REGULAR MEETING OF TOWNSHIP COUNCIL AGENDA

Monday, June 24, 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 – June 24, 2024

That Council adopt the agenda and receive all agenda items of the Regular Council meeting held June 24, 2024.

2. Moment of Silence

A moment of silence will be observed for the recent loss of three Township of Langley employees.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – June 10, 2024

That Council adopt the Minutes of the Regular Council meeting held June 10, 2024.

2. Public Hearing Meeting – June 10, 2024

That Council adopt the Minutes of the Public Hearing meeting held June 10, 2024.

C. DELEGATIONS

1. Paul McNamara
Langley Aquatics Advisory Group
File 0550-07

Request by Paul McNamara, on behalf of the Langley Aquatics Advisory Group, to appear before Council to discuss the Willoughby Community Centre and Pool project.

C. DELEGATIONS

2. Tyson Solotki
File 0550-07

Request by Tyson Solotki, to appear before Council to discuss the fee for tree removal without a permit.

Clerk's Note: Please refer to Item M.2.

3. Jason Mann
File 0550-07

Request by Jason Mann, to appear before Council to discuss tree removal for a mobile home project at 7412 – 200 Street.

Clerk's Note: Please refer to Item M.3.

D. PRESENTATIONS

1. Transportation and Mobility Strategy Update

Presentation by Sarah Freigang, Transportation Planner, Urban Systems Ltd., providing an update on the Transportation and Mobility Strategy.

E. REPORTS TO COUNCIL

1. Agricultural Land Commission Application No. 100454 (Vandergugten / 27212 and 27224 – 91 Avenue and 9120 – 272 Street)
Report 24-129
File ENG 14-32-0003

That Council advise the Agricultural Land Commission that the subdivision application submitted by Sanderson + Welsh Planning Ltd. on behalf of the owners of properties located at 27212 and 27224 – 91 Avenue and 9120 – 272 Street within the Agricultural Land Reserve complies with Township's Zoning Bylaw and request consideration based on agricultural merits.

E. REPORTS TO COUNCIL

2. Official Community Plan Amendment
Application No. 100258
(Grace Hannin Community Church /
22940 – 48 Avenue)
Report 24-136
File CD 10-32-0109

That Council defer consideration of the application pending consideration and adoption of the Fraser Highway Employment Lands Area Plan.

3. Soil Deposit Application for 23433 – 44 Avenue
Report 24-125
File ENG SO002579

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

4. Liquor Licence Amendment Application No. 000067
(Smugglers Trail Caskworks Ltd. /
140, 9339 – 200A Street)
Report 24-122
File CD 08-35-0259

That Council consider the endorsement request for a permanent extension of hours of service for Smugglers Trail Caskworks located at 140, 9339 – 200A Street.

That Council adopt the following resolution, should it decide to endorse Smugglers Trail Caskworks' request:

"That Council has considered and ENDORSED the request by Smugglers Trail Caskworks for a permanent change to the hours of liquor service serving Smugglers Trail Caskworks located at 140, 9339 – 200A, Langley, characterized as having liquor service from 9:00AM to Midnight Sunday to Thursday and 9:00AM to 1:00AM Friday and Saturday.

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

In ENDORSING this request, Council has considered the views of area residents expressed to Council through written submission opportunity prior to the June 24, 2024

E. REPORTS TO COUNCIL

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."

5. Winery Lounge Endorsement Application No. 000068 (Heritage 1909 Farms / 6681 Glover Road) Report 24-121
File CD 08-13-0101

That Council consider the endorsement request for a new winery lounge (including patio) for Heritage 1909 Farms located at 6681 Glover Road.

That Council adopt the following resolution, should it decide to endorse Heritage 1909 Farms' request:

"That Council has considered and ENDORSED the request by Heritage 1909 Farms for a 130-person winery lounge (including patio) serving Heritage 1909 Farms located at 6681 Glover Road, Langley, characterized as having lounge liquor service from 9am to 11pm 7 days a week.

In ENDORSING this request, Council deems that it has considered and found acceptable the location of the winery lounge; the proximity of the winery lounge (including patio) to other special or recreational facilities and public buildings; the person capacity of the winery lounge (including patio); the hours of liquor service of the winery lounge (including patio); 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 June 24, 2024 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."

E. REPORTS TO COUNCIL

6. Telecommunication Tower Application No. 000010 (Telus / Cypress Land Services / 26245 – 28 Avenue) Report 24-126
File CD 10-24-0055

That Council consider Cypress Land Services application to ISED Canada regarding a proposed 46.4 m (152.23 ft) high telecommunication tower and accessory compound at 26245 – 28 Avenue and adopt one of the following resolutions:

a. That Council advise Innovation, Science and Economic Development Canada that it does not object to Cypress Land Services application to construct a 46.4 m (152.23 ft) high telecommunication tower and accessory compound at 26245 - 28 Avenue.

OR

b. That Council advise Innovation, Science and Economic Development Canada that it objects to Cypress Land Services application to construct a 46.4 m (152.23 ft) high telecommunication tower and accessory compound at 26245 - 28 Avenue.

7. BC Electric Kick Scooter Pilot Project Participation Report 24-132
File ENG LSP00025

That Council endorse the following resolution as it relates to the BC Electric Kick Scooter Pilot Project:

> *The Township of Langley consents to the Electric Kick Scooter Pilot Project taking place within the Township of Langley effective of the passage of this resolution.*

That Council direct staff to monitor the usage of e-kick scooters within the Township of Langley by including e-kick scooters in active transportation monitoring programs, as is feasible, and tracking resident concerns and related service requests for the purposes of determining if changes to existing bylaws or additional signage should be proposed.

That Council direct staff to provide a 1-year update to Council on the status of the BC Electric Kick Scooter Pilot Project.

E. REPORTS TO COUNCIL

8. 2023 Annual Report and 2023 Statement of Financial Information
Report 24-124
File FIN 0640-22/1830-25

That Council approve the 2023 Annual Report including the 2023 Audited Financial Statements upon receiving and considering submissions and questions from the public.

That Council approve the 2023 Statement of Financial Information (SOFI).

9. 2024 – 2026 Tree Planting and Canopy Expansion
Report 24-130
File PW 6300-01

That Council approve the submission of a Grant Application to the Federation of Canadian Municipalities' Growing Canada's Community Canopies Program for $1,495,000 towards Tree Planting activities from 2024-2026.

That Council authorize the use of $1,695,000 of Non-Refundable deposits towards Tree Planting activities from 2024-2026.

