scale. This space will establish a common central courtyard space for the development and is to accommodate soft and hard landscaping incorporates pathways, trees and plantings, including in planters, a variety and plentiful seating, lighting, covered areas, water fountain features and other appropriate design elements to accommodate gathering space not to be used for. Additional separation distance maybe required to accommodate a Mid-Block Pedestrian Connection, as indicated on **Map 1** and **Map 3**, or a Mid-Block Lane Link, or hybrid version of the two Links that uses a portion of said Link to provide access to off-street parking and loading spaces. These building separation features are discrete and distinct from every other development requirement such as, among others, landscaping area and screening requirements as defined by the Township's Zoning Bylaw, development permit area landscaping guidelines, relevant portions of zoning schedules and typically landscaped areas defined by required building setbacks and building separation distances.

6. Limit the maximum height of apartment development to six (6) storeys (storey being defined by the Langley's Zoning Bylaw).

7. Confine and align below grade structures – off-street parking, storage, mechanical, solid waste management and other, however with exception for safety, access, ventilation, mechanical, and other building requirements – to the footprint of the building(s) in order to effectively provide open, unbuilt space to retain existing trees, accommodate required soil volumes and adequate growing space for medium and large trees and other plantings, and other drainage/recharge facilities where buildings are not located. In site-specific circumstances where additional below grade structure beyond the building footprint is required, this expansion shall be confined to building separation area only and not below front, rear and side lot line setback areas (as defined by the Township's Zoning Bylaw) in order to maintain these areas as medium and large tree planting spaces that have access to sufficient soil volume, root depth, soil drainage and

rainwater infrastructure. Incorporate raised planters over the extent of the corresponding below grade structure beyond the building footprint that provides sufficient surface area and depth, to accommodate required soil volumes and root depth for medium and large trees and their long-term stability.

8. Contribute to a high-quality pedestrian realm along all building frontages, including those adjacent to the Mid-Block Pedestrian Connections, Greenways, and to other publicly accessible spaces (e.g., public roads and lanes, parks, trails and pathways), with individual unit entries for ground floor apartment uses and associated private, elevated and landscaped terrace spaces. The entrance of a common lobby for an apartment use building shall be clearly visible from and facing toward public space(s) and connected to and from public street(s).

9. Incorporate appropriate site design with sufficient front yard lot line, side yard lot line, and rear yard lot line setbacks on a lot in order to establish generous spaces for medium- and large-sized trees with access to sufficient soil volume, including coniferous species, and other plantings, a pedestrian-oriented street presence, and a functional and livable outdoor space. This can be accomplished through both tree retention and/or new tree plantings and are considered different than street trees in the public boulevard, greenway, thoroughfare or other publicly accessible space. Specific emphasis for sufficient spaces for medium- and large-sized trees shall be placed on all south property lines that abut a public street or lane, where at a minimum but not limited to, a second row of trees that are complementary to the required street trees along the streetscape.

10. Provide individual exterior entrances for ground floor apartment dwelling units on all sides of the building and include a pedestrian connection/path to a public streets and lanes, greenways, a central courtyard, and a Mid-Block Pedestrian Connection. To ensure a degree of privacy, while maintaining visual surveillance, these ground floor apartment units should be defined through grade, elevated separation and/or is universally accessible, between 0.6 and 1.2 metres above finished grade. These exterior entrances will be accompanied with a minimum 9.0 m^2 covered and usable terrace that is partially recessed into the building massing. The terrace can project up to a maximum of 1.0 metre into the common central courtyard. A hard surface pathway sufficiently sized to accommodate access for emergency services and separate from any vehicle space should be provided from the terrace steps or accessible ramp to the public sidewalk. The separation of the private terrace space from quasi-public and public space shall be clearly delineated, through hard and soft landscaping with horizontally and vertically layered features.

11. Provide for a range of apartment unit sizes and tenures to appeal to a broad mix of households at different stages of life. This can include student-oriented housing, seniors housing, family housing, and purpose-built rental. Specifically, require apartment development to provide a minimum ten percent (10%), three or more bedroom units with layouts that consider the needs of households with children, such as generous entryways, spacious living spaces for family activities, adequately-sized bedrooms to accommodate a bed, dresser, desk, floor space for playing and closet/storage space, all bathrooms large enough for a parent and child, and balconies/terraces as an extension of living places and visible from the kitchen.

12. Require apartment developments to incorporate lifestyle support features and necessities, such as secure storage space for oversize sports equipment and seasonal supplies, and secure parking for bicycles, scooters and other micro-mobility devices (e.g., electric kick scooter, electric unicycles).

13. Incorporate active design features to make daily physical fitness more inviting and to encourage social interaction in apartment buildings. These building design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exiting stairs, physical fitness spaces, and outdoor gardening places.

Research has identified that building design – not just neighbourhood design – has a significant influence on our physical health and well-being. This is not surprising as we spend the majority of our time indoors. Changes to building design can influence how we engage with our neighbours and the ease and availability of physical fitness. These opportunities can improve the health and well being of residents and create stronger community bonds.

14. Incorporate functional window overhangs, specifically for south and west facing windows, and other solar management building techniques to control seasonal solar gain and shading. Use openable windows designed to facilitate air flow and ventilation to apartment dwelling units.

5.7 HIGH DENSITY MIXED USE (2.5 FSR)

The High Density Mixed Use Land Use Designation provides opportunities for the integration of street-facing, ground-floor, pedestrian friendly retail shops, offices, restaurants, public houses, civic facilities and personal services, along with apartment residential uses – including seniors' housing. Mixed-use buildings in this designation are required to have residential apartment units on the upper floors above the commercial-oriented ground-floor to ensure 'eyes on the street' and provide residents with opportunities to live and meet their daily needs within the same area. The High Density Mixed Use Land Use Designation also accommodates for predominantly residential-only buildings that are in immediate proximity and surround the mixed-use buildings that front the new 'High Street'. Policies specific for the High Density Mixed Use Land Use Designation are as follows:

Policies:

1. Create an off-arterial, contiguous, 'High Street' oriented, mixed-use commercial, residential, and recreational space on lands with a High Density Mixed Use Land Use Designation as delineated on **Map 1**. All buildings and structures together must not exceed a gross floor area of 2.5 times the net developable lot area for all permitted uses.

2. Incorporate mixed-use buildings in this designation to have residential apartment units on the upper floors above the commercial-oriented ground-floor to ensure 'eyes on the street' and provide residents with opportunities to live and meet their daily needs within the same area.

3. Require locally-serving commercial uses, such as financial institutions, retail stores, convenience stores, an 'anchor' grocery store, an 'anchor' pharmacy, delicatessens, bakeries, hardware, barber shops, beauty salons, business, medical and professional offices, restaurants and cafés with space for outdoor/patio dining, child-care, liquor store, and fitness centre, and employment

living uses – means unit/space within a building or structure that can accommodate a permitted commercial use within an at-grade ground-oriented unit, or a combination of both a permitted commercial use and a permitted residential use within an at-grade ground-oriented unit. Service stations, gas bars, vehicle servicing, and drive-throughs are not permitted. Encourage the provision child-care facilities within the High Density Mixed Use Land Use Designation. Accommodate outdoor display spaces (e.g., Christmas Trees, flower, fruit and vegetable stands), outdoor patio dining, and public gathering/seating areas that serve as a key destination for the neighbourhood.

4. Locate retail and service commercial uses at ground floor spaces (first storey) in mixed-use buildings. Each retail and service commercial use occupy a maximum floor-space size of 1,000 m^2 (~10,764 ft^2) or less. This maximum floor-space size does not apply to the one [1] anchor grocery store use, as well as pharmacies, fitness centres, and childcare.

5. Incorporate frequent entrances into commercial frontages with a maximum spacing of 15 metres. Where tenants require somewhat larger frontages, design considerations will be required to maintain the character and appearance of frequent entrances.

6. Permit business, medical and professional offices on the second storey above retail and service commercial uses located on the first storey and/or in separate, stand-alone buildings specifically for office uses only.

7. Accommodate and incorporate one (1) grocery use/establishment, with a maximum size of 4,500 m2 (~48,440 ft2) that serves residents of the neighbourhood and community, subject to other provisions of this Plan, on lands in the High Density Mixed Use Land Use Designation. Prior to final reading of any rezoning application within this designation, the required grocery use/establishment must be confirmed to be provided within any phase of development.

8. Design a combination of mixed-use commercial/residential buildings, and commercial/ institutional/residential buildings in the High Density Mixed Use Land Use Designation, that provide:

    a. a minimum of four storeys in height and a maximum of six storeys in height. ‘Step back’ along the length of the upper fifth and sixth storeys of buildings by a minimum of 2.5 metres in order to reduce visual and overshadowing impacts related to building height.

    b. rectangular, generally, and trapezoidal shaped buildings, or one side of an ‘L’ shaped building, that have maximum length of 65 metres and on average between 50 and 60 metres where there is more than one building on a lot.

    c. the longest wall length of a building (s) that is oriented south and the largest, unencumbered roof area of a building(s) that is south facing and oriented within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west latitudinal axis, in order to provide optimal passive and active solar design performance of all buildings. Incorporate sloped roof surfaces that orient to the south to provide optimal and potential use of photovoltaic and other solar energy sequestration technologies.

d. a maximum lot coverage of sixty percent (60%) where a minimum of seventy-five percent (75%) of the off-street vehicle parking use associated with retail and service commercial and recreational uses is concealed parking. Maximum lot coverage can be increased to eighty percent (80%) where one hundred precent (100%) of the off-street vehicle parking use, including visitor, is concealed parking. For this specific policy provision, concealed parking means an off-street parking use hidden from view and below the finished grade of the development site, and/or off-street parking use that is also obscured and located within a principal building (at or above finished grade). Locate most of the surface parking, when provided, adjacent to retail anchors (e.g., grocery, pharmacy) and recreation spaces. Off-street parking means a use providing for the vehicle and bicycle parking needs generated by a permitted use. For an apartment or office use, one hundred percent (100%) of the off-street vehicle parking use, including visitor, is concealed parking that is hidden from view and below the finished grade of the development site.

e. concealed parking access, as well as off-street loading spaces, will be provided via a lane network. No off-street vehicle parking, loading spaces or manoeuvring drive aisles shall be permitted in the areas between the street travel lanes and/or on-street diagonal parking where provided on the 'High Street' (portions of 214 Street and 79 Avenue) and the front building face of buildings. For clarity 'front building face' refers to that part of the exterior wall of a building along the front building elevation that orients one direction.

'Front building face' refers to that part of the exterior wall of a building along the front elevation that orients one direction and is the location of the main entrance.

f. a range of apartment unit sizes and tenures to appeal to a broad mix of households at different stages of life. This can include student-oriented housing, seniors housing, family housing and purpose-built rental. Specifically, require apartment (mixed-use or stand alone buildings) development to provide a minimum ten percent (10%), three or more bedroom units with layouts that consider the needs of households with children, such as generous entryways, spacious living spaces for family activities, adequately-sized bedrooms to accommodate a bed, dresser, desk, floor space for playing and closet/storage space, all bathrooms large enough for a parent and child, and balconies/terraces as an extension of living places and visible from the kitchen.

g. individual exterior entrances for buildings with ground floor apartment dwelling units that are visible from and with pedestrian paths to public streets, greenways, trails, or Mid-Block Pedestrian Connections. To ensure a degree of privacy while maintaining visual surveillance, most ground floor apartment units should be defined through grade separation (a minimum 0.6 metres from finished grad), with half being universally accessible. Exterior entrances will be accompanied with minimum 9 m^2 covered terraces, at least 2 metres deep, that are partially recessed into the building massing. Covered terraces are permitted to project up to 1.7 metres into setback or separation distances, provided they are: open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; limited to a single storey, not exceeding 4.0

metres measured from the terrace floor to the underside of the terrace ceiling; and provided with a hose bib faucet. A hard surface pathway, sufficiently sized to accommodate access for emergency services and separate from a driveway space, should be provided from the terrace steps or accessible ramp to the public sidewalk. Separation of private terrace space from quasi-public and public space shall be clearly delineated by multi-level planter boxes constructed with cast-in-place concrete and masonry materials/finishes.

h. below grade structures, that are confined to the footprint of the building(s) to provide open, unbuilt space for new and existing trees, excluding safety, vehicle and non-vehicle access, ventilation, mechanical, and other building requirements. These underground setbacks and separations will provide required soil volumes and growing space for medium to large trees and other plantings. Underground setbacks and separations also provide bioretention and other drainage/recharge facilities. In site-specific circumstances, where additional below grade structures beyond the building footprint are required, they shall not intrude into the front yard, rear yard and side yard setbacks. Incorporate raised planters over the extent of the corresponding below grade structures beyond the building footprint, in areas not otherwise occupied by drive aisles, lanes, loading, parking, and pedestrian/bicycling facilities; such spaces shall have sufficient surface area and depth to accommodate required soil volumes and root depth for medium and large trees to support long-term tree stability.

i. a common lobby for each building with office uses and apartment units above the first storey, whose entrance shall be clearly visible and directly connected to and from a fronting or public street and not secluded in the interior of the development.

j. building amenities, such as secure storage space for oversize sports equipment and seasonal supplies, and secure parking for bicycles and scooters with buildings with apartment units.

k. active design features to make daily physical fitness more inviting and encourage social interaction in buildings with apartments. Active design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exiting stairs, outdoor, rooftop gardening places, and indoor amenity areas for the exclusive use of building residents and guests. Indoor amenity areas can provide recreational, social and shared home-office space spaces, and should comprise a minimum of three (3.0 m^2) square metres per dwelling unit.

l. vertical oriented windows, appropriate window-to-wall ratios (WWR) and associated exterior shading devices and other solar management building techniques to control seasonal overheating and shade. Use operable windows designed to facilitate air flow and ventilation to apartment dwelling units. Apply common industry best practice targets – an overall WWR of forty percent (40%) – for the building overall to reduce heat gain and loss through the building envelope by increasing the area of insulated wall. As determined appropriate (e.g., commercial at-grade) distribute the overall WWR of the building such that the at-grade WWR target is higher (e.g., seventy-five percent [75%]) and deemed a priority for

transparency purposes, and remainder of the building would be lower to meet the overall best practice target.

m. continuous weather protection for pedestrians on all building frontages that include ground floor commercial uses.

n. a high-quality pedestrian realm along all building faces, including those buildings not adjacent to public streets, and those that are adjacent to publically-accessible spaces – (e.g., public roads and lanes, trails and pathways). Commercial and residential storeys should be clearly delineated by glazing patterns (e.g., lower window-wall ratios for residential), materials (e.g., commercial facades predominantly masonry and heavy timber), and horizontal architectural breaks (e.g., cornice, belt course).

9. Incorporate appropriate site design with sufficient front yard lot line, side yard lot line, and rear yard lot line setbacks and building separation distances on a lot. Setbacks and separations will establish generous spaces for medium and large trees (including coniferous) and other plantings, a pedestrian-oriented street presence, and functional outdoor space. Treed setbacks and separations can include tree retention and/or new tree plantings, but are distinct from street trees in public boulevards, greenways, thoroughfares and other public spaces.

10. Provide minimum and consistent building separation distances of 12 metres between all buildings to achieve walkable neighbourhoods with a fine-grained block and lot pattern, and communicate a pedestrian scale. Separation distances will serve as both Mid-Block Pedestrian Connections and abundantly landscaped garden spaces, except where a portion provides below-grade access (e.g., off-street parking) and loading (commercial and residential) spaces. These building separation features are discrete and distinct from every other development requirement such as, among others, landscaping areas and screening requirements as defined by the Township's Zoning Bylaw, development permit area landscaping guidelines, relevant portions of zoning schedules, and typically landscaped areas defined by required building setbacks and building separation distances.



5.8 BUSINESS PARK

The lands with a Business Park Land Use Designation are immediately adjacent to the 216 Street Interchange with primary access provided directly off 216 Street at approximately 81 Avenue as well as 80 Avenue at 214 Street. Given this strategic location, these business and employment lands are key generators for job growth that will provide significant contributions to the local economy. As such, the Business Park designation emphasizes high quality office and business uses, including a mix of light manufacturing, distribution warehousing, office, research and development and similar uses. The interface and transition between Business Park Land Use Designation and neighbouring residential areas consist of a variety of treatments, including a Creek Greenway, a Watercourse Compensation Area and landscaping requirements associated with business park development. Policies specific to this Business Park Land Use Designation are as follows:

Policies:

1. Encourage and provide for a range of employment and business activities in the Business Park Land Use Designation as delineated on **Map 1**. Uses can include warehousing, wholesaling and distribution, technical and educational, instructional and recreational, research and development, film studio and post-studio production, information technology, business and professional offices, mini-storage, micro-breweries, distillery and private utilities. Allow for light-impact manufacturing uses provided that the business activities have no emissions (e.g., emissions from furnaces, boilers or process heaters, and automotive or similar refinishing facilities or other activity regulated by the Air Quality Regulatory Program of Metro Vancouver). Bulk storage of hazardous or flammable materials or substances, salvage, ready-mix concrete plants, and processing, manufacturing or repair of heavy machinery, equipment, and heavy transportation products are not permitted.

2. Design distinctive buildings to emphasize the gateway functionality of the area, along the 216 Street and 80 Avenue corridors that signifies the entry into the Williams Neighbourhood and the broader Willoughby Community. High quality building design and landscaping will be required to assist in the creation of this gateway character. Distinct roof lines and roof features should be considered, including active and planted/landscaped spaces.

3. Accommodate both multi-tenant complexes and freestanding, single-tenant buildings. High standards of building and site design, incorporating quality architectural building expression, superior landscaping, and appropriate vehicular and pedestrian circulation are required.





4. Contain all business and employment activities wholly enclosed within buildings with no open storage.

5. Provide small outdoor open spaces for employee seating and recreation, with appropriate, all-season weather protection, that take advantage of south-facing exposure, and are part of site planning and building design.

6. Provide the business population with sidewalks, pathways and other facilities, as part of site design of development and road and subdivision patterns, vehicular access, parking and circulation design, that bisect the Business Park lands and link key area destinations, such as the commercial node, the area Greenway network, neighbouring park spaces and other recreational areas, in order to improve accessibility and provide amenities for employees. On-site pedestrian facilities and walkways should be linked to the public sidewalks by well-defined paths to minimize and manage conflict with vehicular traffic.

7. Locate business and professional offices, mini-storage – including multi-storey formats – micro-breweries, technical and educational, and instructional and recreational (e.g., first aid training, martial arts and dance studios, trampoline, climbing, go-karts, skate, ice rinks) types of uses along 80 Avenue given the active nature of the business that can provide ease-of-access to neighbouring residential areas and also serve as a transition to the residential uses along the south side of 80 Avenue.

8. The primary entrance(s), for both employees and visitors, and office uses shall be located and oriented to the street, with no surface parking between the face of building and the greenway for all developments along 80 Avenue and 216 Street as well as adjacent to adjoining intersections of 214 Street and 81 Avenue.

9. Allow restaurants as a permitted use in the Business Park designation, provided that it is incorporated into a building containing one or more of the principal uses. Drive-through features are not permitted.

10. Restrict parking, loading, access and circulation adjacent to Watercourse Compensation Areas.

11. Design buildings to be street-fronting and pedestrian-focused. Avoid generic, 'big box' building designs that exhibit little façade interest and transparency to the street. Variations in massing and changes in height and horizontal planes are encouraged; long and non-articulated buildings should be avoided. All exterior mechanical units or equipment, including roof top units that may be visible from a public street and adjacent residential areas, should be enclosed or sufficiently screened.

12. Landscape surface parking lots and locate them to the rear of buildings that front 80 Avenue or 216 Street. Surface parking at the side of buildings is permitted elsewhere in the Business Park lands. If side parking is provided, design elements shall be applied to ensure it is partially screened from view from the adjacent public road and sidewalk to create a separation between public/private space along roads and sidewalks.

13. Include secure, weather-protected bicycle parking for employees.

14. Incorporate a 6 metre wide Interface Buffer, in addition to landscaping and setback requirements as stipulated in other municipal bylaws, that includes plantings, a berm and a sound attenuation fence in between lands designated for Townhouse Strata (north of 83 Avenue) and Business Park.

5.9 CIVIC INSTITUTIONAL

The Civic Institutional designation is intended to accommodate civic uses such as, but not limited to, municipal operations centre, public works yard, detention pond, and associated ancillary uses. Sites and buildings should respond to the gateway location with high quality materials and exemplary design, particularly along the north and east sides of the designation.

Policies:

1. Prioritize office space with high window-to-wall ratios along the north and east edges of the designation at or above the grade of adjacent roads, greenways, and highway infrastructure.
2. Screen outside storage uses by locating buildings on permitters of sites where feasible, or large trees with dense understory landscaping where buildings do not frame the edges of sites.
3. Permit a detention pond to be located below the grade of the site, with other permitted uses located at and/or above grade.

5.10 CONSERVATION AREAS

The Conservation Areas designation seeks to protect important fish and wildlife habitat in the Williams area through the Streamside Protection and Enhancement Development Permit Area policies and guidelines, as stipulated in the Township of Langley Official Community Plan. Such spaces include sensitive environmental areas that protect not only fish and wildlife habitat, but other environmental benefits such as rainwater conveyance, open space for existing and new native plants, including native evergreen, coniferous trees, and passive recreation opportunities. The intent of the Conservation Areas designation is habitat protection and enhancement, and restoration works that improve instream and riparian habitats for fish and wildlife species, as well as rainwater management and area hydraulics.

As shown on **Map 1** of this Plan, one Conservation Area has been identified that accommodates and includes a Class B watercourse. However, this should only be considered as a guide. Other watercourses could be identified in the Williams area that are deemed to be a Conservation Area by a qualified environmental professional. Therefore, further environmental assessment may be required to verify the accuracy of the classification, the location of watercourses or the presence of watercourses that may not be shown. Policies specific to this designation are as follows

Policies:

1. Protect, enhance and apply restoration works that improve the quality of instream and riparian habitats for fish and wildlife species in the Conservation Areas through the development and subdivision approval processes based on the Township's Streamside Protection and Enhancement Areas (SPEAs), as described in the Township of Langley Official Community Plan (OCP).
2. Redirect flows, as determined from a Qualified Environmental Professional, from constructed stream channels in Watercourse Compensation Areas to Conservation Areas, or other watercourses or drainage channels within and outside the Plan area, to contribute to the provision of high habitat values for fish and wildlife.

3. Include a fish passable culvert crossing with the redesign and upgrade of 76 Avenue, as part of off-site works and services associated with adjacent development.

4. Manage watercourses and associated riparian areas in accordance with the requirements of Section 3.13.19 of the Township of Langley Official Community Plan.

5.11 WATERCOURSE COMPENSATION AREAS

The intent of the Watercourse Compensation Areas designation is to accommodate the relocation of Class B (yellow-coded) watercourses in the Williams area and re-establish higher-value habitat areas for fish and wildlife, that would be subsequently protected under the Township's Streamside Protection and Enhancement Areas (SPEAs), as delineated in the Langley Official Community Plan. This will involve the relocation of Class B watercourses for both the north and south tributaries of Guy Creek through redevelopment. The objectives achieved from this approach include:

- Improved fish and wildlife habitat that is currently comprised of fairly degraded stream channels that are fragmented and consist of barriers that restrict fish and wildlife movement;
- Retention and enhancement of trees and native vegetative plantings along the Watercourse Compensation Areas of the southern Guy Creek tributaries that will retain and enhance the 'treed' character of the Willoughby Escarpment;
- Reduce and eliminate the need for culverts and other vehicular crossings of the watercourses associated with the riparian compensation areas;
- Contribute to a buffer between residential and employment uses for the northern Guy Creek
- promote groundwater recharge and reduce flood risk;
- benefit air quality and contribute to the absorption of greenhouse gases; and
- provide passive recreation opportunities.



The Class B watercourses identified in the Williams neighbourhood and accommodated through relocation and compensation in the Watercourse Compensation Areas should only be used as a guide for determining fisheries habitat values and siting areas for relocation and compensation for a given watercourse. Further environmental assessment may be required to verify the accuracy of the classification, the location of watercourses or the presence of watercourses that may not be shown.

Policies specific to this designation are as follows:

Policies:

1. Manage all Class B (yellow-coded) watercourses in accordance with requirements of Section 3.13.19 of the Township of Langley Official Community Plan.

2. Relocate and reconstruct Class B watercourses and establish associated riparian habitats, to the Watercourse Compensation Areas as depicted in **Map 1** and prescribed in policies below, based on best and required practices, as part of development and subject to municipal, provincial and federal government regulatory approval processes.

3. Design the Watercourse Compensation Area in the Employment District area of Williams (refer to Figure 4.1), as depicted in **Map 1**, to include a reconstructed stream channel, a 15 metre wide planted buffer on either side of the ordinary high water mark, approximately 500 metres in length, for a total compensation area of approximately 15,871 m^2 (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area shall be surface-connected to Guy Creek (at 216 Street, immediately south of the Highway #1 interchange) through another reconstructed stream channel, as depicted in **Map 3**, resulting in an additional Watercourse Compensation Area, with a minimum total area of approximately 25,497 m^2 (not including the channel itself and areas within culverts), a minimum length of approximately 782 metres and a 15 metre wide planted buffer on either side of the ordinary high water mark, shall be identified and designed as part of the development of lands in the Employment District between 80 and 83 Avenues. Also, compensation of existing pond[s] will require additional watercourse channel and result in an extension of this minimum length. The number of culverts for the reconstructed stream channels in the north portion of the Williams area, to accommodate road crossings (not including separate, clear-span pedestrian crossings), shall be kept to a maximum of three.

4. Design the Watercourse Compensation Area in the Residential District area of Williams (refer to Figure 4.1), as depicted in **Map 1**, to include a reconstructed stream channel, a 15 metre wide planted buffer on either side of the ordinary high water mark, approximately 433 metres in length, for a total area of 12,081 m^2 (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area should be connected to the water channel retained within the Conservation Areas designation and other surface drainage along 216 Street, as determined by Qualified Environmental Professionals.

   An additional Watercourse Compensation Area, with a total of approximately 5,849 m^2 (required compensation for existing ponds) and a 15 metre wide planted buffer on either side of a stream channel (not including the channel itself and areas within culverts), shall be added to or located south of this Watercourse Compensation Area, between 216 Street and lands designated as Conservation Areas in this Plan, as determined by Qualified Environmental Professionals, arborists and BC Land Survey professional. Modifications to the exact location of any or all of the Watercourse Compensation Areas in the Residential District can be considered and will not ultimately require a Plan amendment, provided that they remain in the general area south of 78 Avenue and that the combined goals of providing fish and wildlife habitat and contributions toward the retention and enhancement of the 'treed' character of the Willoughby Escarpment are to be upheld and not compromised with this additional Watercourse Compensation Area. The total number of culverts for the reconstructed stream

channels in the south portion of the Williams area, to accommodate road crossings (not including separate, clear-span pedestrian crossings), shall be kept to a maximum of three.

5. Identify and confirm the exact location and the extent of the SPEA through a survey undertaken by a BC Land Survey professional, per the requirements of the SPEA provisions of the Township of Langley Official Community Plan. Changes to the Watercourse Compensation Areas as depicted in **Map 1** and delineated in policy above may be considered in accordance with the SPEA requirements, provided other policy provisions of this Plan, such as the retention and enhancement of the 'treed' character of the Willoughby Escarpment, are upheld and not compromised.

6. Complete at the time of development the watercourse relocations and compensations as depicted in **Map 1** and delineated in policy above. Additional municipal, provincial and federal government regulatory approval processes may apply. The depiction of watercourse locations in the Neighbourhood Plan area should not be interpreted as final approval / endorsement by municipal or senior government regulatory agencies. Additional considerations include:

   a. A minimum habitat balance applies to each relocated Watercourse Compensation Area as depicted in **Map 1** and delineated in policy above, with an overall minimum habitat balance threshold (59,298 m²; in addition to the retained watercourse immediately north of 76 Avenue) 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 depicted in **Map 1** and delineated in policy above.

   b. 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 as depicted in **Map 1** and delineated in policy above.

   c. 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. Land with these relocated watercourses shall be compensated for the land and construction costs of the watercourse relocation as funds become available.

   d. Where watercourse relocations cannot be completed at time of development, interim solutions may be considered until such time that watercourse relocations, as depicted in **Map 1** and delineated in policy above, can be fully 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.

7. Align Creek Greenways adjacent to and within the outer six (6) metres of the Watercourse Compensation Areas, or SPEA, in consideration of connectivity to other Greenways, Enhanced Sidewalks, Wildlife Habitat Patch and public park spaces. The design of the Creek Greenways must conform to the requirements of the Streamside Protection and Enhancement Development Permit Area. 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 compensation or other environmental sensitive areas. Tree removal shall be avoided and

additional native plants may be needed to enhance Creek Greenways. The locations of future Creek Greenways are shown in **Map 1**.

5.12 HOUSING AND POPULATION ESTIMATES

At full build-out, it is estimated that the Williams neighbourhood will accommodate approximately 9,500 people in 4,930 dwelling units.





6.0 neighbourhood facilities

WNP



This section of the Neighbourhood Plan details the components that will contribute to making the Williams area liveable and support the physical, mental, environmental, social and cultural health of the neighbourhood and the broader community.

Neighbourhood Facilities

6.1 PARKS AND OPEN SPACES



This Plan establishes a network of parks and open spaces that contributes to a complete and livable neighbourhood in the Williams area. These parks and open spaces provide the neighbourhood with active and passive outdoor recreational opportunities to meet the needs of residents, employees and visitors alike.

6.1.1 NEIGHBOURHOOD PARK

A Neighbourhood Park is to be accommodated in the initial phase of implementing and developing the Williams neighbourhood. This Neighbourhood Park will provide a variety of recreational opportunities, including sports fields, playgrounds and access to natural areas, along with an Elementary and Middle Schools. The intent of these policies is to provide direction to ensure that the Neighbourhood Park site, along with the Elementary and Middle Schools, are appropriately located, sized and configured, and that necessary access and connectivity to and from the park-elementary-middle schools site is sufficient and appropriate for the needs of the users. Policies specific to a Neighbourhood Park are as follows:

Policies:

1. Provide a Neighbourhood Park (minimum 4 hectares [10 acres] in size), which will form part of a joint neighbourhood park-elementary school site with a minimum size of 6.9 hectares (17 acres), within the vicinity of 214 Street and 78 Avenue, as indicated on **Map 1**.

2. Identify and secure the Neighbourhood Park site along with the rezoning of all lands designated for residential development, as outlined in Policy 1, Subsection 11.2, General Prerequisites.

3. Ensure that the Neighbourhood Park and the adjoining Elementary and Middle Schools that comprise the joint park-elementary-middle schools site, are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.

6.1.2 WILLIAMS VIEW PARK

The Williams View Park is at least 2 hectares (5 acres) in size and takes advantage of one of the highest points of the Willoughby Escarpment in the Williams area and one of the most visible from the Milner Valley. It is located in the vicinity of Morrison Crescent and 76 Avenue and provides public open space for the neighbourhood and community, within an urban forest space that is established through retention, restoration and enhancement.

The Williams View Park will be a combined passive and active open space with recreational activities carefully woven into the urban forest context. The View Park will help maintain and enhance the forest character of the Willoughby Escarpment from the Milner Valley and view opportunities to the valley below. The intent of these policies is to establish an important place-making feature that contributes to the character and identity of the Williams neighbourhood. Policies specific to the Williams View Park are as follows:

Policies:

1. Provide and develop the Williams View Park that is approximately 2 hectares (5 acres) in size and is in the vicinity of Morrison Crescent and 76 Avenue, as indicated on **Map 1**.

2. Prepare a Williams View Park design as conceptually illustrated in **Figure 6.1**, that has approximate dimensions of 100 metres by 200 metres, and includes extensive tree plantings, strategic view opportunities to the Milner Valley and Mount Baker, connections to the Arbour Ribbon, integration of informal adventure play grounds that provide a space for children to engage in unstructured play and exploration of their surroundings, outdoor exercise circuits and other compatible recreational activities.

3. Fund the Williams View Park through the Willoughby Greenway Amenity Policy.



Figure 6.1 | *Williams View Park Illustrative Design*

6.1.3 URBAN PARKS

The two (2) Urban Parks in Williams will be 0.6 hectare (1.5 acres) in size and provide a gathering and active play area, with a combination of programmed and informal, accessible, and soft and hard surface spaces, for children, youth and adults of all ages. The Urban Parks are intended to be small but inviting areas of public space incorporated into urban areas. This park space, along with the Neighbourhood Park and Williams View Park, will help to serve the needs of the local population by providing a space for people to have a picnic, for children to play, and for friends to meet and gather. The Urban Parks can also be designed so that the space is adaptable and able to accommodate different programming opportunities. Policies specific to Urban Parks are as follows:

Policies:

1. Develop a minimum of two (2) Urban Parks located generally in the area indicated on **Map 1**, that is a minimum of 0.6 hectares (1.5 acres) in size.

2. Locate one of the Urban Parks within the High Street area, in the north section of the Mixed-Use + Residential District (see **Figure 6.2**). The High Street Urban Park shall:
   - be bordered by a minimum of three public streets and immediately adjacent to the High Street Greenway. The fourth side must be bordered by storefronts, at finished grade, preferably occupied by restaurants and cafes with outdoor patios;
   - incorporate seamless connections between the streetscape and the park area;
   - maximize building entrances, dwelling unit terraces and balconies, windows facing directly toward the park; and
   - provide on-street vehicle and food truck parking.

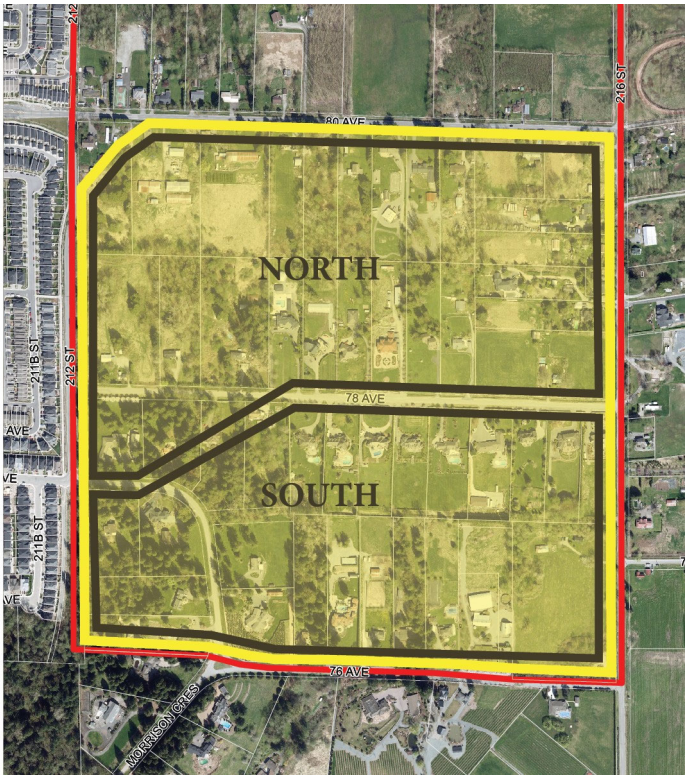


Figure 6.2 | *'North' and 'South' Sections within the Mixed-Use + Residential District*

3. Locate one of the Urban Parks within the Townhouse development area, in the South section of the Mixed-Use + Residential District (see **Figure 6.2**). This Urban Park shall:
   - be bordered by a minimum of three public streets, one of which can be a lane, and immediately adjacent to a Street Greenway;
   - incorporate seamless connections between the streetscape / lanescapes, and the park area;
   - maximize building and dwelling unit entrances, dwelling unit terraces, balconies and porches facing directly toward the park; and
   - provide on-street vehicle and food truck parking.

4. Design the Urban Parks from both a large-scale perspective (e.g., part of the parks and open space network of the neighbourhood and community) and a micro-perspective that provides everyday ‘episodic’ activities (e.g., a walking through enroute to another destination).

5. Incorporate a creative framework of an inclusive urban park (accessible + offered to all), a green urban park (integration of nature, natural materiality, and a significant tree canopy), a blue urban park (maximizing access to water settings, interactive waterplay, and visible management of rainwater), a sensory urban park (immersing all five senses), a neighbourly urban park (all-season weather protection, abundant seating and lounging opportunities that support socializing), an active urban park (supporting exercise and mobility), and a playable urban park (offering opportunities for all-age creativity and play) in the park design process.

6. Consider design features and elements for Urban Parks such as a central lawn with a possible focus point in the middle; pedestrian walkways and paths [natural steppingstone, wooden boardwalk]; various water elements [ponds, falls, fountains, play table, corridors, visible rainwater management spaces]; significant quantity of trees, specifically, but not exclusively, around the perimeter, native plantings, and other green design measures; abundant and variety of seating and lounging areas including some with a variety heights and sizes of tables; variations in grade; natural and programmed child play areas; youth spaces [hammocks, maze, labyrinth]; combination of high, mid and low level, whimsical and colourful, and safety lighting; canopies, open pavilions and other garden structures; grassed mounds and other climbing / jumping features; massive boulder for informal seating and play; and other features that enhance and support social interaction, relaxation, informal gathering, quiet contemplation, and unstructured recreation.

6.1.4 WILDLIFE HABITAT PATCH

In accordance with the Township Wildlife Habitat Conservation Strategy, an approximate 1,563 m² (0.4 acre) Wildlife Habitat Patch shall be secured, enhanced and maintained for education and recreation opportunities near the vicinity of Morrison Crescent and 77A Avenue. 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 and watercourse riparian areas within the Williams area, that connect and extend throughout Willoughby.

The intent of these policies is to facilitate the establishment of a Wildlife Habitat Patch for the provision of nature space, the preservation, restoration and enhancement of trees, the contribution to biodiversity, and for the purposes of ensuring ecological integrity and the strengthening of connections between natural areas and public connections and spaces. Policies specific to Wildlife Habitat Patch are as follows:

Policies:

1. Provide a Wildlife Habitat Patch, along with associated Off Street Greenway and Enhanced Sidewalks with connections to neighbouring Creek Greenway and Enhanced Sidewalks, within the vicinity of the intersection at Morrison Crescent and 77A Avenue, as illustrated on **Map 4** of this Plan and **Map 7** of the Willoughby Greenway Amenity Policy (WGAP).

2. Prioritize the location, configuration and vegetation enhancement of the Wildlife Habitat Patch that is deemed most capable of supporting wildlife in an urban setting.

3. Protect intrusion into the Wildlife Habitat Patch to preserve ecological integrity, as warranted.

4. Include interpretive signage and additional amenities, as and where appropriate, while keeping the overall protection of the area the priority.

5. Fund the Wildlife Habitat Patch and the connecting Off-Street Greenway and Enhanced Sidewalks through the Willoughby Greenway Amenity Policy.



6.1.5 NEIGHBOURHOOD FORESTED MEWS

The Neighbourhood Forested Mews is a former and decommissioned municipally-owned street and/or road right-of-way that is currently not used for vehicular traffic, has had unnecessary utility infrastructure removed and all asphalt, concrete and other surface material removed, as relevant. The area has been reassigned and replaced with pedestrian-accessible, forested open spaces. The Neighbourhood Forested Mews will contribute unique 'place making' feature for neighbourhood design in the low-density residential areas in Williams. This concept provides an opportunity to meet one of the planning principles and design features in Williams that supports integrating natural features and systems into new neighbourhoods to create a sense of place and to preserve and enhance the 'treed' character of the Willoughby Escarpment, while at the same time, creating a pedestrian-oriented, public amenity-rich neighbourhood. Policies specific to the Neighbourhood Forested Mews are as follows:

Policies:

1. Provide and develop the Neighbourhood Forested Mews at the locations as indicated on **Map 4** of this Plan and **Map 7** of the WGAP. The Neighbourhood Forested Mews will encompass the entire width – approximately 20 metres – of the existing dedicated public right of way.

2. Incorporate appropriate soils along the Forested Mews to support long-term, stable rooting for trees as well as rainwater detention and nutrient holding capacity.

3. Retain and include new trees, with a focus on coniferous, evergreens, and integrate a 3.0m wide shared-use, asphalt trail.

4. Consider relocation of the Neighbourhood Forested Mews provided that the area is the same or greater and there is a clear net benefit (e.g., retention of mature trees).

5. Consider the orientation of adjacent residences to front the Neighbourhood Forested Mews, if deemed appropriate and feasible. Provide these residences with pedestrian access to the Mews, yet include measures to differentiate public and private space, and provide a minimum of four (4) off-street parking spaces for each dwelling unit that fronts the Mews. No tandem parking within a building shall be permitted.

6. Require development to fund the removal and/or relocation of infrastructure, and any soil remediation, as part of Works and Services requirements of the Township's Subdivision and Development Servicing Bylaw.

7. Fund the reforestation of the Neighbourhood Forested Mews from existing and appropriate Township of Langley sources.

8. Fund the 3.0 metre wide shared-use trail through the Willoughby Greenway Amenity Policy.

6.2 GREENWAYS AND PEDESTRIAN CONNECTIONS

The network of greenway and pedestrian connections in Williams is an important component of the mobility network for both pedestrians and cyclists and a key recreational amenity. Along with the sidewalk and cycle lane network described in Section 8, street greenways, creek greenways (trails), enhanced sidewalks, and pedestrian connections provide continuous Pedestrian Connections between destinations within and beyond the plan area, and a range of easily accessible, recreational experiences. Some 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 and pedestrian connections are illustrated on **Map 4** of this Plan and **Map 7** of the WGAP.

6.2.1 STREET GREENWAYS

Street Greenways are wide landscaped boulevards along major 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, neighbourhood amenities and services, as well as the integration with greenways in adjacent neighbourhoods, and connections to destinations beyond. Policies specific to street greenways are as follows:

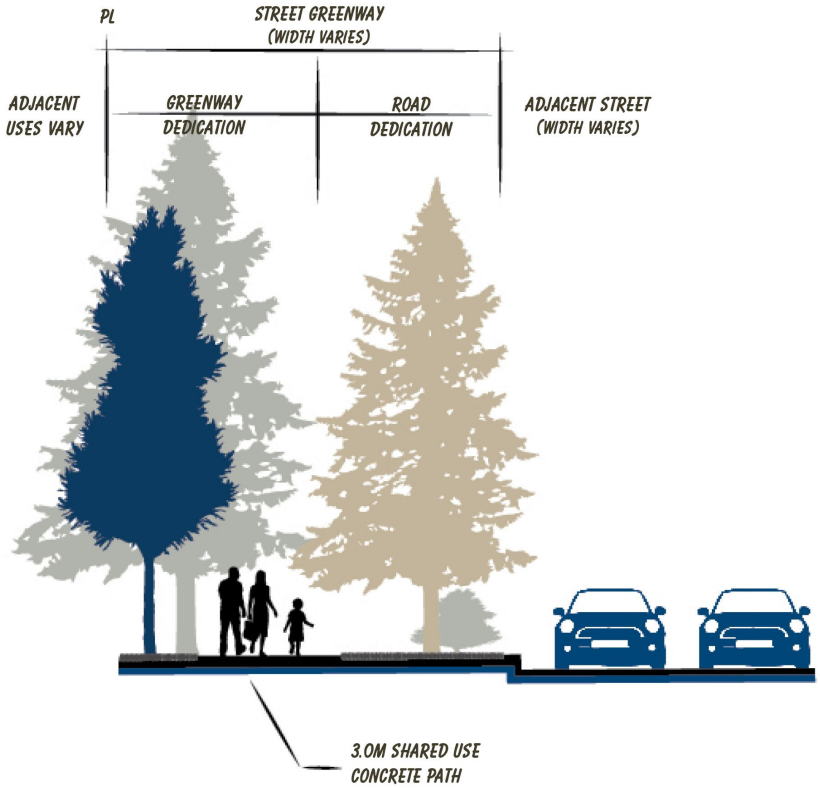


Figure 6.4 | *Street Greenway Illustrative Design*

Policies:

1. Provide contiguous Street Greenways in the locations identified on **Map 4** of this Plan and **Map 7** of the WGAP.

2. Construct Street Greenways in accordance with the standards provided in **Table 6.1** and illustrated in **Figure 6.4**.