10. Federation of Canadian Municipalities
2024 Sustainable Municipal Construction
Grant Submission
Report 24-131
File ENG 1855-35

That Council approve submission of a grant application to the Federation of Canadian Municipalities Sustainable Municipal Construction Capital Project Funding for up to $10 Million of funding comprised of up to a $1.5 Million Grant and $8.5 Million Loan towards the construction of the new Fire Hall 5 in Brookswood.

11. New Brookswood Fire Hall Funding
Report 24-135
File FCP 0810-30

That Council approve $6.9M, to be funded from Community Amenity Contributions as available, for a total project funding envelope of $31.9M for the construction of the new Fire Hall in Brookswood.

That Council approve the waiving of Township of Langley fees where applicable, or internally funding such fees from existing sources if required, for the new Brookswood Fire Hall project.

E. REPORTS TO COUNCIL

12. Fire Hall Training Centre Feasibility Study Update
Report 24-134
File FCP 0810-30

That Council endorse the proposed scope, programming, and site layout for a new Fire Hall Training Centre to be located at 20355 - 32 Avenue.

That Council direct staff to bring forward potential funding sources for the new Fire Hall Training Centre upon resolution of the final funding sources for the new Brookswood Fire Hall.

13. Capital Request – North Langley Truck Route
Report 24-128
File ENG 5260-26-015

That Council authorize the use of $400,000 funded with $396,000 from Transportation Development Cost Charge's (DCCs) and $4,000 funded from Capital Projects Reserve for the design, regulatory approvals, and property impact assessments for the 232 Street and Rawlison Crescent intersection as well as archaeological impact assessments along the entire corridor of the North Langley Truck Route (NLTR) project.

That Council direct staff to include all other phases of the North Langley Truck Route project in the 2025–2029 financial plan for Council's consideration.

14. Capital Funding Request - 86 Avenue from 200 Street to 202 Street
Report 24-133
File ENG 5330-23-163

That Council endorse the conceptual design of 86 Avenue from 200 Street to 202 Street that includes four (4) vehicle travel lanes, bicycle lanes, sidewalks, and Multi-Use Paths.

That Council authorize $3,400,000 in funding utilizing $2,097,000 from Transportation DCC's and $1,303,000 from Capital Project Reserve to construct 86 Avenue from 200 Street to 202 Street.

That Council endorse modifying the design of 86 Avenue between 200 Street and 201 Street to replace the unprotected bicycle lanes and sidewalk with a Multi-Use Path by reconstructing the north and south boulevards.

That Council authorize $400,000 from the Capital Project Reserve for the reconstruction of the north and south boulevards on 86 Avenue between 200 Street and 201 Street.

F. BYLAWS FOR FIRST AND SECOND READING

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Council Procedure Bylaw Amendment
Bylaw No. 6027
Report 24-123
File LS 3900-25

That Council give first, second and third reading to Council Procedure Bylaw 2016 No. 5199 Amendment Bylaw No. 6027.

Explanation – Bylaw No. 6027

Bylaw No. 6027 amends the Council Procedure Bylaw to concur with the Community Charter and the Development Application Procedures Bylaw No. 5760 in regards to delegation opportunities. The Amending Bylaw also includes further direction for arrangement of Council seating, and the storage and use of cellular devices during Closed and Special Closed Council meetings.

2. 2024 Development Cost Charges Bylaw Amendment
Bylaw No. 6024
Report 24-127
File CD BA000048

That Council give first, second and third reading to Langley Development Cost Charges Bylaw No. 5897 Amendment Bylaw No. 6024.

Explanation – Bylaw No. 6024

Bylaw No. 6024 amends Langley Development Cost Charges Bylaw No. 5897 by removing the Highway 1 and 232 Street Interchange Project from the Roads Development Cost Charges (DCC) and amending the Roads DCC rates accordingly.

H. BYLAWS FOR CONSIDERATION AT THIRD READING

I. BYLAWS FOR FINAL ADOPTION

1. **Smith Athletic Park Detention Works**
   Loan Authorization Bylaw and
   Alternative Approval Process
   Bylaw No. 5999
   Report 24-47
   File FIN 1760-20

   That Council give final reading to "Smith Athletic Park Detention Works Loan Authorization Bylaw No. 5999".

   Explanation – Bylaw No. 5999

   Bylaw No. 5999 authorizes the Township of Langley to borrow $9,292,929 towards the estimated cost of the Smith Athletic Park Detention Works capital project.

2. **Smith Athletic Park Site**
   Loan Authorization Bylaw and
   Alternative Approval Process
   Bylaw No. 5998
   Report 24-46
   File FIN 1760-20

   That Council give final reading to "Smith Athletic Park Site Loan Authorization Bylaw No. 5998".

   Explanation – Bylaw No. 5998

   Bylaw No. 5998 authorizes the Township of Langley to borrow $19,696,970 towards the estimated cost of the Smith Athletic Park Site Preparation capital project.

3. **Smith Athletic Park Development**
   Loan Authorization Bylaw and
   Alternative Approval Process
   Bylaw No. 6000
   Report 24-48
   File FIN 1760-20

   That Council give final reading to "Smith Athletic Park Development Loan Authorization Bylaw No. 6000".

   Explanation – Bylaw No. 6000

   Bylaw No. 6000 authorizes the Township of Langley to borrow $30,596,970 towards the estimated cost of the Smith Athletic Park Development capital project.

J. MAYOR AND COUNCIL REPORT

K. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

L. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

The following information has been brought forward from the June 10, 2024 Closed Council meeting for public information:

1. **Township of Langley and City of Langley Joint RCMP De-Integration Report**

   That the "RCMP De-Integration Assessment for the Township of Langley and the City of Langley" report be released.
   CARRIED

M. FOR INFORMATION

1. **Transportation and Mobility Strategy Round One Engagement Update**
   Memorandum – Engineering Division
   File 8330-20-003

2. **Unauthorized Tree Removal – 1033 – 251A Street**
   Memorandum – Permits, Licences and Inspections Division
   File 6300-01

3. **Unauthorized Tree Removal – 7412 - 200 Street**
   Memorandum – Permits, Licences and Inspections Division
   File 6300-01

N. MOTIONS ARISING FROM INFORMATION

O. OTHER BUSINESS

P. TERMINATE

REGULAR MEETING OF TOWNSHIP COUNCIL MINUTES

Monday, June 10, 2024 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

C. Kooner, S. Richardson, S. Ruff, A. Ruhl, and J. Winslade

W. Bauer, R. Cesaretti, 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 – June 10, 2024

Moved by Councillor Ferguson,
Seconded by Councillor vanPopta,
That Council adopt the agenda and receive all agenda items of the Regular Council meeting held June 10, 2024, as amended.