3. Incorporate tree species, such as cedar and other evergreen, coniferous varieties, that complement the usual deciduous street trees;

4. Discourage the crossings of Street Greenways by driveways. Where no alternative exists, driveways should be consolidated and intersections with greenways shall be designed for the safety of greenway users;

5. Provide safe street crossings for pedestrians and cyclists at key intersections; and

6. Fund Street Greenways through the Willoughby Greenway Amenity Policy.

6.2.2 OFF-STREET RECREATIONAL GREENWAYS

Off-Street Recreational Greenways are trails that provide pathway connections between other pedestrian and cycling facilities. These multi-use pathways accommodate both pedestrians and cyclists and can be used for both recreation and commuting purposes. Policies specific to off-street greenways is as follows:

Policies:

1. Provide Off-Street Greenways in the locations identified on **Map 4** of this Plan and **Map 7** of the WGAP.

2. Construct Off-Street Greenways in accordance with the standards provided in **Table 6.1** and illustrated in **Figure 6.5**.

3. Fund Off-Street Greenways through the Willoughby Greenway Amenity Policy.

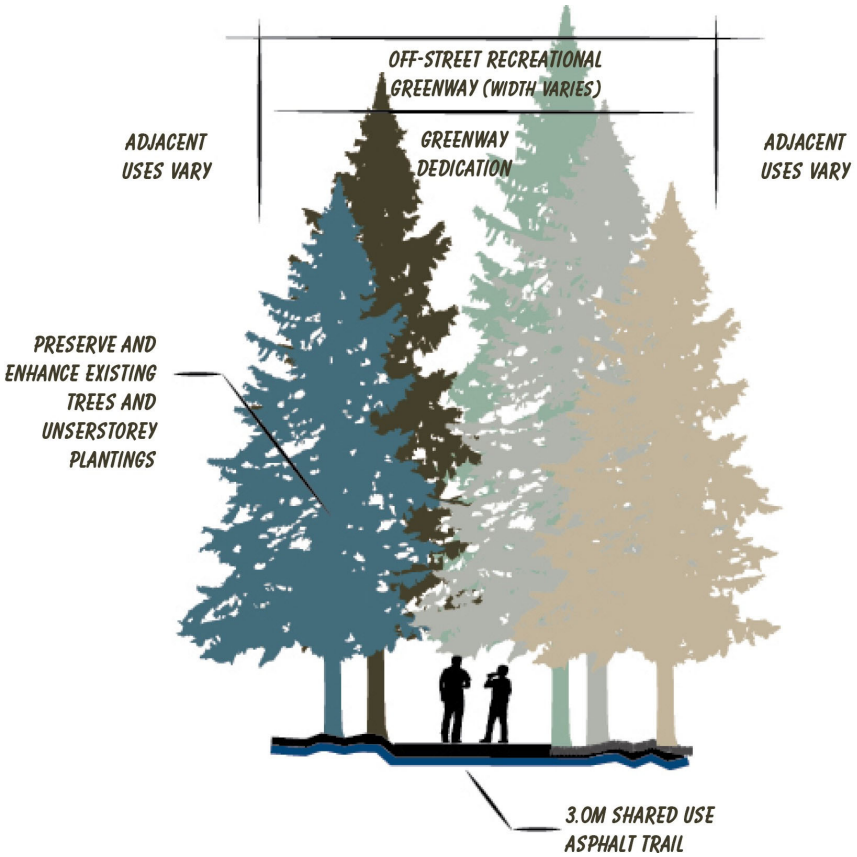


Figure 6.5 | *Off-Street Recreation Greenway Illustrative Desigr*

6.2.3 CREEK GREENWAYS

Creek Greenways are off-street trails that run adjacent to existing watercourses, Conservation and Watercourse Compensation Areas. These multi-use pathways accommodate both pedestrians and cyclists and can be used for both recreation and commuting purposes. Policies specific to creek greenways are as follows:

Policies:

1. Provide Creek Greenways in the locations identified on **Map 4** of this Plan and **Map 7** of the WGAP.

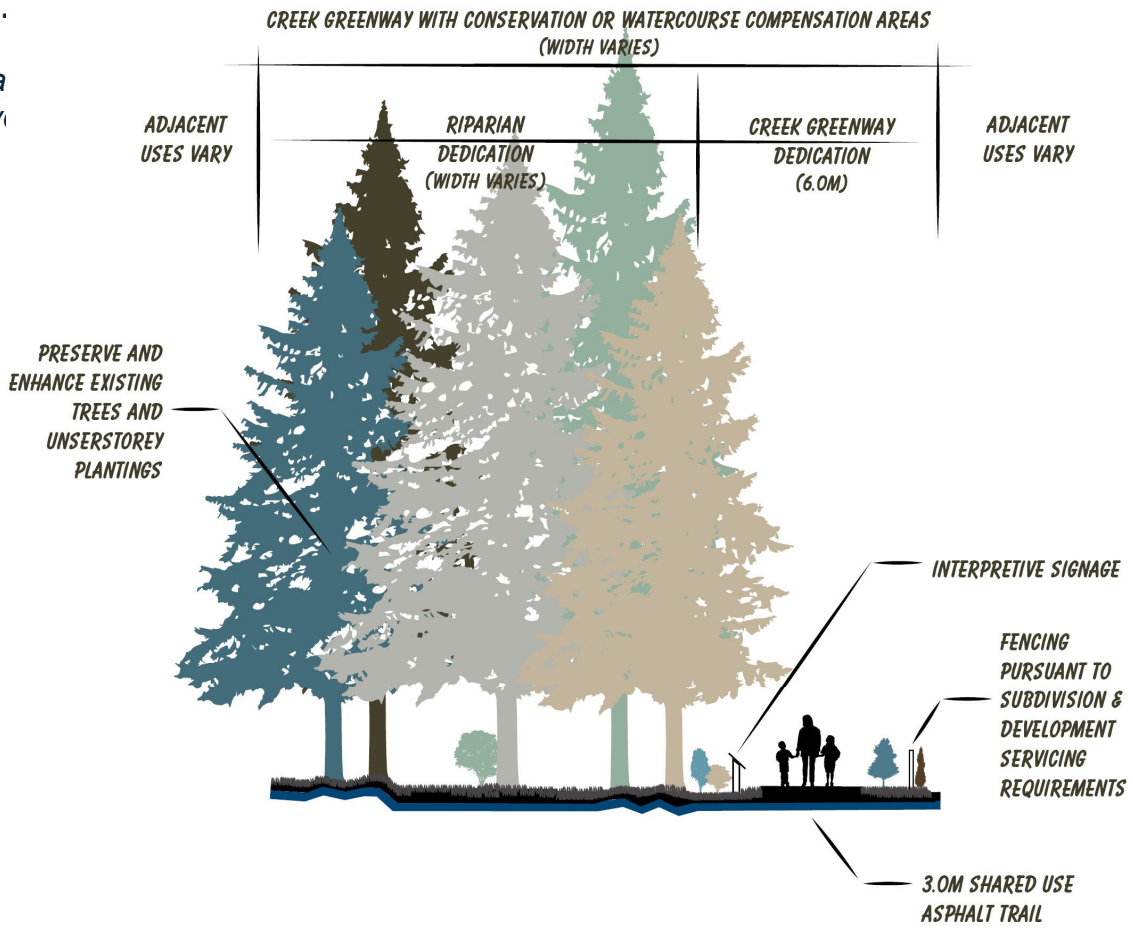
2. Construct Creek Greenways in accordance with the standards provided in **Table 6.1** and illustrated in **Figure 6.6**.

3. Locate Creek Greenways generally adjacent to the Conservation Areas and Watercourse Compensation Areas. Consideration will be given to locating the Creek Greenways within the outer edges of the Conservation Areas and Watercourse Compensation Areas provided that they do not negatively impact the habitat value or biological integrity of said areas.

4. Build appropriate 'connections' where the Creek Greenways intersect with other pedestrian and cycling facilities and other types of Greenways.

5. Fund Creek Greenways through the Willoughby Greenway Amenity Policy.

Figure 6.
Creek Greenwa
Illustrativ
Design



6.2.4 ENHANCED SIDEWALKS

Enhanced sidewalks are suitable in areas 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 wide multi-use pathway. Policies specific for Enhanced Sidewalks are as follows:

Policies:

1. Provide Enhanced Sidewalks in the locations identified on **Map 4** of this Plan and **Map 7** of the WGAP.
2. Construct Enhanced Sidewalks in accordance with the standards provided in **Table 6.1**.
3. Fund Enhanced Sidewalks through the Willoughby Greenway Amenity Policy.

6.2.5 PEDESTRIAN CONNECTIONS

Pedestrian Connections are to be provided to connect through developments and subdivisions, to and from greenways and trails, schools and bike routes within and outside the plan area as well as through areas where public access along a road is widely spaced. The location for the Pedestrian Connections, as shown on **Map 4**, is not intended to be interpreted literally but approximately. The intent of these policies is to secure, through development, additional connection points through development to increase the walkability and permeability of the neighbourhood and to improve connections with adjacent neighbourhoods and destinations. Policies specific for the Pedestrian Connections are as follows:

Policies:

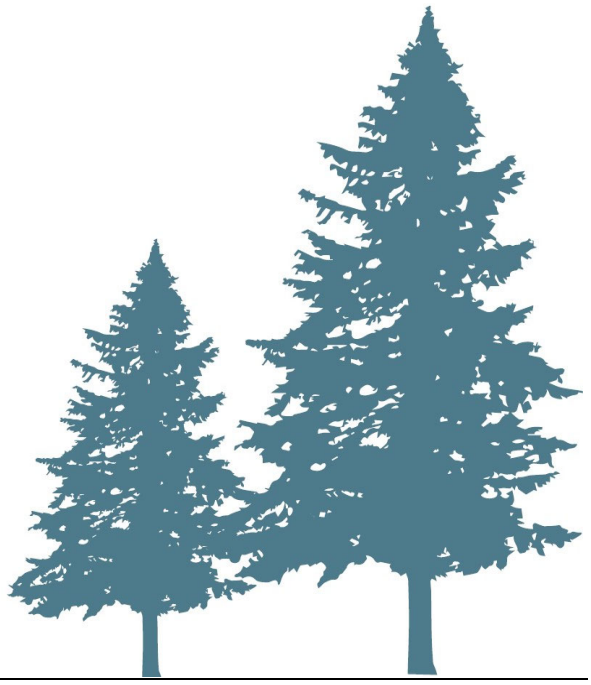
1. Provide Pedestrian Connections, which are a minimum three (3) metre wide concrete shared use, hard-surface (e.g., concrete, asphalt) pathway, in the locations identified on **Map 4**.
2. Design entrances to Pedestrian Connections, adjacent to Greenways, Enhanced Sidewalks, and other public rights-of-way, so that they are visible and will be interpreted as a ‘public’ pathway.
3. Pedestrian Connections are not funded through the Willoughby Greenway Amenity Policy.

6.2.6 GREENWAYS, PEDESTRIAN CONNECTIONS & ENHANCED SIDEWALK STANDARDS

Table 6.1 provides a summary of the Greenways, Pedestrian Connections and Enhanced Sidewalk Standards.

Table 6.1 | *Greenways, Pedestrian Connections, and Enhanced Sidewalk Standards*

TYPE	STANDARDS
Street Greenways	• 4.5m wide dedication (8m wide dedication along 216 Street, between 76 and 80 Avenues) • 3.0m wide shared use, concrete pathway
Off-Street Recreational Greenways	• 6.0m to 10.0m wide dedication, depending on location • 3.0m wide shared use, concrete pathway
Creek Greenways	• 3.0m wide shared use, asphalt trail located in the outer 6.0m of the required riparian area
Pedestrian Connections	• 3.0m wide shared use concrete pathway
Enhanced Sidewalks	• Within the road dedication • 2.0m wide buffer between the curb and sidewalk • 3.0m wide concrete sidewalk • 1.0m wide buffer between



6.3 SCHOOLS

At present there are no public schools in the Williams neighbourhood. At full buildout it is estimate that the Williams neighbourhood will contribute approximately 530 elementary school students (i.e., kindergarten to grade 5), 220 middle school students (i.e., grades 6 to 8), and 251 senior high school students (i.e., grades 9 to 12). In consultation with the Langley School District, it has been determined that Williams neighbourhood will need to accommodate an elementary school and a middle school.

A future elementary school site in Williams is anticipated to accommodate this growth in the number of students in the neighbourhood. It is anticipated that approximately 2 hectares (5 acres) of land for a new school site will be required. School District 35 will acquire the new school site, which would be developed at such time that the population growth warrants the establishment of the new school. 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 those of this plan. The School District has developed a Long Term Facilities Plan which has a 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. Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.

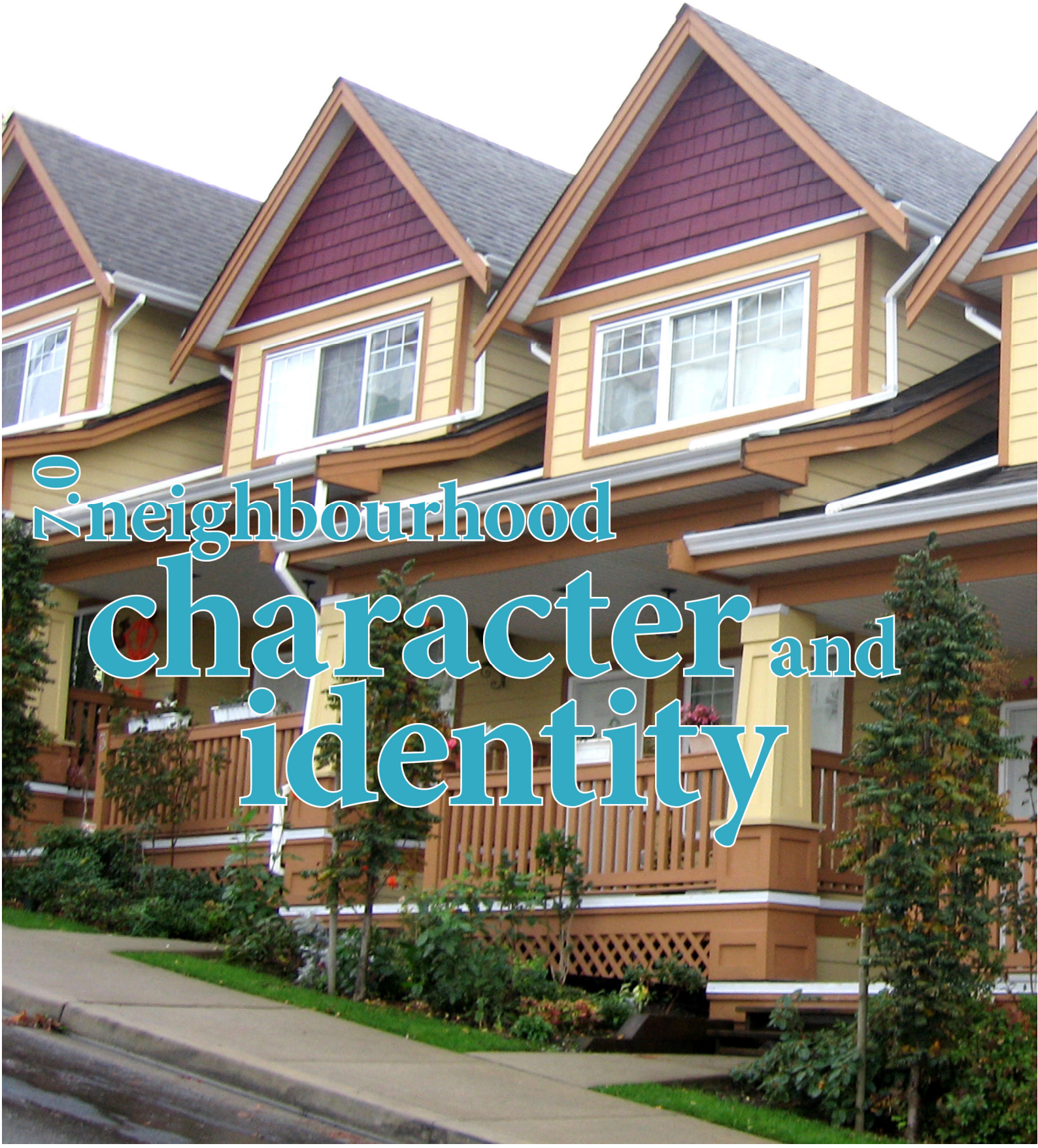
The intent of these policies is to provide guidance, in terms of the size and approximate location for a future joint use park-elementary school site:

Policies:

1. Accommodate a combined Middle and Elementary Schools, which will form part of a joint neighbourhood park-elementary-middle schools site with a minimum total size of 4 hectares (17 acres; 9 acres neighbourhood park, 4 acres for both the elementary and middle school), within the vicinity of 214 Street and 78 Avenue, as indicated on Map 1.

2. Identify and secure the Elementary School site along with the rezoning of all lands designated for residential development, as outlined in Policy 1, Subsection 11.2 General Prerequisites.

3. Ensure that the Elementary School and the adjoining Neighbourhood Park that comprise the joint park-school site are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.



01 neighbourhood character and identity



This section of the Plan includes policies that guide the development of place making features in the Williams area that will contribute to the character and identity of the neighbourhood as it grows and changes over time.

Neighbourhood Character and Identity

7.1 NEIGHBOURHOOD PLACE MAKING

The Williams neighbourhood is envisioned to be an urban, compact neighbourhood characterized by an active public realm. Within the streetscape, a variety of amenity features will help to further animate public spaces, promote walking, encourage community interaction and contribute to a the identity of the neighbourhood and the making of place.

The neighbourhood is expected to include an elementary school, employment lands in the form of a business park, a local-serving commercial node, a variety of park and open spaces, as well as pedestrian and cycling connections. Access to all of these should be possible via sidewalks, greenways and trails with appropriate crosswalks provided at controlled intersections.

View corridors from the neighbourhood to the south and southeast to the Milner Valley and vistas beyond (Mount Baker), are also provided in strategic locations. Neighbourhood, subdivision and building designs will also contribute to the retention and enhancement of the treed character of the Willoughby Escarpment, as seen and viewed from various points along the Milner Valley, specifically along Glover Road.

NEIGHBOURHOOD LANDMARKS

Within the Williams neighbourhood, there are two Neighbourhood Landmarks that serve as area gateway features that announce entrance into the Williams area, create civic focal points, and enhance the network of visual reference points throughout the Willoughby community. The locations, as denoted on **Map 1**, include:

- Intersection of 212 Street and 80 Avenue (see **Figure 7.1**)
- 216 Street and Highway #1 interchange (see **Figure 7.2**)

The Neighbourhood Landmark at 212 Street and 80 Avenue is approximately 3,802 m^2 (0.95 acre) in size and provides a predominantly hard landscaped urban public open space at the physical confluence of Street Greenway networks in Williams, connections with Smith and Yorkson neighbourhoods and areas beyond, and is located within former dedicated roads and will be maintained by the Township. The space for the Neighbourhood Landmark is on both the north and south corners at the west side of the re-aligned intersection at 80 Avenue and the 212 Connector. These spaces are highly visible to pedestrians, cyclists, transit riders and motorist along both directions of 80 Avenue and those heading north on the 212 Connector, as well as residents and workers within its vicinity.

The second Neighbourhood Landmark at 216 Street and Highway #1 interchange, on the west side, is an open space area that includes neighbourhood infrastructure – rainwater detention pond – at the confluence of a variety of Greenways and a gateway design and complementary features that thematically tie these elements together. The intent of these policies is to establish key place-making

features in these gateway areas and contribute to the identity of the Williams neighbourhood. Policies specific for Neighbourhood Landmarks are as follows:

Policies:

1. Provide and develop a Neighbourhood Landmark feature at the intersection at 80 Avenue and 212 Street, as indicated on **Map 1**.

2. Establish a coordinated Neighbourhood Landmark and community gateway feature at 216 Street and the Highway #1 interchange, on the west side, as indicated on **Map 1**, as part of the rainwater detention pond design. Additional land area may be required for the sizing of the rainwater detention pond to incorporate a viewing platform, a perimeter trail and public art.

3. Design the Neighbourhood Landmarks in accordance with the general concepts as shown in **Figure 7.1** and **Figure 7.2**, including the incorporation of public art.



Figure 7.1 | *Neighbourhood Landmark at 212 Street and 80 Avenue Illustrative Design*

4. Fund the Neighbourhood Landmark at 80 Avenue and 212 Street through the Willoughby Greenway Amenity Policy.

5. Fund the Neighbourhood Landmark at 216 Street and Highway #1 through the Willoughby Greenway Amenity Policy (not including the stormwater detention pond and associated plantings and landscaping).



Figure 7.2 | *Neighbourhood Landmark at 216 Street and Highway #1 Illustrative Design*

7.1.1 PUBLIC ART

In Williams, Public Art will form part of the two Neighbourhood Landmark locations. Public art is intended to improve the character and vibrancy of the public realm and to encourage community interaction amongst residents and visitors. The intent of these policies is to establish Public Art that will serve to create local identity and attractive neighbourhood spaces, and will enrich the everyday experience in the Williams area. Policies specific for Public Art are as follows:

Policies:

1. Include Public Art as part of Neighbourhood Landmarks at the locations identified on **Map 1**.
2. Require the Township of Langley to manage, maintain and insure all Public Art in accordance with Council's Public Art Policy (No. 06-024).
3. Ensure that an appropriate collection management system is in place and those documentation standards and inventory practices are implemented.
4. Encourage the incorporation of additional on-site Public Art in the design of buildings or landscape as part of development. Public Art should be located in publically accessible spaces or commercial spaces that members of the public often frequent.
5. Fund Public Art for the public locations identified on Map 1 through the Willoughby Greenway Amenity Policy.

7.2 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. Two (2) detention ponds shall be located in the vicinity of 216 Street in the Williams Neighbourhood Plan area: one at the northeast corner of the Plan area and another at the southeast corner. Policies specific for stormwater facilities as amenities are as follows:

Policies:

1. Incorporate pedestrian access around all or part of the edge/perimeter of stormwater facilities and link this pedestrian feature with nearby Greenways.

2. Provide safe access and seating along the inner slope of detention ponds. It is understood that pedestrians do not have access to all areas of the facilities.

3. Include aesthetic considerations as part of the design of stormwater detention pond, including but not limited to exposed walls and slopes visible by the public. This shall include hard and soft landscape design solutions, where appropriate. Incorporate evergreen, coniferous tree plantings around the perimeter of the detention pond to contribute to the treed character of the Willoughby Escarpment.

4. Design fencing to be aesthetically pleasing and thematically aligned with the design features of the Neighbourhood Landmark spaces. Acoustic barriers should be considered and included where traffic noise or adjoining uses negatively impacts the enjoyment of the amenity space and views to and from the facility.

7.3 GREEN ROOFS

Green roofs (also known as 'living roofs') can also promote effective stormwater management, reduce energy use, as well as provide communities with additional spaces for amenity and recreation uses. They consist of various roofing layers topped with a soil-like growing medium and specific plant species that have the ability to withstand dramatic swings in climatic conditions. The intent of these policies is to encourage the application of green roofs as part of development in the Employment District.

Policies:

1. Encourage new commercial and industrial buildings to incorporate green roofs to mitigate stormwater impacts and improve energy efficiency. Green roofs are to be utilized to the greatest extent possible for all non-residential development.

2. Consider the provision of employee accessible outdoor space on the green roof to accommodate both recreational and ecological needs.

3. Encourage the use of plant species that are native and non-invasive and appropriate to the climatic conditions of the Williams Neighbourhood Plan area.

4. Design green roofs in accordance with the BC Green Building Code.

5. Adhere to Township policy regarding, among other items, the management, maintenance and insurance/liability related to green roofs. Green roofs are to be kept in perpetuity. Irrigation and maintenance of the green roof are the responsibility of the building and/or property owner.

7.4 LANDSCAPE BUFFERS

A Landscape Buffer is a linear feature with plantings, earthen berms and hardscaping (e.g., fencing) that provides visual and noise attenuation between different land uses and transportation infrastructure. In the Williams area, a 'freeway' version of the Landscape Buffer will be applied between the Townhouse land use designation north of 83 Avenue and Highway #1. An 'interface' version of the Landscape Buffer will be applied between the Townhouse land use designation north of 83 Avenue and the areas east and south, designated as Business Park. Policies specific to Landscape Buffers is as follows:

Policies:

1. Provide a 'freeway' Landscape Buffer that is 15 metres wide, that includes retained and additional tree plantings, understorey plantings and ground cover, an earthen berm, and a 3 metre wide trail, and is located adjacent to Highway #1 as illustrated in **Figure 7.3**.

2. Provide an 'interface' Landscape Buffer at the location between the Townhouse land use designation north of 83 Avenue and the areas east and south, designated as Business Park, as illustrated in **Figure 7.3**, that is 6 metres deep and that extends the full length of the east property line. This buffer feature is in addition to landscaping requirements and setbacks treatments required in the Township of Langley Zoning Bylaw, Subdivision and Development Servicing Bylaw (as amended from time to time) and other relevant Township bylaws.

3. Fund the provision of the 'Freeway' Landscape Buffers through the Willoughby Greenway Amenity Policy.

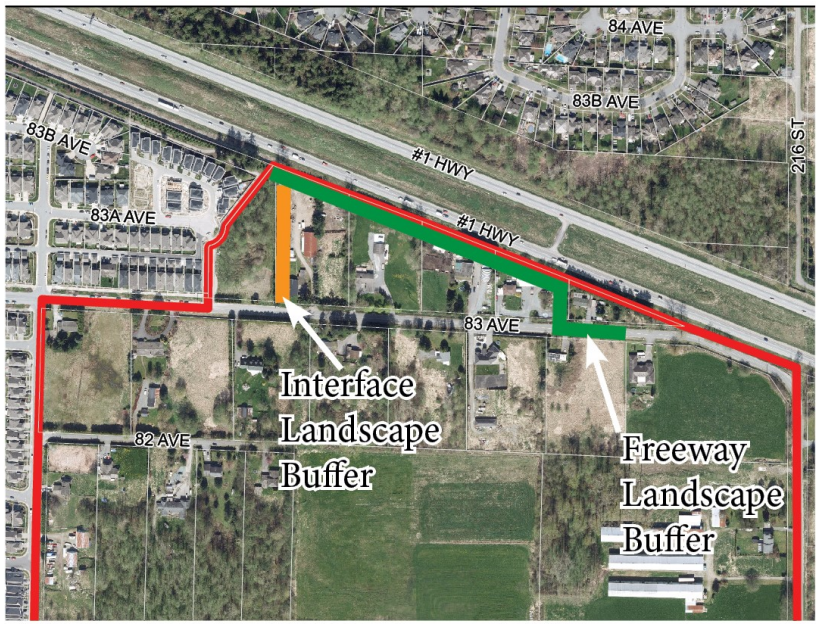


Figure 7.3 | *Landscape Buffer Locations*

7.5 LOCAL ROAD GATEWAYS

Local Road Gateways provide a further place-making opportunity to indicate arrival to and departure from residential areas within the Williams area. These entrances help create an identifiable place and provide a significant entryway. The intent of these policies is to guide the inclusion of Local Road Gateways in appropriate locations in the Williams area.

Policies:

1. Construct Local Road Gateways where local roads meet collector roads consistent with the standards illustrated in **Figure 7.4**. Incorporate additional landscaping and signage as appropriate.

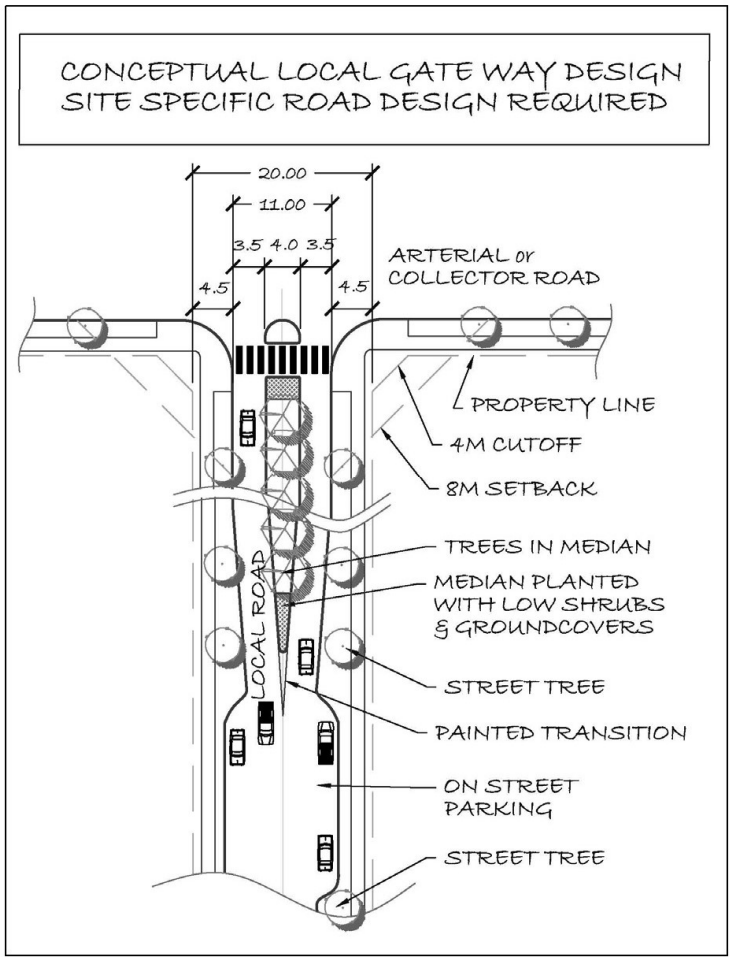


Figure 7.4 | *Conceptual Local Road Gateway Design*

7.6 UTILITY BOXES AND VAULTS

Urban communities include a variety of supporting infrastructure, some of which is visible and others are not. Siting and finishes of these at-grade or above-grade infrastructure are necessary and careful location and placement is warranted such that they do not interfere with mobility or the aesthetic qualities of the Williams area. The intent of these policies is to guide the location and appearance of at-grade utility boxes and vaults.





Policies:

1. Plan and coordinate the location of utility boxes (e.g., telephone hubs and electrical transformers), ventilation equipment or other at-grade mechanical equipment to minimize their impact on the public realm, including placing them underground or inside buildings wherever possible.

2. Place existing overhead utilities underground as part of new development and upgrades to infrastructure.

3. Apply appropriate 'wraps' on utility boxes and other at-grade mechanical equipment as part of off-site and on-site works and services associated with development 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.

7.7 RETAINING WALLS

Developing a pedestrian friendly, visually attractive neighbourhood in a setting characterized by sloping sites is a key aim of the Plan. The southern portion of the Williams Plan has a sloping terrain that could result in significant grading and use of retaining walls to create suitable development sites. The intent of these policies is to encourage new development to work with the land to create viable high-quality developments.

Policies:

1. Ensure development and infrastructure projects build with the slope to help preserve the natural topography of hillside areas and minimize cut and fill excavations.

2. Integrate landscaping, apply texture treatments and use a 'stepped-approach' in the design of retaining walls where they are located along any public right-of-way, in a public space or area visible to the public, in order to provide visual interest and help integration with the surrounding area.

7.8 HERITAGE

In 2012, Township Council endorsed a Heritage Strategy that outlines the strategic goals and actions for heritage to 2022. The Strategy recognizes the importance of Langley's historic and archaeological resources, its rural lands, and its natural and cultural landscapes, in developing complete sustainable communities, and identifies nine goals and a number of actions to be implemented over ten years. The following actions would apply to resources identified in the Williams 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; and
- Investigate extending conservation incentives for heritage building owners in the form of permissive or property tax exemptions.

Archaeological Resources

Although there are no previously recorded archaeological sites within the plan boundaries, there are reports that some lithic materials have been found within the Yorkson Creek area, indicating that 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 landowners, occupants and service providers are required to conform to provincial process and permitting requirements with respect to both known and unknown sites.

Natural and Cultural Landscapes

The Willoughby Escarpment that runs along the eastern edge of the Williams neighbourhood is a prominent geographical feature. This natural feature, which forms a natural division between the Milner Valley and upland areas, includes some large stands of trees both within Williams and its adjacent rural areas to the south and southeast. The escarpment additionally provides for scenic views of the location of the historic 1830s Hudson Bay Company Farm in Milner, and in some locations longer views to Mount Baker, the Golden Ears and other peaks in the Coast Mountain Range.

Protection of the escarpment's visual and historical significance as viewed from the Milner area can be achieved through a combination of tree protection and tree replacement strategies. Implementation of these strategies will be emphasized for areas along the Agricultural Land Reserve boundaries, along the east and south boundaries of the plan. Given that the urbanization process will occur over a number of years and decades, the escarpment's image and character will evolve and regenerate as new trees grow and mature along the within the neighbourhood.

The low-lying, flat lands surround Milner comprise the original 1830s Hudson's Bay Company commercial farm, a unique cultural landscape that has retained its historic configuration, agricultural use, and valley viewscapes since the early 1800s.

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 several buildings within the plan boundaries, although none of the sites identified have been added to the Township's Heritage Inventory to date.

The intent of these policies is to guide the preservation, restoration and commemoration of built and archaeological resources and natural and cultural landscapes that have heritage values as they relate to the Williams area.

Policies:

Protect Archaeological Sites and Areas

1. Discourage unauthorized damage to archaeological sites by encouraging landowners and service providers to fulfill their obligations under the Heritage Conservation Act through the provincial Archaeology Branch.

Protect the Character of the Milner Valley as a Cultural Landscape

2. Retain the historic views up and down the Milner Valley as well as the natural topographical division between the valley's current agricultural/rural lands and the upland areas by preserving, enhancing and incorporating trees and stands of trees along, above and below the Willoughby Escarpment, with a particular focus on the south portion of the Williams area and the urban/rural edge along the Agricultural Land Reserve boundary.

3. Design and locate new development, buildings, roads, parks and pedestrian connections, within sightlines from the Milner area toward the Willoughby Escarpment, with consideration given to the various view levels, with the objective of enhancing and preserving a forested escarpment. Designs should include a view analysis.

4. Apply compatible exterior materials and colours that blend with the natural, treed environment that characterizes the escarpment.

5. Preserve specimen trees in the Williams area as part of development and infrastructure projects (e.g., row of 'cherry blossom' trees along 76 Avenue).



Preserve Sites Deemed to be of Historic Value

6. Retain buildings, including those identified within the Plan boundaries that were identified in the Willoughby Heritage Study (2005) and others deemed to be of historic value, through the use of heritage revitalization agreements and other tools provided by the *Local Government Act*, based on a future independent site assessment at the time of redevelopment.

7. Consider, on a case-by case basis, financial incentives such as density, use, siting and other regulations, as a means of retaining historic buildings.

8. Seek adaptive re-use of historic buildings and the incorporation of such resources into new developments. In such situations, the successful integration of historic buildings within new developments will be assessed based on form and character considerations.

9. Encourage the utilization of best practices in conservation planning by complying with the Standards and Guidelines for the Conservation of Historic Places in Canada for historic buildings earmarked for retention.

Document Buildings Approved for Removal

10. Provide photo documentation for archival purposes or alternatively prepare an 'As-Found Report' to the satisfaction of the Township prior to the removal of any building that has been deemed to be of heritage interest based on previous documentation, such as the Willoughby Heritage Study or other sources.

Commemorate Williams History

11. Commemorate early and historic places, where appropriate, with historic place names or interpretive signage and through complementary public realm design and signage projects that recognize and celebrate the tangible and intangible aspects of Williams's history.

7.9 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The safety and security of residents are an important component of any liveable community. Safety and security are considered not only in terms of personal physical safety (i.e., crime and threats to personal property), but also in terms of safety for pedestrians, vehicles and cyclists. Traffic safety is addressed further in Section 8.

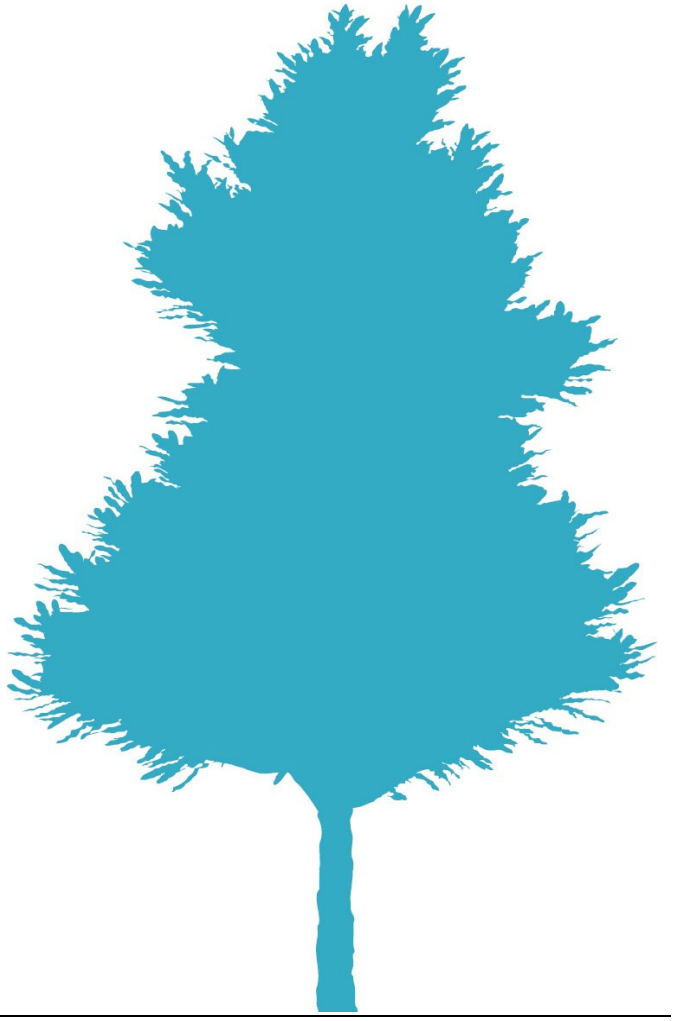
The way in which we design our communities and public spaces, allow for new development and encourage interaction amongst the public can impact personal safety and the ability of law enforcement to reduce crime within a community. This approach to development planning, which seeks to reduce opportunities 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 - making a design or location decision that takes into account the surrounding environment and minimizing the use of space by conflicting groups
- Image/Maintenance - ensuring that a building or area is clean, well-maintained, and graffiti- free

The intent of the policies aligns with the spirit of the CPTED principles. As development within Williams occurs over time, planning staff should verify that land development proposals comply with CPTED principles prior to approval.

Policies:

1. 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.
2. Adequate lighting should be provided for all streets, lanes, parking areas, parks, trails, as appropriate, and building entrances to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.
3. Landscaping and fencing should be designed to avoid the creation of blind spots or hiding places.
4. Site design should allow for clear sightlines between parking areas, public sidewalks, and building entrances.



7.10 LIGHTING DESIGN

In Williams, neighbourhood-specific on-street and off-street lighting for vehicle travel lanes, parking and pedestrian areas will be provided at the commercial node, located at 80 Avenue and 216 Street. The integration of this lighting will help to create pedestrian-friendly character, and desirable and active streetscapes in key areas of Williams. The intent of these policies is to establish neighbourhood-specific lighting in Williams that will serve to create local identity and attractive neighbourhood spaces, and will enrich the everyday experience in the Williams area.

Policies:

1. Provide ornamental street lighting fixtures at the Williams commercial node, located at 80 Avenue and 216 Street, for both on-street and off-street areas.

2. Locate and space on-street and off-street lighting elements based on the industry standard modeling and requirements, CPTED principles, BC Building Code, Township of Langley's Subdivision and Development Servicing Bylaw specifications and standards and the Exterior Lighting Impact Policy, as amended from time to time.

3. Include pedestrian scale lighting along all streets, street greenways, creek greenways and other pedestrian areas and connections.


mobility
STOP



The mobility network supports and ties together the land use elements of the Williams neighbourhood. The transportation system for this Plan encourages sustainable modes of transportation and provides a highly-connected network of pathways, streets and transit routes. This section outlines policies for mobility in the Williams area, including those intended to facilitate the use of active transportation modes as well as those intended to ensure that future transit and street networks function efficiently.

8.1 STREET NETWORK

As the Williams area develops, the street network will link various parts of the neighbourhood together and will be functional, safe and efficient for all modes of travel. The Williams' street network is predicated on the Township's street network hierarchy, which classifies roads based on function, traffic service, land access, and traffic volumes. The following road types are included within Williams:

- **Arterial Roads** have the primary function of accommodating longer-distance, regional travel, with limited access to individual parcels. The Williams neighbourhood has 80 Avenue, 212 Street and 216 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 Williams form an alternative grid network that will help distribute traffic throughout the area. The collector roads for Williams are 76, 78, 79A and 81 Avenues and 212A (including Morrison Crescent), and 214 Street.
- **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.

This section outlines the street network within the Williams area and harmonizes the need for motor vehicle movement and parking with the needs of pedestrian, cyclists and transit users. The street network is designed to support a modified grid pattern where possible, combined with a 'fine-grained' block and lot structure that reflects the topography and grades of the area and supports the development of energy efficient neighbourhoods. The street network is appropriately sized for the anticipated amount of traffic. It will distribute vehicular traffic through multiple routes provided within the Williams area, and is connected with the broader Willoughby area, and destinations beyond. The Circulation Concept Plan (Map 3) outlines the planned street network. Substantial compliance with the street network established in the Circulation Concept Plan is required; however, there is some flexibility.

Policies:

1. Develop the street network, including arterial, collector, local roads, as illustrated in the Circulation Concept Plan (**Map 4**). The alignment of the collector route of 77A Avenue to 78 Avenue is required to ensure connectivity. The local road alignment as illustrated in the Circulation Concept Plan that provides connection between 76 Avenue and 79A Avenue shall be incorporated as part of subdivision design. Flexibility will be considered without amendment to this Land Use Plan where the local road cannot conform entirely to the concept due to site constraints.

2. Design the layout of residential areas with a block-based network of walkable streets on a modified grid with an east-west orientation (see Section 4.0) and aligns with the arterial and collector network as illustrated in the Circulation Concept Plan (**Map 4**). The 'H'-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units. Single-access street patterns (cul-de-sacs) shall be avoided; where this is

impractical, safe and functional pathway connections that accommodate pedestrians and cyclists shall be provided to link with the mobility network in Williams and points beyond.

3. Relocate the centre line of 216 Street, between 76 and 80 Avenue, to accommodate a four-lane plus left turn lanes entirely on the west (urban) side with no encroachment on the east side into Agricultural Land Reserve (ALR) lands. The streetscape on the east side will incorporate a multi-use path and boulevard with street trees. The streetscape on the west side will provide an urban level of service including curb and gutter, boulevard with trees and understorey plantings, extra-wide urban street greenway and abundant coniferous trees. The greenway on the west side will be a total of 12 metres wide, with 4 metres in the road right of way, and an additional 8 metre land dedication funded through the Willoughby Greenway Amenity Policy.

4. Incorporate low impact design features for rainwater management into street designs within the Williams area, to facilitate the infiltration of stormwater.

5. Require all residential development fronting on arterial and collector streets, all Greenways, and areas with Enhanced Sidewalks to provide rear lane or internal strata road access. The 'H'-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units.

6. Secure statutory rights-of-way for all category of streets, including arterial, collector, local and lanes. A right-of-way includes sidewalks, travel and parking lanes, boulevards and utility allowances. The details are included within the Engineering Services Plan for transportation.

7. Locate multi-family amenity spaces away from arterial streets.

8. Apply modest grade-separation features that are appropriate and in keeping with the goal of walkable streets – such as an elevated main entrance of the dwelling unit from the finished grade, retaining walls along the property line – for all residential development along arterial streets to provide sound attenuation.

8.2 PEDESTRIAN AND BICYCLE CIRCULATION

This section outlines the pedestrian and bicycle routes within the Williams area, which form a critical part of the multi-modal, mobility network. In addition to sidewalks on the street network and on-street bike lanes along arterial streets, other facilities have been included in the network that pedestrians and cyclists can use to get around the area and connect with surrounding communities and destinations.

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.

The Williams cycling network will connect with cycling networks of adjacent neighbourhoods (Yorkson, Smith, NE Gordon Estates) as well as key destinations such within broader Willoughby such as the Carvolth Transit Exchange and Willoughby Town Centre, as well as connections to the frequent transit corridor along 200 Street, to Walnut Grove and Trinity Western University.



The intent of these policies is to outline the pedestrian and cycling network within Williams that contribute to the connectivity of the area and the community. The Circulation Concept Plan (Map 3) outlines the planned network for these active transportation modes. Substantial compliance with the network established in the Circulation Concept Plan is required; however, there is some flexibility.

Policies:

1. Incorporate pedestrian facilities and networks such as Street Greenways, Creek Greenways, Enhanced Sidewalks, and Pedestrian Connections in the Williams neighbourhood that conform to Township standards and in accordance with the Circulation Concept Plan (**Map 4**) as illustrated.

2. Design cycling facilities and networks, including commuter, recreational and community routes, in the Williams neighbourhood that conform to Township standards and in accordance with the Circulation Concept Plan (**Map 4**) as illustrated.



8.3 TRANSIT SERVICE

The 2007 South of Fraser Area Transit Plan provides a long-term vision for transit to 2031. This vision includes 200 Street in the Willoughby area as a Frequent Transit Network (FTN) route in the short and medium term and 208 Street as a Frequent Transit Network (FTN) route candidate. Over the long term, 200 Street is envisioned to be part of TransLink's Rapid Transit Network, with potential for the corridor to accommodate bus or light rail rapid transit service within a dedicated median.

TransLink's South Fraser Area Transit Plan does not currently indicate any specific new transit routes through the Williams neighbourhood. Williams is located 3km from the Carvolth Exchange, a major transit exchange that connects riders to Langley City, Maple Ridge, Abbotsford, and Millennium and Expo SkyTrain lines. In the future, transit ridership is expected to grow and it is reasonable to assume conventional transit services will likely operate on major arterial roads such as 216 Street, 212 Street and 80 Avenue. It is reasonable to assume that some transit services could operate on collector roads as well.

An objective for the Williams Neighbourhood Plan is to enable active transportation 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; at least in the short and medium term until such time as bus transit is provided in the Williams area.

Policies:

1. Accommodate future bus transit routing and stops in the Williams area along arterial streets through appropriate street design standards.

2. Provide a street design standard along the 78 Avenue to integrate future community shuttle transit service.

3. Design transit stops to include suitably sized landing pads for passengers, as well as amenities such as shelters and benches, where appropriate.

8.4 TRAFFIC CONTROL AND TRAFFIC CALMING

The Township has a generalized approach to intersection control which is delineated as follows:

Intersection Type	Traffic Control Type
Arterial/ arterial	Traffic signals
Arterial/ collector	Traffic signals
Collector/ collector	Roundabouts

These intersection control types are used as a starting point in the development of the Circulation Concept Plan (Map 3) for Williams.

Policies:

1. Incorporate traffic control and traffic calming infrastructure in the Williams neighbourhood, in accordance with the Circulation Concept Plan (**Map 4**), as illustrated.

2. Require a detailed transportation assessment as part of development review process for individual sites, as deemed appropriate, to confirm intersection control types that are applied to any particular intersection.

3. Apply additional traffic calming elements, as outlined in Council Policy 05-110 Neighbourhood Traffic Calming, for collector and local roads, as determined through a transportation assessment as part of the development review process. Particular attention for additional traffic calming measures will be given to north/south collector and local streets on steeper terrain and intersections along 76 Avenue (e.g., at 214 Street).

4. Limit 'right-in / right-out' turning movements at the intersection of 76B Avenue at 216 Street. As part of development review process, consider as part of the detailed transportation assessment the need and technical appropriateness of pedestrian activated signal at 78B Avenue at 212 Street.

8.5 PARKING AND TRANSPORTATION DEMAND MANAGEMENT

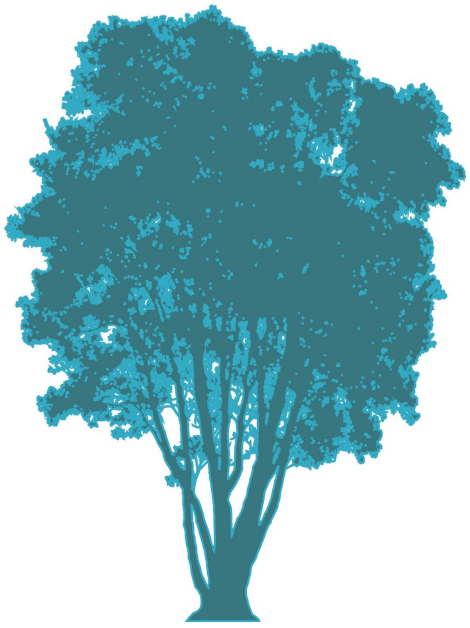
Parking management in Williams is intended to ensure sufficient on- and off-street parking supply. On-street parking is permitted on both sides of collector roads and local roads and should be incorporated into the design of the transportation network. Off-street parking requirements differ by land use and is provided in accordance with Township of Langley Zoning Bylaw 1987 No. 2500, as amended.

Policies:

1. Accommodate on-street parking on both sides of all local and collector streets.

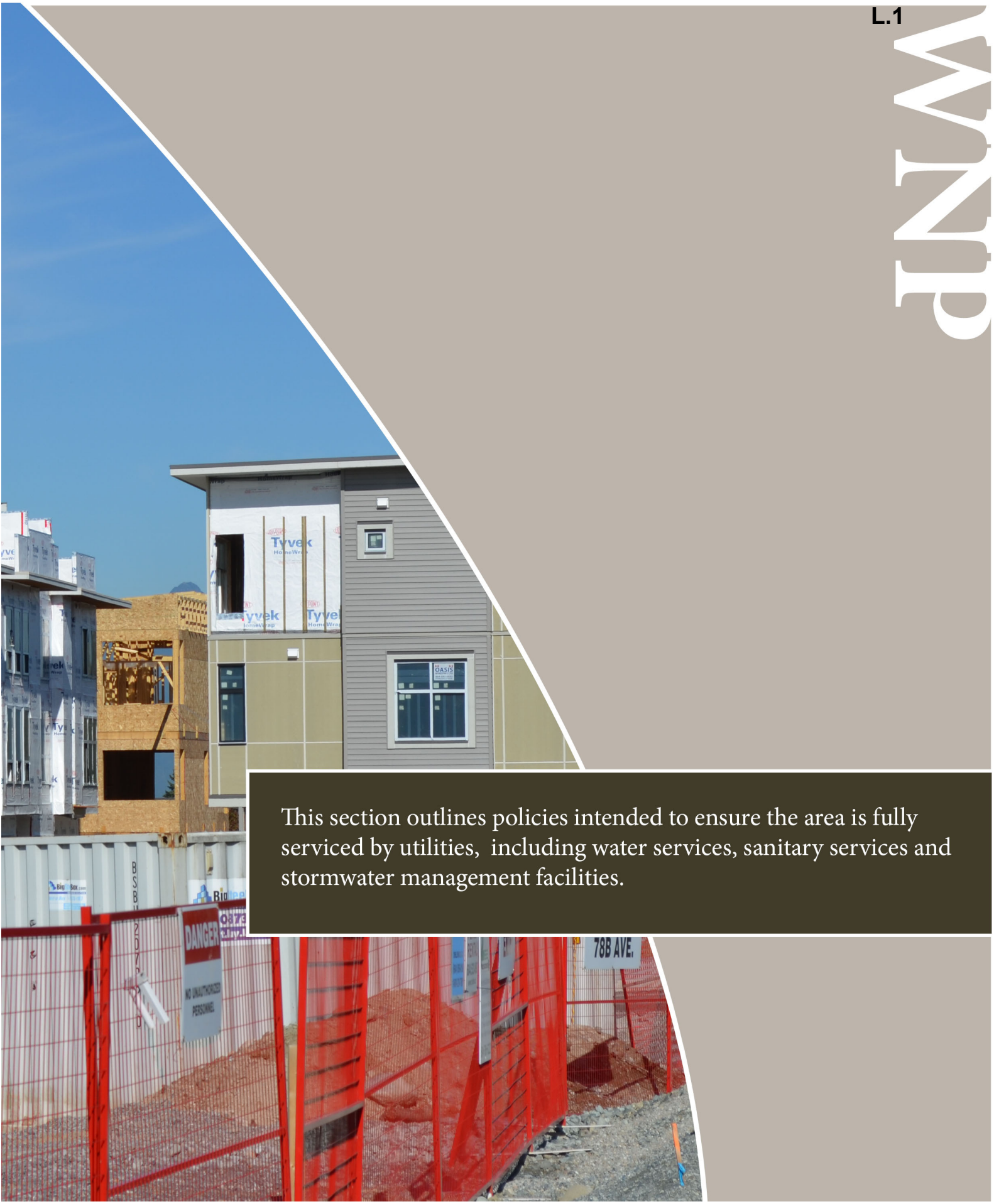
2. Design front-loaded residential development to include double-wide driveways and enough space for one vehicle to park on-street in front of each dwelling unit in order to provide adequate parking, except for dwelling units that front arterial streets.

3. Design residential subdivisions with rear lanes and rear loaded lots for single family, semi-detached and rowhouse dwelling units, as defined in the Township of Langley Zoning Bylaw, in order to support a high-quality pedestrian environment. Rear-loaded residential development must have space for one vehicle to park on-street in front of each dwelling unit, except for dwelling units that front arterial streets.



4. Provide a minimum four (4) off-street parking spaces for each dwelling unit fronting an arterial road. No tandem parking within a building is permitted.


infrastructure
and energy



This section outlines policies intended to ensure the area is fully serviced by utilities, including water services, sanitary services and stormwater management facilities.

Infrastructure and Energy

9.1 ENGINEERING SERVICES PLAN

The Engineering Services Plan 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, however, be alternative servicing strategies to those presented in the ESP as a result of 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 provided that a new scheme meets the spirit and intent of the Williams Neighbourhood Engineering Services Plan and in the opinion of the Township, does not adversely impact servicing requirements for property owners.

9.2 WATER

9.2.1 EXISTING CONTEXT

The Williams Neighbourhood Plan area is supplied with water from a Greater Vancouver Water District (GVWD) main on 204 Street through a number of connections and Pressure Reducing Valve (PRV) Stations. Pressure is maintained through the Willoughby Pump Station. The plan area is currently serviced internally by a coarse network of watermains given the largely rural nature of the area. The existing system indicates that the plan area lies within two (2) separate pressure zones: Pressure Zone 110m and Pressure Zone 131m.



The GVWD supply main and the existing internal network are understood to have sufficient capacity to provide adequate flows to meet domestic demands and fire flows for the planned neighbourhood. The Engineering Services Plan completed as part of the Williams Neighbourhood Plan process provides an updated water distribution strategy to support the neighbourhood, and outlines pressure zone boundaries.

9.2.2 FUTURE CONDITIONS

A water system analysis has been completed to determine peak demands and fire flow requirements, and identify water infrastructure improvements required to support projected growth in the

neighbourhood. However, analysis is limited to the larger grid mains and did not include review or sizing of smaller local mains.

The analysis has identified the need for expanding and upgrading of the existing system to meet water and fire suppression flows for peak demands based on projected growth. Additional information can be found in the Williams Engineering Services Plan that accompanies this Neighbourhood Plan. All works will need to be confirmed through detailed design as part of the subdivision process.

9.3 SANITARY SEWER

9.3.1 EXISTING CONTEXT

There is currently no existing sanitary sewer infrastructure within the Williams Neighbourhood Plan area. Given its largely rural character, existing properties are serviced by individual septic systems. Land use changes will require sanitary sewer collection and conveyance system for the area. The Engineering Services Plan for the Williams neighbourhood will confirm details of sanitary requirements, including requirement and location of pump stations, forcemains and/or downstream infrastructure upgrades.

9.3.2 FUTURE CONDITIONS

Sewer system analysis has been completed to determine peak sewage flows and identify sewer infrastructure required to support projected growth for the Williams neighbourhood. Analysis is limited to trunk infrastructure only and does not include alignments or sizing of local sewer mains.

The analysis has identified the need for additional trunk sewer mains throughout the neighbourhood to accommodate the increase in sewer loading, which are proposed to generally align with major transportation corridors. Flows will gravity feed either to the northeast or southeast corners of the Williams due to topography variations across the neighbourhood. Two sanitary pump stations will be needed in the vicinity of the 216 Street corridor: one in the north and one in the south. Sanitary forcemains will then carry the flows to connect inlets at 83 and 77A Avenues respectively.

The Williams Engineering Services Plan has been completed to update the sanitary sewer strategy for the Williams neighbourhood. Servicing should follow the catchment areas shown and all works will need to be confirmed through detailed design as part of the subdivision process.

9.4 STORMWATER

9.4.1 EXISTING CONTEXT

The Williams neighbourhood is part of the Salmon River Watershed, adjacent to the Yorkson Creek and Upper Nicomekl Watersheds. Given its largely rural character, the current drainage system is dominated by the natural and augmented watercourses, branches, tributaries and drainage channels of the ‘two’ segments of Guy Creek, located in the northern and southern areas of Williams, as well as a coarse network of road-side ditches and culverts, and partially piped sections. This drainage network eventually drains into Salmon River.

9.4.2 FUTURE CONDITIONS

As part of the Williams Neighbourhood Plan process, the Williams Engineering Services Plan has been completed to update the stormwater management strategy for the Williams neighbourhood. All works will need to be confirmed through detailed design as part of the subdivision process.

The significant change in land use will affect the hydrology of the area, requiring compensatory actions to stave off increased risk to erosion and flooding. These actions include three primary components. The first component is the application of on-site best management practices (BMPs) such as infiltration trenches and absorbent landscaping to the greatest extent practical to retain rainwater on site and recharge it to ground. BMPs will be applied both on private sites as well as off-street public corridors, particularly the pedestrian greenways to help reduce the impervious area.

The second component is the conveyance systems, largely piped, to convey generated runoff to communal detention ponds. Preliminary routing and sizing of trunk storm sewers has been identified in the Engineering Services Plan. Detention ponds and associated outlets to the Salmon River system represent the final component of the management system. Within the Williams area, two (2) new detention ponds are proposed. The location of these ponds has been identified in general terms only on Map 1, as the specific siting will be subject to more comprehensive development planning and land agreements. The exact location and size of these ponds are to be verified at the time of a development application. The number and size of detention ponds may vary based on the ability to secure land or rights-of-way for infrastructure, the timing of development of specific properties, or a different engineering approach.

Integration of stormwater ponds and associated conveyance systems as an amenity feature incorporated into the neighbourhood is important. As an amenity, stormwater systems shall be considered for multiple purposes including, but not limited to ecological, recreational, education, and aesthetic value. Considerations will be given to hard and soft landscaping in urban and naturalized settings. Apply the policy guidance as outlined in Section 7.3 of this Plan in the design of detention ponds.

9.5 HYDRO, TELEPHONE, STREET LIGHTING AND OTHER UTILITIES

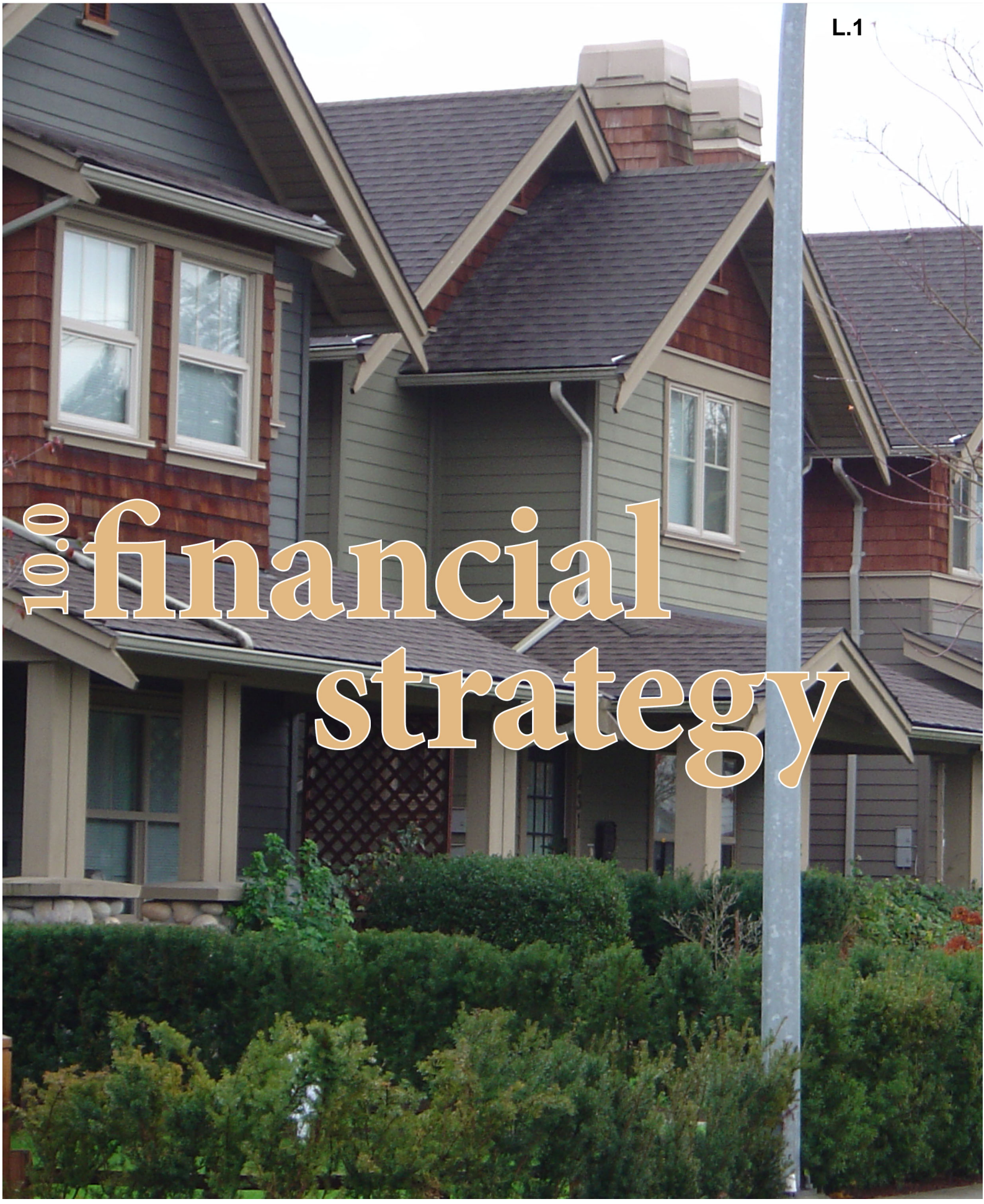
As stipulated in the Township of Langley Subdivision and Development Servicing Bylaw, new hydro and telecommunication lines are to be provided underground. Street lighting shall be provided on all streets and lanes in accordance with the Subdivision and Development Servicing Bylaw. As outlined in Section 7.11 of this Neighbourhood Plan, unique lighting standards apply to the commercial node, located in the vicinity of 80 Avenue and 216 Street.

In support of the objective of fostering distinctive, attractive communities with a strong sense of place, utility boxes throughout the neighbourhood shall be wrapped with appropriate material in order to reduce graffiti and to 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.

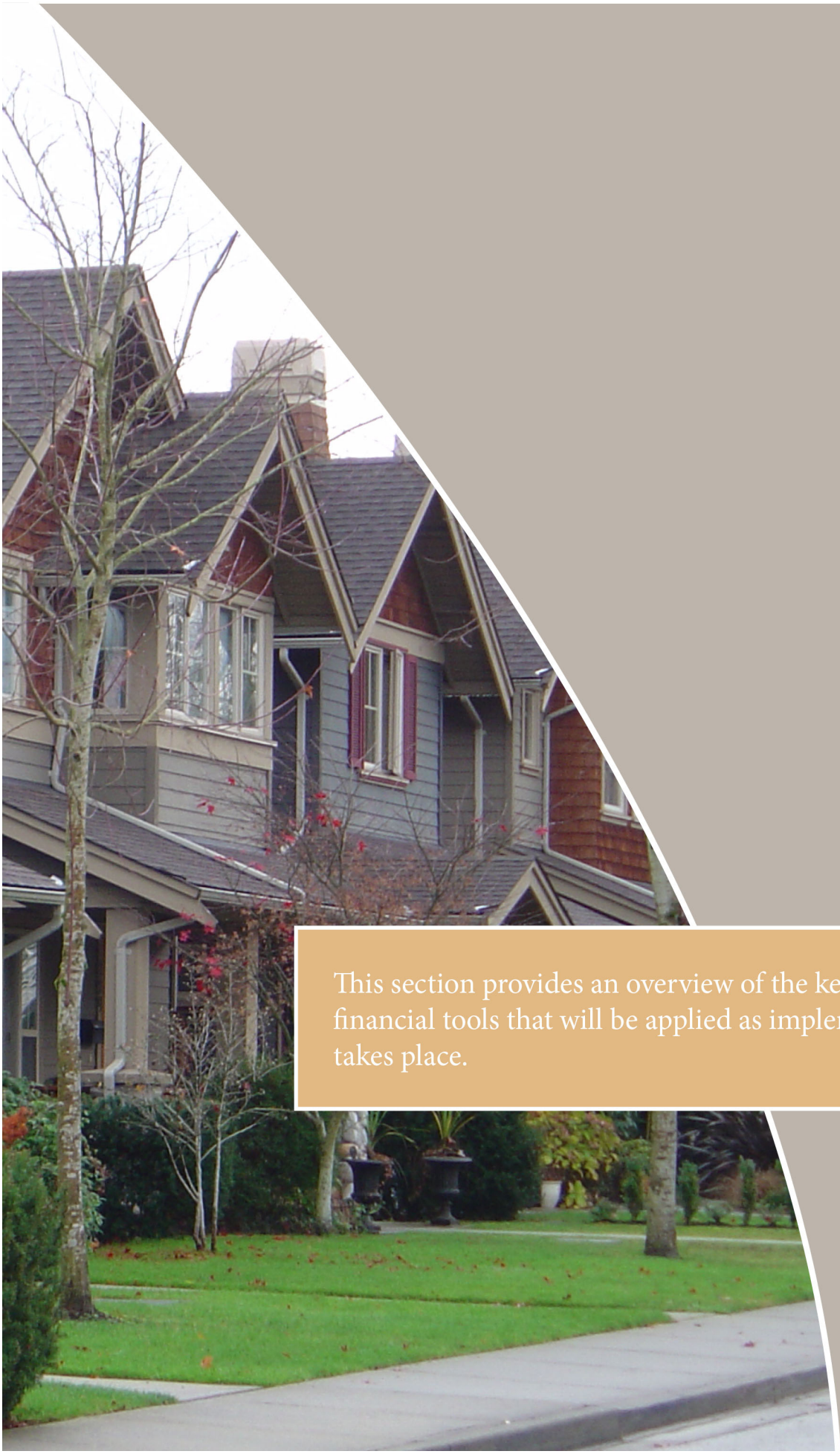
9.6 ENERGY

The Williams Neighbourhood Plan is an energy conscious neighbourhood. The Williams neighbourhood achieves this with a walkable structure, the construction of green, energy-efficient buildings, and democratized energy generation opportunities. All development will focus on building and roof orientation to accommodate solar sequestration technologies (e.g., photovoltaic/solar panels) and other renewables.





100: financial strategy



This section provides an overview of the key revenue sources and financial tools that will be applied as implementation of the Plan takes place.

Financial Strategy

The Williams 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 Charge 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 Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA).

Each of these offers the ability for frontending property owners to potentially recover their infrastructure investments. However, it is critical that all agreements are structured to provide sufficient time for property owners to potentially fully recover the costs of providing infrastructure. 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 Williams Neighbourhood Plan also includes several amenities to be funded through the Willoughby Greenway Amenity Policy. These amenities include:

- Wildlife Habitat Patch,
- Urban Parks,
- Williams View Park,
- Greenways of various types,
- Neighbourhood Landmarks, and
- Public Art.

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 Greenway Amenity Policy.





10 implementation



This section outlines policies that ensure development with the area is aligned to municipal requirements and the municipal budgeting process, among other considerations.

Implementation

11.1 INTRODUCTION

Development of the Williams neighbourhood shall proceed based on drainage catchment areas, and the need for a combined neighbourhood park and elementary-middle schools.

11.2 GENERAL PREREQUISITES

Prior to the adoption of a Zoning Bylaw amendment in the Williams Neighbourhood Plan as identified on **Map 1**, the following general prerequisites shall be completed to the satisfaction of the Township:

1. Identify and secure a joint elementary-middle schools and neighbourhood park site 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 that area, with the exception of non-residential developments

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 Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA) may be considered, where applicable, to the acceptance of the Township.

11.3 DEVELOPMENT PREREQUISITES IN THE EMPLOYMENT DISTRICT

Prior to Council's consideration of first and second reading of a Zoning Bylaw amendment in the Employment District in this Plan, the following shall be completed to the satisfaction of the Township:

1. Prepare a Comprehensive Development Plan (CDP), at the expense of the proponent, that aligns with the Vision, Goals and policies of this Neighbourhood Plan for the entire Employment District (see Figure 11.1). The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the Employment District including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and loading, watercourse compensation areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing.

2. Conduct a Transportation Impact Assessment (TIA) to determine the transportation impact associated with the CDP and identify necessary infrastructure upgrades and phasing of said improvements that are tied to development and servicing of the CDP. The TIA will be paid for in full by the proponent, and carried out independently by a qualified engineering consultant to be selected and managed by the Township.

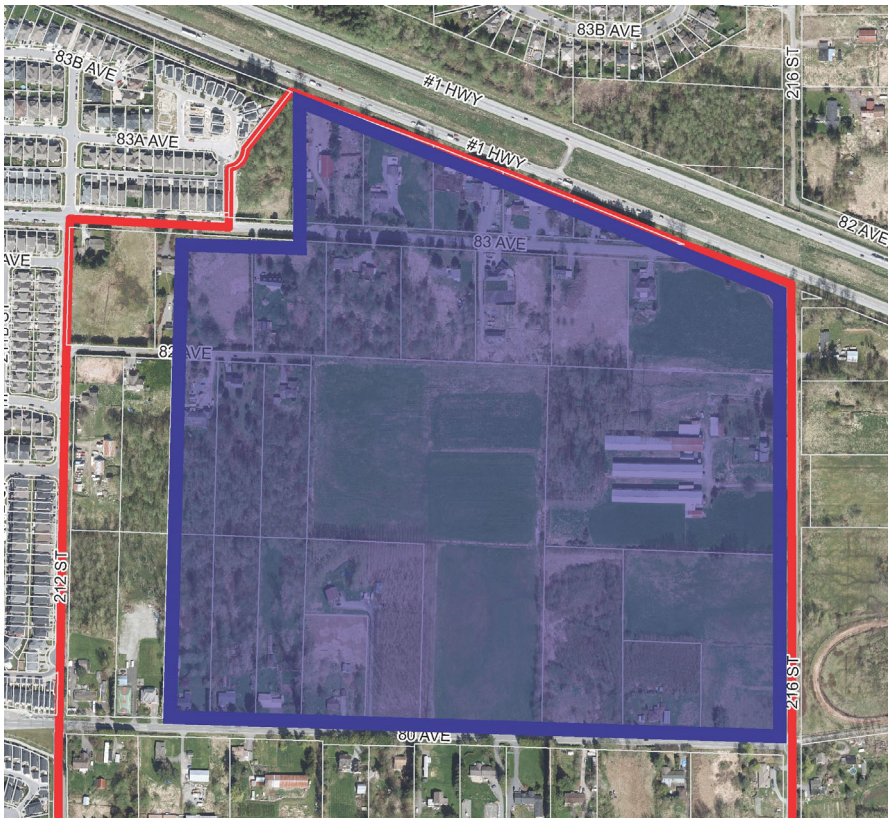


Figure 11.1 | *Illustrates the location of the Employment District in the Williams Neighbourhood*

11.4 DEVELOPMENT PREREQUISITES IN THE RESIDENTIAL DISTRICT

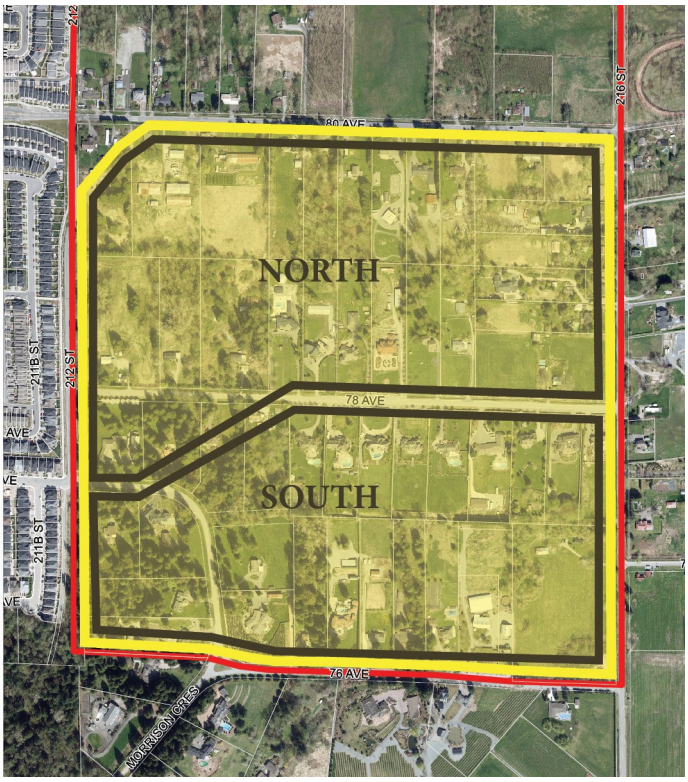
Prior to Council's consideration of first and second reading of a Zoning Bylaw amendment in either the north or south sections of the Mixed-Use + Residential District in this Plan (see **Figure 11.2** below), the following shall be completed to the satisfaction of the Township:

1. Prepare a Comprehensive Development Plan (CDP) and at the expense of the proponent, that aligns with the Vision, Goals and policies of this Neighbourhood Plan, for either or both of the north or south portions of the Residential District, as determined appropriate by the General Manager of Community Development (see **Figure 11.2**). The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the north and/or south section of the Mixed-Use + Residential District, including building types, access and movement, building massing, form, layout and height, streetscape design and landscaping, Conservation and Watercourse Compensation Areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing phasing.

2. Conduct a viewscape analysis of the Willoughby Escarpment as part of the preparation of this CDP.

3. Conduct a Transportation Impact Assessment (TIA) to determine the transportation impact associated with the CDP and identify necessary infrastructure upgrades and phasing of said improvements that are tied to the development and servicing phasing of the CDP. The TIA will be carried out independently by a qualified Engineering Consultant to be selected and managed by the Township of Langley. The TIA will be paid for in full by the proponent.

Figure 11.2 | *Illustrates the location of the North and South areas of the Residential District in the Williams Neighbourhood*



11.5 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 provisions of this Neighbourhood Plan together with existing servicing standards as set out in the Township of Langley 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, 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 Greenways, Pocket Park, Wildlife Habitat Patch, Interface Landscape Buffers, Neighbourhood Landmark Amenity Features, Urban Forested Mews and Public Art construction.

7. Implementation of environmental protection as outlined within the plan and/or by Department of Fisheries and Oceans (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. Incorporate secure (through the Servicing Agreement) and appropriate 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 an age friendly amenity area in accordance with the Township's Zoning Bylaw as amended from time to time and to the acceptance of the Township.

11. Restore/relocate, or use 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 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. Register of restrictive covenants that may include, but are not limited to:

    a. Non-disturbance setbacks,

    b. Driveway access/ location,

    c. Building setback restrictions,

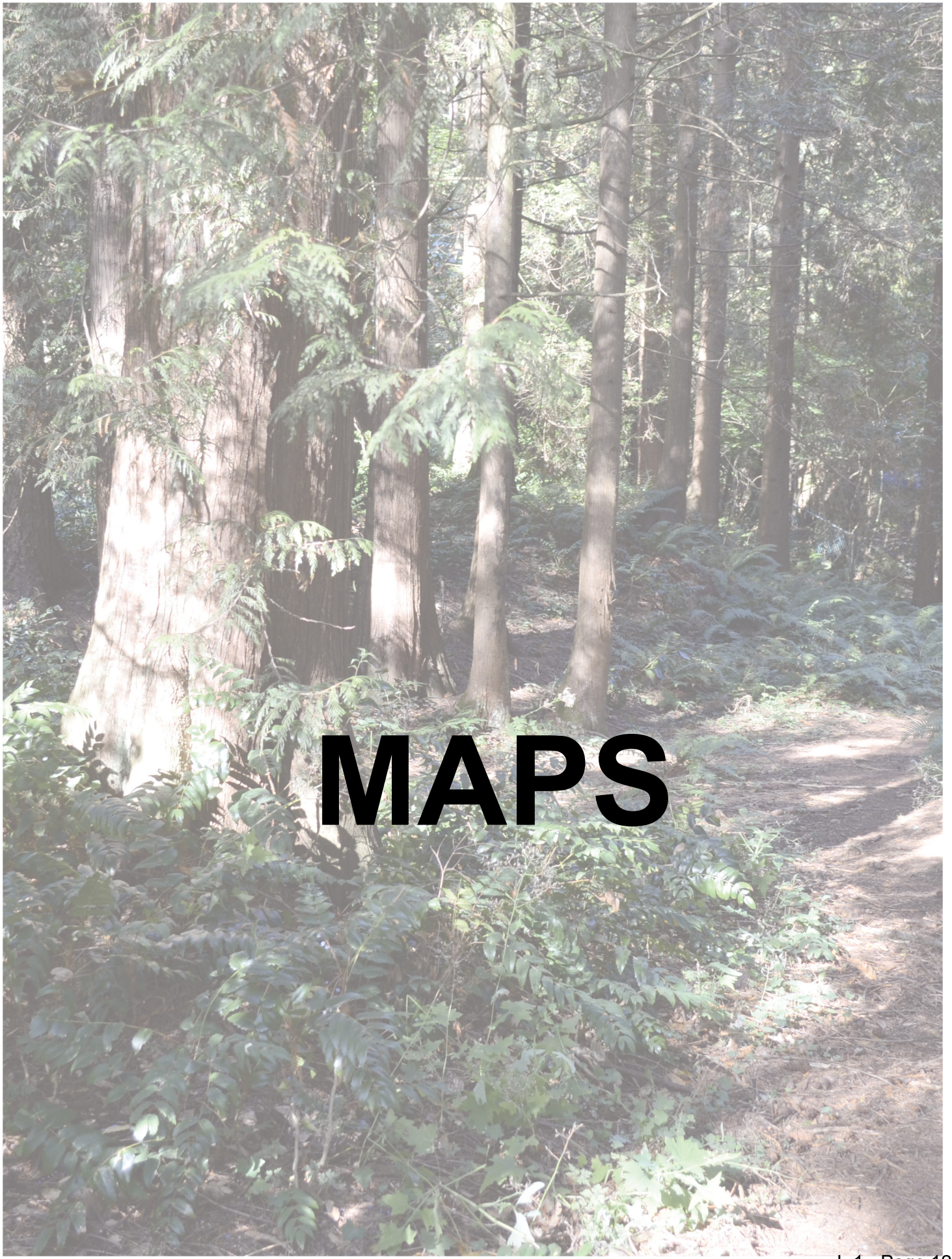
    d. Restriction of on-street parking, and

    e. Exterior Design Control Agreement for single family developments.

15. Register a restrictive covenant on title for the maintenance of the Pedestrian Connections and Interface 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 Pedestrian Connections.

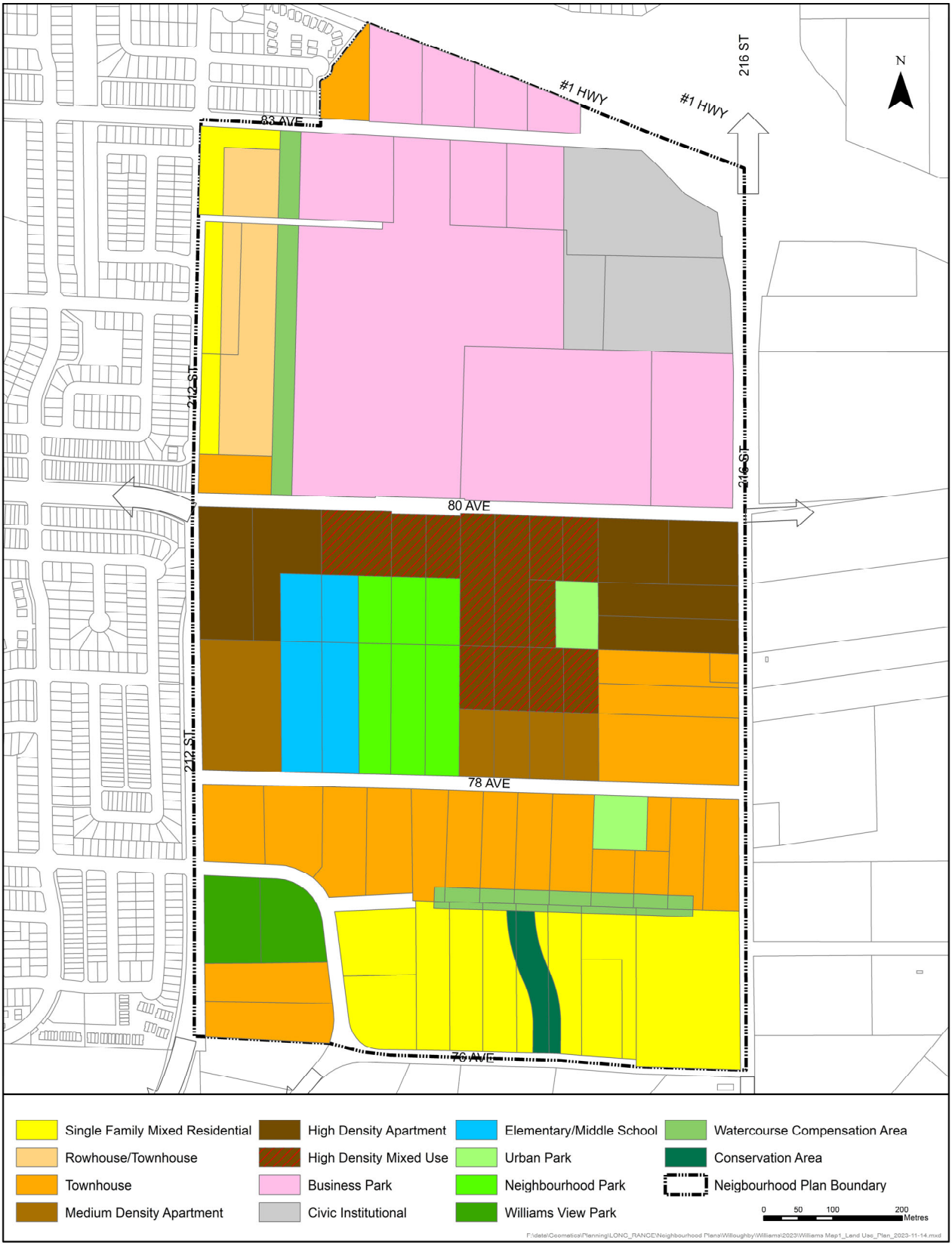
16. Pay rezoning, development permit and neighbourhood planning fees and amenity fees in accordance with the Williams Amenity Zoning Policy as amended from time to time.