Clerk's Note: Item P.6 was moved to after item C.1.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – May 27, 2024

Moved by Councillor Rindt,
Seconded by Councillor vanPopta,
That Council adopt the Minutes of the Regular Council meeting held May 27, 2024.
CARRIED

B. ADOPTION OF MINUTES

2. Public Hearing Meeting – May 27, 2024

Moved by Councillor Baillie,
Seconded by Councillor Rindt,
That Council adopt the Minutes of the Public Hearing meeting held May 27, 2024.
CARRIED

C. DELEGATIONS

1. Beatrice Hawkins
Langley BMX Association
File 0550-07

Beatrice Hawkins, Langley BMX Association, appeared before Council to build a stronger relationship with the Township of Langley, along with a request for funding. She noted that the track has been in Brookswood since 1978 and is solely volunteer run. There are currently 200 members. They asked for a financial contribution from the Township to help update the track to be able hold future provincial and national events.

The agenda order was varied.

P. OTHER BUSINESS

6. Langley Bike Parks Repairs and Upgrades

MOTION #1
Moved by Councillor Ferguson,
Seconded by Councillor Kunst,
Be it resolved that Council authorizes up to a $100,000 contribution from the Capital Projects Reserve for track improvements and repairs at George Preston Recreation Centre in coordination with Langley BMX.
CARRIED

MOTION #2
Moved by Councillor Ferguson,
Seconded by Mayor Woodward,
That Council hereby directs staff to report to Council on the need to potentially repair and improve the Mountain Bike Parks at Yorkson Community Park and Aldergrove Athletic Park.
CARRIED

The agenda order then resumed.

C. DELEGATIONS

2. Thomas Kreisz
File 0550-07

Thomas Kreisz appeared before Council to request reconsideration, or a reduction of penalties issued for removing trees without a permit. He stated that he was unaware of the Tree Removal Bylaw when he removed 10 trees and replaced them with 56 new trees.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

1. 2023 Audited Consolidated Financial Statements
Report 24-118
File FIN 1830-02

Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That Council receive and accept the 2023 Audited Consolidated Financial Statements for inclusion in the Annual Report and Statement of Financial Information.
CARRIED

Councillor Richter opposed

2. Agricultural Land Commission Application No. 100452
(Harvest Baptist Church / 22594 Old Yale Road)
Report 24-119
File CD 10-32-0077

Moved by Councillor Rindt,
Seconded by Councillor Pratt,
That Council refer the non-farm use application submitted by Harvest Baptist Church to construct a 929 m^2 (10,000 ft^2) building on a 2.09 ha (5.16 acre) property located at 22594 Old Yale Road to the Agricultural Land Commission for consideration based on agricultural merits.
CARRIED

3. Voluntary Water Metering Program for
Residential Areas
Report 24-113
File PW 5600-03-021

Moved by Mayor Woodward,
Seconded by Councillor vanPopta,

E. REPORTS TO COUNCIL

That Council approve $210,000 in funding from the 2024 Water Capital Works Reserve to procure hardware, software, and one (1) vehicle required to implement a volunteer water metering program in 2025.

That Council pre-approve $750,000 in funding from the 2025 Water Capital Works Reserve to procure and install meters for the volunteer water metering program.

That Council pre-approve an increase of $304,000 in Water Utility Operating funding in the 2025 budget for three (3) new positions; Clerk III, Engineering Technologist II, and Utilities Maintenance Worker, required to implement and manage a volunteer water metering program.

That Council direct staff to implement a new multi-year voluntary water metering program to begin within the first quarter of 2025 for existing single family residential and/or other urban property type owners or strata corporations through the following actions:

1. Prepare the necessary bylaw and bylaw amendments required to implement a volunteer residential metering program.

2. Continue the use and expansion of the Township of Langley's existing Automated Meter Reading (AMR) system.

3. Proceed with the required website updates and creation of a customer utility portal for access by utility rate payers.

4. Develop and implement a volumetric rate structure with a fixed fee billed each reading period based upon the meter size by 2025.

5. Implement a triannual meter reading and billing schedule in 2025 and transition to quarterly billing complete with associated resource requirements by 2027.

6. Prepare a comprehensive public communications and engagement strategy.

7. Require all new residential construction obtaining final completion in 2026 and beyond, be enrolled in metered utility billing with no option for flat rate.

8. Provide an update in 2026.

E. REPORTS TO COUNCIL

DEFERRAL
Moved by Councillor Richter,
Seconded by Councillor Kunst,
That the Voluntary Water Metering Program for Residential Areas be deferred for a presentation from staff.
DEFEATED

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

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

4. Repayment of Non-MFA Debt
Report 24-111
File FIN 1760-01

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council approve the use of up to $5,000,000 from internal sources to be repaid from prior year surplus funds when available to repay the Non-MFA debt in place related to the construction of the Langley Events Centre on or before June 30, 2024.
CARRIED

5. Water Local Area Service along
24 Avenue, 16 Avenue, 264 Street, and 272 Street
Report 24-115
File ENG 5320-20-WTR23

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council consider the request of property owners and authorize staff to prepare and distribute the official petition to the benefiting properties within the affected area, as shown in Attachment A, to determine the level of support needed to proceed with a Local Area Service (LAS) initiative for the provision of municipal water service, in accordance with applicable regulations, policies, and procedures.

That subject to confirmation of the sufficiency of the petition process, staff be authorized to set the interest rate for the LAS at 5.10%, which is equivalent to the Municipal Finance Authority's 20-year Capital Financing Rate plus 0.25%.
CARRIED

F. BYLAWS FOR FIRST AND SECOND READING

1. Official Community Plan Amendment and Rezoning Application No. 100226 and Development Permit Application No. 101312 (Janda Group Holdings Inc. / 27309 Fraser Highway) Bylaw No. 6018 Bylaw No. 6019 Report 24-117
File CD 13-20-0118

Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Aldergrove Community Plan) Bylaw 1978 No. 1802 Amendment (Janda Group Holdings Inc.) Bylaw No. 6018 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Janda Group Holdings Inc.) Bylaw No. 6019 rezoning 0.24 ha (0.59 ac) of land located at 27309 Fraser Highway to Comprehensive Development Zone CD-204 to facilitate a 6-storey mixed use project, 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 and lane dedications, widenings and necessary traffic improvements in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Aldergrove Community Plan.
3. Registration of all purpose statutory right-of-way securing public access over the public pedestrian connections.
4. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
5. Compliance with Age-Friendly Amenity Area requirements.
6. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
7. 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.
8. Finalization of landscape and architectural plans.
9. Compliance with the Community Amenity Contributions Policy if applicable.
10. Payment of applicable supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges and

F. BYLAWS FOR FIRST AND SECOND READING

compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy.