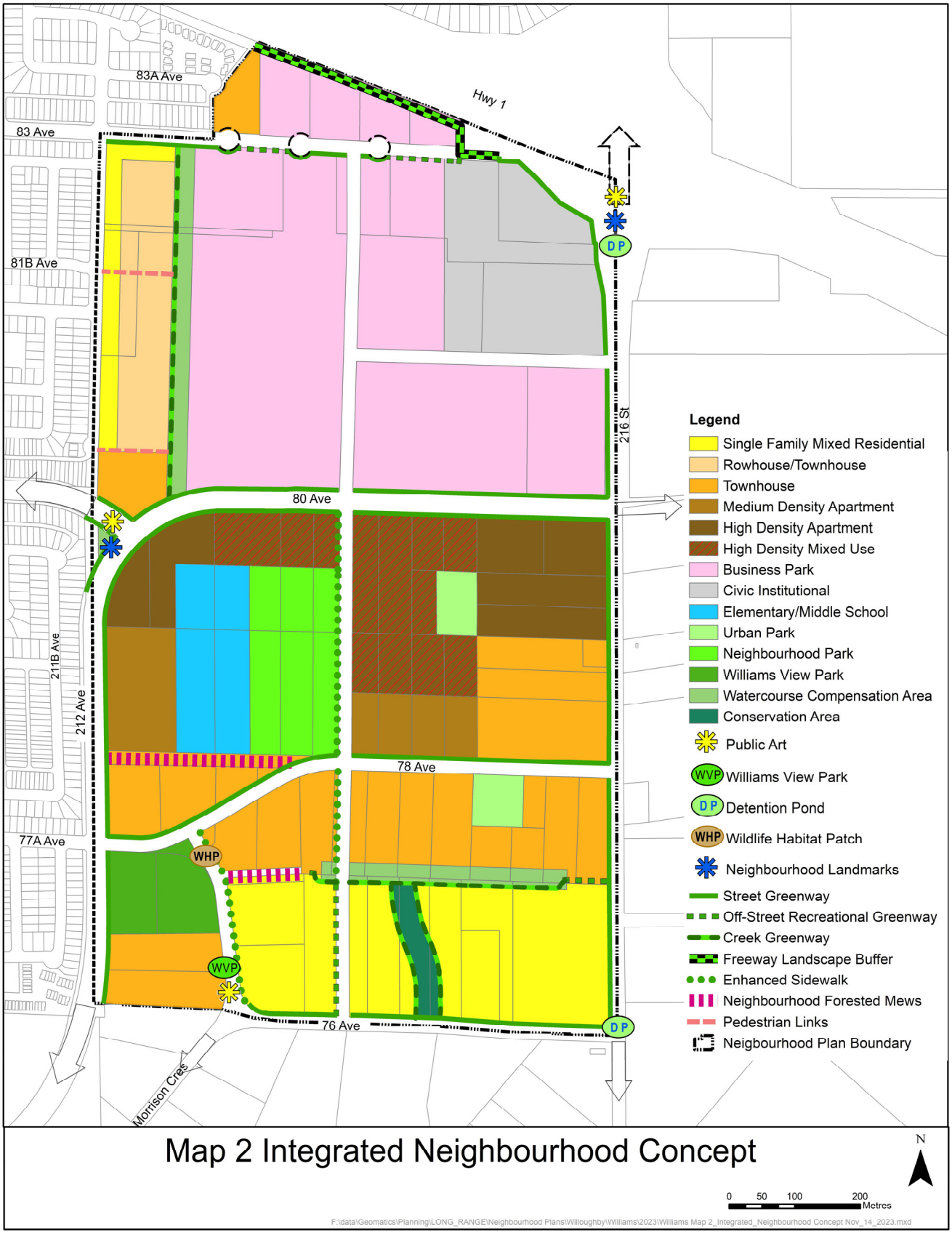


MAPS

Map 1 | Williams Land Use Plan



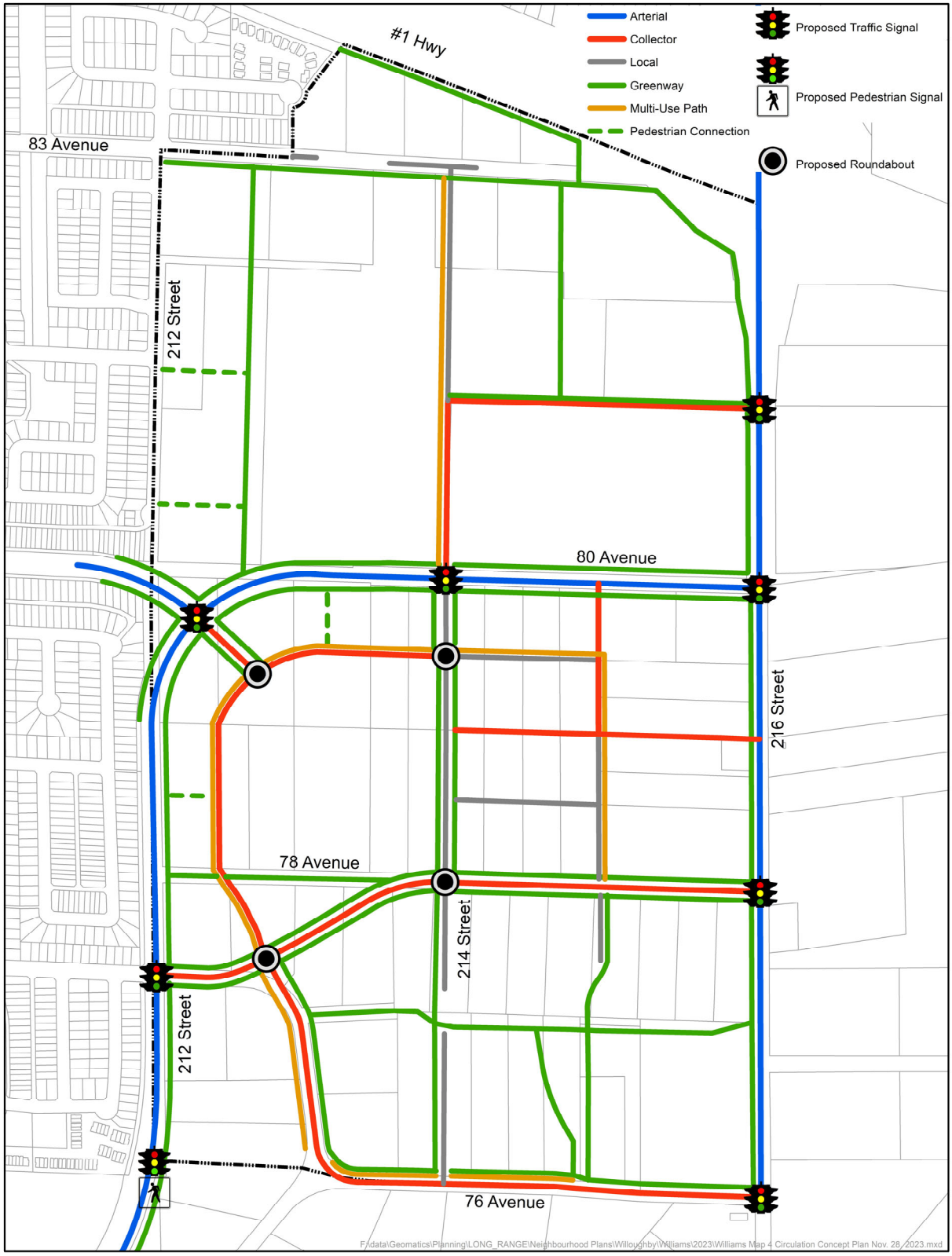
Map 2 | Integrated Neighbourhood Concept



Map 3 | Williams Riparian Areas Setbacks



Map 4 | Williams Circulation Concept Plan



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 20, 2023 - REGULAR MEETING	**REPORT:**	23-249
FROM:	BYLAWS, LEGAL AND STRATEGIC IMPLEMENTATION DIVISION	**FILE:**	LRP00012
SUBJECT:	REVISIONS TO THE PROPOSED WILLIAMS NEIGHBOURHOOD PLAN UPDATE		

RECOMMENDATIONS:

That Council repeal second reading of "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799".

That Council give second reading to the revised "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799".

That Council receive for information the revised draft Williams amendments to the Community Amenity Contributions Policy.

That Council receive for information the revised draft Willoughby Greenway Amenity Policy.

That Council authorize staff to schedule the required Public Hearing for the revised Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799.

EXECUTIVE SUMMARY:

The Williams Neighbourhood Plan (WNP) update proposes to become the Township of Langley's blueprint for growth and change. The updated WNP contributes to the Willoughby's ongoing effort to build a complete community that is walkable, transit-oriented and supports a range of daily needs where residents and workers can live, work, learn, shop, care and play. The proposed updated WNP accommodates a broad range of lower-density, medium-density, high-density housing and residential/commercial mixed-use development forms that are in close proximity to shopping, employment, amenities, housing affordability provisions, along with numerous neighbourhood forested areas to maintain and enhance the 'treed' character of the Willoughby Escarpment.

The overall objective of the update has been to create a comprehensive, integrated, systems-based NP that is predicated upon careful planning and thoughtful design to imagine and create a neighbourhood that is walkable, vibrant, social and livable while supporting a great quality of life for all who will call this place home. Another objective is to provide a policy 'blueprint' that will guide future decisions and strengthen the Willoughby community.

The preparation of the proposed WNP update was initiated by Council at its Regular Meeting on November 14, 2022 where staff were directed to:

> *"Complete an update of the Williams Neighbourhood Plan to provide for more residential density and mixed-use developments and urban park area(s) as may be applicable and*

appropriate with consideration of additional Community Amenity Contributions specific to the Williams Neighbourhood Plan."

On July 24, 2023 at a Regular Meeting, Council received the proposed updated WNP, gave first and second reading to the bylaw and directed staff to schedule a public open house and a subsequent Public Hearing to receive public feedback on the said updated WNP.

On October 23, 2023, Council held a Public Hearing to receive written input and hear oral feedback on the proposed updated WNP. Following the close of the Public Hearing, Council passed a referral motion directing staff to amend the proposed WNP and consequential amendments to the Willoughby Community Plan (Bylaw No. 5799). Amendments to the proposed WNP have been incorporated into a revised draft plan.

If Council proceeds with the adoption of the proposed revised WNP as outlined and discussed in this report, the Williams neighbourhood once fully built-out will be home to approximately 9,500 residents in about 4,930 dwelling units. For comparison, the proposed WNP presented to Council on July 24, 2023, included a population projection of 10,800 in approximately 5,670 dwelling units and could accommodate approximately 3,200 jobs.

PURPOSE:

This report presents the revised version of the proposed Williams Neighbourhood Plan and the associated consequential amendments to the Willoughby Community Plan, based on Council direction. In addition, this report presents a revised draft of the Willoughby Greenway Amenity Policy and a revised draft of the Williams amendments to the Community Amenity Contributions (CAC) Policy.

BACKGROUND/HISTORY:

Project Context

The revised Williams Neighbourhood Plan (WNP) update will become the Township of Langley's 'blueprint' for growth and change. The updated and revised WNP will contribute to the Willoughby's ongoing effort to build a complete community that is walkable and supports a range of daily needs where residents and workers can live, work, learn, shop, care and play. The updated and revised WNP accommodates a broad range of housing from lower density, ground-oriented housing forms to higher density apartment and residential/commercial mixed use that are all in close proximity to shopping, employment and amenities, including numerous urban forested areas to maintain and enhance the 'treed' character of the Willoughby Escarpment. When it is fully built out, the proposed WNP will be home to 9,500 residents in 4,930 dwelling units.

The preparation of the existing WNP was initiated by Council on September 14, 2015 with the endorsement of the Project Terms of Reference, but began formally in the winter of 2016 with the initiation of multi-phase and multi-faceted public engagement and planning process. Consultation events throughout the original preparation process were well attended by property owners and residents of the Williams area as well as residents from adjacent Yorkson neighbourhood and the community of Walnut Grove. Input and feedback from these various constituents contributed to 'shaping' the development of the existing WNP.

The preparation of the proposed WNP update was initiated by Council at its Regular Meeting on November 14, 2022 where staff were directed to:

> *"Complete an update of the Williams Neighbourhood Plan to provide for more residential density and mixed-use developments and urban park area(s) as may be applicable and appropriate with consideration of additional Community Amenity Contributions specific to the Williams Neighbourhood Plan."*

On July 24, 2023, at a Regular Meeting Council received the proposed updated WNP, gave first and second reading to the bylaw and directed staff to schedule a public open house and a subsequent Public Hearing to receive public feedback on the said revised WNP.

On October 23, 2023, Council held a formal Public Hearing to receive written input and hear oral feedback on the proposed updated WNP. Following the close of the Public Hearing, Council considered third reading of the bylaws and passed a referral motion directing staff to amend the proposed bylaws with the following considerations:

A. *Update the proposed single-family designations fronting the 212th Connector to a Townhouse designation, without adjustment to the contemplated park or nature space(s);*

B. *Update proposed medium and low density apartment designations fronting 216th Street north and south of 78th Avenue to a Townhouse designation;*

C. *Reduce and/or remove the requirement for mandatory office space(s) within mixed-use or residential development south of 80th Avenue, as it may be appropriate for Council to consider, permitting separate building entrances for commercial and residential uses;*

D. *Permit the grocery use of a maximum permitted size of 4,500 m^2 to be provided within subsequent phases of development beyond the first, when otherwise identified and confirmed to be provided within High Density Mixed-Use;*

E. *Include a new land use designation and location for a Civic Institutional Use and primary Municipal Operations Centre north of 80th Avenue adjacent to 216th Street, potentially contiguous with the contemplated detention pond for the area;*

F. Include a new land use designation and location(s) for non-market housing potentially fronting the 212th Connector, 80th Avenue and/or south of 79th Avenue;

G. Reduce the quantity of apartments to townhouses, as it may be appropriate for Council to consider; and

H. Consider an improved Agricultural Land Reserve buffer, as it may be appropriate for Council to consider.

In keeping with Council's October 23, 2023 referral motion, the proposed updated WNP and consequential refinements to the Willoughby Community Plan have been revised and completed for Council's consideration.

DISCUSSION/ANALYSIS:

The following discussion summarizes the refinements prepared in response to the direction given.

Item A. Update the proposed single-family designations fronting the 212th Connector to a Townhouse designation, without adjustment to the contemplated park or nature space(s);

The proposed Williams Land Use Plan (Map 1) and the proposed Integrated Neighbourhood Concept (Map 2) have been revised by changing the Single Family Mixed Residential land use designation to a Townhouse land use designation for lands in the southwest corner, between the planned 212 Connector and Morrison Crescent. Map 1 Long Range Land Use Map and Map 4 Development Permit Areas of the Willoughby Community Plan (Bylaw No. 3800) have also been amended to align with the proposed revisions to said WNP maps.

Item B. Update proposed medium and low density apartment designations fronting 216th Street north and south of 78th Avenue to a Townhouse designation;

The proposed Williams Land Use Plan (Map 1) and the proposed Integrated Neighbourhood Concept (Map 2) have been revised by changing the Medium Density Apartment and Low Density Apartment land use designations to a Townhouse land use designation for lands along the 216 Street corridor, north and south of 78 Avenue. Map 1 Long Range Land Use Map and Map 4 Development Permit Areas of the Willoughby Community Plan (Bylaw No. 3800) have also been amended to align with the proposed revisions to said WNP maps.

Item C. Reduce and/or remove the requirement for mandatory office space(s) within mixed-use or residential development south of 80th Avenue, as it may be appropriate for Council to consider, permitting separate building entrances for commercial and residential uses;

Policies in Subsection 4.1.3 Mixed-Use + Residential District (Policy 8) and Subsection 5.7 High Density Mixed Use (2.5 FSR) (Policies 3 and 6) were amended by clarifying locational guidance for the accommodation and development of office space uses in the Mixed-Use + Residential District. Furthermore, polices were revised by removing the minimum office space area requirement associated with development in the High Density Mixed Use land use designation and replaced it with policy direction that encourages office space uses as part mixed use development.

Item D. Permit the grocery use of a maximum permitted size of 4,500 m^2 to be provided within subsequent phases of development beyond the first, when otherwise identified and confirmed to be provided within High Density Mixed-Use;

Policy #7 in Subsection 5.7 High Density Mixed Use (2.5 FSR) was amended by adding flexibility to the development timing of the full-service grocery store use by eliminating the

requirement for it to be part of the first phase of a multi-phased development and repositioning the provision of the grocery use as part of an early development rather than the last development within the High Density Mixed Use land use designation. Furthermore, the policy was revised to incorporate clarifying locational guidance that seeks a physically central and visible place within the mixed use area of Williams for anchor retail uses, including a full-service grocery store. The policy intent remains the same.

Item E. Include a new land use designation and location for a Civic Institutional Use and primary Municipal Operations Centre north of 80th Avenue adjacent to 216th Street, potentially contiguous with the contemplated detention pond for the area;

The proposed Williams Land Use Plan (Map 1) and the proposed Integrated Neighbourhood Concept (Map 2) have been revised by changing the Business Park land use designation to a Civic Institutional land use designation for lands in the northeast corner of the WNP, adjacent to the 216 Street, Highway 1 interchange. Furthermore, an additional policy Subsection 5.9 Civic Institutional has been incorporated in the WNP to provide development guidance for this new land use designation.

Item F. Include a new land use designation and location(s) for non-market housing potentially fronting the 212th Connector, 80th Avenue and/or south of 79th Avenue;

Subsection 5.6.1 Medium Density Apartment (FSR 1.9) has been revised by the inclusion of a new Policy #16 that encourages a range of non-market housing options. This provides Council with flexibility to determine the type(s) of non-market housing that would be suitable for the Williams area and development project under consideration.

Item G. Reduce the quantity of apartments to townhouses, as it may be appropriate for Council to consider;

In addition to Item B. above, the Low Density Apartment land use designation generally between 77 Avenue and 78 Avenue has been revised to Townhouse.

Item H. Consider an improved Agricultural Land Reserve buffer, as it may be appropriate for Council to consider;

The proposed WNP presented to Council on July 24, 2023 included a Street Greenway along the west side of 216 Street, between the Highway 1 interchange and 76 Avenue. The portion of this greenway between 80 and 76 Avenues provided a 9.5 m wide greenway (from curb to private property line). Given Council direction, the greenway width for this portion has been increased to 12 m, with the purposes of providing an improved agricultural edge planning buffer.

Council Policies:
In addition to amendments to the revised WNP and consequential refinements to the Willoughby Community Plan, several associated Council policies presented on July 24, 2023 have been revised in response to Council's referral motion of October 23, 2023. Specifically, the Williams amendments to the Community Amenity Contributions (CAC) Policy have been revised and reflect the land use designation changes to the WNP (Attachment A). Furthermore, the draft amendments to the Willoughby Greenway Amenity Policy have also been revised and reflect the land use designation changes to the WNP (Attachment B).

Conclusion:
The proposed and revised WNP is intended to guide the growth and development of a livable neighbourhood that contributions to building a complete and transit-oriented community in Willoughby over the coming decades. Subject to Council's consideration of the revisions to the proposed WNP as guided by the October 23, 2023 referral motion and pending any further

direction from Council, staff recommend that Council authorize staff to schedule the required Public Hearing for the revised Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799.

Respectfully submitted,

Russell Nelson
SENIOR PLANNER
for
BYLAWS, LEGAL AND STRATEGIC IMPLEMENTATION DIVISION

~~ATTACHMENT A~~	~~Williams Neighbourhood Plan Amendments to the Community Amenity Contributions Policy~~
ATTACHMENT B	Williams Neighbourhood Plan Amendments to the Willoughby Greenway Amenity Policy

Township of Langley

Est. 1873

COUNCIL POLICY

Subject: Willoughby Greenway Amenity

Policy No: 07-234
Approved by Council: 2023-02-13
Revised by Council:

1. Purpose

1.1 To provide a means of providing amenities in the Willoughby Community Plan area pursuant to the Local Government Act.

2. Background

2.1 The Willoughby Community requires the provision and construction of various amenities including enhanced sidewalks, public art, heritage features, and a variety of park and greenway typologies. Amenity zoning provisions of the Local Government Act may be used to acquire and construct the amenities. The Willoughby Greenway Amenity Policy (GAP) consolidates a number of similar policies at the neighbourhood level, while maintaining the same basket of amenities in the community as a whole. The neighbourhood-level policies were rescinded when the Willoughby GAP was approved by Council on February 13, 2023.

3. Related Policy

3.1 Willoughby Community Plan

4. Policy

4.1 The Willoughby Community Plan requires the provision and construction of various amenities including enhanced sidewalks, public art, heritage features, and a variety of park and greenway typologies ("Amenities") as shown in Schedule A.

4.2 All developing properties in that portion of the Willoughby Community Plan shown on the attached schedule, excluding those properties being developed for public school ("Development Area" as shown in Schedule B), will benefit from the Amenities.

4.3 The Township has determined that an equitable sharing of the cost of the Amenities in the Development Area will be $67.76 per m^2 of Developable Land plus applicable sales or similar taxes ("Amenity Cost"), calculated as shown in Schedule C. For the purposes of this Policy, "Developable Land" means the gross area of a parcel excluding streamside protection areas, the area below the top of bank and land to be used for greenways and parks. Detention Pond lands are included within the definition of "Developable Land".

4.4 The Amenity Cost can be provided by means of land with improvements constructed thereon ("Improved Land"), cash plus land without improvements constructed thereon ("Unimproved Land") and cash alone.

4.5 Section 482 of the Local Government Act provides for the establishment of different density regulations for a zone, one generally applicable for the zone and the other applicable if conditions, including those relating to the conservation or provision of amenities, and the number, kind, and extent of amenities are met.

4.6 Where Council proposes to rezone a property within the Development Area pursuant to Section 482 it may choose to include the Amenity Cost as an amenity for the purposes of that bylaw.

4.7 Where the Amenity Cost is determined to be an amenity for the purposes of a bylaw adopted pursuant to Section 482 and the developer wishes to take advantage of the higher density set out in the bylaw referred to in Section 4.6 by providing the amenities, including the Amenity Cost, the Amenity Cost will be referenced in rezoning bylaws and may be provided as follows:

a) where the property being developed contains an amenitiy or amenities idendified in Section 4.13, subject to 4.7(b), provide the Amenity Cost by way of Improved Land plus cash;

b) where the property being developed contains an amenity or amenities identified in Section 4.13 and the General Manager of Community Development of the Township, or their designate, determines that the construction of the improvements would be premature, the developer shall provide the Amenity Cost by way of cash plus Unimproved Land; and

c) where the property being developed does not contain an amenity or amenities identified in Section 4.13, the developer shall provide the Amenity Cost by way of cash only.

4.8 The Amenity Cost payable in respect of any development shall be reduced by the value of the Improved Land provided as part of that development.

4.9 Where the value of the Improved Land exceeds the Amenity Cost, the difference shall be returned to the developer as a rebate. Contributions to the public art component of the Amenity Cost will not be included in the rebate.

4.10 Rebates shall be paid only when there are sufficient funds available based on a first-in first-out basis and shall be paid out at the collected rate.

4.11 Where the Amenity Cost includes Unimproved Land (including a wildlife habitat patch) the value of the Unimproved Land shall be deemed to be $4,000,000 per acre (2023 deemed cost).

4.12 Amenity costs collected will be placed in an interest-bearing Reserve Fund.

4.13 Where the Amenity Cost includes Improved Land, the value of the Improved Land shall be deemed to be the value of the Unimproved Land plus the costs outlined in Table 1. Amenities where the cost is per unit are based on pre-determined size of the amenity.

Table 1: Cost of individual amenities

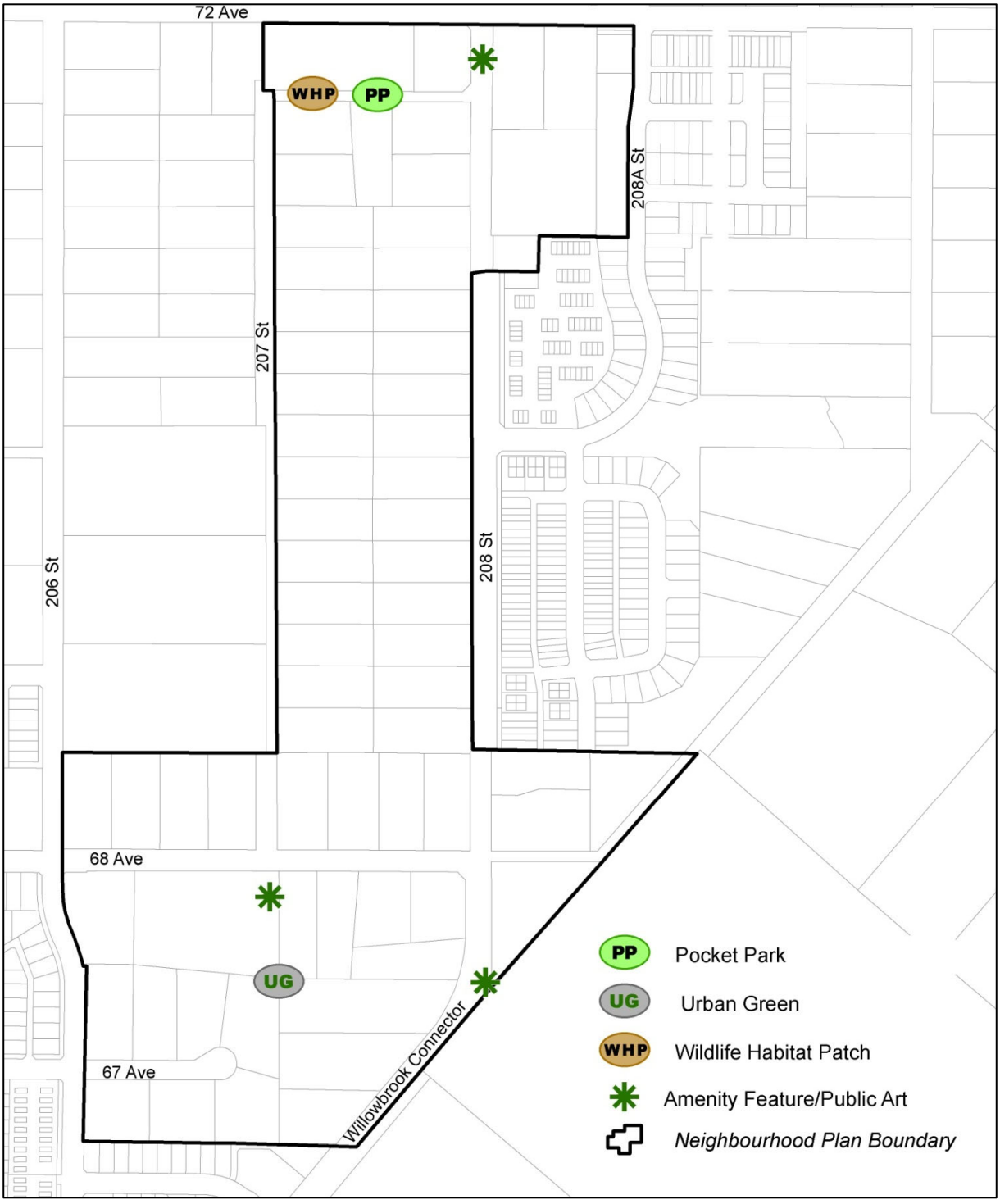
	Amenity	Amount	Per Unit
1	200 Street Greenway	$ 828.00	lineal metre
2	199 Street Greenway (6.0 metre width)	$ 725.00	lineal metre
3	200 Street Greenway fronting Commercial only	$ 690.00	lineal metre
4	202B and 68 Avenue amenity	$ 300.00	square metre
5	202B and 72 Avenue amenity	$ 100.00	square metre
6	Street Greenway with Wall	$ 850.00	lineal metre
7	212 Street Greenway	$ 850.00	lineal metre
8	216 Street Greenway (8 metres land, 12 metres construction)	$ 850.00	lineal metre
9	Blue Link / Art Walk	$ 2,888.00	lineal metre
10	Carvolth Commons	$ 336.91	square metre
11	Creek Greenway	$ 654.83	lineal metre
12	Dog Off-Leash Park	$ 49.41	square metre
13	Ecological Greenway	$ 704.83	lineal metre
14	Enhanced sidewalk	$ 365.67	lineal metre
15	Freeway Buffer	$ 1,412.50	lineal metre
16	Heritage (Smith)	$ 100,000.00	unit
17	Heritage (Latimer)	$ 200,000.00	unit
18	Integrated Open Space	$ 349.85	square metre
19	Living Wall[1]	$ 540,000.00	unit
20	Multi-Use Trail Linkages	$ 450.00	lineal metre
21	Neighbourhood Forested Mews (approx 2.07 Ac. In ROWs)	$ 672.17	lineal metre
22	Landmark Amenity (212 St and 80 Ave; west side)[2]	$ 242,599.00	unit
23	Landmark Amenity (N. of 212 St / 80 Ave) including public art[3]	$ 471,409.00	unit
24	Landmark Amenity (at 216 interchange) including public art[4]	$ 585,040.00	unit
25	Off-Street Recreational Greenway (6 m width)	$ 676.50	lineal metre
26	Off-Street Recreational Greenway Buffer (10 m)	$ 796.50	lineal metre
27	Plaza	$ 200.00	square metre
28	Pocket Park	$ 66.89	square metre
31	Public Art	$ 200,000.00	unit
32	Recreational Greenway	$ 796.50	lineal metre
33	Street Greenway	$ 695.67	lineal metre
34	Urban Green	$ 366.00	square metre
35	Urban Pocket Parks	$ 36.16	square metre
36	Wildlife Habitat Patch (1,563m^2 additional outside of ROW) (includes path)	$ 124,418.33	unit
37	Williams View Park	$ 406,520.00	unit

(1) Assuming 232.25 m^2 wall area, up to a maximum credit of $540,000 per location
(2) Assuming 0.95 acre total area: 0.45 acre in the Williams Neighbourhood Plan area and 0.5 acre in the Yorkson Neighbourhood Plan area
(3) Assuming 0.5 acre total area
(4) Assuming 0.5 acre total area

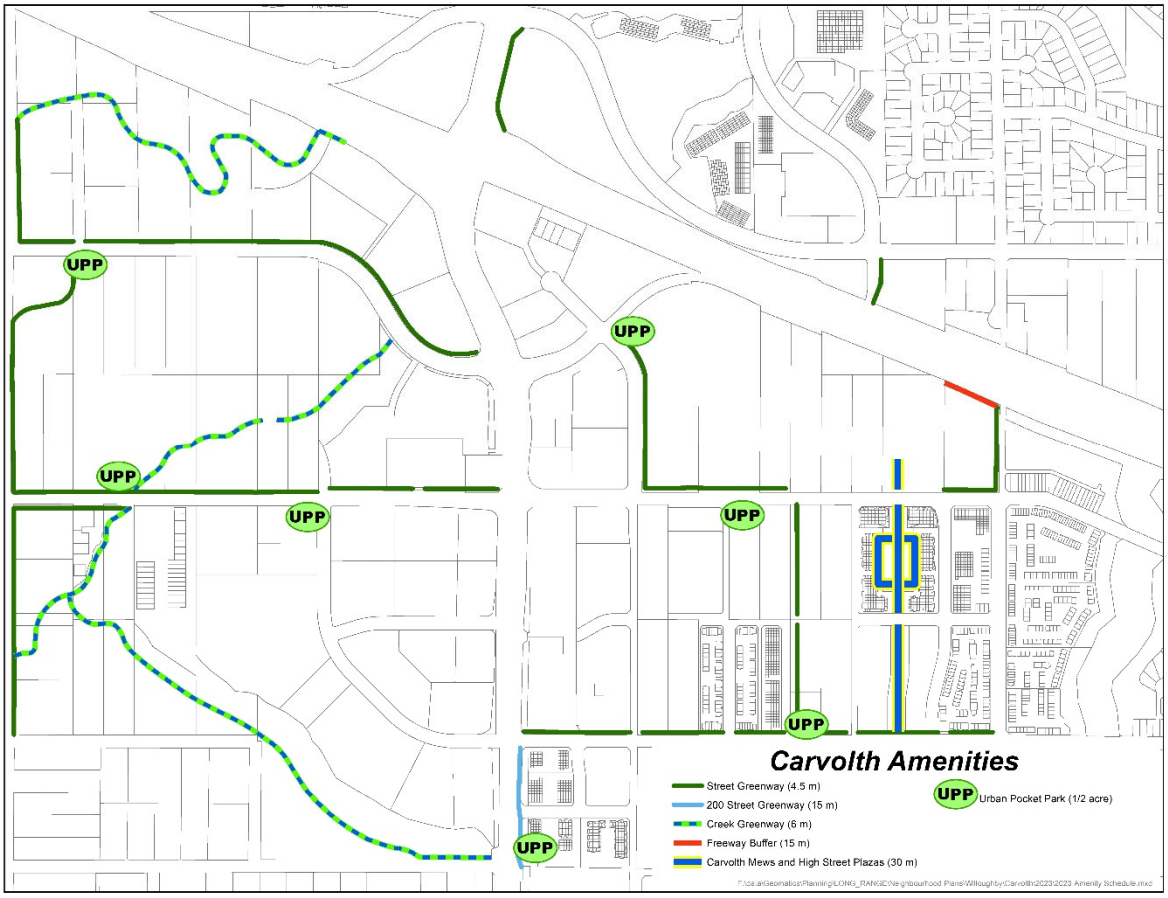
4.14 Nothing in this policy will fetter the discretion of the Council of the Township to exercise its legislative powers and functions.

Schedule A
Willoughby Amenities

Map 1: Willoughby Amenities (208 Street Density Review Area)



Map 2: Willoughby Amenities (Carvolth Neighbourhood Plan area)

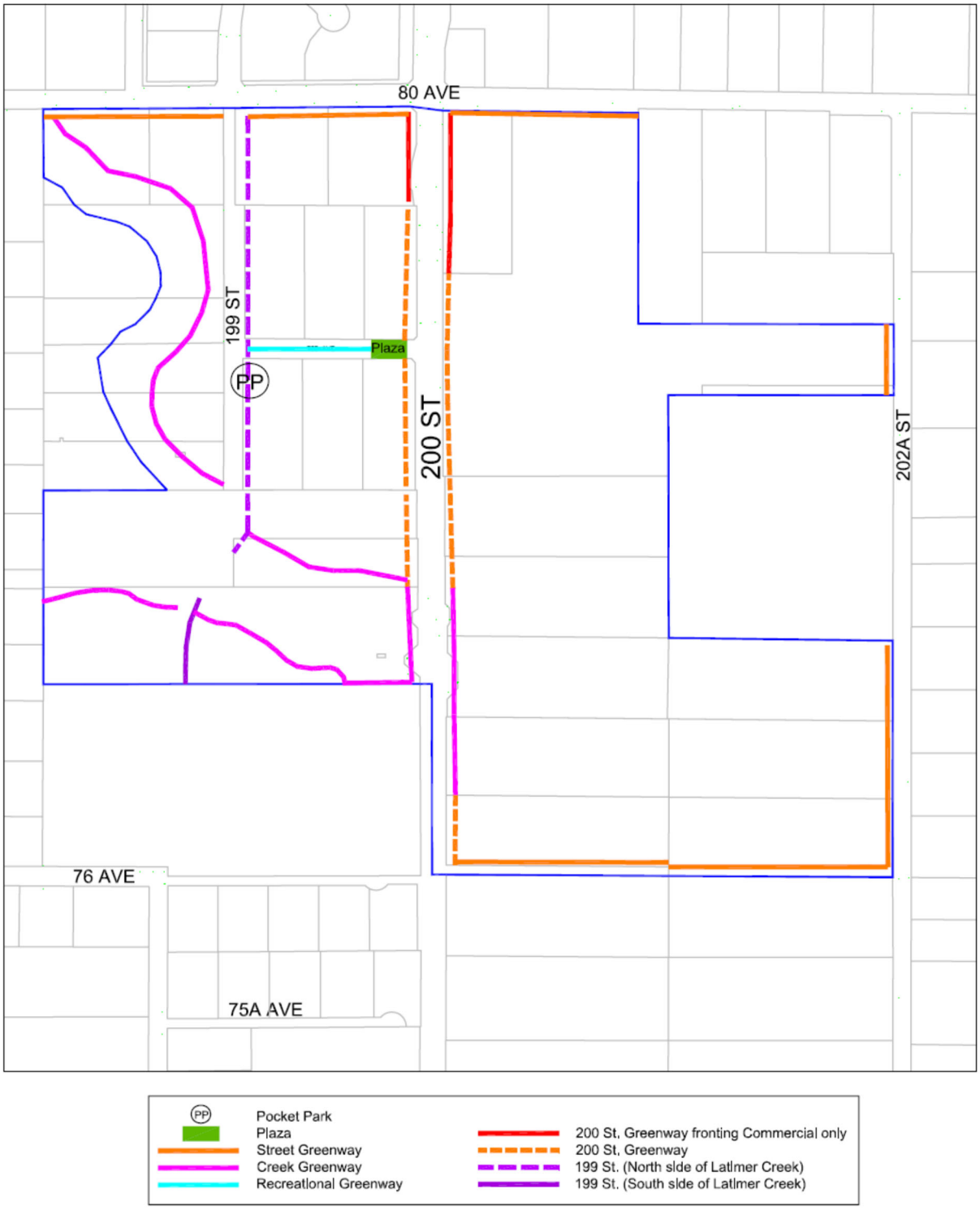


Public Art should be located in the plaza at 200 Street and 88 Avenue and in Carvolth Commons.

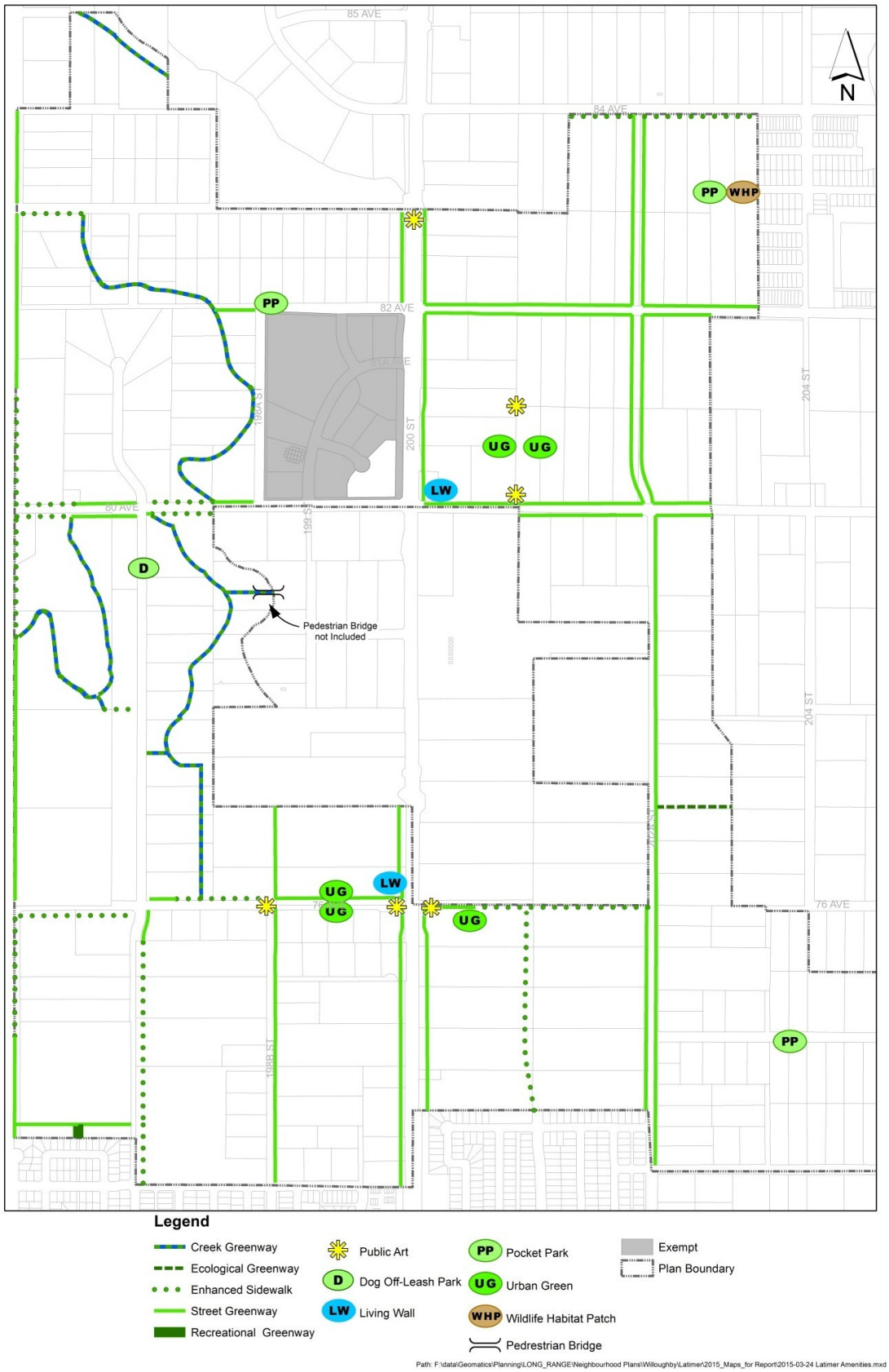
Map 3: Willoughby Amenities (Central Gordon Estate Neighbourhood Plan area)



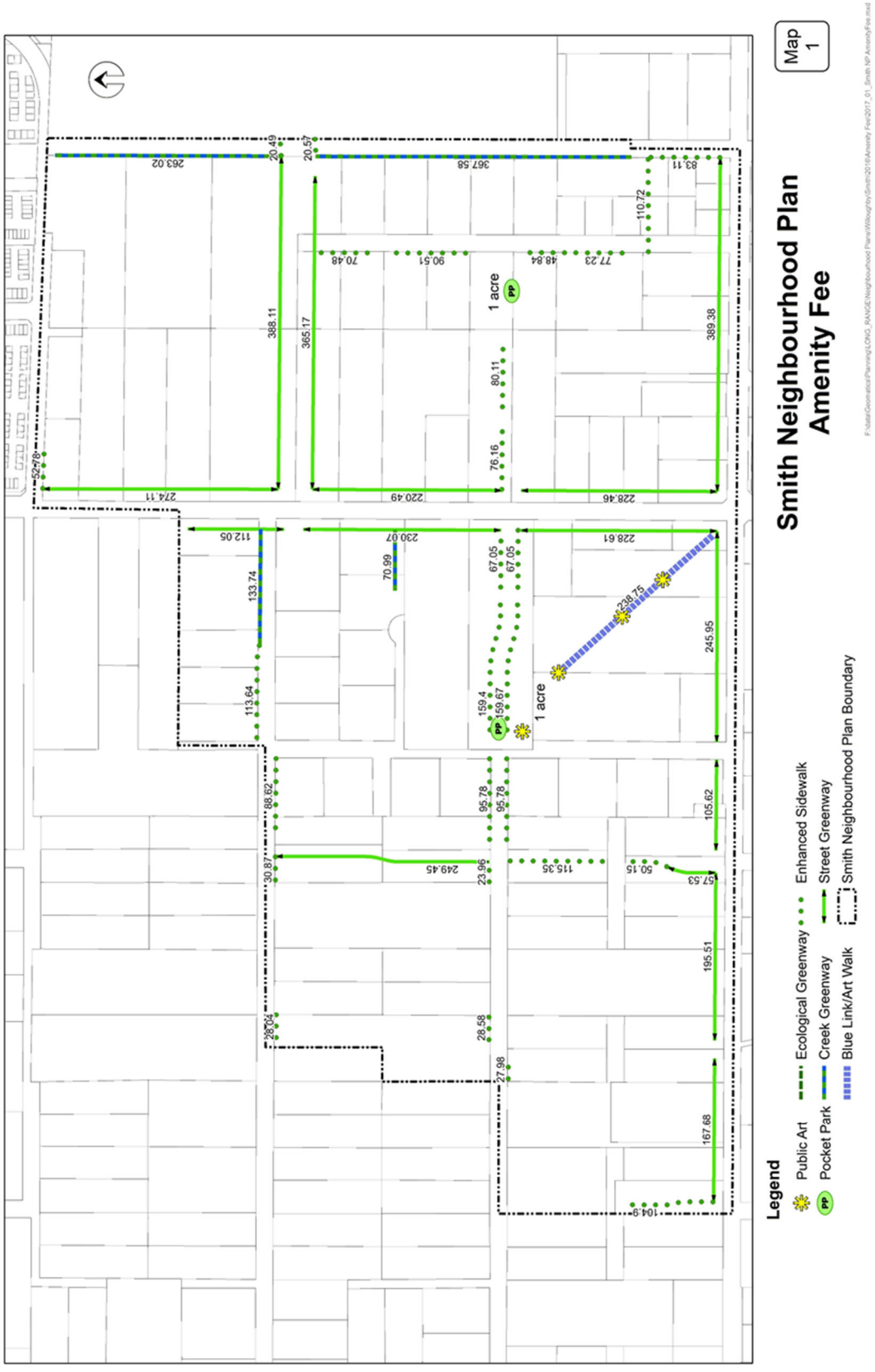
Map 4: Willoughby Amenities (Jericho Neighbourhood Plan area)