That Council consider Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Aldergrove Community Plan) Bylaw 1978 No. 1802 Amendment (Janda Group Holdings Inc.) Bylaw No. 6018 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. 6019 authorize issuance of Development Permit No. 101312 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. 6018 and 6019.
CARRIED

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Designation of Willowbrook Transit-Oriented Area
Bylaw No. 6021
Report 24-110
File BLSI LRP00026

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council give first, second, and third reading to Willowbrook Transit-Oriented Area Designation Bylaw No. 6021.
CARRIED

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council defer consideration of Final Adoption of Bylaw No 6021 to the Regular Meeting of October 21, 2024.
CARRIED

Councillors Richter and Kunst opposed

2. Provincial Housing Legislation –
Small-Scale Multi-Unit Housing
Bylaw No. 6020
Report 24-114
File BLSI LRP00026

MOTION #1
Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council give first, second, and third reading to Township of Langley Zoning Bylaw No. 2500 Amendment (Small-Scale Multi-Unit Housing) Bylaw No. 6020.
CARRIED

Councillor Richter opposed

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council defer consideration of Final Adoption of Provincial Housing Legislation – Small-Scale Multi-Unit Housing Bylaw No. 6020 to the Regular Meeting of October 21, 2024.
CARRIED

Councillors Kunst, Pratt and Richter opposed

MOTION #2
Moved by Councillor Pratt,
Seconded by Councillor Baillie,

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

That Council direct staff to update Langley Building Bylaw No. 4642 to align with Township of Langley Zoning Bylaw No. 2500 Amendment (Small-Scale Multi-Unit Housing) Bylaw No. 6020.

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Motion #2 be deferred to the October 21, 2024 Regular Council Meeting.
CARRIED

Councillors Kunst, Pratt and Richter opposed

MOTION #3 - WITHDRAWN

MOTION #4
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council direct staff to develop an Amenity Cost Charges (ACC) Bylaw to help fund the costs of amenities needed to adequately service the demands of small-scale multi-unit housing options.
CARRIED

Councillor Kunst opposed

MOTION #5
Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council direct staff to update Langley Development Cost Charges (DCC) Bylaw No. 5897 by adding new provisional uses permitted by the Local Government Act and to update the rate structure to include appropriate charges for small-scale multi-unit housing development.

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Motion #5 be deferred to the October 21, 2024 Regular Council Meeting.
CARRIED

Councillor Pratt opposed

MOTION #6
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council direct staff to develop a delegated Form and Character Development Permit Area for small-scale multi-unit housing options.
CARRIED

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

MOTION #7
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council direct staff to review and revise existing Development Permit Area designations and guidelines to address small-scale multi-unit housing.
CARRIED

MOTION #8
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council direct staff to complete a comprehensive review of water and sewer system capacity to determine thresholds and potential infrastructure impacts of small-scale multi-unit housing development, and that the facilitation of any new service connections or extensions for small-scale multi-unit housing are deferred until the review is complete.
CARRIED

MOTION #9
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That staff monitor small-scale multi-unit housing impacts and report back in one year with information and recommended revisions to the Zoning Bylaw or other plans/bylaws if required.

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Motion #9 be deferred to the October 21, 2024 Regular Council Meeting.
CARRIED

ASSOCIATED MOTION #1
Moved by Mayor Woodward
Seconded by Councillor Rindt,
That Council direct staff to report to Council with development lands within close proximity of 200 Street from 64 Avenue to 86 Avenue potentially suitable for pre-zoning comprising a potential of up to 7,500 units, with such pre-zonings to be completed prior to March 31, 2025, if so approved by Council to proceed.
CARRIED

Councillor Richter opposed

ASSOCIATED MOTION #2
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council direct staff to report to Council on all development sites within the Urban Containment Boundary less than 1.0 acre potentially entitled to SSMUH approvals yet have designations for additional housing density well

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

above 4 units per acre, and for these sites to be considered for pre-zoning, if so approved by Council to proceed; and

That no Building Permit(s) for SSMUHs be issued for any above referenced development sites until such time as Council has considered these sites within a report to Council and confirmed subsequent direction to staff.
CARRIED

Councillor Richter opposed

H. BYLAWS FOR CONSIDERATION AT THIRD READING

COUNCILLORS DECLARE CONFLICT OF INTEREST
Councillor Richter declared a Conflict of Interest under Section 100 of the Community Charter due to a family association and left the meeting at 2:23pm.

Councillor Kunst declared a Conflict of Interest under Section 100 of the Community Charter due to a family association and left the meeting at 2:24pm.

I. BYLAWS FOR FINAL ADOPTION

1. **Cemetery Bylaw Update 2024**
   Bylaw No. 6016
   Bylaw No. 6017
   Report 24-105
   File PW 1030-01

   Moved by Mayor Woodward,
   Seconded by Councillor Rindt,
   That Council give final reading to “Cemetery Bylaw 2016 No. 5236 Amendment Bylaw No. 6016”, and

   “Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6017”.
   CARRIED

Councillors Kunst and Richter re-entered the meeting at 2:26pm.

2. **Rezoning Application No. 100440**
   (Copper Canyon Holdings Inc. / 20450 – 36 Avenue)
   Bylaw No. 5205
   Bylaw No. 5216
   Report 16-56
   File CD 07-26-0149

I. BYLAWS FOR FINAL ADOPTION

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That Council give final reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Copper Canyon) Bylaw 2016 No. 5205".

That Council abandon "Township of Langley Phased Development Agreement (Copper Canyon Holdings Inc.) Bylaw 2016 No. 5216".
CARRIED

Mayor Woodward opposed

J. ITEMS FROM PRIOR MEETINGS

1. Rezoning Application No. 100733
(West Creek Farms Ltd. / 25044 – 88 Avenue)
Bylaw No. 5899
Report 24-116
File CD 11-26-0022

Moved by Councillor Ferguson,
Seconded by Councillor vanPopta,
That Council repeal second reading of "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (West Creek Farms Ltd.) Bylaw No. 5899".

That Council give second reading to revised Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (West Creek Farms Ltd.) Bylaw No. 5899 amending Rural Floodplain Zone RU-5 to allow a processing and distribution facility for growing media as a root base medium for commercial sale but excluding any on-site composting or use of any composting materials on a site-specific basis on a 4.0 ha (9.8 ac) portion of an 8.3 ha (20.7 ac) property located at 25044 – 88 Avenue subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. Approval of the rezoning bylaw by the Ministry of Agriculture and Food.
2. Confirmation that the existing access and servicing is compliant with the Subdivision and Development Servicing Bylaw 2019 No. 5382.
3. Submission of the following reports prepared by appropriately qualified professionals to the acceptance of the Township:
    a. Floodplain Management Plan
    b. Noise Mitigation Plan
    c. Dust Management Plan
    d. Odour Management Plan
4. Registration of a restrictive covenant acceptable to the Township requiring operation of West Creek Farms Ltd. in compliance with the Plans listed in prerequisite 3.

J. ITEMS FROM PRIOR MEETINGS

5. Registration of a restrictive covenant acceptable to the Township to ensure implementation and compliance with the "Quiet Zone" per the Community Standards Bylaw 2019 No. 5448.
6. Payment of applicable Development Engineering administration fees, Development Works Agreement (DWA) and Latecomer charges.

That Council authorize staff to schedule the requested Public Hearing.
CARRIED

Mayor Woodward and Councillors Baillie, Richter, and Rindt opposed

2. Williams Neighbourhood Plan Update
Bylaw No. 5799
Report 24-120
File BLSI LRP00012

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council repeal second 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".

That Council give second reading to the revised "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799".

That Council direct staff to complete an update to the Williams Engineering Services Plan (Williams ESP) and that required funds to complete the update be provided in the amount of $85,000 from the 2023 Township of Langley General Surplus to ensure that there is alignment between the updated Williams Neighbourhood Plan and the Williams ESP.

That Council receive for information the Draft Williams Neighbourhood Plan Amendments to the Willoughby Greenway Amenity Policy.

That Council receive for information the Draft Williams Neighbourhood Plan Amendments to the Community Amenity Contributions Policy.

That Council consider that the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799 is consistent with the Township of Langley Financial Plan.

That Council consider and confirm that the revised Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799 is consistent with the Metro Vancouver Integrated Liquid Wastewater Resource Management Plan and Integrated Solid Waste and Resource Management Plan.

J. ITEMS FROM PRIOR MEETINGS

That Council direct staff to conduct a Public Open House for Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799, Draft Williams Neighbourhood Plan Amendments to the Willoughby Greenway Amenity Policy and Draft Williams Neighbourhood Plan Amendments to the Community Amenity Contributions Policy.

That Council authorize staff to schedule the required Public Hearing for Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799.

That Council consider and confirm the consultation process during preparation of the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799.

That Council acknowledge that First Nations may refer the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799 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 (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799 as outlined in this report for comment.

AMENDMENT #1
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Section 11.1(1) be amended to remove the reference to the middle school.
CARRIED

Councillor Richter opposed

AMENDMENT #2
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
(That Section 11.2 be amended to remove the reference to school sites for development within the Employment District.
CARRIED

Councillor Richter opposed

J. ITEMS FROM PRIOR MEETINGS

AMENDMENT #3
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That the proposed Urban Park at the northwest corner of 79 Avenue and 215 Street be reduced to approximately 2.3 acres, occupying the southern halves of 21456 80 Avenue and 21480 80 Avenue.
CARRIED

Councillor Richter opposed

AMENDMENT #4
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That a general development prerequisite be added to section 11.1.4 to require the completion of the provision of all required lands or rights-of-way for arterial roads, including sidewalks and active transportation infrastructure connections, prior to development applications proceeding to consideration of final adoption.
CARRIED

Councillors Kunst and Richter opposed

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

Councillors Kunst and Richter opposed

K. MAYOR AND COUNCIL REPORT

Councillor Martens reported that she attended the Langley RCMP Open House.

Councillors Ferguson, Pratt, and Richter reported that they attended the Federation of Community Municipalities conference in Calgary.

L. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

Mayor Woodward reported that he and Councillor Ferguson supported the efforts to largely leave the existing funding formula for the North Shore Waste Water Treatment Plant unchanged.

M. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

N. FOR INFORMATION

1. **salishan Place by the River Update**
   Memorandum – Engineering and Recreation, Arts and Culture Divisions
   File 0810-30

2. **Unauthorized Tree Removal – 23946 – 62A Crescent**
   Memorandum – Permits, Licences and Inspections Division
   File 6300-01

3. **June 9 Closure at Walnut Grove Community Centre due to Hydro Maintenance**
   Memorandum – Recreation, Arts and Culture Division
   File 7710-01

4. **Seniors Advisory Committee**
   Minutes – May 15, 2024
   File 0540-20

5. **Mayor's Task Force on the Langley Regional Airport**
   Minutes – May 23, 2024
   File 0540-20

O. MOTIONS ARISING FROM INFORMATION

1. **Seniors Advisory Committee Recommended Motion**
   File 0540-20

   Moved by Councillor Baillie,
   Seconded by Councillor vanPopta,
   That Council direct staff to apply a senior's lens towards all emergency services response planning.
   CARRIED

2. **Unauthorized Tree Removal – 23946 – 62A Crescent**

   MOTION
   Moved by Councillor Pratt,
   Seconded by Councillor vanPopta,
   That the $80,000 cash in lieu fee be removed.
   DEFEATED

   Mayor Woodward and Councillors Baillie, Ferguson, Kunst, Martens, Pratt, Richter, Rindt, and van Popta opposed

P. OTHER BUSINESS

1. Business Licence Reform for Township of Langley Businesses

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
Be it resolved that Council hereby directs staff to report to Council with draft bylaw amendments to Licensing Bylaw 2016 No 5192, as amended, as may be appropriate for Council to consider, to:

A. Differentiate between simple and complex licence types as the potential basis for a revised policy framework to streamline the business licence processes, application requirements and renewal timelines for a majority of Township of Langley businesses;

B. Create options for up to 5, 10 and other multi-year business licences for simple commercial, office, and industrial categories that are not home-based, with additional provisions to revoke Business Licences, if necessary;

C. Consider applicable cost savings for multi-year new licences and renewals, potentially partially offset with adjustments to other complex categories that have other requirements and additional processing overhead;

D. Consolidate, reduce and/or remove Business Licence categories as it may be practical, possible and applicable;

E. Consolidate and rescind Council Policies 07-406 Licensing, 07-407 Liquor Licensing and 07-411 Renewal of Existing Licenses Enforcement into Licensing Bylaw 2016, 5192, as amended;

F. Reduce requirements within Section 4.1(2)(b) for Business Premises where information from previous applicants, licences and/or construction permits is available, potentially with representations made that a Business Premises has remained unchanged;

G. Improve or remove Sections 4.3(1) and for the Township of Langley to allow some or all simple Licence types to secure private insurance as they determine is required, subject to legal review;

H. Otherwise reduce and/or remove requirements and processes that involve the Township of Langley enforcing Applicable Laws of other levels of government where there is no direct responsibility of, or identified need for, or benefit to the Township of Langley to do so, or for this enforcement to apply to a limited subset of applicable Business Licence categories; and

P. OTHER BUSINESS

I. Present Council with any other improvements to streamline, improve and reduce application overhead for Township of Langley businesses and staff to complete Business Licensing at a reduced cost, reduced timelines and over inconvenience to Township of Langley businesses.