Map 5: Willoughby Amenities (Latimer Neighbourhood Plan area)



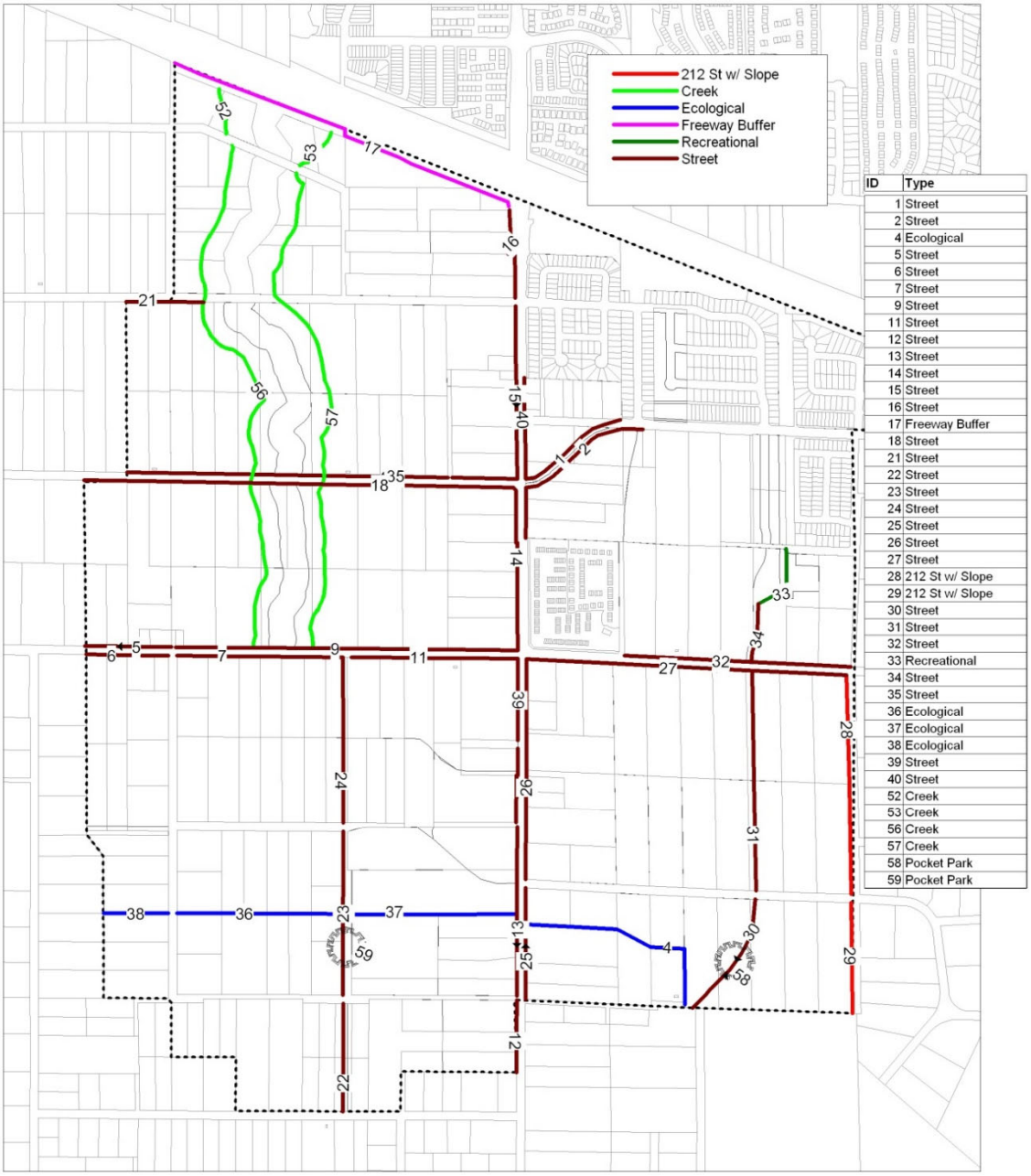
Map 6: Willoughby Amenities (Smith Neighbourhood Plan area)



Map 7: Willoughby Amenities (Williams Neighbourhood Plan area)



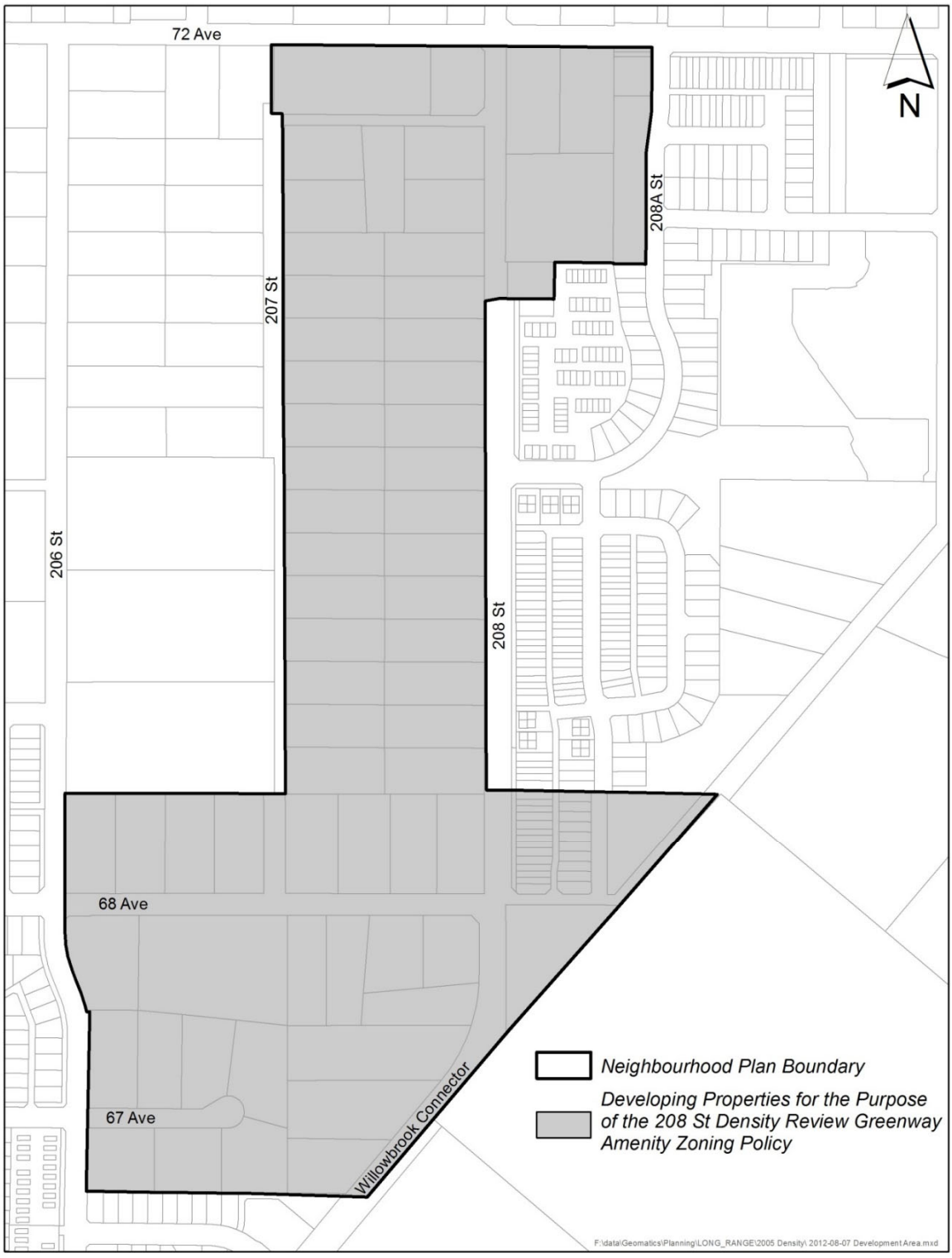
Map 8: Willoughby Amenities (Yorkson Neighbourhood Plan area)



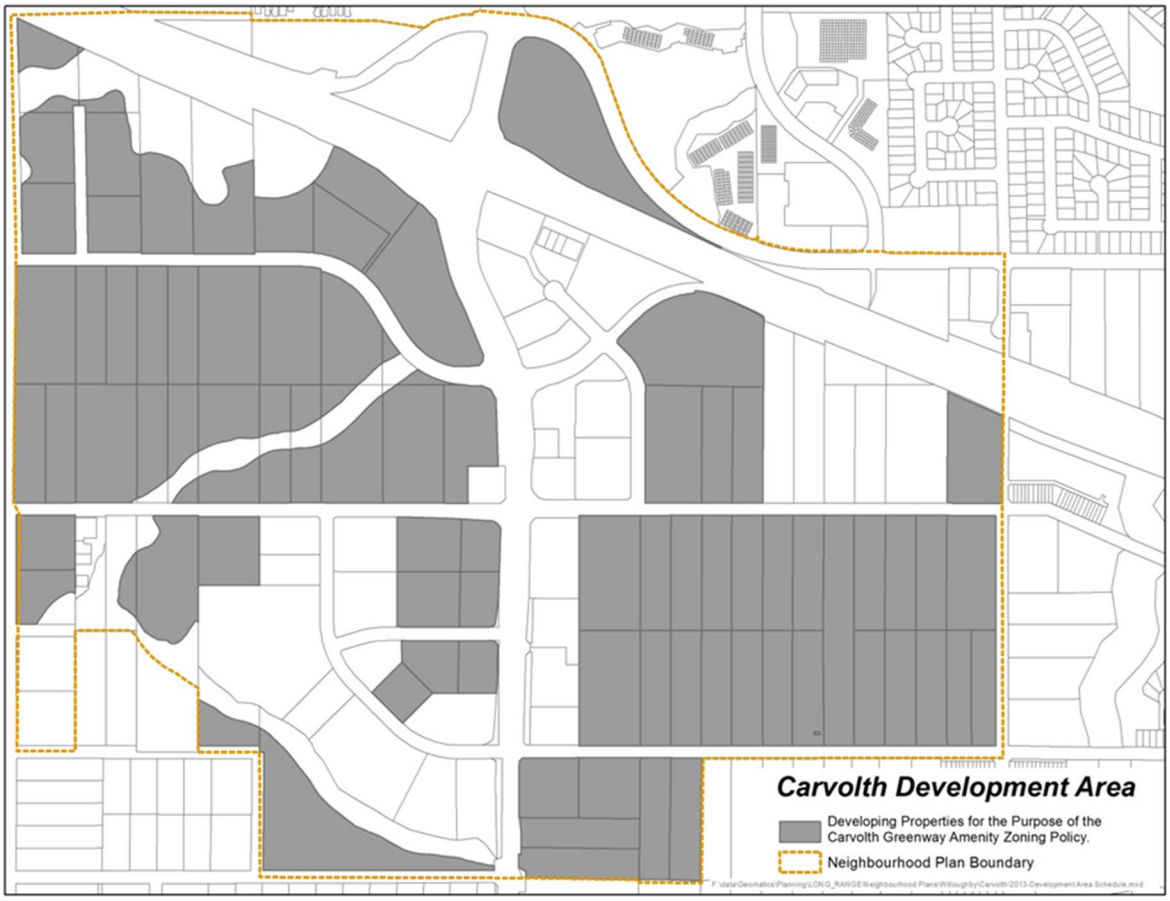
ID	Type
1	Street
2	Street
4	Ecological
5	Street
6	Street
7	Street
9	Street
11	Street
12	Street
13	Street
14	Street
15	Street
16	Street
17	Freeway Buffer
18	Street
21	Street
22	Street
23	Street
24	Street
25	Street
26	Street
27	Street
28	212 St w/ Slope
29	212 St w/ Slope
30	Street
31	Street
32	Street
33	Recreational
34	Street
35	Street
36	Ecological
37	Ecological
38	Ecological
39	Street
40	Street
52	Creek
53	Creek
56	Creek
57	Creek
58	Pocket Park
59	Pocket Park

Schedule B
Willouby Development Area

Map 9: Willoughby Development Area (208 Street Density Review area)



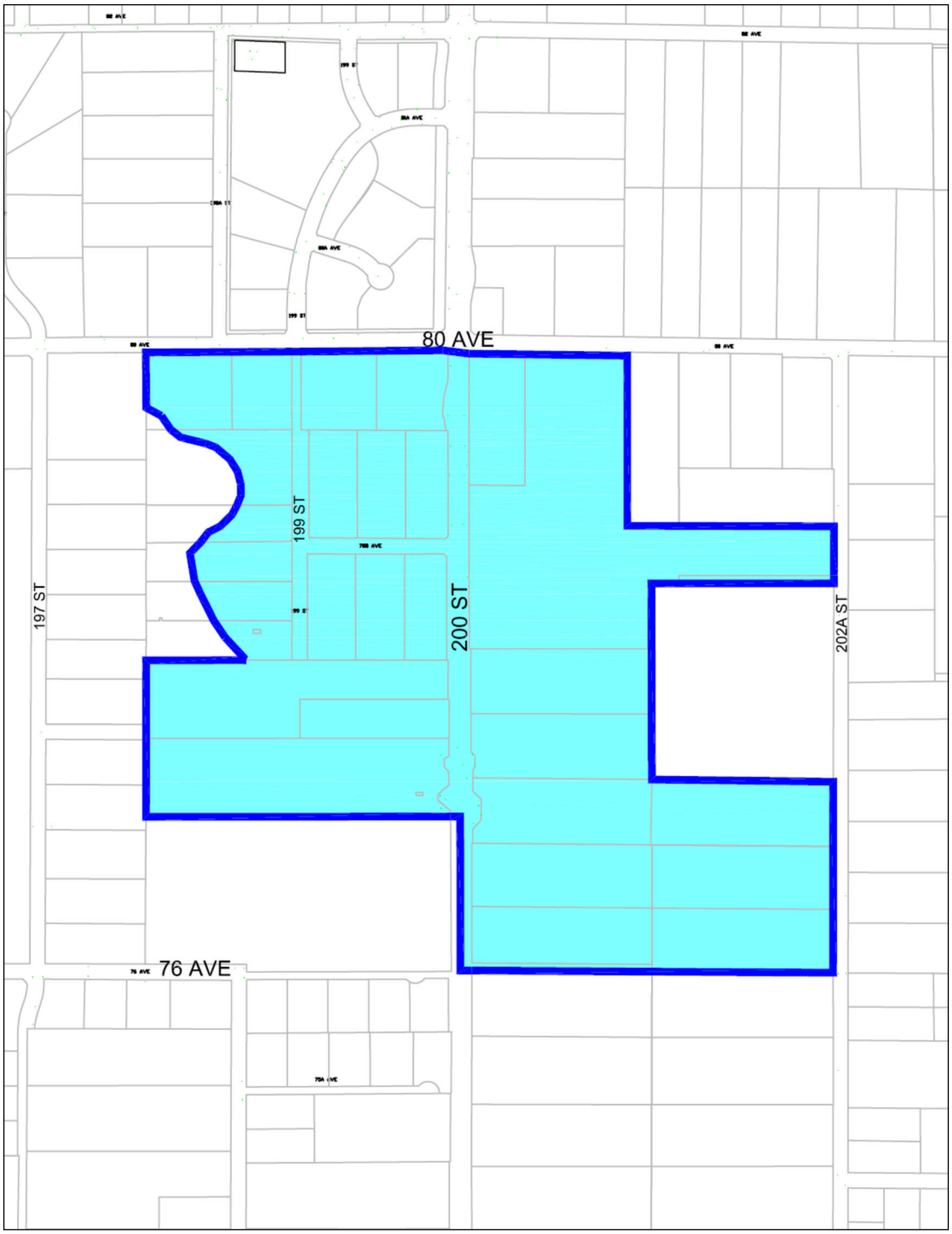
Map 10*:* Willoughby Development Area (Carvolth Neighbourhood Plan area)



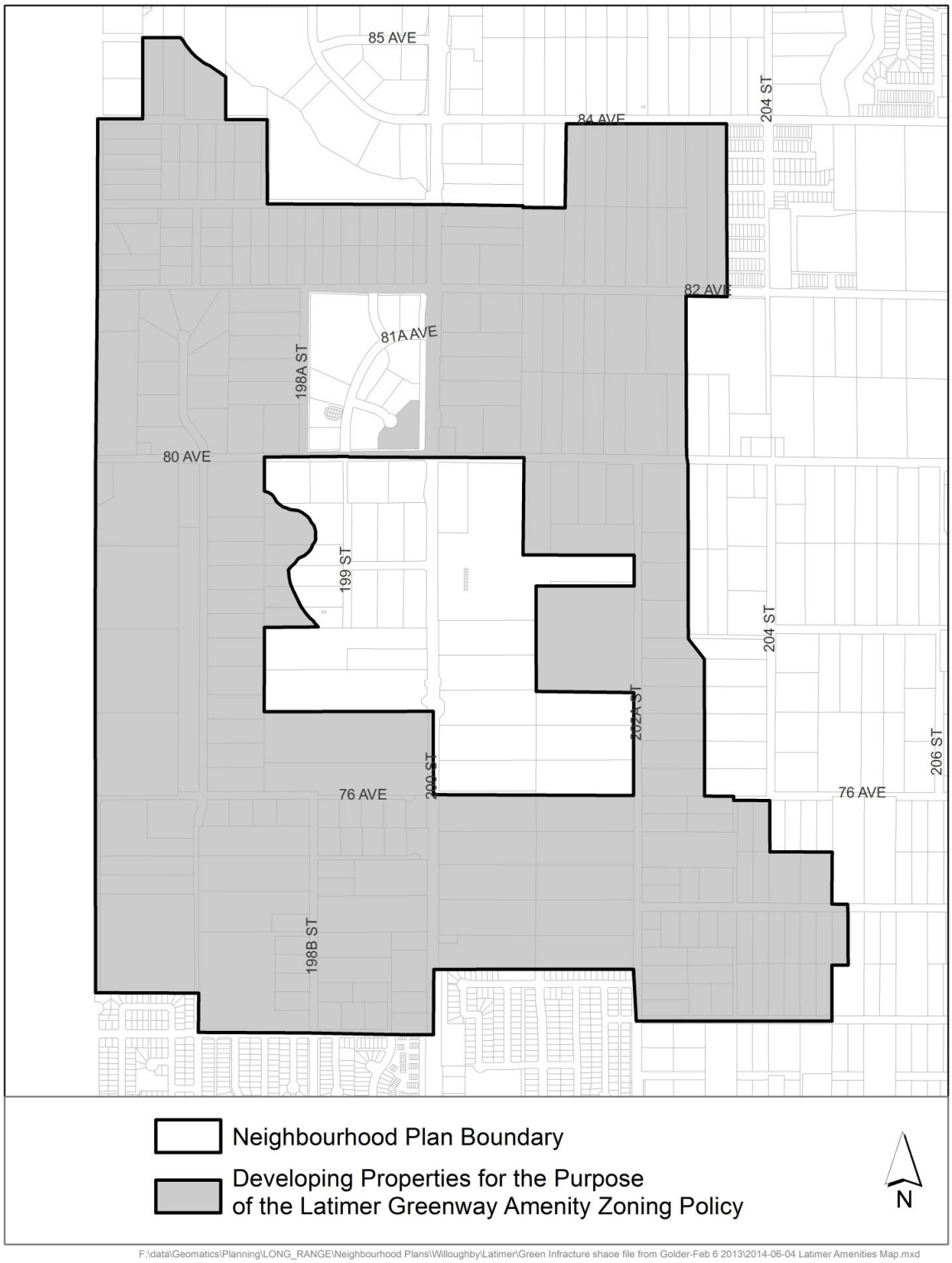
Map 11*:* Willoughby Development Area (Central Gordon Neighbourhood Plan area)



Map 12: Willoughby Development Area (Jericho Neighbourhood Plan area)



Map 13: Willoughby Development Area (Latimer Neighbourhood Plan area)



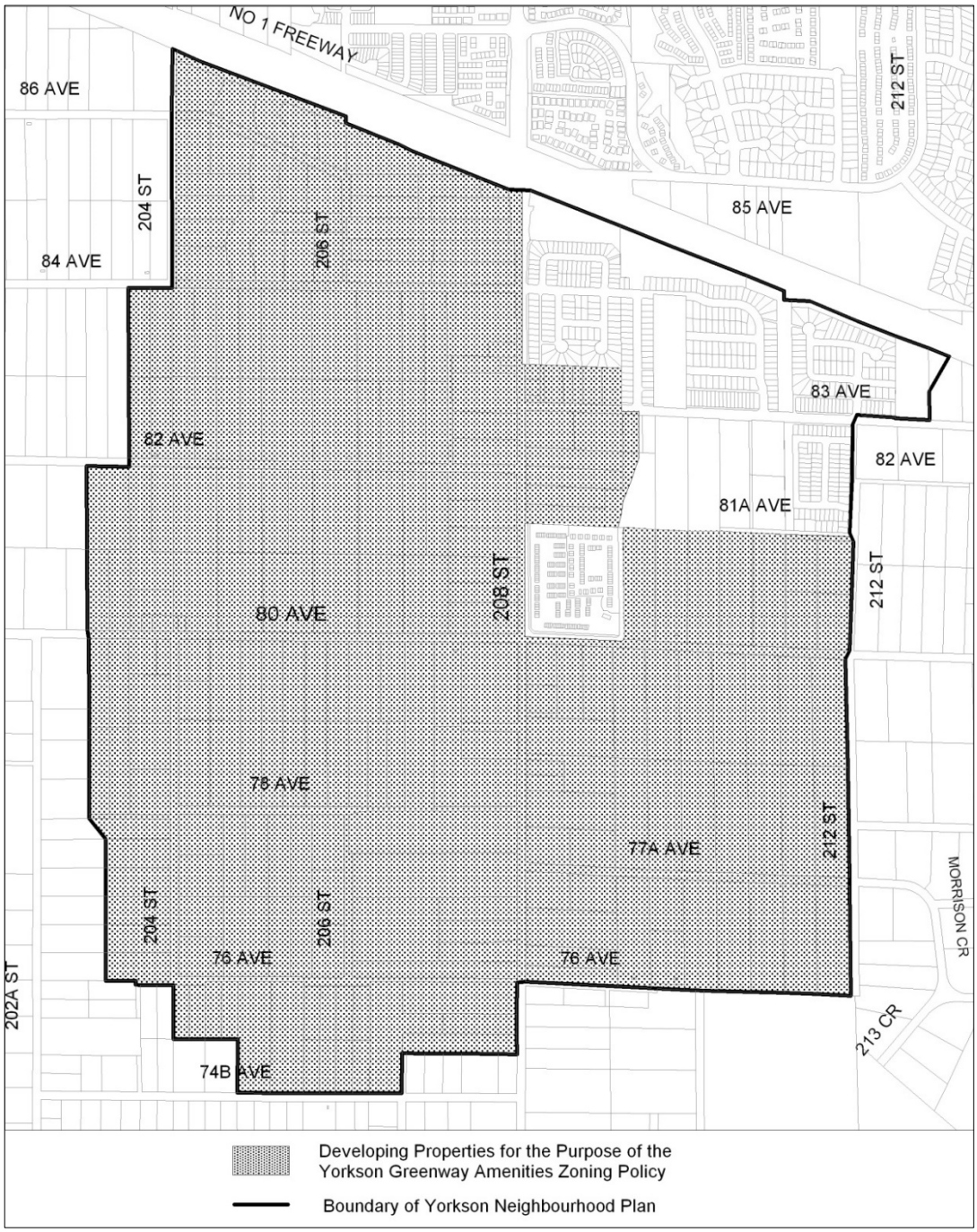
Map 14: Willoughby Development Area (Smith Neighbourhood Plan area)



Map 15: Willoughby Development Area (Williams Neighbourhood Plan area)



Map 16: Willoughby Development Area (Yorkson Neighbourhood Plan area)



Schedule C
Willoughby Amenity Cost

Table 2: Willoughby Total Amenity Cost Calculation

NP Specific/NP Universal	Amenity	Approximate Area (acres)[1]	Construction Cost	Land Cost	Total Cost
Universal	200 St Greenway (15 m width)	7.8	$2,086,746.81	$31,205,782.30	$33,292,529.11
Jericho	199 St GW (North side of Latimer Creek)	0.57	$278,737.00	$2,280,000.00	$2,558,737.00
Jericho	200 St Greenway fronting Commercial only	0.29	$179,957.00	$1,160,000.00	$1,339,957.00
CGE	202B & 68 Ave amenity	0.025	$607,200.00	$100,000.00	$707,200.00
CGE	202B and 72 Ave amenity	0.012	$40,000.00	$48,000.00	$88,000.00
Smith	212 St Connector Greenway with wall	0.43	$329,893.50	$1,725,537.00	$2,055,431.00
Yorkson	212 St Greenway	2.58	$755,254.45	$10,309,489.79	$11,064,744.24
Williams	216 St Greenway at (8 m land, 12 m construction)	1.5	$529,544	$6,018,878.18	$6,548,422.19
Smith	Blue Link / Art Walk		$689,510.00		$689,510.00
Carvolth	Carvolth Commons	1.3	$1,772,517.00	$5,200,000.00	$6,972,517.00
Carvolth	Creek Greenway (6 m)		$8,089,245.82	$0.00	$8,089,245.82
Latimer	Dog Off-Leash Park	1	$200,000.00	$4,000,000.00	$4,200,000.00
General	Ecological Greenway	11.74	$1,116,462.88	$46,966,594.55	$48,083,057.44
Williams	Enhanced sidewalk (1 m extra road ROW width)		$239,072.86		$239,072.86
Universal	Enhanced sidewalk[2]		$2,094,917.49		$2,094,917.49
Universal	Freeway Buffer	5.18	$1,972,248.32	$20,700,993.23	$22,673,241.55
Universal	Heritage		$900,000.00		$900,000.00
Carvolth	Integrated Open Space	2.3	$3,256,439.00	$9,200,000.00	$12,456,439.00
Latimer	Living Wall		$1,080,000.00		$1,080,000.00
Jericho	Multi-Use Trail Linkages		$20,000.00		$20,000.00
Williams	Neighbourhood Forested Mews (approx 2.07 Ac. In ROWs)		$196,945.81		$196,945.81
Williams	Neighbourhood Landmark Amenity Area (212 and 80; West side) (total area 0.45 acres)(private land area 0.11) (pub art incl)[3]	0.11	$242,599.00	$550,400.00	$792,999.00
Williams	Neighbourhood Landmark Amenity Area (North of 212 St and 80 Ave) (pub art incl) (0.5 acres total area)		$471,409.00		$471,409.00
Williams	Neighbourhood Landmark Amenity Area at 216 Interchange (pub art incl)		$585,040.00		$585,040.00

NP Specific/NP Universal	Amenity	Approximate Area (acres)[1]	Construction Cost	Land Cost	Total Cost
Williams	Off-Street Recreational Greenway (6 metre width)	2.26	$1,029,402.99	$9,024,224.02	$10,053,627.01
Williams	Off-Street Recreational Greenway Buffer (10m)	0.77	$300,814.16	$3,048,121.44	$3,348,935.60
Jericho	Plaza	0.2	$161,880.00	$0.00	$161,880.00
Universal	Pocket Park	10.776	$2,568,784.74	$43,104,000.00	$45,672,784.74
Universal	Public Art	0	$3,200,000.00	$0.00	$3,200,000.00
Universal	Recreational Greenway	0.56	$241,733.38	$1,201,126.74	$1,442,860.12
Smith	Smith View Park Assist (1 acre)		$500,000.00		$500,000.00
Universal	Street Greenway (8.5 m construction, 4.5 m land)	40.1	$21,165,422.08	$160,412,669.89	$181,578,091.97
Universal	Urban Green	1.5	$2,222,410.05	$6,000,000	$8,222,410.05
Carvolth	Urban Pocket Park existing detention pond)		$73,170.00		$73,170.00
Carvolth	Urban Pocket Parks	3	$439,019.00	$12,000,000.00	$12,439,019.00
Universal	Wildlife Habitat Patch (1 acre)	3.078	$0.00	$12,313,180.13	$12,313,180.13
Williams	Wildlife Habitat Patch (1,563 m^2 additional outside of ROW) (includes path)	0.39	$124,418.33	$1,544,848.04	$1,669,266.37
Williams	Williams View Park	5.02	$406,520.00	$20,080,000.00	$20,486,520.00
	Total	104.48	$60,167,314.67	$408,193,845.31	$468,361,160.50

(1) The actual size of an amenity may be larger than amounts shown in this column
(2) Enhanced sidewalks have 2 m buffer between curb and sidewalk, 3 m wide concrete sidewalk, and 1 m wide buffer between property line and sidewalk
(3) The total size of this Landmark Amenity is 0.95 acres: 0.45 acres in the Williams Neighbourhood Plan area and 0.5 acres in the Yorkson Neighbourhood Plan area

Net Development Area = 1624.70 acres = 657.50 hectares = 6,574,970.48 m^2

Amenity Cost = $445,533,473.59 / 6,574,970.48 = $71.23 per m^2 or $712,336.37 per hectare or $288,275.47 per acre

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JANUARY 15, 2024 – REGULAR MEETING	**REPORT:**	24-08
FROM:	FINANCE DIVISION	**FILE:**	1700-80
SUBJECT:	DRAFT FINANCIAL PLAN 2024-2028 - RESULTS OF PUBLIC CONSULTATION		

RECOMMENDATION:

That Council receive the results of the public consultation for the Draft 2024-2028 Financial Plan for information.

EXECUTIVE SUMMARY:

The 2024-2028 Financial Plan public consultation was posted as an on-line survey with email, telephone, and drop off options. The survey was available for 20 days and was communicated in multiple ways including: a dedicated webpage (with information, Council budget presentations, and consultation options listed), a listing on the public engagement webpage, featured News link and News post on tol.ca homepage, advertisements in two newspapers, eNewsletter sent, and multiple social media posts on Facebook, Twitter, LinkedIn and Instagram using free and paid options (paid were new for 2024).

The survey yielded 191 respondents online (2023: 171; 2022: 79) and 0 paper surveys were submitted. Email and telephone feedback yielded 2 emails and 0 telephone calls (2023: 5 emails and 0 telephone calls).

In addition to the survey information, the on-line platform provided information on budget web pageviews, social media, and eNews statistics during the active survey period. A total of 1,534 pageviews were recorded, up from 1,006 from 2023 and 390 in 2022. Social media posts / paid ads (across 4 platforms x 2 posts each) resulted in: 82,207 impressions; 29,401 reaches; 1,069 link clicks; 148 comments; 145 reactions; and 30 shares. The eNewsletter reached 4,493 subscribers with 2,994 opens and 46 clicks on the Budget article.

Public input is relevant for Council to consider as they deliberate, however, it should be noted that it is not a statistically representative sampling of all Township residents' views. There are approximately 50,000 folios billed for property taxes in the Township.

PURPOSE:

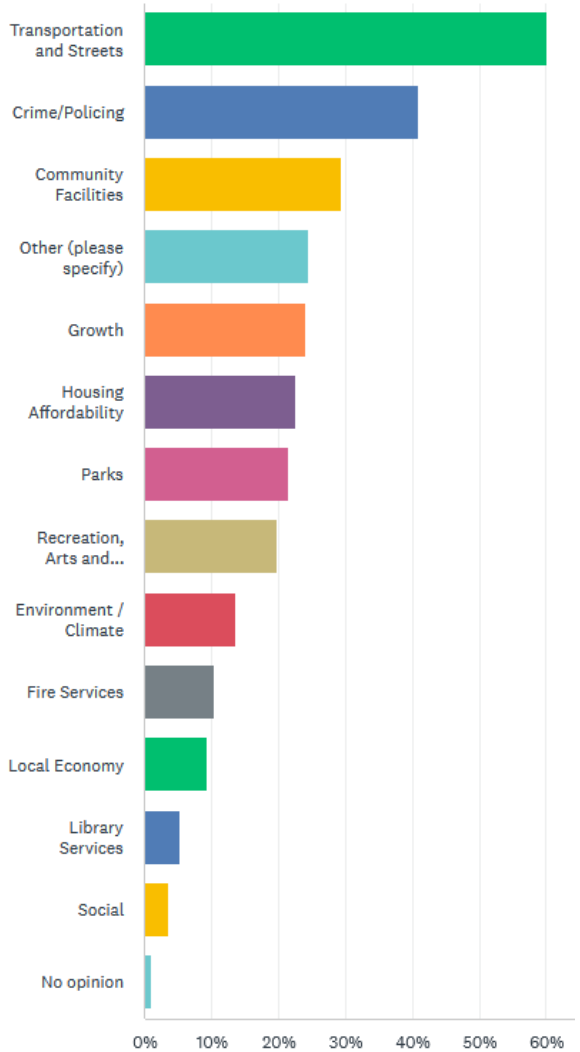
The purpose of this report is to provide Council with a summary of the public input received on the Draft 2024-2028 Financial Plan.

DISCUSSION/ANALYSIS:

SUMMARY OF THE BUDGET ENGAGEMENT SURVEY OUTCOMES

Q1. In your view, as a resident of the Township of Langley, what are the three (3) most important issues facing your community that you feel should receive the greatest attention from your local leaders?

- 191 responses received



ANSWER CHOICES	RESPONSES	
Transportation and Streets	60.21%	115
Crime/Policing	40.84%	78
Community Facilities	29.32%	56
Other (please specify)	24.61%	47
Growth	24.08%	46
Housing Affordability	22.51%	43
Parks	21.47%	41
Recreation, Arts and Culture	19.90%	38
Environment / Climate	13.61%	26
Fire Services	10.47%	20
Local Economy	9.42%	18
Library Services	5.24%	10
Social	3.66%	7
No opinion	1.05%	2

Total Respondents: 191

#	RESPONSES RECEIVED FROM Q1 IN THE CATEGORY OTHER (PLEASE SPECIFY)
1	Mental health services
2	Middle & Secondary Schools
3	Commercial sound barrier for 16 Avenue Corridor.
4	Do not close Langley airport.
5	Homeowner grant increase
6	Debt management. Stop spending money you do not have. Spend within your means.
7	Schools
8	Housing close to industrial parks, ie Gloucester plus municipal water to all
9	Fraser River a safe boat ramp and upgrade the one in Fort Langley.
10	HEALTHCARE
11	Funding from fed and prov for infrastructure before any further growth
12	Schools
13	Drainage and ditch improvements
14	Hospital
15	Water supply
16	Music and arts centre
17	Homelessness in Walnut Grove close to schools
18	It won't be the taxpayers choice
19	Lack of health and hospital resources. Lack of civil infrastructure in the face of uncontrollable population increase dictated provincially.
20	Hoping for some focus on better transit and making it easier to bike/walk to nearby locations.
21	School upgrades
22	Daycare and schools
23	Affordable market housing
24	Schools and health care
25	High population density, without proper planning for families with kids and teens..
26	I need a green cemetery within the township! At least if you could open up some green funrral spaces within the existing cemeteries would be almost as awesome as a dedicated one!
27	Homelessness
28	Hospitals
29	Hospitals
30	Pickleballs courts in Aldergrove so we do t have to drive to Langley (indoor and outdoor)
31	Sidewalks, or lack thereof
32	School
33	Ability to expand housing on properties and or subdivide to house extended families without stringent building codes ie such as breezways.
34	Low taxes
35	Pathways
36	Langley Hospital
37	lower property taxes
38	Condition of roads' pavement
39	Homelessness/ addiction

40	Too many people
41	New Schools
42	I don't see a maintenance budget for curb & sidewalk maintenance & repair. I would think the Township would at least have a dedicated maintenance crew for this purpose. The sidewalk repairs I've seen are less than adequate, Township might want to review the practice of City of Vancouver , Surrey or other places.
43	Hospitals and other infrastructure
44	Before and after school programs at all elementary schools that also operate decent hours (7:00am-5:30pm)
45	Schools!
46	Arts. More support of Visual and Performing Arts
47	Increase Reserves for future capital work

Q2: Why are these priorities important to you?

- 177 comments received
- These comments are summarized in Appendix A

Q3: If the Township were to adjust service levels downward to relieve upwards pressure on taxes, what services would you prefer those adjustments be made to?

- 162 comments received
- These comments are summarized in Appendix B

Q4: Please provide additional feedback on the budget as outlined.

- 97 comments received
- These comments are summarized in Appendix C

Respectfully submitted,

Karamjit Mahil
MANAGER OF FINANCIAL PLANNING
for
FINANCE DIVISION

ATTACHMENTS

Appendix A	Budget 2024 Engagement Survey – Question 2 Comments
Appendix B	Budget 2024 Engagement Survey – Question 3 Comments
Appendix C	Budget 2024 Engagement Survey – Question 4 Comments
Appendix D	Budget 2024 Engagement Survey – Emails

Q2 Why are these priorities important to you?

Answered: 177 Skipped: 14

#	RESPONSES	
1	Me and my family want to live in a safe community, while enjoying community facilities near home without having to drive 25+ mins (the two nearest were taken away). Public Transportation has been almost the same for over a decade. Apparently people does not have “the time”to provide input to translink hence public transportation might not be a priority.	
2	Recreation comes to mind first because it is incredibly hard to get into classes or instructed lessons - like swimming. The demand is there and the communities want and need them. Swimming is a life saving measure that needs to be learned by all. Other recreational spaces could also be improved - lacrosse boxes, ice rinks available to all, more public skating and field availablity for soccer/football/rugby etc. if we want our community to be healthy we need to give them the opportunities. Second would be firefighting and the fire department. We are incredibly underfunded in trucks that have accessibility to condo communities and the small Yorkson roadways. We know that you are trying to build a new hall 5 but I’m sure that will take time. We need results now, improvements for the fire department and their staffing. Thirdly is crime and policing. We need to be prepared for the sky train and bus systems. It will create more theft, more vandalism and inflate the drug issues that have plagued our community over the past 15 years. We need more police available to the township and more community policing offices open.	
3	Determine focus of community	
4	We have a larger population of people struggling with homelessness, mental health crisis’s and an aging population that is under- served. Langley Township should step up and begin to implement proper and procedures to support our community.	
5	Would like young families to be able to afford to live in Langley and for the community to have infrastructure to support growth.	
6	Feeling safe in my community is my priority. Being able to commute within TOL Without constant traffic jams is important.	
7	Climate is 1, need to protect our future. Roads and community are considerably lacking given the growth of population.	
8	Public safety Growing population Growth of township	
9	Education, and public resources and infrastructure, as well as environmental protections are the most important part of a good community	
10	Too many developers building too much high density with zero consideration for infrastructure. We need roads and community facilities to service all of these new people. Make developers pay for parks.	
11	Transport and Delivery Services from Highway 1 to Highway 99 are connected by what should be Highway 16 now and not avenue. The noise is 24/7 and a sound barrier is needed.	
12	I would like for my children to be able to stay local and afford housing one day.	
13	Langley is severely underestimating how many families there are. No one wants these apartments, but if you are going to create a higher population density remember that all these people want the services they cane for. They want their kids to have swimming lessons, for roads to not be backed up because the city hasn’t expanded. Invest in rec centers and road expansions.	
14	We are importing the congestion and crime of Surrey from to much growth. We like our space here. Money is not everything.	
15	We need more facilities or upgrades to existing to keep up with current demand and anticipated population growth.	

16	We need the environment to be protected for future generations and more parks as the population increases in our community.	
17	The traffic in and around our township is unbearable and NEEDS to be addressed	
18	Crime is bad in some areas and street development is lagging behind housing construction.	
19	They just seem like the most logical things go prioritize. Safety and transportation are quite important.	
20	Inflation higher standard of living	
21	Property taxes are going out of control. And you are spending on frivolous things. Stop wasting our tax dollars to try to get re-elected.	
22	There is ZERO affordable housing for Single disabled people ZERO	
23	Community safety should be #1 followed by ability to move around, move goods, etc.	
24	With the growth especially density we need more essential services with the equipment for dealing with heights plus transportation to avoid congestion	
25	These things affects great many people but are often forgotten	
26	We literally moved to Langley to get out of the chaos that is Surrey It first started quiet, great little family homes and then you let developers come in and build these disasters of condo and townhome complexes that no original township resident wanted to begin with… now you are faced with traffic issues along 208.. and soon to be 216.. you have no plan for an outdated under staffed hospital.. most schools are already at capacity.. no plan for future parks and let me guess your still working on the life guarding issues for our understaffed pools.	
27	Growth: Expand murrayville for housing once skytrain comes and inevitable population increase.	
28	Langley needs to have a municipal water system, we are far behind providing water to the whole township. With water fire service improves. Near the Gloucester Industrial park the majority of the properties are under ALC - also the majority are not farming (unless blueberry farming). The Township purchased 138 acres for future park at the 7200 block of 267 Street. The properties near this area should be zoned for housing. The soil is not good for farming but would be a great place for affordable housing for the 9,000 plus workers in Gloucester. Live and be close to work, a very central location to other services.	
29	I live in Township Langley over 35 years. There is no place in our area to launch safely a boat, tie it up while you park your vehicle with the boat trailer. Also there are no facilities as a Seniors Community like the one they have downtown Langley. Seniors in (I am also a senior) lack a seniors community to serve our area.	
30	They would help improve the local economy.	
31	Growth is happening to quickly. Transportation and streets are are to few/small to support the number of people coming into the areas that are growing due to the rapid influx of highrises. Health care quality and access has plummeted due to the inability to support the population. Need better access to good health care. Hospitals, GPs, walk in clinics are floundering, close to crashing and burning. Can't support current population well let alone all the people who will move to the city this coming year.	
32	Everywhere is congested with holes in roads, too expensive pool facilities and with so many people the fire department can’t possibly cover all these areas	
33	These are the foundations of every community and with the exponential population growth we need parks and community facilities to service the people in these areas.	
34	Green space is important to the health of the community. It is difficult to obtain after buildings are built. Roads are rough and dangerous in Langley. Inability to get youth in swim programs.	
35	Streets are congested Growth is too much too fast Crime and homeless folks growing	
36	Transportation streets bike routes for easier access to Langley. It’s faster more efficient to cross the bridge to Pitt Meadows or Coquitlam than driving down 200 or 208 and 216 is packed because of bridge closure on glover. Also put bridge height warnings in front of bridges to save	

	tax payers money. Cause the law allows it. People are entitled so they are above the law, so more policing in Willoughby - Walnut grove.	
37	They are the factors that make living in Langley worthwhile!	
38	Costs are soaring out of control and being passed on, very worried about access to hospitals should family members get sick as hospital has not grown in proportion to population and no one wants to tackle that but building keeps on going with no regard for implications in many areas. Extreme wait times. Educational rooms impacted. Issues blamed on prov and fed. Hold line if they don't provide funding. Quality of life does matter and that has noticeably decreased in the last few years. Crime increasing due to many factors.	
39	We need better transport (public transport, and road) systems in Langley. It's ridiculous that our roads are so congested and trucks are trying to use roads clearly not made for trucks. Please please think up a long term strategy. For example, create 3-4 hubs across the township, and then rezone these 'centers' to extremely high density housing, and then build extremely efficient transport between these hubs and to the skytrain network. Most likely those hubs should be areas which are currently not already congested - because otherwise that's a reactive strategy, not proactive. I also would suggest that you develop some metric to measure cars on the road (i.e licensed) vs population and actively report on this with the aim of reducing cars per person - that will give some measure of success to improved public transport options. Ideally, any person living within these hubs should have access to a school, hospital, shopping Centre and skytrain network all with easy public transport access (i.e not buses). I would give up my car if I could live in a hub like this - 100%.	
40	We want to live in a place with walking distance schools (Willoughby is too big) and with access to recreation and culture to empower our kids.	
41	It can't be sustained. The infrastructure does not support it and existing residential Canadians are being pushed to the streets. Wake up!	
42	Too many farm properties flooded and impacted by TOL ditches overflowing and back flowing during Fraser river freshet. Specifically farm properties located along 264th St near the Fraser river (88th ave) and areas west of the dyked portion of the NE region of the TOL. Flapgates, pump stations, improved ditches and berms/dykes need to be installed. This has been ignored for too long, and farmers and property owners in these areas continue to suffer major challenges and loss of farmable/usable areas on their properties. There is no way individual property owners can address this large drainage and infrastructure problem, the TOL and province of B.C. need to take responsibility and provide solutions for the long term.	
43	Infrastructure is so far behind the population growth that Langley may never catch up	
44	living in Langley there is nothing to do here and the is no community. We are thinking of leaving here and move to another community	
45	These are what local government was designed for. If special events are truly special they can pay for themselves. Langley's impact on the world's climate should dictate its impact on our budget, in other words not much.	
46	Traffic congestion, lack of sidewalks. Would love to see a separated bike lane on glover from trinity to fort langley.	
47	influence use of area	
48	There is a need for all of them	
49	Growth is happening too quickly. Council doesn't need to approve every development presented. Too many trees and green spaces are disappearing because of the growth. The quick growth is meaning that facilities may not be keeping up,	
50	I think we should be a leader in creating parks and green spaces. I think as we densify we should be improving community policing to protect people and ensure gang activities aren't a part of our township. I think we should be working with the province and federal government to expand rapid transit and skytrain to make Langley more accessible to other parts of the lower mainland. You shouldn't have to own a car to live in Langley. And we shouldn't have to feel cut off from other cities.	
51	they are the foundation of the community, a community we are loosing with (too) rapid growth.	