CARRIED

Councillor Richter opposed

2. Council Procedure Bylaw Updates and Improvements

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
Be it resolved that Council direct staff to prepare draft amendments for Council to consider to Bylaw No. 5199 Council Procedure Bylaw, as amended, to further amend the bylaw to:

1. Include that Council members are not permitted to have nor use cellular devices during Closed Meetings of Council to record audio or visual images of the meeting, staff or other Members of Council, at the discretion of the Chair;

2. Add provisions for the Chair to set seating for Members of Council at Regular and Closed meetings of Council; and

3. Update section 13.02 for Delegation Application Management that in-person public input in the form of a Public Hearing is not permitted by provincial legislation for rezoning bylaws consistent with the Official Community Plan.

AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor Kunst,
That the second paragraph be amended to remove the words “and Closed meetings”.
DEFEATED

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

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

Councillors Kunst, Martens and Richter opposed

3. Neighbourhood Planning and Naming Council Policy Processes

Moved by Mayor Woodward,
Seconded by Councillor Rindt,

P. OTHER BUSINESS

Be it resolved that Council hereby rescinds Neighbourhood Plans - Initiation and Process Council Policy 07-221.

That Council hereby rescinds Public Information Meetings Council Policy 07-222.

That Council hereby amends Name of Parks, Trails, Buildings, Facilities and Infrastructure Council Policy 06-103 to remove Section 4.4 and Section 4.5, with all subsequent sections renumbered to reflect this amendment.

MOTION TO DIVIDE
Moved by Councillor Richter,
Seconded by Councillor Kunst,
That the motion be divided.
DEFEATED

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

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

Councillors Kunst, Martens and Richter opposed

4. Neighbourhood Traffic Calming Council Policy Reform

MOTION #1
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
Be it resolved that Council hereby directs staff to report to Council with amendments to the Neighbourhood Traffic Calming Council Policy 05-110 that:

1. Considers the applicability of Sections 4.3.2, 4.3.3 and 4.3.4, which limit the opportunities for residents and neighbourhood areas to secure traffic calming and improved pedestrian and active transportation safety for locations not fronting parks and schools, but potentially also much needed and deserving;
2. Removes Sections 4.2 and 4.5;

3. Removes Section 4.8;

4. Updates Section 4.1.3, the sole discretion to the Municipal Engineer, to include or reside with Council; and

P. OTHER BUSINESS

5. Considers other process or guideline improvements that may be appropriate for Council to consider.

CARRIED

Councillor Richter opposed

MOTION #2
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council hereby directs staff to report to Council on the potential cost, design and implementation timeline for traffic calming at new and/or existing pedestrian crossings along Billy Brown Road from Glover Road to 96th Avenue, and/or with other options as it may be appropriate for Council to consider.
CARRIED

5. Lawful and Full Disclosure of Assets for Local Elections

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
Be it resolved that Council direct staff to review and report to Council on the potential for requiring candidates in local government and school district elections to lawfully and fully disclose assets at the time of nomination, as required by Provincial legislation, and that staff consider and seek legal review to ascertain if the Chief Election Officer can disqualify or take other action if a candidate refuses to do so.
CARRIED

Councillors Kunst, Martens, and Richter opposed

6. Langley Bike Parks Repairs and Upgrades

Moved to after Item C.1

7. Spirit Stage Rental

Moved by Councillor Baillie,
Seconded by Mayor Woodward,
Be it resolved that Council authorize $428.27 in funding from Council Contingency for 50% of the fees associated with renting the Spirit Stage for the September 15, 2024, Charity Car Show event by the Pharaohs Car Club.
CARRIED

8. Provincial Housing Legislation SSMUHs

Moved by Mayor Woodward,
Seconded by Councillor vanPopta,
That Council authorize staff to apply to the BC Minister of Housing under section 786 of the Local Government Act to extend the deadline to adopt

P. OTHER BUSINESS

Zoning Bylaw amendments mandated by the Small-Scale Multi-Unit Housing legislation, the Housing Statutes (Residential Development) Amendment Act, 2023, from June 30, 2024, to June 30, 2025, to address macro servicing and utility constraints associated with increased densities in aged established areas of unknown and unpredictable magnitudes.
CARRIED

9. Donation to Gateway of Hope from Monies Owed

Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council authorize a contribution to the Gateway of Hope of $27,350 once this amount is duly collected by and into the Township of Langley from the City of Langley for interest owed on the outstanding payment of $2.781 million accrued since April 15, 2024.
CARRIED

Councillor Richter opposed

Q. MOTION TO RESOLVE INTO CLOSED MEETING

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

Item A.1 - Section 90(1) (n) Consideration
Item E.1 - Section 90(1) (e) Property, (k) Negotiations
Item F.1 - Section 90(1) (e) Property, (k) Negotiations
Item G.1 - Section 90(1) (k) Negotiations
Item G.2 - Section 90(2) (b) Intergovernmental Relations
Item G.3 - Section 90(2) (b) Intergovernmental Relations

CARRIED

R. TERMINATE

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That the meeting terminate at 4:27pm.
CARRIED

CERTIFIED CORRECT:

Mayor

Township Clerk

Township of Langley

Est. 1873

REGULAR MEETING OF TOWNSHIP COUNCIL

FOR THE PURPOSE OF PUBLIC HEARING MINUTES

Monday, June 10, 2024 at 7:00pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

PRESENT: Mayor E. Woodward

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

C. Kooner, S. Richardson, and J. Winslade

J. Chu, S. Little, and K. Stepto

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Meeting for Public Hearing and Development Permits – June 10, 2024