52	shelter , safety, health care . I would say Policing as well	
53	High growth = higher crime. Roads are creating bottle necks for movement of traffic and goods. Addressing these will help Langley grow safely and at pace.	
54	This is my only important priority. Lessen the financial burden to Property Tax owners and spend only in accordance with core services (ie. Police, Fire, Solid Waste, Roads, Sewer/Water, and Permitting matters). Do less with less. Run the municipality based on business principles. Spend within budget, provide $$ incentives to each Dept., significantly reduce capital budget. Aim for property tax increases at inflation targets or below.	
55	Crime hurts everyone people need to feel safe Growth needs to be managed well, we need to spread out, recreation kips kids off streets and away from drugs	
56	Because they are often an afterthought in communities, but the most desired aspects when looking for a community to live in.	
57	I think focusing on these areas would have the biggest positive impact in the majority of people.	
58	Infrastructure needs to keep pace with growth	
59	Traffic and crime are getting worse at a noticeable rate	
60	These are areas that will and do affect residents. The boom of new residents, coupled with the impending construction of the skytrain has (and will) lead to further increases in crime and violence in our once-tranquil part of British Columbia. The increase in homeless folks and shelters without strict policing has led to increased property crime and unsavoury individuals loitering and harassing the hardworking and upstanding citizens of the Township. Stricter policing with increased punishments is desperately needed to protect the working people of Langley. Parks are an essential part of a thriving community. The unfortunate pivot towards development and townhouse communities has taken priority over the quality of life individuals residing in the Township. We absolutely must protect our parks, green spaces, and forests as they are part of what makes the Township unique from Surrey and the rest of the lower mainland. Families need protected places of nature, especially in developing areas. Let me be clear: not everything needs to be townhomes. We need low density housing with plentiful green spaces. We are not Vancouver. We do not need to add housing for the sake of “affordability.” We need to preserve the little we have left of the original Township. Finally, the streets of the Township are in desperate need of maintenance. We do not need more public transit. We do not need the skytrain. We, the hardworking and taxpaying people of the Township, have vehicles! We need maintained roads to be able to travel efficiently and safely between destinations.	
61	The increased growth has been too rapid and the structures to support it have not been keeping up. No more building until the infrastructure has caught up	
62	As a resident I believe that these areas are a mayor paint point that need to be address for our city to grow healthy	
63	Because we have a shortage of them and they are a requirement for comfortable living.	
64	With an increasing population we need water supplies for all residents including the rural areas. With increased drought possibilities we need water to protect and preserve our tree cover.	
65	There is no arts or music venue in the TOL. The museum is not an arts centre; there is no venue large enough to host a large music concert. Arts and culture are as important as sports to a community!	
66	The maintenance and improvement of our streets is crucial and impacts our daily lives. I also think parks are important, as most of us do not own acreage, we need nature parks that offer the benefits and accessibility of the great outdoors to improve our physical and mental health. If by growth you mean the growth in our population/housing demand, I think this is a worthy thing to consider because we need thoughtfully planned neighborhoods with proper infrastructure that will improve our city’s quality of life. Willoughby seems somewhat disappointing in the way all the green space was completely wiped away, and the homes were built so irresponsibly. It would be a shame for that to continue in other parts of Langley.	
67	Climate change is already being felt, housing is a human right, and arts and culture are net gains for communities.	

68	We value outdoor and rec center family time.	
69	With one recreation centre not reopening, other buildings are busy, not enough space in classes and drop ins, and with a growing population we should be increasing access not removing facilities. Transportation in Langley is not convenient. Bus waits are long, busses are full, and transit is inconsistent in Langley. Housing affordability is a crisis all across Canada, but families are unable to access housing in Langley due to the rising costs. It would be nice to develop the local economy with smaller businesses in areas like Willoughby and continuing to build small shopping centres near schools and family-oriented complexes.	
70	Infrastructure is key to build early when it is cheaper. Too many roads are 2 lanes that should be 4 lanes now, don't wait for all the development. Do it now, and use the development charges to pay off the loan.	
71	Safety of children and residents	
72	I believe the TOL's population is increasing unsustainably. We need more recreation and to keep green space and parks - we don't need to tear them down for parking and multi-unit homes.	
73	More parks with trees and lakes that we can access. all greenery is blocked off by fences and extremely small between houses in Willoughby. All trails are cemented over which is not good for joints as gravel or bark mulch	
74	we need them to make a community	
75	It seems to me that in a time of uncertainty such as it is now, the smartest and most popular vote would be to table your increases to at least next year. Your population has had unfair increases in property taxes since the extremely high raise in taxes caused by an unnatural rise in the prices of property caused by real estate bidding wars. Is it not understandable when heat, light, fuel, groceries, insurance, telephone, eco fees, and every other thing has gone up. It seems the air we breathe is about tone taxed. We don't NEED pretty medians on road ways, or grass that needs cutting between fences and sidewalks, or beautification of property with trees planted under power lines and in sidewalks to lift the pavement and never get cared for after they are established. Be kind and considerate to your citizens and make this year a time of thinking of those who can't purchase their prescribed medications or eat unhealthy foods because it's all they can afford. The list goes on, but I ask you to please think about what you are doing. Not everyone makes big wages working for the federal, provincial or municipal governments. I'm sure there is a fairly high percentage of citizens are trying to make ends meet doing a job they are paid minimum wage for, some even less.	
76	needed by many with financial restrictions...	
77	Langley Township is growing and is expected to grow at unsustainable levels for the foreseeable future. It is imperative that any and all associated costs be directed to the devolopment communities.	
78	Current mayors plan will destroy the livability of Langley. Absolutely no thought or consideration of how these grandiose projects will be paid for	
79	Roads are atrocious right now and with more homes being built everyday will only get worse. Rec centers give people places to go when the weather doesn't cooperate. Make developers pay to build the infrastructure before the building is complete, not after.	
80	Balance. TOL currently has too much housing growth and not enough parks/ community/services to offset. AND... after the Alexander fire! We definitely need more fire suppression services in our community to support the massive population increase/ close housing.	
81	If you keep building condos and apartments ,more and more people and the roads are already so congested.	
82	As a long time resident these are the services I utilize the most. Parks, community centers and events.	
83	Langley is growing quickly and as we are building we have the opportunity to plan ahead. This planning will hopefully include sustainability and environmental impacts as well as alternative modes of transport that will allow more trips to be car free.	

84	Community facilities have been lacking for years. If I log on to my RecExpress account more than 30 seconds after registration opens, I can't get my child into lessons. The ToL also severely lacks with offerings that other communities have, like birthday parties (see Surrey) etc. Also, I live in Willoughby. Time for a pool, library, and to re-open the Willowbrook Recreation Centre at the ToL hall. It was a great gym that required minimal staffing. It's a travesty that is hasn't been reopened.	
85	As the city grows we need to have the infrastructure designed to address movement of residents and goods. Police because crime is on the rise and instead of always looking the other way we need to start dealing with the issues.	
86	Recreation access is at an all time low. The only place for non-sport community fitness in the Township is in Walnut Grove. I was devastated to discover the Willoughby fitness center closed and LEC doesn't seem to have public community fitness classes anymore. These are the most affordable fitness options and yet trying to find classes to fit a schedule is difficult with only one location. For example, there are no evening yoga classes at Walnut Grove. Regarding transportation and streets, Langley is growing at an exponential rate and our infrastructure needs to keep pace. I was pleased with the 216 interchange and widening of Willoughby connector and hope more projects large and small help ease our growing traffic.	
87	Langley is growing quickly and facilities such as parks, rec centers, roads and bike/pedestrian infrastructure aren't keeping pace with the growth.	
88	streets in bad shape crime up galore homeless increasing for every one	
89	It’s essential to survive and thrive	
90	Because they haven’t been maintained throughout past years from past mayors. Things are now very behind for the growth that has been happening the last ten years in Langley and continues to happen. Roadways and infrastructure is outdated. Children cannot get into activities due to lack of facilities. Removing the only synthetic soccer field in Walnut Grove for a Baseball Diamond is not the answer. Adding elsewhere in Walnutgrove is. Both are needed removing the only playable soccer is a disservice to many children who play soccer in this area. They need somewhere they can walk to. Add a field at the back of West Langley or another school in Walnutgrove. Do not take away to support baseball (one sport) to disadvantage children that play another sport (soccer). Soccer is one of the biggest leagues in Langley. Sure North Langley Baseball is big in North Langley. My children play both, but this is not the answer to remove something that’s needed. The PE teachers from the high school also train students on this soccer field. Think Township, think!!!! We need more of both, so don’t remove one without adding the other back into the same community you’re stripping it from. Many children go on to OUR local universities (IE UBC) to play soccer. Wouldn’t you agree a notable BC institution! Whereas baseball young folks typically leave to the USA. Soccer is more HERE! Please reconsider and at least have both in the Walnutgrove community! Thank you for listening!!!!	
91	I’m without safety and a healthy place to live what else do you have?	
92	In these times of heavy costs and hardships, we need to focus on what our society needs. Crime has gone up. Mental health is a major issue right now. Children need positive support and activity.	
93	library and community center density and scale are too low Roads conditions are terrible	
94	I worry my young adult children wont be able to afford to live in the TOL (raised here since birth and want to stay living in TOL).	
95	I want to feel safe in Langley	
96	They are immediate needs and will enhance livability	
97	Crime and safety should be a priority. Too many cars not enough roads. Government fees are fat too expensive.	
98	Physical & mental health . A growing population needs parks & recreational facilities within walking distance.	
99	It goes without saying we need to manage growth and I want to believe that will be done with consultation. I believe fire protection has too long been underfunded and poorly planned for the	

	population/building growth. With the increasing youth demographic we need parks, recreation and opportunities for youth & seniors to be actively engaged. Transportation is a nightmare	
100	Kids need safe education and health care for all ages	
101	Traffic has been so bad for years. And willoughby has no facilities like swimming pool or library. It all required to drive to walnut grove. And traffic is really bad after school in the afternoon.	
102	For the last Nine years living in Township, there isn't much public services but the only things that have been growing up I are high density population and property taxes . No new labrarías or parks	
103	Green funeral options make a huge difference in this era of great needs. Keep formaldehyde out of the grounds. Return our acculated carbons to nature, keep fancy lumber out of the ground, much cheaper and so much more	
104	Not enough dog parks in Willowbrook area. Streets are gridlocked. Growth must go together with transportation	
105	Because I rent and fear being homeless	
106	Congestion causes pollution, accidents and frustration discouraging large business from developing in the area.	
107	To make the community sustainable	
108	Hospital wait times	
109	Our Health care is not good here. Not enough Drs, hospitals, schools & roads for our growing Township.	
110	We are growing as a community. We need to accommodate for that growth and make Langley a place worth living. Not a collection of nightmares.	
111	More and more young people are not able to afford place to live, whether renting or buying. Langley is a great community and with lots of nature and greenspace (that should be incorporated more into new developments), and should be more accessible for people to live here.	
112	Any growth should include infrastructure. Without solid plans for roads, schools and shopping the communities will suffer	
113	Langley is growing at an alarming rate and the infrastructure is not keeping up with this growth. Roads are too small, schools too crowded and the crime is increasing.	
114	The roads are a mess and will only get worse as new developments are built. New development doesn't often include new community areas like playgrounds, dog parks and general green space. With more density, Langley should be more walkable, but it's getting less in many areas.	
115	I feel we have outstretched what Langley has to offer and we need to pause for housing and local amenities to catch up... and don't get me started about how bad 208th is!!!	
116	Safety and getting a handle on infrastructure with all the new growth	
117	Because we live in the countryside and a bus route on 16 avenue would be very convenient. Pickleball is also the trend for socializing and getting exercise for us seniors!!!	
118	We need better infrastructure to move people better due to the population increase. Housing prices are crazy high and unaffordable.	
119	A beautiful environment with lots of green spaces and opportunities to be outside will counteract high density effects.	
120	We need to provide police services to keep crime down, as well as transportation and upgraded roads to accommodate the growth happening	
121	All of the new developments coming in means more people living here. Infrastructure needs to develop to support the influx of people. Traffic is already getting very bad. Downtown Langley has homeless people running amok.	

122	Lack of public transportation and infrastructure is leading to traffic congestion, unsafe roads without sidewalks and accidents. Lack of pool in Willoughby/yorkson- very hard to get into swim lessons and very little classes offered in arts/performing arts/STEM/active activities. This all needs to be accompanied with climate change and mitigation in mind.	
123	The population growth in Willoughby is no planned at the same level with streets development, schools and neither with a very much necessary recreation Center. Willoughby rec center was closed during pandemic and we're still waiting for a reopening or a new one.	
124	Our community has grown so much over the last 6 years, there are no pools or recreation centre near us.	
125	Milner Heights has no park nearby, forcing kids to play on streets and alleys. Sidewalks are inadequate and streets are difficult to cross..The closure of rec cts at City Hall and LEC means the only facilities have to be accessed by car	
126	I live in the Willoughby area. There isn't a swimming pool or fitness centre within walking distance for anyone in this high density area. It would really improve quality of life in the community if we had something to walk to. I saw plans to expand the outdoor pool in Aldergrove; please don't use my tax dollars to expand a pool when my neighbourhood doesn't have one.	
127	It goes without saying that police/fire should be the most important for safety reasons.	
128	Growing community needs more good schools and teachers	
129	I'm scared about the growth in crime rate the most being a mother.	
130	We don't have enough schools for the kids. My child doesn't even has a place to sit for lunch	
131	Retaining natural ecosystems helps mitigate climate change AND provides the opportunity for people, including children, to connect with the world which supports life. Parks help a bit too	
132	We desperately need more housing and options on existing property to expand to house adult children and there families. Very limited ability to extend current properties. Adult children cannot afford there own homes.	
133	We need safe neighbourhoods and our transportation needs to be efficient. Cost of living increases are impoverishing many, please don't add to that.	
134	For the development	
135	My children need safe pathways to walk to school. Currently the Walnut grove pathway is closed with fencing and they have to walk an additional 20 minutes in the dark before school to get to WGSS secondary. My son has special needs and this is hard for him. Fix the pathways so people can commute.	
136	Safety first, Having sufficient medical facilities. The township collects plenty of development cost charges from new housing permits , but there is only one hospital.	
137	We don't have the infrastructure to support population growth and development. We can't affford more property tax to make up for the years of poor planning and immigration push by the feds.	
138	With our growing population we need facilities to keep people active (indoor tennis in Aldergrove eg) , good policing and good roads	
139	They are primary to quality of life	
140	Because they are the ones that have the most problems	
141	The stretch of 264th between Fraser Hwy and Hwy 1 need to be upgraded badly. There is alot traffic driving along there now then in the past. There are no lights which makes it extremely dark at night. Pedestrians, bikes, scooters etc. take this route to get to and from town too. Turning lanes on 264th at Robertson Crescent and 48th could help avoid collisions. Thank you	
142	We seem to get absolutely nothing for our tax dollars. Our roads are in horrendous shape especially in Willowby its been 5 years and it gets worse year after year. Since Covid parks and rec has become a joke there are absolutely no programs available and the few that are, are impossible to get kids into. We 100% now have to put our kids in Surrey parks and rec and the same goes for all of our kids friends which is an absolute joke and you should be	

	ashamed. Langley hospital is the worst hospital in the region always understaffed and the service is so bad that the last 2 times we had to use BC ambulance they took us to Maple Ridge hospital because we leave equally close to both hospitals and even they said they avoid Langley hospital whenever they can. We will never volunteerly go to that hospital after the terrible service we received their many times over the years.	
143	Can't afford to live here as house prices are insane.	
144	The growth is too fast for the hospital, schools and streets. Annoying lights everywhere which keeps traffic more congested. The annoying above ground power lines that have useless mandatory trees right under them. The amount of grass that just dies. Find better, practical and more economical ways to look good. The more we allow the druggies to invade our neighborhoods, the worse the crime. That is more of a provincial and federal issue as there seems to be no punishment	
145	No sidewalks, poor transportation facilities, need infrastructure. Langley is behind from other municipalities.	
146	We are experiencing large growth, and these are the top three priorities for growth.	
147	Population growth is too high for our roads and schools to handle and housing prices out of reach for the younger generation.	
148	Housing is a basic need and there is a significant amount of people struggling to meet this basic need. Policing is needed to keep our communities safer Recreation, Arts and Culture are quite often undervalued but play an important role	
149	Because property crime and theft is TOOO MUCH , there are criminals renting rural old homes and commit crimes one by one from there and nothing is done	
150	As the population grows the government needs to increase opportunities for recreation and keep roads and infrastructures on pace with increasing population. Healthy communities have places for citizens to create and participate in physical activities. The environment and climate change should be considered in all aspects of government policy.	
151	There's no option to grow, it's happening and will continue to. It must be done wisely and for long term results, not short term bandaids.	
152	The perception of an increase in crime migration. Heavy congestion on all arterial routes. Need for more small business (less chain business).	
153	Proper infrastructure to be in place before construction starts. Tired of criminal activity in our area and very little police presence. Willoughby is in desperate need of an aquatics facility.	
154	Your unsatisfactory road maintenance is costing me money for vehicle repairs in the form of shocks	
155	The road conditions in the northern part of the township are abysmal. Alsi, litters on the side of roads (Example: 86 Ave & 201 St near Carvolth Exchange loop). Example of frustrating road conditions: 200 St & 80 Avenue, sections of 208 Street between 76 Ave and 78B Ave.	
156	We are expected to absorb a lot of regional growth. It must be smart, sustsinabke and not solely car-centric.	
157	Infrastructure for the rapid growth of the area seems to be lagging Homeless numbers in our area are increasing so much faster than population. More overdose deaths in our township than covid deaths with almost no leader recognition	
158	I live here and pay enough for the little we get.	
159	Lack of infrastructure maintenance & repair is not only a safety issue. It becomes costly.	
160	Get homeless off the street. More policing for our safety. We are growing fast and need the fire and ambulance service.	
161	Without extra law enforcement, the other issues will be lost to crime in short order. Over run with drugs and knives.	
162	Because it's so darn expensive. Thinking of having up route my family because paying 5k/month in rent is ridiculous. The amount of cost our grocery bills has increased substantially.	

	We are a double income family, so we should be able to be ok, but it's not turning out that way. And there is going to be no room for anyone in this city soon.	
163	I live here and see huge growth with nothing to support it.	
164	We need to be safe and we need to have recreational facilities to be healthy and for mental balance.	
165	The roads in the township are being torn apart with all the extra buildings going up. I hit a pothole that damaged my strut on my car which I had to replace. Also, the crime rate seems to be going up, homeless camps are spread out and there doesn't seem to be a police force available to take care of this. And obviously with all the added residents/homes to th community it would only seem reasonable to add more firefighters.	
166	Safety issues with streets such as 222 and Old Yale needing traffic calming directly on 222, recreation such as more swimming lessons being offered and the need of before and after school care in each school as it's extremely hard to come by.	
167	Our infrastructure is so far behind the growth we are seeing. Our schools are in crisis. Crime is a major issue but that should also be addressed with RCMP on how services are divided with TOL and Langley city.	
168	The roads are terrible, there are way more transient people hanging around and it isn't as safe as it used to be, the bus system is terrible. It takes me 15 minutes to drive to work and a bus takes 1.25 hours.	
169	Speeding and dangerous driving is completely out of control in Langley. Robertson Crescent is insane.	
170	Because this Council has gutted Arts and Cultural Programs and Services, keeping a new facility closed in favor of sports fields that are used predominantly by residents of Surrey BC	
171	Housing is SO hard to find. That is the most important thing that needs to be improved. More rental houses for young people. It is also so hard to find places to rent for people who can't afford to buy homes. (Which are most people).	
172	important for families with kids	
173	we have a responsibility to our environment. we need to protect and nurture it. the cost of damaging it or 'giving' it away to development is too high	
174	Senior Staff closed down LEC / Willoughby gym and gifted it to Vancouver FC. Where's your transparency now? You shut down Willowbrook under the guise of "lack of staffing" now have it full of TOL staff. How hilarious and ironic! Streets need serious investment.	
175	A safe community is will foster many other aspects of an enjoyable community.	
176	I want to feel safe in my community and have facilities to do activities at.	
177	If we want to create a liveable community for our current and future generations we must focus on climate and reducing traffic and increasing options for people to seek alternate forms of transportation	

Q3 If the Township were to adjust service levels downward to relieve upwards pressure on taxes, what services would you prefer those adjustments be made to?

Answered: 162 Skipped: 29

#	RESPONSES	
1	Growth. Parks.	
2	I don’t think any of the listed items above could be considered unconsiquential, all or any of them ignored becomes a greater risk for the future.	
3	Recreation parks and culture	
4	Housing affordability	
5	Social activities.	
6	Library services Climate action	
7	Rec arts culture	
8	Parks, recreation	
9	Police, bylaw enforcement	
10	Stop wasting money on medians and watering grass on medians etc.	
11	I think the township is pretty excellent all around and should continue the course.	
12	Library, Social, Environment	
13	Stop investing in bike lanes no one uses. Invest in rec centers with libraries and pools.	
14	Growth. Too fast. More people more services, more demand. Our hospital is at capacity yet there is a plan to put more towers with more mouths to feed , more waste to deal with. Affordable housing is a panacea. Competitive market demand will never make housing affordable to normal people, the cultures will always find a way to swoop in for the most profit.	
15	I would like the township to start requiring people using recreational facilities, specifically programs to prove they are a resident. Programs fill up far too fast and many of the people using them are not residents of Langley.	
16	I don’t think there are any services that can be reduced. All are needed to run the Township. I would rather pay more taxes than reduce service levels.	
17	Management	
18	Library services, Recreation arts and culture.	
19	Recreation arts and culture and growth	
20	Growth	
21	Stop spending on useless infrastructure like the rock wall at the north end of the 208 overpass.	
22	None, increase tax so we don’t get a huge increase at once because inflation is happening	
23	Less Planting of flowers on streets. And decorating things that can wait. Lets make coffee and grab your anacks at costco for your meetings instead of having them catered. There are many ways Tol could cut costs though expences.	
24	Lower and mitigate the new and increased funding --- slow some of the infrastructure investments, moderate the new paving and events budgets, reduce debt being taken on to lower debt servicing costs.	

25	Environment and climate isdues	
26	Honestly I would love to see amalgamation with the city to remove duplication and cost sharing	
27	Eeddto see how much is being spent on each service	
28	Developers should have to pay for upgrades to roads, schools and hospitals if they want to build any building over 10 units	
29	climate	
30	Recreation arts and culture - the Township has already budgets for the next few years	
31	Reduce grants, reduce spending on community facilities, and reduce spending on recreation, arts, and culture.	
32	Library	
33	Counsel wages, wages of management at township. They don't do much to deserve high wages	
34	Garbage pickup? As in make these pickups more infrequent. This would likely make people more eco conscious too as they would need to manage their own trash more efficiently.	
35	Library Culture and art New Building of homes slowed	
36	Crime/policing, housing affordability, growth, fire services	
37	I don't think there are just a few pockets of services that could be cut to adjust, it needs a systemic adjustment. Biggest concern is growth at all costs. Hold a referendum identifying true costs of projects and plans and see which way "taxpayers" want to go (only taxpayers have a say). If I'm not paying taxes, I'll ask for anything as someone else is paying for it.	
38	Environment/Climate and Arts. Not saying these aren't important. It's just that currently with everyone so spaced out in Langley and reliant on cars to transit, it means that tax dollars coming in are not very high. Let's figure out a way to grow the city with higher density in certain areas, get more tax dollars coming in, and then allocate the money to the above services.	
39	I don't care, 3 trucks to pick up my waste is a complete waste. I pay 50% tax, house tax,I have no kids because I could not afford them without government assistance - no thank you and your toonies for tummies.kids For all that, I cannot find a Doctor. N oh t sure what I'm paying for, but let's bring more folks in to saturate the system that I help pay for but receive ZERO benefits from. I don't shop in Langley because it takes me an hour to get there. North Langley shops in Maple Ridge. I don't don't know what I'm paying for u I there then bi-weekly trash pick up. I rather derive it in a keep my $5.5 k property tax.	
40	This simply can never be allowed to happen.	
41	Fire department	
42	Less full time firemen. They're the only municipal employees that are paid to sleep.	
43	Bylaw enforcement.	
44	cultural services	
45	Growth…..is to fast already stop stop stop let people adjust to growth that already happened	
46	Seems like we have far more sports fields than necessary. Stop developing parks into such specific single use things.	
47	I don't mind paying taxes. I would rather live in a great city that invests in itself. If people want to live in a bargain basement city they should move somewhere else.	
48	profits for staff. They are not doing a good enough job	
49	Environment and Climate: There is a lot of wasted taxpayer funds in the parks Dept.	
50	Great question, and a challenging one. I don't have a strong opinion.	
51	Parks, vegetation management, defer capital projects, review service levels and aim for	

	significant staff reductions. All revenue sources should be reviewed and appropriate changes made to ensure all revenue sources are in line with market value. Example, all services should be user paid….absolutely everything. Maximize return on Airport resources…extract market value rent for all services provided at the airport…consider landing and takeoff fees. Perhaps, install parking meters in all public spaces. Possible Sidewalks advertising. Look into other secondary revenue opportunities….be creative. DCCs need to be raised substantially to recover infrastructure costs. Zero free lunches….all services should user paid.	
52	Less Municipal staff, libraries because everything is on line now	
53	Very difficult to choose.	
54	None	
55	Library services	
56	Any sort of support or funding for homeless people. I think specifically of the “Best Value Inn” or whatever it was called on Glover Road (approx. Glover & Worrell Cr.). Any spending in this area is ridiculous as it is almost never recouped and the hardworking taxpayers suffer because of it. Stop this kind of expenditure.	
57	Library and council member budget	
58	Library services and fire services	
59	Paying translink. I know its not realistic but what a waste of money	
60	Roads Garbage collection Unnecessary levels of trail maintenance in parks	
61	Environment/climate, social, recreation arts and culture.	
62	Increases to policing budgets.	
63	Streets	
64	I don’t know enough about service levels to comment directly on this. I don’t think that the township should adjust service levels in areas that maintain our roads, green spaces, and park spaces.	
65	None at this time	
66	Parks and recreation decrease and put less financial support into them.	
67	We do not need green waste being picked up every week, particularly in the winter. Other municipalities do it every other week and increase to weekly during seasons people are gardening more and actually filling their bins.	
68	growth	
69	Garbage pickup every 2weeks. Parks scaled back to necessary work with no fancy extras or plantings.	
70	none.....all important	
71	Drastically reduce development where possible. Start with the repeal of all current NP's in each and every CP area within the Township. Make all density allowances per parcel as large as needed so that "Township Planned" populations are maintained in the face of Provincial dictate, unsustainable levels we now face	
72	Mayor and council to take a pay CUT. Stop the uncontrolled growth. Stop the expensive soccer field development. Cancel the LEC expansion.	
73	Homeless shelter support . TOL needs to support its middle class families at this time.	
74	stop adding high density housing in areas that are already crowded	
75	Money allocated toward the following services are not as beneficial to local residents in my opinion: Environment/Climate Housing Affordability Social	
76	I do not believe that we should be decreasing services. While no one likes taxes, they are an important part of our society and pay for many essential services that we rely on daily. I would	

	prefer to pay the current taxes (and increases as necessary) than lose any services currently provided.
77	Transportation and Streets. I think the ToL needs to revamp the way we look at our networks. Although I understand we don't have the transit infrastructure now, we should be making roads more pedestrian and cyclist friendly, and BEAUTIFUL. It may not be politically popular, but it's necessary. I work a 6 minute drive from my home. I drive every day, as there is no safe cycling route nor pedestrian centric route. (https://www.bloomberg.com/news/features/2022-12-29/permanent-car-free-streets-for-bikes-and-pedestrians)
78	Environment and Arts. Canada represents 1.5% of the global GHG so having the City spend $$ and the ROI is so low seems to not be a good use of the limited budget. Still address it but look long term.
79	Community fitness centers.
80	Police.
81	parks community facilities used fees
82	Limit house construction. Increase the tax of owning 2nd or more real estate properties.
83	An increase now is needed to get outdated things up to speed.
84	The mayor’s staff and office expenses.
85	That’s a tough call to make as it seems our infrastructure is way behind. The amount of housing put in has well surpassed the what our communities can withstand. If schools, roads and other public necessities are built after housing we are constantly struggling to stay on track. We need to stop building commercial housing if we can’t support it or properly plan for it. Just because there is space for another condo, doesn’t mean we need to put it in. The added population should have offset the property tax increase as its added revenue, but that is not the case here. Infrastructure upgrades before adding major population.
86	Put height limited bar 300 meters away from overpass to avoid bridge being hit, reduce repairing and related social cost
87	-library (old fashion and outdated) -start sharing corporate services with other municipalities (IT, legal, hr, pr)
88	Township staffing. What sleeps 5 a Township crew cab
89	Parks and rec
90	Too many Langley vehicles running around showing little production. Municipal workers should not have cell phones during work hours.
91	Undecided
92	The over bloated senior staff and advisors. The reports of adding mayors advisors and other high priced positions as well as the higher salaries senior bloated bureaucracy needs to be trimmed to provide for more front line staff
93	Dont know
94	Park, social and policing
95	You have been getting more property taxes and we didn’t have services for the high density population of Toenship
96	Library's seem out dated with internet. Waste of money.
97	Lower costs for parks and rec
98	Public meetings.
99	Police is not doing anything against crime . Reduce budget for them
100	Library’s, parks, arts and culture.
101	I reject this premise. You need to spend our tax dollars more efficiently. All contracts reviewed run it like a business.

102	Crime/Policing, growth.	
103	The township should not consider adjusting any services	
104	Community facilities like the events center.	
105	I don't think we should reduce anything but if it where to be necessary - we are a rural township so let the grass grow longer and reduce the gardening/maintenance budget	
106	A little across the board. The increase in property taxes should take care of most of the added expense.	
107	Supervising the Township outside workers , it's so painful watching them working and many of them are hiding in the small countryside roads waiting for the shift to end ..... our tax dollars getting wasted.	
108	Arts and social	
109	Top heavy management. No pay raises for councillors, mayor.	
110	None	
111	Social, arts, culture	
112	Decrease in salaries for higher management positions such as the CAO and GM's, reduce number of senior managers and directors.	
113	Recreation services, pool, gym, sports, day camps in Willoughby.	
114	Arts and culture facilities or services	
115	Fire, fire fire! I do not support the significant development of new halls.	
116	Art and culture New furniture requests - how bad could it be? Expanding Aldergrove credit union pool before giving Willoughby neighborhood one.	
117	Social, recreation/arts, culture, growth. In that order.	
118	Climate	
119	Growth, Housing	
120	Schools and hospitals	
121	Libraries (most things can be found online).	
122	Environment/climate change initiatives.	
123	I will always find a way to pay my taxes. Get the jobs done. Pay people a good wage. My daughter is hoping to finish her lifeguarding soon and will be an employee. We support an increase in taxes as the workers deserve a good wage and the work needs to get done.	
124	Keep the work vehicles longer. Don't buy into the electric vehicle lie.	
125	Remove community events, use technology to replace jobs or improve productivity, look at the productivity from the staff (it doesn't seem to be great), focus on core functions only	
126	Do not make any climate change adjustments	
127	Environment and recreation	
128	Library, Recreation, Arts and Culture	
129	How can you possibly reduce services anymore. You don't offer much this is the worst City I've ever lived in for services offered. Which absolutely sucks since we have no plans to move from our home.	
130	Recreation, arts, facilities, parks, libraries.	
131	Merge with the city and get rid of half the staff	
132	Library services,	
133	Not sure without looking through each expenditure to identify inefficiencies	

134	environment/climate, library, growth	
135	Stop wasting money on sending out information that is outdated! Also, less restrictions and red tape on private property improvements.	
136	Upper management.	
137	I don't know.	
138	I don’t think there’s much that can be reduced. Maybe less high maintenance center islands filled with plants. Must cost a fortune to maintain those.	
139	Councillor salaries and costs within the township department	
140	Focus and target policing and bylaw enforcement activities at high crime and high risk areas. Adjust service levels downward on safer and stable neighborhoods to relieve pressure on taxes	
141	Whatever is least used. If you don't use it, lose it.	
142	How about the increases (not specified in dollar amounts) ? To civil servants	
143	Less development that causes more people and more congestion. You’d think more taxes coming in would spread out costs. All it seems to do is make the government more greedy and wasteful.	
144	Amalgamate the City of Langley with the Township of Langley	
145	City worker cut back. Most seen doing nothing. City workers new vehicles. Why?	
146	Downward on public transit, cultural centres, and housing affordability. Upward on policing	
147	I am not familiar with all service levels so I can’t speak to that, but there can always be adjustments.	
148	Salaries, but taxes are needed to provide the services people want	
149	none of the above. Keep the taxes at 7% to give us the infrastructure and personnel to maintain a healthy and safe community.	
150	Environment/climate change Recreation/arts/culture Community facilities	
151	Stop subsidizing Langley city RCMP	
152	Infrastructure, crime, schools.	
153	I think developers need to pay more and contribute to infrastructure. GPS service vehicles, corporate partnerships	
154	Fire, Parks and Recreation, Arts and Culture.	
155	Fire Services and Capital facilities associated sports fields. Check those user group enrollments that are using our infrastructure.	
156	Slow expansion of fire service, slow investment in facilities. Too much concentration on LEC.	
157	Library services, policing, or growth (from the list above).	
158	cant think of any	
159	reduce firefighters stop borrowing money to build soccer campuses and hockey arenas stop hiring yes-men for the mayor	
160	Greenway maintenance, rain garden maintenance, parks maintenance, reduce number of firefighters and do not build new fire facilities. Sell George Preston Centre.	
161	I would reduce the Library budget considerably. Everything is online these days	
162	Libraries, arts and culture, other services that are already supported by other organizations, government agencies and/or government. Don't duplicate.	

Q4 Please provide additional feedback on the budget as outlined.

Answered: 97 Skipped: 94

#	RESPONSES	
1	Pick an attainable focus and stick with it Do the right things	
2	You need to hire a new digital marketing manager. This ad was terrible. Only realized it was a survey till I read the comments	
3	Not sure why so many bylaw officers.	
4	Invest more on essentials such as schools and roads, less on recreational.	
5	If anything we should lay off the bullies in the rcmp who target law abiding citizens rather than dealing with active thefts on private property and ignoring the vagrants shooting up fentanyl outside of our children's schools	
6	Putting money into the transportation sector and highways is essential for the growth of commuters and crime reduction efforts for the safety of our citizens as well.	
7	Please bring the percentage down so regular people can still afford to live in the TOL.	
8	Poor job so far. Do better	
9	Belt tightening. Spend on the basics. Infrastructure maintenance is important, obvious reasons. Building recreational facilities libraries are a luxury in this economy. Especially libraries as information is so freely available on the internet.	
10	Very specifically, there needs to be a left turn arrow added to the light traveling northbound on 208th and turning left (west) onto 82nd. There is a huge requirement for a crosswalk across 80th at 207th street	
11	N/a	
12	Stop spending to get re-elected. Do what is needed and stop spending like you have bottomless pockets. You do not!!!!	
13	Increase tax, slow down on projects and fix our roads and traffic, too busy around here. Stop taking green space away.	
14	I’m sure any feedback provided would actually not go anywhere as you will still continue doing what you are doing until it’s too late	
15	Why would you raise taxes when there are so many new people and new properties added to langley that will be additional taxpayers adding to the amount that can be budgeted. Stop providing ways for upper-class to avoid taxes.	
16	Don’t hire cheapest contractors to do a job, then it has to be fixed… Fraser and 248? Absolutely ridiculous	
17	N/A	
18	Overall freeze in all spending in salary, operating and capital unless pure health and safety related to last years funded level. Many significant operating increases in certain depts ie fuel, rentals, furniture, special contracts etc but insufficient detail provided re background material. If a project is unfunded it is only done up to the funding set aside unless health/safety. A lot will be taken off the table. Look at the true usage of various facilities in proportion to the population that uses them do an economic cost analysis re individual usage vs all capital and expenditures required from startup to yearly requirements. How much are we paying just so one person can do x activity. Or managers given a budget cut of 5% overall for each branch and they have the discretion of where they will find that money to make it work. And not just put off costs to future years, must be permanent cuts. Development fees need to significantly increase due to the additional costs they are transitioning over to taxpayers via population needs. No taxpayer should have any financial burden placed on them by increasing population,	

	increased population growth should be at minimum cost neutral Saw debt and interest, hope I read it wrong as scary. Needs addressing. Bottom line is we are tired of continuous tax increases. I'm lucky to see a 1.5% increase! We want a fiscally responsible and accountable council. Expenditures from suppliers and other contractors need to be questioned and maybe downsized as well. We cannot continue to blindly accept other suppliers and contractors passing on their costs and markups without a lot of questioning, negotiating and maybe reducing their contracts. Also, we are tired of development happening and being told it spreads the tax burden, no it does not, we are seeing tax burdens based on growth. Again, we are paying for it, not developers who are walking away with huge profits. Bottom line they would not be so active if they weren't pulling in attractive profits. I know I am not the only one that feels this way. Good luck and thank you for asking for feedback. I hope this gets looked at…….we need to see a well thought out and explained budget and not at the initial percentage increase currently indicated. Way too high and it doesn't need a comparison to other cities to justify it!	
19	It's good.	
20	Stop immigration and foreign investment.	
21	There needs to be more infrastructure, property development and improvements for the NE/Glen Valley region of the TOL. Opportunities for riverfront industrial development could supply much needed industrial zoned property, jobs and property taxes for the TOL.	
22	200th needs to widen to accommodate the traffic	
23	We should be focusing on infrastructure and mobility networks to reduce traffic backlogs to allow commerce and community access to flourish. So much time is wasted sitting in traffic and avoiding potholes. More pressure shld be applied to the feds to address the so called petty theft and other property crime problem. I'm sure we lose millions of dollars affecting business and personal costs because our government lacks the courage to lock the repeat offenders up. It would be much cheaper to build a few more jails.	
24	decide where to spend money a nd follow plan	
25	We need nature and art to live in older fashion of living for our kids and seniors	
26	With so many more households providing property taxes, it seems pretty bizarre that a tax increase would be necessary. Even while increasing firefighters/policing/etc.	
27	Don't let the whiners who complain about taxes stop you. Let them move to Alberta. The lower mainland is a special place on Earth and Langley can be a gem of a municipality. Higher property values means higher tax income we can use to make this place amazing.	
28	Housing affordability is a joke in BC Policing is a joke in the township, aside from the weak laws which allow offenders to re-offend, the Police are massively understaffed and now can come out to local issues. Public end up dealing with it themselves (eg Fort Langley over Christmas). Community Facilities - Have you seen how poor and old Walnut Grove Swimming Pool has got, restricted times and now we've lost the pool at Fort Langley. We need significantly better community servies, so we can becoame a community again.	
29	I am ok with it over all .	
30	Financing costs (interest) is almost projected at 100%. Salaries and wages significantly trending upward. Do less with less. You can't be all things to all people all the time. Change the mentality of both the political and administration of the Township. The focus to sustainability in terms of property owner cost must be the key driver. You work for US, not the other way around. You should never look at your job as a job for life….your bloody lucky, but the property owner doesn't deserve to be financially abused….and WE ARE!	
31	School and library should focus on teaching science and not on social ideologies. These ideologies are now a religion of indecency which i feel i need to protect my child from as much as I can	
32	I agree with what's being proposed by the Mayor	
33	Examine spending to identify waste. Unnecessary road signs. Constant blowing leaves. Making trails in parks wider and wider. Look for volunteers to assist with trail maintenance for example an adopt a trail program.	

34	Thank for working hard for our community, best of luck!	
35	Arts and culture should be unlinked from recreation, as well as have its funding increased.	
36	Get the infrastructure and roads built now!	
37	You are the people trying to increase taxes, if you had to trim your household budget in I'm sure you would know exactly what to do. No more extravagant spending.	
38	TOL Council must take every legal measure available, to download costs incurred from Provincially dictated measures , in terms of unrealistic population increase, back to either the Province or otherwise to developers.	
39	Mayor is playing a shell game with our tax money.	
40	No major comments. We are seeing major growth in our region and services will need to grow accordingly. Hopefully new residents will help fund the required growth in infrastructure and this cost isn't being born by existing residents.	
41	I think the Soccer Campus should probably be scrapped at the new estimate. Instead, develop and increase partnerships with the School district. Improve and expand on their existing field, remove red tape from their archaic booking processes and response times. Not only will more fields be available for LUSA etc., school teams will have better quality fields. I understand a Soccer Campus would be great, but I'd prefer a rec centre in willoughby. I'd prefer a solid investment into making sections of willougby and fort langley and willowbrook more heavily pedestrian oriented. I'd prefer acquiring land to create solid bike and trail networks that can be used.	
42	City and staff are doing a great job, keep up the good work.	
43	The new budget is needed to catch up with the times. Things have been long too neglected. It’s time to correct and add much needed facilities, roadways. Ensure developers add to roadways through developer fees! Ensure developers can build when they contribute to new schools being built in time for more growth. Be creative! Less Skytrain and more safety. Skytrain are crime trains so better add policing if you’re adding more crime trains. Ensure new developments have multiple routes in and out for emergency vehicles and wide enough to do so. No cramming on properties that were never zoned and built to allow things safely.	
44	Why is the mayor hiring all sorts of expensive staff?	
45	That’s a tough call to make as it seems our infrastructure is way behind. The amount of housing put in has well surpassed the what our communities can withstand. If schools, roads and other public necessities are built after housing we are constantly struggling to stay on track. We need to stop building commercial housing if we can’t support it or properly plan for it. Just because there is space for another condo, doesn’t mean we need to put it in. The added population should have offset the property tax increase as its added revenue, but that is not the case here. Infrastructure upgrades before adding major population.	
46	Prioritize overall budget, it should not necessarily to consider increase it, in terms of population and and density of tol is increasing dramatically.	
47	TOL is growing so there are additional tax revenes coming in. You should NOT include property tax and a greater rate than inflation which is around 3%. Anything above that is making the TOL less affordable.	
48	Taxes can not go up faster than the minimum wage or Old age Security Canada Pensions	
49	The cost to enforce code 4 energy is opposite to providing affordable market housing	
50	I voted for the CWL team . Very disappointed that all recreation centres have not reopened! A growing population needs facilities close to home . Reopen Willoughby & Willowbrook centres as they service all ages & fitness levels plus provide a social network. A huge soccer field does not replace the need for these centres in every neighborhood.	
51	The severance packages and hand selected mayors pets and projects are a costly nightmare that the taxpayer are on the hook for	
52	A lot non government workers facing raise freeze. Why government kept giving salary increase above the average?	

53	Keep taxes down. Taxpayers are not a money tree.	
54	Stop building if you're not going to build more schools and provide staff to schools	
55	Quit wasting money on surveys, consulting and other bureaucratic red tape. You know what needs to be done. Do it.	
56	Do not increase the property tax . We are already exhausted with all the expenses and paying really high tax . So don't even think about increasing the property tax .	
57	Local govt needs to do a better job of managing finances. Property values have sky rocketed in Langley as has housing starts and with it property taxes. We have not seen commensurate growth in services.	
58	.	
59	Put a roof on Willoughby Community Park	
60	I support what Eric and council are doing - I have been a Township residence since the early 70s and hope to remain here if we can fix what was let to lapse over the last several years	
61	Building more roads .... don't need fancy boulevards with fancy landscaping just plain roads .	
62	We need better roads	
63	I don't think we need additional recreation centres when we can't staff the ones we currently have	
64	Build a community centre with an indoor pool in Yorkson before expanding the Aldergrove community centre.	
65	We need budget for a new recreation center or for renovate the old one at LEC	
66	Keep the property taxes in check, build a community pool / exercise facility.	
67	The cost of Library Services are growing beyond the rate of inflation. Where is the accountability?	
68	I see a lot of Ford vehicles listed. This is not a reliable vehicle brand. Please select vehicles with known reliability. I have a 20 year old Toyota with over 300 000 km and it works just fine.	
69	I'm not in favour of a 7% increase to my taxes. However, I do see the need for increase to police/fire. Ambulance services should be included.	
70	Why is there no budget for schools and libraries nowadays seem to have less people coming in? Libraries should have more books, other learning materials etc. and kids should be encouraged to go to libraries.	
71	Would like taxes to stay low. Provide better local health care.	
72	An increase in tax is too easy and hurts the residents. Frankly most houses are already over budget. I want to see real progressive management from the TOL leadership and see real, decisive action to manage costs and improve productivity from the TOL employees	
73	I appreciate the difficulty of managing the budget in fiscally difficult times. 16 ave needs to be 4 lanes now	
74	The township of Langley is getting too expensive to live in. People living on a pension are getting taxed out of Langley. Everyone has their hands in our pockets but no one is upping our pensions or wages. Soon it will be do I eat or have heat or pay property taxes?	
75	Bring back Parks and Rec services back to pre-Covid levels and re-open Willowby rec center. Kids need all of the opportunities to be active and healthy to stay out of trouble and make friends. You treat parks and rec as a for profit program and cancel everything if it is not completely full. A well funded parks and rec is worth its weight in gold. Just look at what programs the surrounding city's offer and compare them to Langleys offerings it's a joke.	
76	Reduce taxes, provide a higher user pay system for services so we can choose to pay for what we want or don't.	
77	We need to build more condos, and infrastructures . Please don't cancel the already approved projects. Who would want to invest in Langley if it's conservative in approach and cannot be	

	relied upon. We're already behind!	
78	we need better healthcare and more , more crime prevention and shorter response times	
79	Not enough details provided. Would like to see specifics on Capital Budget and staffing costs.	
80	Please note that Langley Riverman are no longer a Hockey Canada program and should not receive tax breaks that other minor hockey groups get. They are a local business and should be treated as such. LMHA and VBHA programs have been considerably adjusted so that the Riverman can have a prime facility. This is wrong.	
81	Why don't we get more bylaw inforcement out writing tickets. The abundance of violations in our neighborhood alone could pay for another full time bylaw officer. The parking situation is insane. It's so dangerous navigating our neighborhood with all of the illegal parking. Paint some yellow on the curbing or put up signs.	
82	N/A	
83	Have to try and get growth to pay for itself. We still need to spend to do things properly and not have a hodge podge mess on infrastructure projects that aren't aligned. Increases have to deliver tangible results.	
84	When a budget contains terms implying increases are 'whithin other area's and union contracts' New hires and related equipment without numbers to back them up It's not so much a budget as a smokescreen.	
85	The only increases should be in policing and moving the freeloaders out.	
86	Not as many park workers are needed.	
87	Focus on the people that already pay taxes and how to make their lives easier before finding ways to add more people.	
88	Our taxes have been kept lower than other communities for a long time so we may need the 7% tax increase this year to give our community the services, parks, fire, police, etc. that we need.	
89	You are pricing the lower and middle class out of the market. If things keep up the way they are, I will not be able to afford my home and will have to sell. I moved to this community to get away from Surrey's crime, poor infrastructure and overall I safe feeling I had there. Now I feel like Langley is just becoming an extension of Surrey.	
90	Affordability is the biggest issue. The expenditures on Fire Services are very excessive. Interest rates and the cost of living are already intensely challenging. Higher taxes compound those burdens. You are spending our money like our pockets are as deep as your own. We are broke!	
91	Last year's increase to our taxes was unjustified	
92	Splitting RCMP service with City needs a full financial analysis. Change seems political vs practical	
93	The budget seems fine, I know that increases need to be made. I just hope that I am able to stay in the township and find housing.	
94	school situation is horrible in langley, especially in the willoughby area. it looks like schools and related services are lagging behind way too much causing distress to families with kids who want to call this area home as it happens more and more that family who moves in to an area couldnt find a spot in the nearby school for their kids due to capacity or bad planning. pls build more schools and community services before issuing more permits for housing projects. it just makes the area total unlivable if it continues like this.	
95	stop jerking around build a community with public spaces for all people of different interests, not just a collection of residential building boxes and sport facilities for special interest groups	
96	The budget must start with a safe place to call our community. TOL is struggling with crime and a fire department that has been neglected for over ten years. Let's start by solving these top two issues and move on to the next priorities when we get control of the first ones.	
97	I understand the need for moderately higher taxes but please ensure the money is spent wisely.	

APPENDIX D

Email #1:

Good evening,

Thank you for the opportunity to provide feedback on the Township's 2024 budget.

As you likely know, the Langley Chamber is Langley's largest business association and gives voice to the interests of our 1020 members and the broader business community. Business is facing much of the same cost challenges households and individuals are experiencing. The most recent *Survey on Business Conditions Report*, from the Canadian Chamber of Commerce and Statistics Canada, found the highest levels of business pessimism and lowest optimism since the depths of the pandemic – with BC showing the second lowest business optimism in the country. This survey of nearly 16,000 businesses across Canada also shows that cost pressures continue to be the top concerns of businesses, more than labour shortages, supply chain challenges, or declining consumer demand. It is in this cost-sensitive context that we ask Council to consider this year's Township budget.

The Township is taking many actions and making many investments – often with our support – that are needed in our community. However, we must balance these investments with the cost-of-living and cost-of-doing-business challenges facing our residents and businesses, and should seek ways of tempering some of the increases. It is important to remember every percentage of increase we pass this year becomes baked into the tax base upon which all future increases will occur.

We appreciate the efforts at the last Council meeting to find ways of reducing the proposed tax increase from the original 7.59%. And we acknowledge that with the proposed 7.01% increase, the Township is middle-of-the-pack amongst metro Vancouver municipalities thus far in the budget season. However, as property tax increases have been substantial across the region in the past few years, **we challenge Council to seek further ways to trim the 2024 budget with a goal of bringing the increase below 7%.**

For example, in light of an expected mild, El Nino winter this year (and some early forecasts for similar in 2025), further phasing-in of the new snow and ice removal program could be warranted, bringing in a smaller contingent of staff in 2024 and reducing the $642,000 impact on the 2024 budget.

Council could also revisit reductions to the *additional* growth in the paving budget and seek greater reductions to the now $724,000 increase. While paving is much needed in our community, this increase could be further phased in over the next two years instead occurring in full in 2024.

Council could request staff consider phasing in the three new bylaw enforcement officers budgeted for this year. Adding only two additional officers this year, with the third in 2025, would reduce the tax increase by 0.043%, bringing the proposed tax increase down below 7%.

Another possibility would be to ask staff to consider whether the revenue forecasts for recreation programming are too conservative or could be increased through either programming

or pricing, as they are only now budgeting a return to 2019 pre-COVID levels despite the significant growth in the Township's population (and therefore the recreation user base) in the subsequent 4 years.

These are but some examples of where further efforts to adjust this budget could yield meaningful results for taxpayers whilst still providing the increased services Council has prioritized.

We remind Council that businesses in Langley Township pay a mill rate 3.27 times that of residents, which has translated into a situation where "Business Other" properties pay fully 25.5% of the tax burden whilst representing less than 10% of total properties *and* using demonstrably fewer Township resources than residents. We encourage Council to consider the impact of its actions on all taxpayers in the Township, including our important business sector. **In the future, we would welcome an opportunity to discuss efforts to bring this ratio closer to a 3:1.**

Finally, with respect, we suggest in future years the Township consider adjusting the timetable for the budget preparation. As laid out in the budget presentation to Council on December 4, the public consultation period for the budget was scheduled from December 19 through January 7. While this does provide nearly 3 weeks for public input, it schedules it during perhaps one of the least opportune times for public engagement and participation. Moving the final financial plan bylaw approval back one council meeting – to January 29 – would have provided further time for residents and businesses to participate outside of the busy holiday season, without adding much delay to the overall process.

Again, thank you for the opportunity to provide input to the budget process, and would welcome any questions or further engagement from staff or Council.

Email #2:

Hi There,

Apologies for being a day tardy in getting this feedback to you.

First of all - I want to say Thank You to the staff for pulling this together. I know these documents often take a very long time to do, and while I am not an expert in municipal budgets - I do think this one is fairly comprehensive and detailed!

The first part of my email is feedback about the Active Transportation Capital Budget items. The second part is general feedback about the budget from a resident that I think the Finance Department, Mayor and Council should take into consideration.

Active Transportation

First off - I am a visual person - here are the four bike lane projects that were referenced in the Capital Budget

https://www.google.com/maps/d/u/0/edit?mid=1MzyF-WDsqxVql6SFChg-4RMJQVtG58M&usp=sharing

First Project - 80 Avenue between 204 and 212 Streets

- This will be welcome and connect the bike lanes from Trinity Western University (216 and Glover)

- BUT the lack of extension to 202 will mean that there is a 2 block gap where there will be no protection for cyclist? That's a real shame because from 202St you can reach the Langley Events Center, and go all the way down to London Drugs/Walmart, and Carvolth station (eventually)

Second Project - 208 St between 64 ave to 76 Ave

- Another welcome project that will connect the rest of 208. However the problem is that the majority of 208 "Protected" bike lane is just the paint on the road type, but from 76 ave it will be protected bike lanes. It's disjoined?

Third Project - I think they are only looking at the functional design at this point but it will be connecting Carvolth Bus station from 202st to 72 st.

- This will be really important for people that commute bus and hopefully see more people biking to Carvoth and parking in the amazing bike parking facilities there instead of driving their cars to park there. I don't know when it will be complete, but much of the road is already done, and has a bike lane (read, paint on the road) on it.

Fourth Project - 102B St - Trans Canada Trail will be paved instead of loose gravel.

- This is fantastic because the alternative to the Trail was the Road. While it was relatively low traffic, it was in pretty bad shape.

- This is also great because it offers a protected bike lane to easily get on the Golden Ears bridge from 208 St.

Some things that are missing in my opinion

1. - 208 St North of the Overpass (i.e. from 88ave to Allard Crescent). This is a high bike traffic area that connects to the fantastic bike paths along the fort to fort trail or allart crescent bike lane. Between 96ave to Allard is quite bad. Traffic calming measures or other things need to be considered.
2. - Improved signage in other high bike traffic areas that might not need a bike lane (I hate the "Share the Road" signs...those should all be changed to "Pass Wide and Slow" - the same ones that are used in South Langley along the Horse Trails. Thinking these would be great for places in Glen Valley where you see lots of recreational cyclist on the road.
3. - Completion of the Willoughby Trail to Carvolth. This is a MUST. It's so close to being done. And could really drive more bikers to Carvolth from all over the Yorkson/Willoughby area.
4. Education - Try an E-Bike day...or something like this?



Other Items - Mainly all the Vehicle Purchases

FBE1002-01 - Medium Sized Trucks for Bylaw Officers - Why do they need Pick Up trucks. Surely smaller vehicles would do the job better than a pick up truck. Also better on gas and lower carbon emissions.

I saw a lot of new Vehicle request. These really need to be reconsidered. If the township is serious about their Climate Action as approved in Jan 2021. More Vehicles will drive more carbon emissions.

FDFC1001-01 Mentions that "Public Works mechanics and upon their recommendations the decision is made to either replace or not to replace". I want to confirm that this is being done for all Vehicle purchases. Because I look at something like Van Replacement: 1076-V042, and its not clear to me that it's actually reached the end of life. "2012 Ford Transit van with 68,267 km has reached its cost effective life and will be replaced with an electric vehicle."

Is there no option to get people to use their own vehicles and compensate them for their own vehicle use?

Again - thank you all for your time. I hope you take my feedback into consideration.

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JANUARY 15, 2024 - REGULAR MEETING	**REPORT:**	24-09
FROM:	CORPORATE PROJECTS DIVISION	**FILE:**	0810-30
SUBJECT:	SMITH ATHLETIC PARK - YOUTH SOCCER CAMPUS		

RECOMMENDATION:

That Council receive this Smith Athletic Park – Youth Soccer Campus project update for information.

EXECUTIVE SUMMARY:

The Youth Soccer Campus (Smith Athletic Park) project within the Smith Neighbourhood Plan area is intended to create a place in the community for the enjoyment and development of youth soccer. As per Council Report 23-179 dated September 11, 2023 Council approved proceeding with conceptual design and cost estimating for Phase 1 of the new Youth Soccer Campus on the Township owned lands that are bounded by 76 Avenue to the north, the alignment of the 210 Ecological Greenway to the east, the future 212 Connector to the south, and the alignment of 209 Street to the west. Council subsequently provided direction to also review and consider a Phase 2 in the planning and costing studies.

Council directed that Phase 1 of the new Youth Soccer Campus include one synthetic soccer field and associated programming requirements fully enclosed in a building over underground parking, two outdoor synthetic soccer fields, a player warmup and training area, storm detention on-site under the outdoor fields, a landscape buffer, participant drop-off area, and a temporary vehicle access from 76 Avenue. Phase 2 of the Campus could include a third outdoor synthetic field, outdoor parking, alternate site access points, additional park features, and the completion of trails and greenways. Further direction was given to staff to explore facility design and construction concepts and report back to Council with the budget envelope requirements for each concept for further consideration.

An architect and general contractor, both with experience in this type of project, were hired in fall of 2023. Preliminary site preparation including tree clearing in the Phase 1 limits were initiated to allow geotechnical investigations access to the site. Geotechnical investigations have been completed within the Phase 1 limits, and draft reporting received. Further site preparations and tree clearing along with related site cleanup measures are ongoing, and further clearing will be required for the full site.

This report provides a summary of design and costing options and background information for Council's receipt and consideration. The off-site engineering works are summarized, and required for future park development and the Smith Neighbourhood area regardless of which park components are included. As directed, conceptual design and cost estimating for the full site (Phase 1 and 2 combined) of the new Youth Soccer Campus is complete and included. Staff have also provided further options for Council information and possible direction, including the possibility of completing the park in stages.

1. BACKGROUND – PARK LOCATION AND SITE

Site Preparation Requirements ($22.4M)

In accordance with the Willoughby Community Plan, and in coordination of planning with the Langley School District, Council identified specific properties for acquisition adjacent to each other in the Smith Neighbourhood area. Purchase of the described lands for a base level 5.4 hectare (13.3 acre) community park and future middle and high schools was completed in 2020. These park lands were the focus of the planning. Additional lands to the west to create a full park site as per the December 2023 updated Smith Neighbourhood Plan would increase the site area to 7.5 hectares (18.6 acres).

The properties designated for the Youth Soccer Campus have approximately eight (8) metres in elevation change from the northwest corner to the southeast corner. This sloped site is not ideal for the construction of large flat surfaces like soccer and rugby fields and extensive cut/fill and retaining walls are required to allow for the use of this site. In addition, geotechnical investigations have revealed that there are two existing soil conditions that result in larger costs than may be expected at other sites. There is a thick layer of organic material that must be stripped for preparation of the site. The underlying soil layers will require pile supports to provide enough structural support for the Youth Soccer Campus enclosed field building or underground parking.

As a result, there is an increase in site development cost over that of other building projects in the area just to prepare the site for a future park. Estimated site development costs of $22.4M are required prior to the installation of any park finishes on the site.

Off-Site Engineering Works

Off-site costs include the need for sanitary sewer connection and storm drainage works that have not been funded or completed to date, and the construction of adjacent roads, as the Smith Neighbourhood has not seen development near this site. There are unfunded off-site costs related to the project that vary depending on whether it is completed to the full site or only in stages.

Off-site Works included in project budget envelope ($7M)

Some “off-site” work that is best completed by the park project team and contractor is included here within the recommended project budget envelope. The following are necessary to finish onsite work:

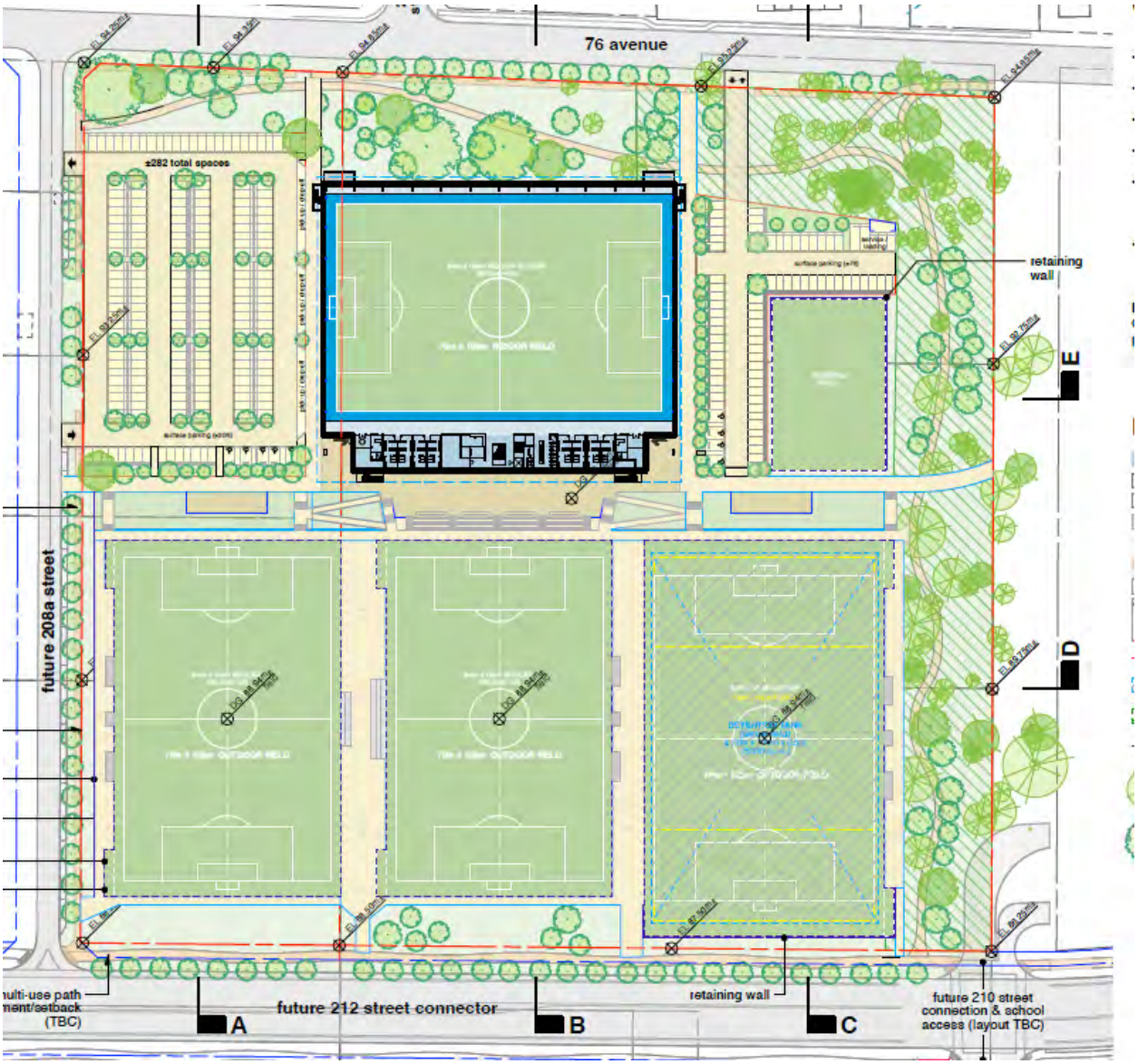
- off-site utilities allowance of $1M for BC Hydro, Fortis, and other utilities (included in total above).
- a Detention Facility to serve not only the site detention needs but upstream detention needs for the neighbourhood to the west is included on the site. As this neighbourhood facility is planned under the rugby sized field to avoid use of other land in a traditional at grade detention pond, it must be designed and constructed with the park. The facility is an estimated cost of $6M (included in total above)

Off-site Works not included in project budget envelope ($19M)

If the project is to complete the Smith Athletic Park to its full site, the off-site costs that are not funded to date are:

- to construct a future 208A Street as per the unfunded amount of $6.5M included in the 2024 budget submission

- completion of the future 212 Connector and its utilities from the future 208A Street to 208 Street at an estimated cost of $3M to connect the south end of 208A Street to 208 Street
- to construct a storm connection from the onsite detention facility mentioned above to an outlet point at an estimated cost of $4M
- to construct the widening of 76 Avenue on its south side to complete the frontage of the site including multi-use paths is $5.5M



See Attachment A for full site plan.

2. FURTHER PARK DEVELOPMENT CONSIDERATIONS:

To build the full Smith Athletic Park, the design can be considered as layers of works to create the level of Youth Soccer Campus that has been requested by the users and would make this a high-quality facility for youth soccer training.

A) Base Park with 2 Synthetic Fields and Community Park Amenities ($20.6M)

Once the site preparation costs and off-site engineering works are complete, consideration has been given to what a base level Township park would entail. For a Community Park adjacent to middle and high schools the Township's standard development would include two synthetic fields complete with lighting, fencing & netting, spectator seating for 300 per field, covered player benches, retaining walls and guardrails at an estimated cost of $16.6M. The Community Park would also include pathways and common areas to move around the site, landscaping, and some community park amenities such as a playground and dog park area at an estimated cost of $4M.

B) Parking Options (full site on grade $2M)

Surface parking option:
Surface parking is an option that would take up more (0.8 ha) of the north half of the property of the full site than a combined surface parking and underground parking option. Surface parking could be considered at an estimated cost of $2M in construction. For comparison purposes, this cost with an approximate value of $8M for land, the total value of surface parking is $10M. Therefore, based on cost/benefit analysis alone, it would appear a better option to pursue surface parking and is recommended here. However other policy directions and considerations may still lead to a desire for underground parking at the site.

Underground parking option:
Underground parking for the site is more expensive than others in the area due to poor soils for support, the need to include a roof to the structure since the building and soccer field above do not have a "floor" included, and other resulting construction challenges at an estimated cost of $25M for approximately 250 stalls. To service the full site, additional parking would be constructed at the surface at an estimated cost of $500k.

To construct the underground parkade in this location there is a requirement for the installation of foundation pile systems as the soils are too compressible. To avoid excess differential settlement, the budget envelope for pile supports is $1.5M for the parkade. Adding all costs for a total budget envelope for underground parking of $27M.

C) Third Synthetic Field ($5.3M)

Construction of a third outdoor synthetic field could be accommodated at grade on the site to the north of the two base park fields. This field is oriented in an east-west playing direction and would become the interior field if covered by a structure.

D) Enclosed Building (over third synthetic field – item C) - Wood Option ($63.4M)

As has been requested by the soccer community, an enclosed field would be very desirable for practice and play throughout the year. There are different options for such an enclosure, and the range of costs can increase with additional space for more flexibility and additional thermal controls. Staff have worked with the consulting team and contractor to come to a recommendation of a good enclosure with some heating and ventilation, but no mechanical air conditioning.

To construct the building in this location there is a requirement for the installation of foundation pile systems as the soils are too compressible. To avoid excess differential settlement, the budget envelope for pile supports building for either option if it is built above an underground parkade. If there is no parkade, there is an additional cost of $1.5M for additional support for a total of $3.5M included in the total estimated cost of either $54.4M or $63.4M.

Option A – Pre-Engineered steel:

The most basic enclosures that are constructed in communities in Canada are Pre-Engineered steel structures that are built as the lowest cost option and are common for airport hangars and warehouses with large spans due to being cost effective. The estimated cost of a Pre-Engineered building without an underground parkade is $54.4M.





Option B – Wood Arches:

The team has also looked at the cost of a more attractive option for both exterior and interior appearances, using Wood Arches for the structural support and a panelized wood roof structure. The Wood Arch option has a much warmer feel and can include more allowance for bringing natural light into the building with diffusing through translucent wall panels and glass curtainwall as it does not rely on metal panels to strengthen the envelope. This option also considers fitting such a large structure into the existing community, reducing the perception of a large wall with its curved roof extending down to the ground. This option has an estimated cost for the building (without an underground parkade) of $63.4M.





E) User Groups Input ($6M) if all Options

Through consultation with the users, in addition to an enclosed soccer field, there were other requests that are often included in various forms in the Township's Community Parks that could ensure improved training and operations of a youth soccer campus.

1. A synthetic warm-up field is of benefit to the users and user groups to better utilize the full fields when there are back-to-back practices, games, or a tournament. Council approved installation of one at the Willoughby Community Park, and it has been requested here, with an estimated cost of $700k.
2. Facilities such as offices, soccer training facilities, internal and external raised viewing, storefront and food services beyond a basic concession have been requested by the soccer association. These facilities are part of creating a high level of soccer campus rather than just a set of bookable fields. The budget envelope for the additional 11,300 sq.ft. required beyond the base fieldhouse that the Township normally would build is estimated at $5M.
3. Extended designated zone for pickup and drop-off of players at an estimated cost of $50k.
4. Additional storage beyond what is included in the base building design is another consideration. To eliminate the normal practice of placing secure rail/trucking containers on site for storage, Council could consider adding an additional budget envelope of $250k for built in storage under the raised plaza (if the building is included).

F) School District Considerations ($2.9M)

To allow for the Smith Athletic Park to provide the necessary sport field requirements for the future middle and high schools it is necessary to add some elements that would not normally be required for the Youth Soccer Campus or a Community Park that is not serving schools. The following elements are not included in the Base Park estimate.

1. Upsizing of one synthetic turf soccer field to allow rugby play (required by Middle School and High School programming) at an estimated additional cost of $2.5M.
2. Inclusion of an extended connection, through the middle of the site and the greenway to the east, to connect the school site to the major pedestrian spine of the site with a budget envelope of $100k.
3. Inclusion of extended retaining wall and land set aside for school driveway access across the southeast corner of the park site from the future 212 Connector at an estimated additional cost of $300k.

G) Fourth Synthetic Field ($5.3M)

With the full site a fourth synthetic turf field can be constructed as a third outdoor field directly to the west of the other two outdoor fields for a budget envelope of $5.3M.

H) MetroVancouver & TransLink fees ($800k)

Due to large increases in rates from MetroVancouver and TransLink on development projects, the total projected cost of fees for the building is $800k.

3. SCHEDULE

The project schedule is an important factor in evaluation, as there are some key dates that are important to the user group and the public. First, it is much better to have sport fields available for the beginning of a normal season cycle and beginning of a school year rather than part way through a season when it is not possible to add more teams or programs. Thus, a target of completion in Summer 2025 is desired for occupancy of new field space. If the building (with or without underground parking) is approved to proceed, it is expected to not be complete for that timeline, but it is possible to complete two outdoor fields for an early opening. This option would likely rely on temporary parking and changeroom and washroom facilities.

Another important target that Langley United Soccer Association desires be met is to have full occupancy at the latest by early Spring 2026, to celebrate a significant milestone for the association and also be ready before the 2026 World Cup timeline to enable hosting special events or training. The project team sees this target as very difficult to achieve without starting design work immediately and construction in early Spring 2024.

4. OPTION FOR TRADITIONAL COMMUNITY PARK ONLY (No offsite costs except under field detention pond)

The base option for the site would be a traditional Township community park design with shared facilities to support the adjacent middle and high schools that Langley School District is planning on the property directly to the east. That park design would typically include a minimum two synthetic turf fields, fieldhouse, and community park amenities such as playground, spray park, sport courts, etc. Due to the location and past use of the area a dog park will be highly desired. The estimated budget envelope for a park on this site with the challenges with the soils and slopes and including these amenities and parking is $46M.

5. SUMMARY

As requested by Council, the proposed Youth Soccer Campus Phase 1 was developed into a concept which includes one full-size synthetic soccer field and associated programming requirements fully enclosed in a building over underground parking, two outdoor synthetic fields with one being enlarged and sized for rugby, a player warm-up and training area, storm detention onsite under an outdoor field, a landscape buffer, participant drop-off area, allowance for a community park amenity (playground) and a temporary vehicle access from 76 Avenue. This work was done along with a plan for the full site to ensure any efficiencies could be identified.

With the additional lands identified in the Smith Neighbourhood Plan for the park, at-grade parking can be added to the full site. In this case the costs significantly reduce due to the difference in costs for parking, while also allowing for the addition of another outdoor synthetic turf field. Also, with the building included in the project the full site design, this would allow improvement of the viewing and the field access, as it could be centred on the three planned outdoor fields.

The building construction cost projections include for a Wood Arch supported roof and a higher level of architecture than a typical metal clad warehouse style building of this size.

If the full park site is available for the design and construction, the estimated budget envelope as per the recommended allowances above is $135.7M.

As noted in the report, the above total does not include all off-site engineering costs. For the full park site, additional costs for off-site roads, sanitary, storm and water facilities are estimated to total $19M.

Estimated Budget Envelope

Site Preparation Requirements	$22.4M
Offsite (included in park project)	$7.0M
Base Park (2 fields and park amenities, site pedestrian facilities)	$26.0M
Parking (on grade)	$2.0M
3rd field	$5.3M
Building (Wood option)	$63.4M
User group input	$6.0M
School District considerations (beyond the shared fields costs)	$2.9M
4th field	$5.3M
Metro Van & TransLink (full building)	$0.8M
Offsite (engineering works)	$19.0M
TOTAL	**$154.7M**

An option that could be considered is to stage the south three outdoor fields and a portion of the community park features in a first stage. This would include much of the site preparation works and parking but leave the construction of the building and indoor field to a later date. A budget envelope of $40M could be considered for a first stage and could meet the schedule for opening in Summer 2025.

BACKGROUND / HISTORY:

Further background and history for this Council identified and prioritized project was provided in prior reports, however an abbreviated version specific to the Youth Soccer Campus is as follows:

At its meeting of November 14, 2022, Council directed staff to complete general scope reviews and pre-project work for an array of needed community and recreation amenities, including the soccer campus in the Smith Neighbourhood.

Initiated at the Council Meeting of November 14 and approved December 12, 2022, was a Community Amenity Contribution Policy Update that includes a fund to assist in funding many community amenities, including a soccer campus.

On December 5, 2022 Council directed staff to include for Council's consideration within the 2023 Budget and Five-Year Financial Plan recreation and public safety capital projects including a new soccer campus in the Smith Neighbourhood.

Through late 2022 and early 2023, Council provided further direction and $300,000 in funding to carry out various site analysis, surveys, geotechnical analysis, tree assessments, environmental assessment reviews, off-site and on-site civil infrastructure information gathering, and site service capacity reviews. The majority of this initial work for the new Youth Soccer Campus is complete.

At its meeting of May 29, 2023, Council approved $1.5M in funding for 2023 from the Capital Projects Reserve, and directed staff to proceed with the planning, site assessments, design and initial procurement process for the new Youth Soccer Campus.

At the September 11, 2023 Council meeting Council approved proceeding with conceptual design and cost estimating for Phase 1 of the new Youth Soccer Campus on the Township owned lands that are bounded by 76 Avenue to the north, the alignment of the 210 Ecological Greenway to the east, the future 212 Connector to the south, and the alignment of 209 Street to the west.

Further direction was provided in late 2023 to include a potential Phase 2 in the planning and costing reviews.

Respectfully submitted,

Scott Groves
DIRECTOR, CORPORATE PROJECTS
for
CORPORATE PROJECTS DIVISION

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

CONCURRENCES	
Division / Department	**Name**
FACILITIES DIVISION	H.Chohan
COMMUNITY DEVELOPMENT DIVISION	S. Richardson
ENGINEERING DIVISION	R. Zwagg

Attachment A – Full Site Plan

- **Full Site** with surface parking
- One(1) **Outdoor Rugby field** (68m x 112m) **+ Soccer field**
- Two(2) **Outdoor Soccer fields** (64m x 100m)
- One(1) **Outdoor Training field** (± 40m x 50m)
- **±282 Surface parking** spaces + pick-up / drop-off, staff, service & loading
- storm detention tank below rugby field

key

- athletic facility
- exterior site paving
- exterior concrete (broom finish)
- outdoor sports field (turf)
- park area / landscaping
- MUP/community trail
- driveway (asphalt)
- parking (asphalt)
- property line (proposed)
- detention tank (below grade)
- retained tree area
- field fencing/netting(see landscape)
- retained trees
- new trees
- pedestrian entrance
- vehicle entrance

ATTACHMENT A
N.2

ACTON OSTRY ARCHITECTS
MJMA ARCHITECTURE & DESIGN

scale
1 : 1500 (@11"x17")

date
8 Jan 2024

Township of Langley
20914 & 20962 76 Avenue

Smith Athletic Park | Site Plan

SK-08.1

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JANUARY 15, 2024
FROM:	MUNICIPAL ADMINISTRATION DIVISION	**FILE NO:**	11-04-0073
SUBJECT:	REQUEST FOR WATER SERVICE SECURITY DEPOSIT RETURN AND RESTRICTIVE COVENANT RELEASE FOR 5342 – 236 STREET		

At the Regular Afternoon meeting of Council on May 2, 2012 Council discussed allowing a subdivision application to proceed for 5342 – 236 Street without the required municipal water connection on compassionate or hardship considerations. The applicant had requested that the properties not be required to connect to municipal water service but instead use two existing water wells on the properties. As a result of the request and Council discussion the following resolution was adopted.

> Whereas Council received Report No. 12-22 at the February 27, 2012 Regular Afternoon Council meeting relative to a proposed subdivision application for two suburban residential lots (Wooff / 5342 – 236 Street);
>
> Therefore be it resolved that Council direct staff to process the application and vary the water servicing standard based on compassionate or hardship considerations.
>
> And further, that the matter of a Restrictive Covenant and security for the Restrictive Covenant be referred to staff to work out with the proponent and report back to Council; and
>
> That the subject properties be required to have a nitrate removal septic systems installed on the property to meet current bylaw standards.
> **CARRIED**

Report 12-22 is attached to this memorandum (Attachment A) for Council's information.

As a result of this resolution, Harvey and Christina Wooff submitted $15,000 and registered a restrictive covenant related to securing provisions of future municipal water service in conjunction with the two-lot subdivision.

Staff have been advised that Lot 1 is now connected to municipal water service, but water service is not available for Lot 2.

A request has been received to release the remaining $7,500 security deposit and discharge the associated Restrictive Covenant CA3524203. Should Council wish the remaining funds released and the restrictive covenant discharged, a resolution of Council is required.

ATTACHMENT A Report 12-22

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	FEBRUARY 27, 2012 - REGULAR AFTERNOON MEETING	**REPORT:**	12-22
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	11-04-0073
SUBJECT:	PROPOSED SUBDIVISION (WOOFF / 5342 – 236 STREET)		

RECOMMENDATION:

That Council receive the "Proposed Subdivision (Wooff / 5342 – 236 Street)" report for information and consider the property owner's request relating to the servicing standards.

EXECUTIVE SUMMARY:

On February 6, 2012, Council received a letter from Michael D. Sanderson, Principal, Sanderson Planning Ltd., regarding a subdivision application for residential property located at 5342 – 236 Street (Attachment A). Council referred the letter to staff for a report. This report contains information regarding the subdivision application for property located at 5342 – 236 Street and other policy considerations for Council's consideration.

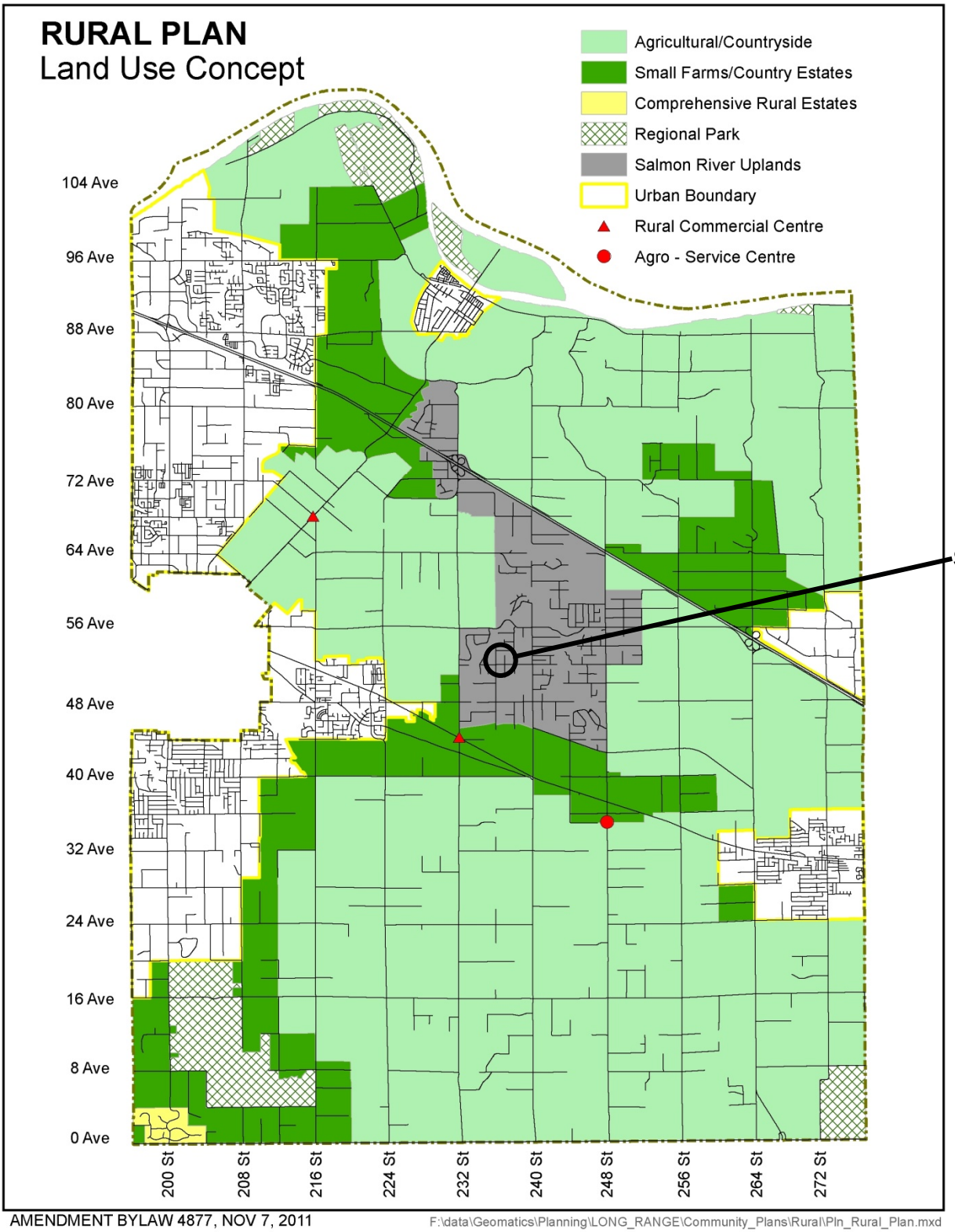
The subject subdivision application submitted on January 18, 2011 proposes the creation of two (2) suburban residential lots. To support the proposed subdivision, connection to the municipal water system is required in accordance with both the previous Subdivision and Development Control Bylaw 1994 No. 3335 and current Subdivision and Development Servicing Bylaw 2011 No. 4861. As the nearest municipal water system (Tall Timbers) is located approximately 1.0 km from the subject site, the property owner has requested to vary the servicing requirement in order to service the subdivision with private wells. The Bylaw provides the General Manager of Engineering with the ability to vary the servicing requirements based on technical considerations.

Council may vary the prescribed servicing requirement by issuing a Development Variance Permit (DVP) based on broader historic, community, hardship and compassionate considerations. Alternatively, Council can direct staff to vary the standards based on compassionate or hardship considerations.