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council adopt the agenda and receive the agenda items of the Regular Meeting for Public Hearing and Development Permits held June 10, 2024.
CARRIED

B. PUBLIC HEARING

1. Official Community Plan Amendment and Rezoning Application No. 100278 and Development Variance Permit No. 100157 (Qualico Communities / 8440 – 206 Street, 20701 – 84 Avenue and 8400 Block of 207A Street)
Bylaw No. 5964
Bylaw No. 5965
Report 24-108
File CD 08-26-0231

"Langley Official Community Plan Bylaw No. 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (1124300 BC Ltd.) Bylaw No. 5964", and

B. PUBLIC HEARING

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1124300 BC Ltd.) Bylaw No. 5965"

Explanation – Bylaw No. 5964

S. Richardson explained that Bylaw No. 5964 amends Table 4.1 Residential Housing Mix and Densities of the Yorkson Neighbourhood Plan regarding the unit type and unit mix provisions for lands designated Mixed Residential located at 20701 – 84 Avenue, 8440 – 206 Street and 8400 Block of 207A Street. The amendments will allow the development of 18 rowhouse units, 10 semi-detached units and 28 single family lots. 495 public notices were mailed out.

Explanation – Bylaw No. 5965

S. Richardson explained that Bylaw No. 5965 rezones approximately 2.24 ha (5.54 ac) of land located at 20701 – 84 Avenue, 8440 – 206 Street and 8400 Block of 207A Street to Residential Zone R-1A and Residential Compact Lot Zones R-CL(A), R-CL(B), R-CL(SD) and R-CL(RH) to facilitate development of 18 rowhouse units, 10 semi-detached units and 28 single family lots.

Development Variance Permit No. 100157

Running concurrently with this Bylaw is Development Variance Permit No. 100157 (Qualico Communities / 8440 – 206 Street, 20701 – 84 Avenue and 8400 Block of 207A Street) in accordance with Attachment B subject to the following conditions:

a. Section 401.5(1) – Siting of Buildings and Structures of Township of Langley Zoning Bylaw No. 2500 being varied to reduce the minimum front lot line setback requirement from 6 metres to 2.5 metres for the principal building on proposed Lots 1 – 4 as indicated in Schedule A.

Submissions from the public:

The following written submissions were received from the public:

1. M. Devereux, a Langley resident, asking for ample parking spaces to be provided.
2. P. and D. Heine, a Langley resident, expressing concerns about parking and traffic and asked for two parking spots per unit.
3. K. Frederick, a Langley resident, expressing concerns about lack of parking in the area.

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

B. PUBLIC HEARING

No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (1124300 BC Ltd.) Bylaw No. 5964", and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1124300 BC Ltd.) Bylaw No. 5965".
CARRIED

MOTION
Moved by Councillor Ferguson,
Seconded by Councillor Pratt,
That Council give third reading of "Langley Official Community Plan Bylaw No. 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (1124300 BC Ltd.) Bylaw No. 5964", and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1124300 BC Ltd.) Bylaw No. 5965".
CARRIED

2. Updates to Booth, Fernridge and Rinn Neighbourhood Plans after Second Reading
Bylaw No. 6007
Bylaw No. 6008
Bylaw No. 6009
Bylaw No. 6010
Report 24-112
File BLSI LRP00014

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment Bylaw No. 6007",

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Booth Neighbourhood Plan) Bylaw No. 6008",

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 6009", and

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Rinn Neighbourhood Plan) Bylaw No. 6010"

Explanation – Bylaw No. 6007

C. Kooner explained that Bylaw No. 6007 amends the Brookswood-Fernridge Community Plan by aligning the land use policies with the new regulations in the Local Government Act (commonly known as Bill 44, 2023) to require local

B. PUBLIC HEARING

governments to provide small-scale, multi-unit housing options that are ground-oriented and compatible in scale and form within single-family neighbourhoods; and the revised Neighbourhood Plans for Booth, Fernridge and Rinn. 2,608 public notices were mailed out.

Explanation – Bylaw No. 6008

C. Kooner explained that Bylaw No. 6008 amends the Langley Official Community Plan and Brookswood-Fernridge Community Plan by incorporating the Booth Neighbourhood Plan.

Explanation – Bylaw No. 6009

C. Kooner explained that Bylaw No. 6009 amends the Langley Official Community Plan and Brookswood-Fernridge Community Plan by incorporating the Fernridge Neighbourhood Plan.

Explanation – Bylaw No. 6010

C. Kooner explained that Bylaw No. 6010 amends the Langley Official Community Plan and Brookswood-Fernridge Community Plan by incorporating the Rinn Neighbourhood Plan.

Submissions from the public:

1. J. Winton, Jim Patterson Developments, was in attendance and asked Council to approve the revised plans.
2. R. Seguin, a Langley resident, was in attendance and expressed concerns a regarding the landscape buffer west of 200 Street which negatively impacts his property value. He asked Council to amend this requirement.
3. B. Langston, a Langley resident, was in attendance and commented that the new SSMUH requirements could have negative impacts on property values. He stated that this is Provincial overreach.
4. F. Santelli, a Langley resident, was in attendance and requested that the 18 units per acre on his street be increased to 24 units per acre.
5. D. Spruyt, a Langley resident, was in attendance and expressed concerns that Fernridge Crescent had been changed to a lower density. He asked Council to reconsider this change in density.
6. J. Makkar, a Langley resident, was in attendance and expressed support for the revised Neighbourhood Plans.
7. A. Brah, a Langley resident, was in attendance and expressed concerns regarding lowering the density on 40 Avenue. He asked for rental buildings of three to four storeys to be permitted.
8. K. Saran, a Langley resident, was in attendance and expressed concerns regarding shifting the landscape buffer on 30 Avenue which will decrease employment lands. He asked Council to reconsider this amendment.