PURPOSE:

This report is to provide Council with information with respect to a subdivision application at 5342 – 236 Street in the Salmon River Uplands area.

PROPOSED SUBDIVISION
(WOOFF / 5342 – 236 STREET)
Page 2 . . .

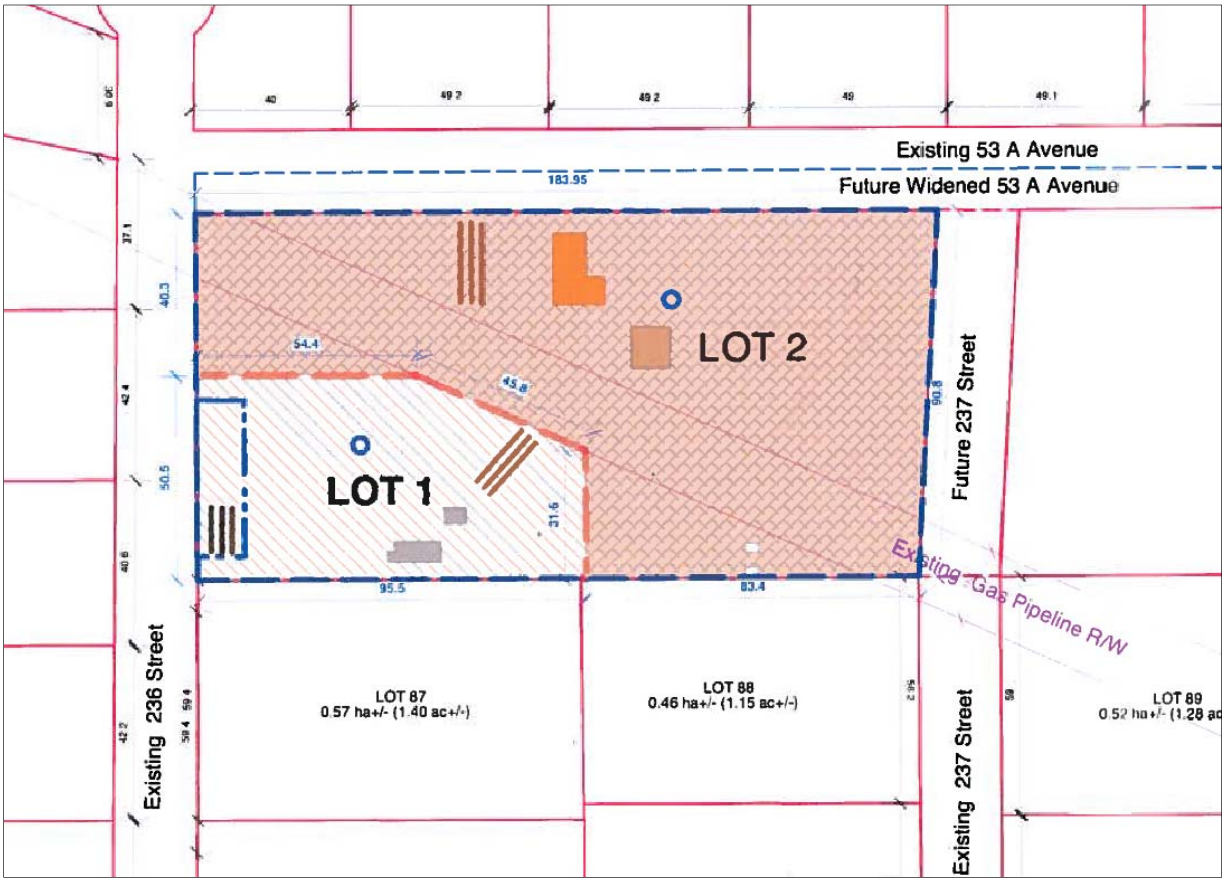




ZONING BYLAW NO. 2500



AERIAL PHOTOGRAPH



PRELIMINARY SUBDIVISION PLAN – SUBMITTED BY APPLICANT

BACKGROUND/HISTORY:

In 2007 the original parcel (approximately 38,000 m^2 / 9.5 acres in size) which extended from 236 to 238 Street was subdivided into two (2) lots (approximately 16,460 m^2 / 4.07 acres in size). This subdivision required connection to a municipal water system; however it was not implemented and was approved on the basis that the original parcel was occupied by two (2) existing dwellings and two (2) wells. The subdivision layout, however, created a situation where one (1) of the new lots (the subject property) was occupied by two (2) dwellings (and two (2) wells) and the other new lot was vacant (with no well). A new well therefore was required to service the vacant lot. Ultimately, approval of the 2007 subdivision (and the approval to drill a new well on the vacant lot) was conditional upon the conversion of one (1) of the existing dwellings located on the subject property into an uninhabitable building. This approach ensured that there would be no net increase in residential density over the Hopington Aquifer. A restrictive covenant was also registered on the subject property's title restricting the future use of the lands to one (1) dwelling.

On January 18, 2011, Michael D. Sanderson applied to further subdivide the subject property into two (2) suburban residential lots. Staff advised the applicant that the proposed subdivision required municipal water under Subdivision and Development Control Bylaw 1994 No. 3335. Council subsequently repealed Subdivision and Development Control Bylaw 1994 No. 3335 replacing it with Subdivision and Development Servicing Bylaw 4861 (effective March 28, 2011) that also requires the provision of municipal water. On April 7, 2011, the applicant requested that the subdivision application be put on hold.

On February 6, 2012, Council received a letter from Michael D. Sanderson, Principal, Sanderson Planning Ltd., regarding the subdivision application for residential property located at 5342 – 236 Street (Attachment A), which was referred to staff for a report. In the letter, the applicant notes that two (2) wells currently exist on the subject property. As noted above, these two (2) wells were previously used to service two (2) dwellings that existed on the subject property. One (1) of these dwellings, however, was converted into an uninhabitable building as a condition of the previous (2007) subdivision.

As the requirement to connect to municipal water system currently remains, the applicant has requested consideration of variance to the servicing standards to allow the proposed subdivision to proceed utilizing private wells rather than connection to the municipal water system, as required pursuant to the Bylaw.

DISCUSSION/ANALYSIS:

Michael D. Sanderson has applied on behalf of Harvey and Christa Wooff to subdivide property located at 5342 – 236 Street into two (2) suburban residential lots. The subject site is not located in the Agricultural Land Reserve (ALR) and is designated Salmon River Uplands in the Rural Plan. The Rural Plan states that the Salmon River Uplands area shall be maintained for rural residential and agricultural uses and indicates that a detailed plan for the area is required to set out policies for future growth, subdivision and agriculture. The subject site is zoned Suburban Residential Zone SR-1, which has a minimum lot size for subdivision of 3,716 m^2 (0.92 acres).

As the subject property has an approximate lot area of 16,460 m^2 (4.07 acres), the proposed two (2) lot subdivision complies with the minimum lot area, frontage and depth provisions of the existing Suburban Residential Zone SR-1 zoning. The subject property, however, is designated Service Level Area 3 – Suburban on Schedule A of Subdivision and Development Servicing Bylaw 2011 No. 4861 (Attachment B). This service level designation requires the proposed subdivision to be serviced with a municipal water system. The previous bylaw (Subdivision and

Development Control Bylaw 1994 No. 3335), which was repealed by Council on March 28, 2011, also required the proposed subdivision to be serviced with a municipal water system (Attachment C).

The rationale for servicing the Salmon River Uplands area with municipal water is to address issues with the Hopington Aquifer and to reflect the predominant zoning in the area (Suburban Residential Zone SR-1). Private wells are generally used to service larger rural lots rather than suburban residential lots.

The nearest municipal water system (Tall Timbers) is located approximately 1.0 km from the subject site. The Tall Timbers water system, furthermore, does not have additional capacity for extension without drilling another municipal well. The applicant therefore has requested to vary the servicing requirement in order to service the subdivision with private wells.

POLICY CONSIDERATIONS:

Subdivision and Development Servicing Bylaw 2011 No. 4861 (Section 9 – Minimum Service Levels) allows the General Manager of Engineering to modify a service level based on technical considerations and appropriateness of the standards within the context of existing municipal services in the area. The prescribed servicing standards may also be varied by Council through a Development Variance Permit (DVP) process based on more broad considerations such as community, historic, hardship and compassionate.

Respectfully submitted,

Dave Anderson
MANAGER, DEVELOPMENT ENGINEERING
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Letter from Michael D. Sanderson, Principal, Sanderson Planning Ltd. received by Council on February 6, 2012
ATTACHMENT B	Service Levels (Schedule A) to Subdivision and Development Servicing Bylaw 2011 No. 4861
ATTACHMENT C	Service Levels (Schedule E) to repealed Subdivision and Development Control Bylaw 1994 No. 3335

SANDERSON PLANNING

Land Use Design & Development Services

January 25, 2012

RECEIVED
JAN 26 2012
ADMINISTRATION

Our File No. 1001

Township Project: 11-04-0073
Township Folder: SA100737

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

Dear Mr. Bakken:

Re: Proposed SR-1 Subdivision (Wooff)
5342 236 Street, Langley Township

I am writing on behalf of Harvey and Christa Wooff regarding a two-lot subdivision application for their residential property at 5342 236 St. Following on-going discussions in 2011 with senior planning and engineering staff regarding the application, it was concluded that at this time the matter be put before Council for input and direction. Therefore, I am asking that the matter be placed on the next Council Agenda.

By way of background, a subdivision application was submitted about one year ago to split the existing 4.0-acre property into two lots in conformity with the existing Suburban Residential (SR-1) zoning, as shown on the attached plan. Both lots would exceed the minimum lot areas permitted under the SR-1 zoning and would also be consistent in terms of size and frontage with neighbouring SR-1 lots.

Harvey and Christa Wooff have lived in Langley Township for nearly 20 years; Christa in fact was raised in the community. The subject property has been in the Wooff family for nearly sixty years and was passed on to the couple in 1993 in joint tenancy with Mary Peters, Christa Wooff's stepmother. However, in order to distribute the land asset (originally a 10 acre parcel) between the joint owners, a two-lot subdivision was

The ELECTRA
135 – 970 Burrard Street
Vancouver, BC, V6Z 2R4

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f: 604.801.5134
e: sanderson@sandersonplanning.com

Sanderson Planning Ltd.

necessary, which took over two years (2005-2007) to obtain municipal approval and at substantial expense to the owners.

At that time nearly $50,000 was expended by the couple to obtain and meet the Township's approval conditions, which included: installation of two new septic systems, dedication of municipal road widening for 53A Avenue and, a new right-of-way for a future 237 St. extension.

Meeting the Township's earlier approval conditions resulted in the creation of a rather unique situation in that the 4.0 acre property now has two relatively new septic disposal systems and two water wells; these comply with Township standards, to service not only the Wooff residence but another structure on the property.

It will still be several years before a municipal water system is possibly extended into the area such that the Township's desired water service standard can be satisfied. Given the previous costs incurred, considerable monies associated with extending a water line from the new trunk system on 52 Ave. when it does become available, and timing associated with construction of the trunk line (currently not scheduled for completion until likely late 2013, possibly 2014), the Wooff's face both personal and financial hardship if the current application cannot be approved for several years until a water line is available. In the circumstances, the availability of potable water on the property provides a reasonable alternative for the moment.

As stated in the January 18, 2011 Letter of Intent attached to the subdivision application, the current lot is presently served by private water wells. Therefore, the proposal is to maintain this service level, not through the drilling of two new wells but rather to use the two existing wells on the property.

At the same time the Wooff's recognize their civic responsibility with respect to future piped water service to the area. If the municipality exercises its discretionary authority and approves the application as proposed to utilize the existing water wells for a relatively short period of time, they reiterate their earlier commitment (which they are prepared to confirm through an appropriate binding legal instrument on the title of both the lots), that when a municipal water system is available in 236 Street, the lots would be connected and the wells taken off-line and capped.

As they are now both retired at this stage in their long residency on the property, the couple would like to resolve this matter in the near future and not have to wait for several more years; so that they can use their modest land asset to support their remaining years and to provide a legacy to their family.

Given the unique situation surrounding the Woof's property and in view of the couple's circumstances, I am requesting Council's consideration, support and direction to staff to

approve the proposed subdivision application as submitted with interim use of the existing two well supply to the two lots.

Upon review, if you have any questions, please contact the undersigned.

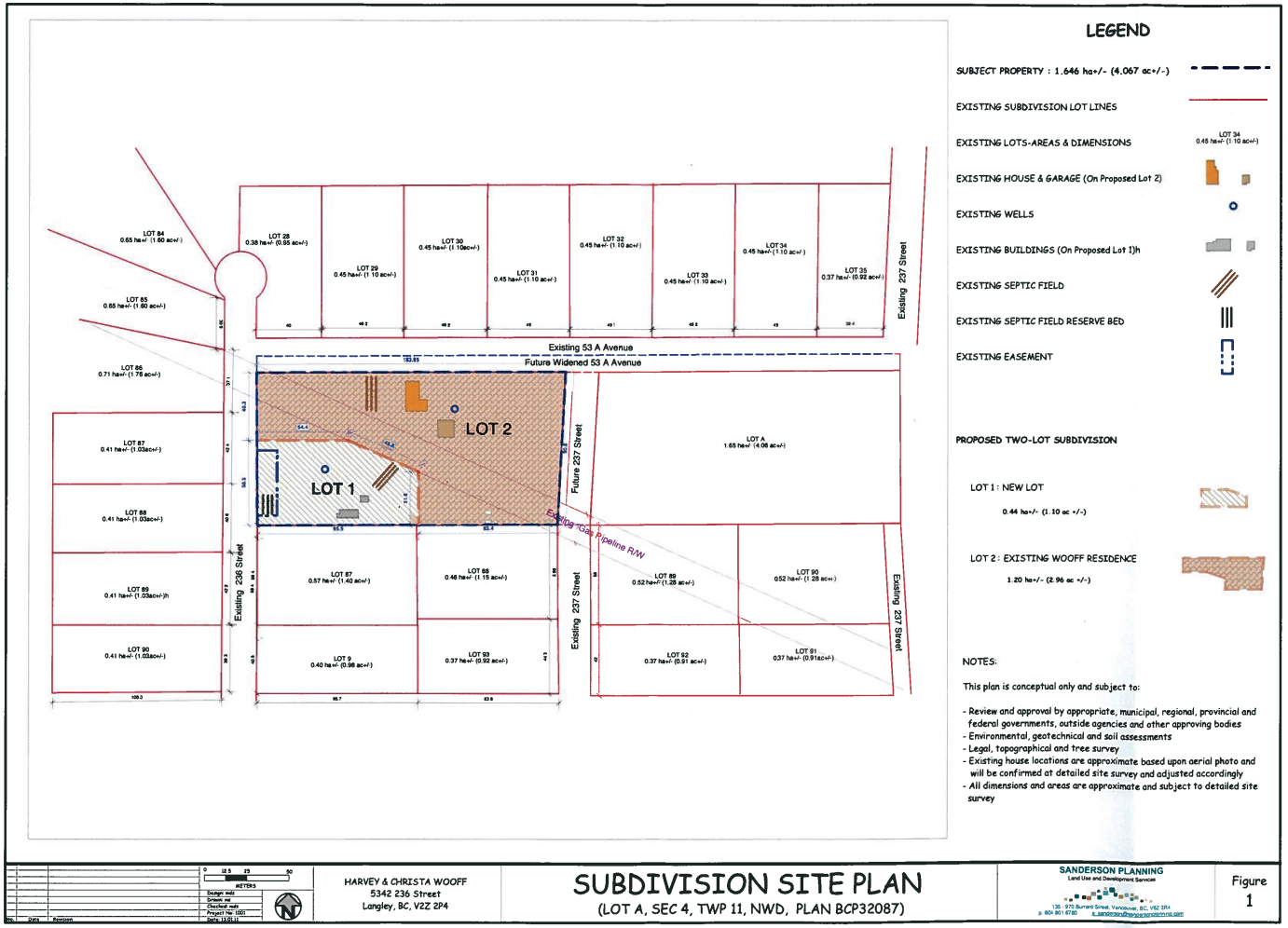
Yours truly,

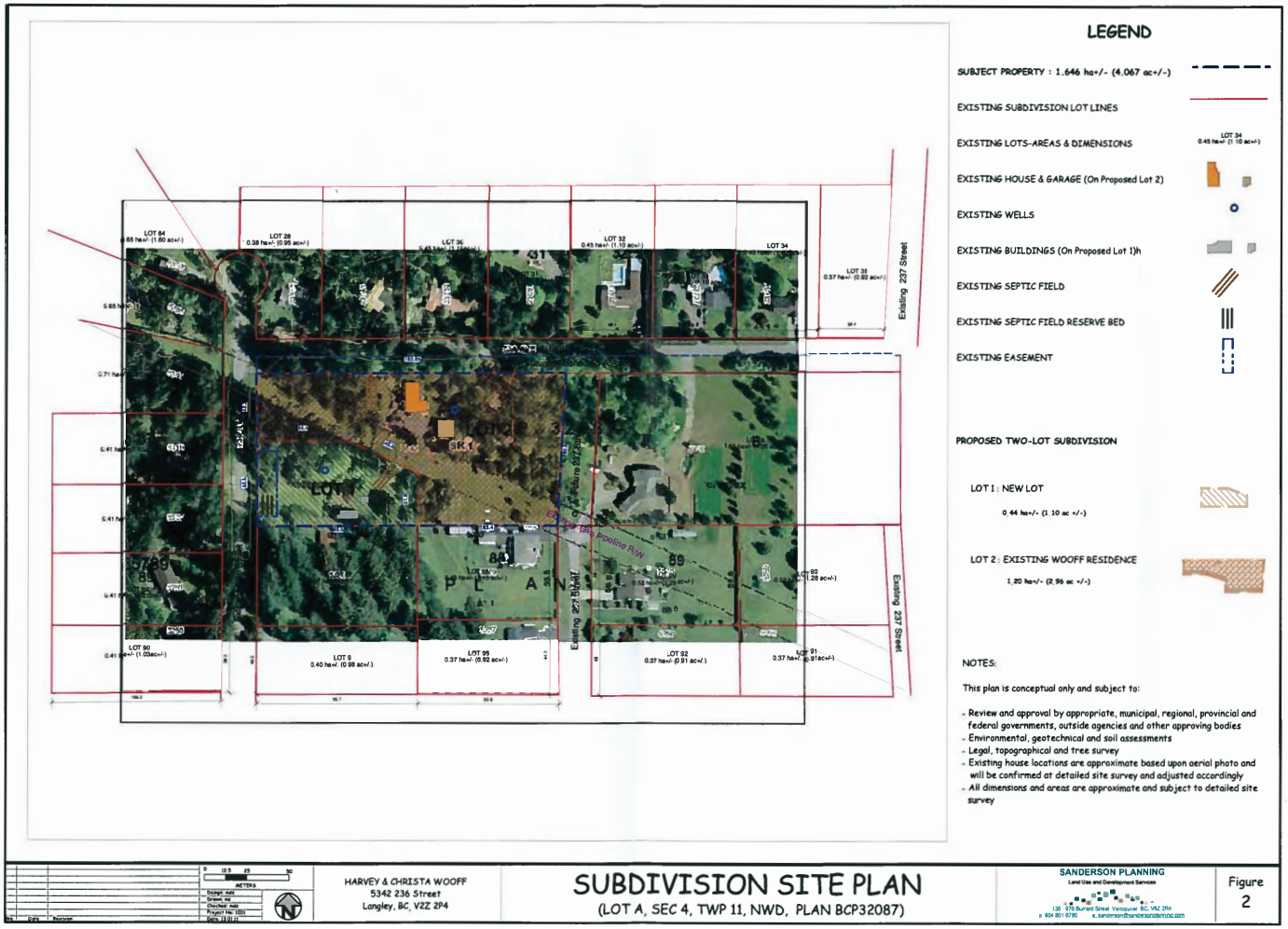
SANDERSON PLANNING LTD.

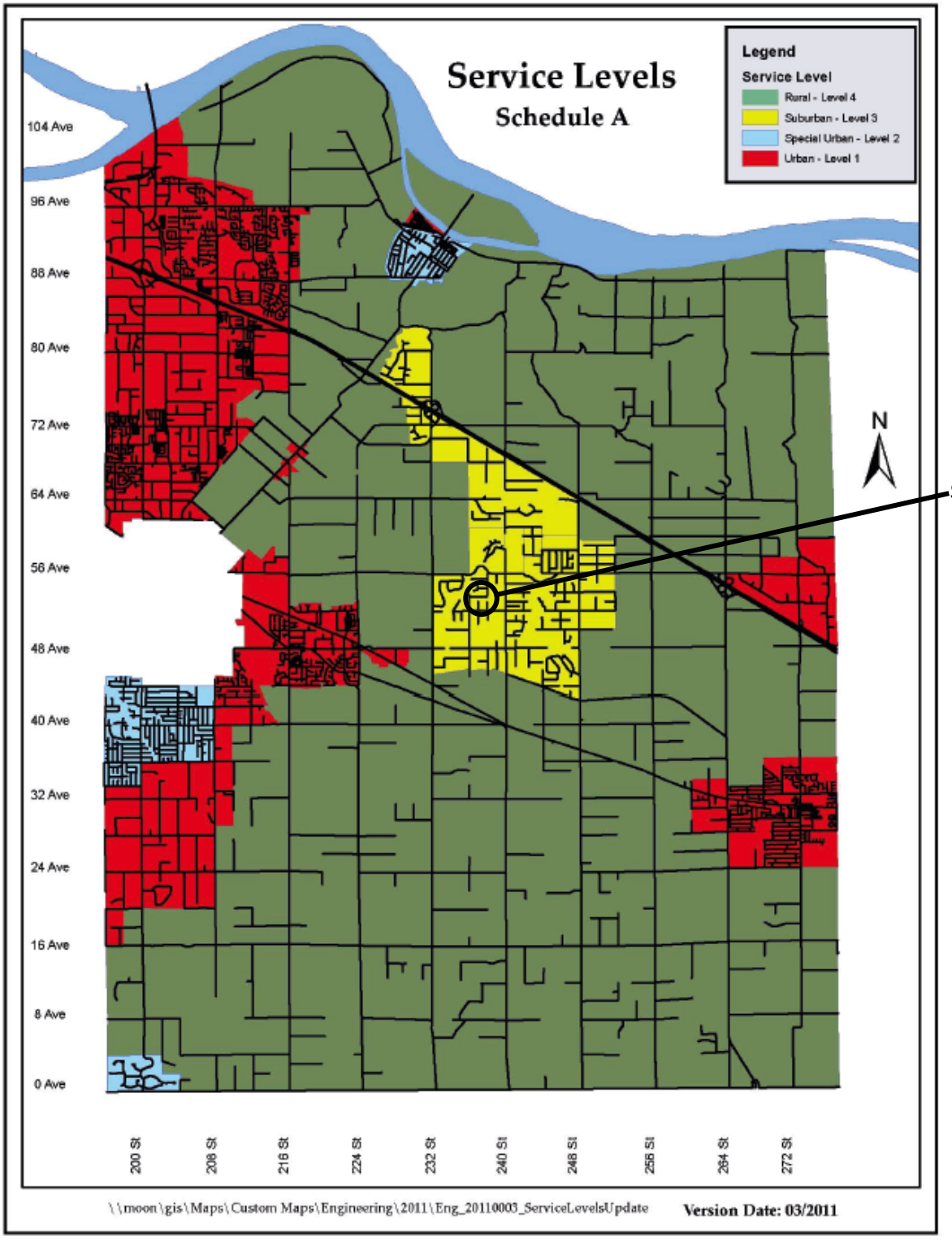
Michael D. Sanderson, MCIP, MRTPI
Principal

cc Ramin Seifi, MCIP, P.Eng., General Manager, Engineering Division
Director, Community Development Division

Harvey & Christa Wooff


LOT 84
0.65 ha+/- (1.60 ac+/-)
LOT 28
0.38 ha+/- (0.95 ac+/-)
LOT 29
0.45 ha+/- (1.10 ac+/-)
LOT 30
0.45 ha+/- (1.10ac+/-)
LOT 31
0.45 ha+/- (1.10 ac+/-)
LOT 32
0.45 ha+/- (1.10 ac+/-)
LOT 33
0.45 ha+/- (1.10 ac+/-)
LOT 34
0.45 ha+/- (1.10 ac+/-)
LOT 35
0.37 ha+/- (0.92 ac+/-)
Existing 237 Street
LOT 85
0.65 ha+/- (1.60 ac+/-)
Existing 53 A Avenue
Future Widened 53 A Avenue
LOT 86
0.71 ha+/- (1.75 ac+/-)
LOT 2
LOT 1
LOT A
1.65 ha+/- (4.08 ac+/-)
Future 237 Street
LOT 87
0.41 ha+/- (1.03ac+/-)
LOT 88
0.41 ha+/- (1.03ac+/-)
Existing Gas Pipeline R/W
LOT 89
0.41 ha+/- (1.03ac+/-)h
LOT 90
0.41 ha+/- (1.03ac+/-)
Existing 236 Street
LOT 87
0.57 ha+/- (1.40 ac+/-)
LOT 88
0.46 ha+/- (1.15 ac+/-)
LOT 89
0.52 ha+/- (1.28 ac+/-)
LOT 90
0.52 ha+/- (1.28 ac+/-)
Existing 237 Street
Existing 237 Street
LOT 9
0.40 ha+/- (0.98 ac+/-)
LOT 93
0.37 ha+/- (0.92 ac+/-)
LOT 92
0.37 ha+/- (0.91 ac+/-)
LOT 91
0.37 ha+/- (0.91ac+/-)
LEGEND
SUBJECT PROPERTY : 1.646 ha+/- (4.067 ac+/-)
EXISTING SUBDIVISION LOT LINES
EXISTING LOTS-AREAS & DIMENSIONS
LOT 34
0.45 ha+/- (1.10 ac+/-)
EXISTING HOUSE & GARAGE (On Proposed Lot 2)
EXISTING WELLS
EXISTING BUILDINGS (On Proposed Lot 1)h
EXISTING SEPTIC FIELD
EXISTING SEPTIC FIELD RESERVE BED
EXISTING EASEMENT
PROPOSED TWO-LOT SUBDIVISION
LOT 1 : NEW LOT
0.44 ha+/- (1.10 ac +/-)
LOT 2 : EXISTING WOOFF RESIDENCE
1.20 ha+/- (2.96 ac +/-)
NOTES:
This plan is conceptual only and subject to:
- Review and approval by appropriate, municipal, regional, provincial and federal governments, outside agencies and other approving bodies
- Environmental, geotechnical and soil assessments
- Legal, topographical and tree survey
- Existing house locations are approximate based upon aerial photo and will be confirmed at detailed site survey and adjusted accordingly
- All dimensions and areas are approximate and subject to detailed site survey
METERS
HARVEY & CHRISTA WOOFF
5342 236 Street
Langley, BC, V2Z 2P4
SUBDIVISION SITE PLAN
(LOT A, SEC 4, TWP 11, NWD, PLAN BCP32087)
SANDERSON PLANNING
Land Use and Development Services
Figure
1


LEGEND
SUBJECT PROPERTY : 1.646 ha+/- (4.067 ac+/-)
EXISTING SUBDIVISION LOT LINES
EXISTING LOTS-AREAS & DIMENSIONS
EXISTING HOUSE & GARAGE (On Proposed Lot 2)
EXISTING WELLS
EXISTING BUILDINGS (On Proposed Lot 1)h
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Existing 237 Street
Existing 237 STREET
HARVEY & CHRISTA WOOFF
5342 236 Street
Langley, BC, V2Z 2P4
SUBDIVISION SITE PLAN
(LOT A, SEC 4, TWP 11, NWD, PLAN BCP32087)
SANDERSON PLANNING
Land Use and Development Services
Figure
2


Service Levels
Schedule A
Legend
Service Level
Rural - Level 4
Suburban - Level 3
Special Urban - Level 2
Urban - Level 1
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
N
SUBJECT
\\moon\gis\Maps\Custom Maps\Engineering\2011\Eng_20110003_ServiceLevelsUpdate
Version Date: 03/2011

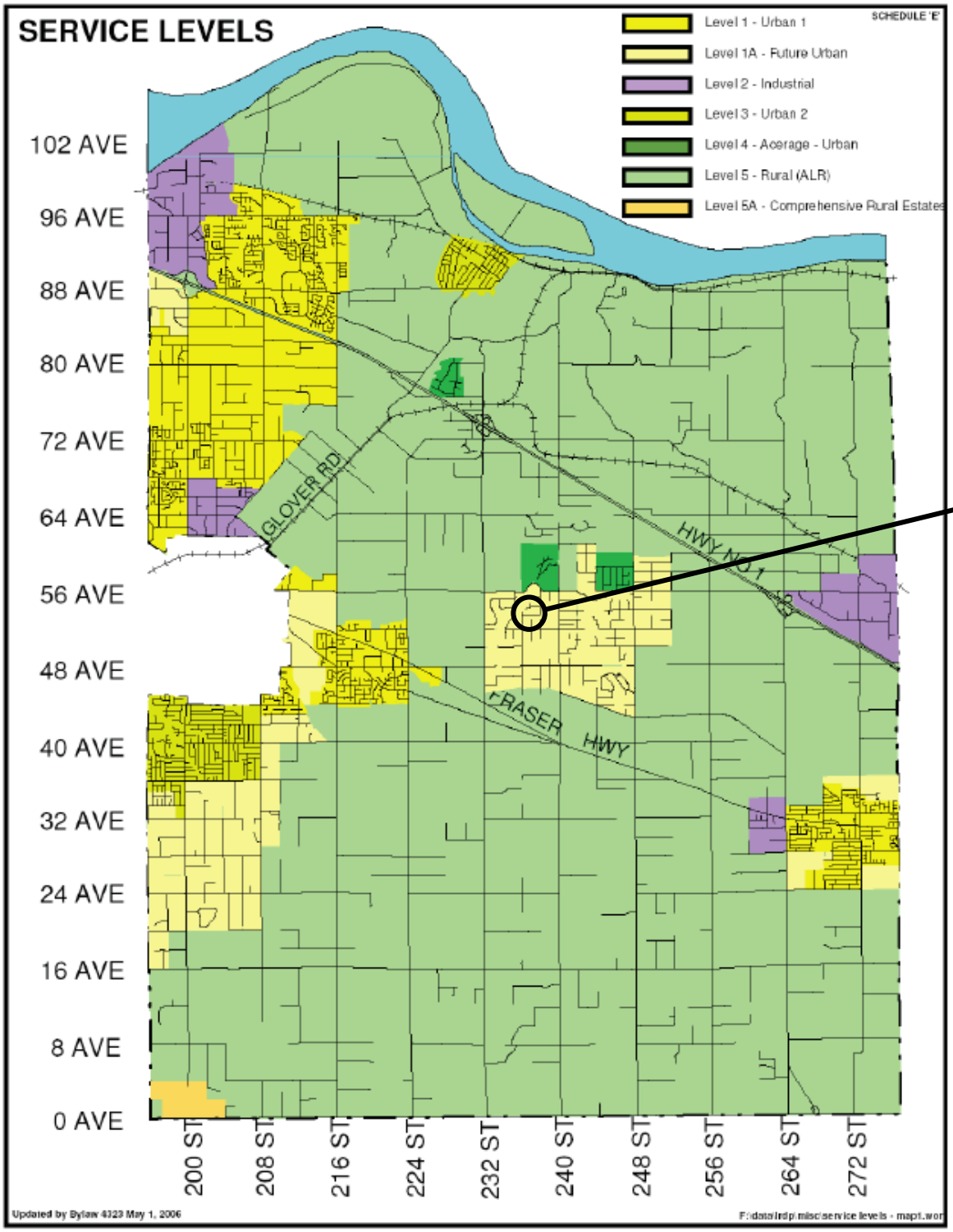
MINIMUM SERVICE LEVEL STANDARDS
Schedule "A" of the Subdivision and Development Servicing Bylaw

Service	Standard	Service Level Area			
		1 Urban	2 Special Urban	3 Suburban	4 Rural
Highways Facilities	Urban Road Standards	•			
	Rural Road Standards		•	•	•
Water Systems	Private Well				•
	Municipal Water System	•	•	•	
Sanitary Sewerage	On-site Private Systems		•(3)	•(3)	•(3)
	Municipal Sewer System	•	• (2)		
Drainage Systems	Infiltration Systems	• (1)	• (1)	• (1)	
	Open Channel System			•	•
	Storm Sewer System	•	•	•	
Hydro, Telephone & Cable*	Overhead Systems	• (4)	•	•	•
	Underground Systems	•	• (2)		
Street Lighting	Pole-Mounted		•	•	•
	Ornamental	•	• (2)		
Landscaping & Trees	Street Trees	•	•		
	Boulevard Landscaping	•	•		

*A minimum of two separately owned and operated telecommunication facilities are required to the acceptance of the Municipal Engineer.

(1) Infiltration systems shall be in accordance with an applicable master drainage plan, neighbourhood servicing plan or stormwater management plan. If there is no plan, infiltration facilities to be in accordance with Schedule B Section D10 "On-site Infiltration and Detention".
(2) Special Urban Area located in the southwest area, south of 4 Avenue and west of 204 Street, to be serviced with Municipal Sewer System, underground hydro, telephone and cablevision, ornamental street lighting and street trees.
(3) On-site private sewerage system may be required to upgrade conventional septic systems to include nitrate removal in accordance with Schedule B – On-site System Requirements Figure S1, Schedule B or connect to a Municipal sewer system.
(4) Overhead distribution permitted in Heavy Industrial Area of Northwest Langley (see Supplementary Drawing TLG5 for details)

Note: Municipal Water System is defined as a water system owned, operated and maintained by the Municipality.


SERVICE LEVELS
SCHEDULE 'E'
Level 1 - Urban 1
Level 1A - Future Urban
Level 2 - Industrial
Level 3 - Urban 2
Level 4 - Acerage - Urban
Level 5 - Rural (ALR)
Level 5A - Comprehensive Rural Estates
102 AVE
96 AVE
88 AVE
80 AVE
72 AVE
64 AVE
56 AVE
48 AVE
40 AVE
32 AVE
24 AVE
16 AVE
8 AVE
0 AVE
200 ST
208 ST
216 ST
224 ST
232 ST
240 ST
248 ST
256 ST
264 ST
272 ST
GLOVER RD
HWY NO 1
FRASER HWY
SUBJECT
Updated by Bylaw 4323 May 1, 2006
F:\data\lrdp\misc\service levels - map1.wor

SCHEDULE "E" - SERVICE LEVELS

UTILITY	SERVICE		SERVICE LEVEL AREA						
			1	1A [1]	2 [1]	3	4 [1]	5 [2]	5A*
Highways (Road Standards)	Rural	RU1, RU2					●	●	●
	Urban	UU1, UU3	●	●		●			●
		UU1, UU2, UD1	●	●	●	●			●
		UU1, UU2			●				●
		UC1-A, UC1-B	●	●		●			●
Water	Private Well							●	
	Community Water System		●	●	●	●	●	●	●
Sanitary	Septic System					●	●	●	
	Community Sewer System		●	●	●				●
Storm	Open Channel System					●	●	●	
	Community Storm Sewer System		●	●	●	●			●
	Ground Discharge					●	●	●	
Hydro	Overhead Distribution				● [3]			●	
	Underground Distribution		●	●	●	●	●	●	●
	Overhead Service							●	
	Underground Service		●	●	●	●	●	●	●
Street Lighting	Ornamental Street Lighting		●	●	●	●	●		●
	Pole Mount Street Lighting							●	
Telephone	Overhead Distribution							●	
	Underground Distribution		●	●	●	●	●	●	●
Sidewalk	One Side (Limited Local)		●	●		●	●		●
	Two Sides (Local/Collector/Arterial)		●	●		●	●		●
Street Tree and Boulevard Planting	Street Trees		●	●	●	●			●
	Reverse Lot Boulevard Plantings		●	●	●	●			●

[1] Clause 11.3 (Bylaw) - Land located in Service Level 1A, 2 or 4 which is being subdivided and/or developed for Rural or Suburban residential uses permitted under the Township of Langley Zoning Bylaw may be serviced according to Service Level 5, except that water must be provided by a community water supply and electrical and telephone distribution system extensions must be underground.

[2] Clause 11.4 (Bylaw) - Lands in Service Level 5 which are zoned SR-1 are required to install underground electrical and telephone distribution systems.

[3] Overhead distribution permitted in Northwest Langley Industrial Area.

* Service Level 5A added by Bylaw 4323 (High Point)

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JANUARY 15, 2024
FROM:	BYLAWS, LEGAL AND STRATEGIC IMPLEMENTATION DIVISION	**FILE NO:**	LSP00020
SUBJECT:	200 STREET 2040 UPDATE		

The purpose of this memorandum is to provide Mayor and Council an update on the 200 Street 2040 project.

- The project web page www.tol.ca/200street2040 has been updated and includes presentation materials from the Phase I workshop held on November 27, 2023.

- A second public survey is currently underway focused on planning and land use considerations for the 200 Street corridor.

- The next public event will be an interactive Open House scheduled for Wednesday, January 24, 2024 from 5:00 to 8:00pm at the Langley Events Centre. At this event there will also be a focused workshop on transit-oriented development (from 6:00 to 7:30pm), as described below:

  > *"This workshop will employ the consultant's branded "T.O.D. Board Game" which is a tool to co-design with participants a plan for land uses, mobility options, and amenities in an area or neighbourhood. Participants play their choice of different land use chips on a gameboard on a map that represents the area being planned. Used in transit-oriented development (TOD) planning processes, this community exercise engages participants in relevant discussions about transportation (the "T"), public open spaces (the "O"), and land use development (the "D"). It is a highly tactile, context-specific, and democratic game that captures a community's priorities and preferences of spatial planning."*

- Participants in the Phase I workshop in November will be invited to attend this workshop for continued engagement, but it will be open to all. No preregistration is required.

- Advertising for the upcoming Open House and Workshop includes:
  - a dedicated project webpage www.tol.ca/200street2040 on EngageTOL
  - e-newsletters to 4,900 subscribers
  - an events calendar listing and news posts on www.tol.ca
  - organic posts on four social media platforms and paid social media ads to boost the project profile
  - print ads in two local newspapers

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JANUARY 15, 2024
FROM:	BYLAWS, LEGAL AND STRATEGIC IMPLEMENTATION DIVISION	**FILE NO:**	LRP00010
SUBJECT:	SMITH NEIGHBOURHOOD PLAN UPDATE OPEN HOUSE		

The purpose of this memorandum is to inform Mayor and Council on details of the Smith Neighbourhood Plan Update Open House. On December 18, 2023, Council gave first reading to an updated version of the Smith Neighbourhood Plan (Bylaw No. 5973) and directed staff to schedule an Open House in January 2024. The Open House is scheduled as follows:

Date: Thursday, January 25, 2024

Time: 4:00 - 8:00pm

Place: Langley Events Centre Banquet Hall
7888 200 Street

The public is being informed of the Open House through social media posts, newspaper advertisements, Township of Langley eNews and postcards to residents in and around the Plan area. A project-specific webpage and online feedback form have been created (tol.ca/smith). Feedback form responses will be forwarded to Council.

Township of Langley

Est. 1873

RECREATION, CULTURE, AND PARKS ADVISORY COMMITTEE

December 13, 2023 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

MINUTES

Present:
Councillor M. vanPopta (Council Co-Chair)

G. Abreo, S Cook, R. Jhaj, T. Taylor, and R. Thandi

Staff:
R. Stare, Director, Recreation
K. Stepto, Recording Secretary

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

Councillor vanPopta acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Recreation, Culture, and Parks Advisory Committee – December 13, 2023

Moved by T. Taylor,
Seconded by R. Jhaj,
That Recreation, Culture, and Parks Advisory Committee approve the agenda and receive the agenda items of the December 13, 2023 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Recreation, Culture, and Parks Advisory Committee – October 11, 2023

Moved by T. Taylor,
Seconded by R. Jhaj,
That Recreation, Culture, and Parks Advisory Committee adopt the Minutes of the October 11, 2023 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

1. Cultural Programs Update

Item deferred.

D. REPORTS

1. Co-Chairperson's Report

Councillor vanPopta commented on the many new initiatives and projects that are under way in the recreation area one year into the Council term.

E. CORRESPONDENCE

F. WORK PROGRAM

1. 2023 RCPAC Year End Report

Councillor vanPopta reviewed the Year End Report with the committee and highlighted the key accomplishments.

MOTION
Moved by G. Abreo,
Seconded by R. Jhaj,
That the Recreation, Culture, and Parks Advisory Committee receive and endorse the Recreation, Culture, and Parks Committee 2023 Annual Report, as amended, and ask staff to forward it to Council for information.
CARRIED

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

I. NEXT MEETING

Date: January 10, 2024
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00pm

J. TERMINATE

Moved by T. Taylor,
Seconded by S. Cook,
That the meeting terminate at 7:30pm.
CARRIED

CERTIFIED CORRECT:

_____ _____

Community Representative Co-Chair Council Representative Co-Chair

Township of Langley

Est. 1873

AGRICULTURAL ADVISORY AND ECONOMIC ENHANCEMENT COMMITTEE

Wednesday, December 20, 2023 at 7:00pm
Nicomekl Meeting Room
4th Floor, 20338-65 Avenue, Langley, BC

M I N U T E S

Present:
J. Caldarella, Community Co-Chair

C. Allison, B. Holmes, A. Smith, and T. Taylor

Staff:
M. Gunn, Planner, Community and Policy Planning
K. Stepto, Recording Secretary

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

J. Caldarella acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Agricultural Advisory and Economic Enhancement Committee - December 20, 2023

Moved by B. Holmes,
Seconded by T. Taylor,
That the Agricultural Advisory and Economic Enhancement Committee approve the agenda and receive the agenda items of the December 20, 2023 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Agricultural Advisory and Economic Enhancement Committee - November 22, 2023

Moved by B. Holmes,
Seconded by C. Allison,
That the Agricultural Advisory and Economic Enhancement Committee adopt the Minutes of the November 22, 2023 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

D. REPORTS

E. CORRESPONDENCE

F. WORK PROGRAM

1. 2023 AAEEC Year End Report

Moved by A. Smith,
Seconded by B. Holmes,
That the Agricultural Advisory and Economic Enhancement Committee receive and endorse the Agricultural Advisory and Economic Enhancement Committee 2023 Annual report and ask staff to forward it to Council for information.
CARRIED

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Chamber of Commerce Update

No report.

2. Farmer's Institute Update

A. Smith reported that membership with the Langley Farmers' Institute is $10 per year and includes a monthly newsletter and access to all agendas and minutes. She further noted that the Institute is doing a membership drive over the next couple of months and will also be doing a meet and greet with the agriculture community in January and February.

Information regarding membership can be found on their website at www.langleyfarmers.ca or email for more information langleyfarmersinstitute@gmail.com.

I. NEXT MEETING

J. TERMINATE

Moved by T. Taylor,
Seconded by A. Smith,
That the meeting terminate at 7:22pm.
CARRIED

CERTIFIED CORRECT:

_____	_____
Community Representative Co-Chair	Council Representative Co-Chair