B. PUBLIC HEARING

9. D. McDonald, a Langley resident, was in attendance and stated that the increase to a 40 metre setback from the Little Campbell River running through his property will decrease his property value. He asked for proper compensation.
10. M. Scott, a Langley resident, was in attendance and stated that the new 40 metre setback from the Little Campbell River will limit his ability to develop his property. He asked for proper compensation.
11. M. Gloanec, a Langley resident, was in attendance and expressed concerns about his property being designated for a school/park and the indefinite timeline of this future development.
12. H. Kaler, a Langley resident, was in attendance and stated that he submitted an application for a medical clinic on 200 Street in 2017.
13. M. Peterson, a community planner, was in attendance and asked Council to designate 200 Street as village/commercial to accommodate a medical clinic.
14. E. Nathanielsen, a Langley resident, was in attendance and expressed concerns that Fernridge Crescent had been changed to a lower density.
15. N. O'Brien, a Langley resident, was in attendance and asked Council to revert Fernridge Crescent back to 10,000 square foot lots.
16. T. Lohn, a Langley resident, was in attendance and asked Council to reconsider development on Fernridge Crescent,.
17. L. Sandhu, a Langley resident, was in attendance and stated that the 10 metre setback is negatively impacting development of his property.
18. A. Banwait, on behalf of K. Sidhu, was in attendance and asked Council to designate his property back to 10,000 square feet.
19. R. Dhaliwal, a Langley resident, was in attendance and stated that his site is zoned for 196 lots along Anderson Creek. He asked Council to cap the townhouse density which would align lots on 205 Street to match with adjacent sites to the east.
20. R. Puri, a Langley resident, was in attendance and stated a smaller scale approach to development may be beneficial.
21. P. Wasmuth, a Langley resident, was in attendance and asked for Fernridge Crescent to have increased density.
22. R. Verma, a Langley resident, was in attendance and expressed support.
23. N. Bhullar, a Langley resident, was in attendance and expressed concerns about his property being designated as school/park site. He asked for a specific timeline of acquisition of this property.
24. M. Wadhawa, a Langley resident, was in attendance and asked for townhomes to continue to 30 Avenue.
25. M. Singh Saran, a Langley resident, was in attendance and thanked Council and staff for their hard work on these plans.
26. J. Dhilon, a Langley resident, was in attendance and stated he would like his property to be reverted back to 10,000 square foot lots on Fernridge Avenue.

B. PUBLIC HEARING

MEETING RECESSED
The meeting recessed at 8:33pm

MEETING RECONVENED
The meeting reconvened at 8:44pm.

27. L. Burridge, a Langley resident, was in attendance and expressed opposition about changing the lots from 10,000 square foot lots to one acre lots on Fernridge Crescent.
28. H. Randhawa, a Langley resident, was in attendance and commented that his property is losing 10 metres on each side of the Little Campbell River and asked to be fairly compensated. He asked for 22-26 units per acre on his property with flex units.
29. Dr. M. Davies, a Langley resident, was in attendance and commented that the Little Campbell River is a threatened salmon river that needs to be protected with a buffer.
30. N. Takhar, a Langley resident, was in attendance and asked for office uses to be allowed in the commercial areas. He further asked for more commercial space at the intersection of 32 Avenue and 200 Street.
31. R. Agnello, a Langley resident, was in attendance and expressed opposition to the large landscape buffer on 30 Avenue which negatively impacts his property value.
32. U. Mehta, a Langley resident, was in attendance and commented on Bill 44 and Bill 46 and the requirements for school and parks to be built before development can proceed.
33. R. Sanghera, a Langley resident, was in attendance and commented on the intersection of 32 Avenue and 200 Street and suggested apartments with higher density be permitted in this area to encourage a more walkable and affordable community.
34. M. Connerty, a Langley resident, was in attendance and commented that Brookswood should not turn into an area like Willoughby. She further stated that environmental protection and tree canopy should be considered with development.

The following written submissions were received from the public:

1. H. Johal, asking Council to take out the phasing criteria for development.
2. N. Toy, a Langley resident, expressing concerns about increasing lot sizes, park/school sites, transfer of land for greenway, and requiring porches on homes.
3. D. Tweety, a Langley resident, expressing concerns about increased density and lack of infrastructure.
4. M. and L. Gloanec, Langley residents, expressing concerns about their property being zoned for future park/school site.
5. Little Campbell Watershed Society stating their support for the proposed creation of a Fernridge Nature Park and Environmentally Sensitive Areas at the Former Horne Pit site.

B. PUBLIC HEARING

6. P. Wasmuth, a Langley resident, expressing support for lots smaller than 10,000.
7. G. and M. Jawanda, Langley residents, expressing support.
8. R. Lam, a Langley resident, expressing support.
9. J. Dhillon, a Langley resident, stating they want lots to be 10,000 sqft or smaller.
10. C. Davies, a Langley resident, expressing concerns about having 196 Street as a through road.
11. J. Riarh, a Langley resident, expressing support.
12. I. Hans, a Langley resident, asking to extend the townhouse zoning southward to the intersection of 28 Avenue and 200 Street.
13. J. Strain, a Langley resident, expressing support.
14. G. Grewal, a Langley resident, expressing opposition to changing the lot sizes from 10,000 sqft to one acre.
15. J. Dhillon and R. Wall, Langley resident, expressing opposition to one acre lots.
16. S. Aranas, a Langley resident, expressing support.
17. R. and M. Tingvoll, a Langley resident, expressing concerns about their property being zoned for future park/school site.
18. Bal, a Langley resident, expressing support.
19. R. Singh, a Langley resident, stating that the intersection of 200 Street and 32 Avenue should be considered for mixed-use with higher density,
20. S. Aune, a Langley resident, stating that the park trails should maintain the 30 metre setback.
21. T. and J. Kleiberg, Langley residents, expressing support.
22. M. Choi, a Langley resident, expressing concerns about the zoning changes to his property.
23. Z. Binder, a Langley resident, expressing support for paragraph 4.2 – 1, 2 and 3 remaining in the community plan.
24. B. Collins, a Langley resident, expressing support.
25. N. and R. Edge, Langley residents, expressing support.
26. J. Chahal, a Langley resident, expressing concerns about his property not receiving a zoning change.
27. S. Singleton and B. Shaw, Langley resident, expressing opposition to increasing the density,
28. J. Evanochko, a Langley resident, asking for the greenway on 40 Avenue be continued to 212 Street and beyond.
29. Z. Binder and L. Gerbracht, Langley residents, asking that the polices on page 25, line 3, are written into the new community plan.
30. M. Lamont, a Langley resident, expressing concerns about Horne Pit.
31. S. Hindmarch, a Langley resident, expressing concerns about 27 Avenue not remaining natural.
32. S. Aune, a Langley resident, expressing concerns about no basements.

B. PUBLIC HEARING

33. L. Scott, a Langley resident, expressing opposition to the 40 metre setbacks for development.
34. T. McNicol, on behalf of several homeowners on 27 Avenue, north and south of the Little Campbell River, expressing opposition to chancing the setback to 40 metres.
35. G. Boseley, a Langley resident, expressing opposition to 1 acre lots and would like to see 7000 sq ft lots.
36. R. Brar, a Langley resident, expressing opposition to changing the zoning of his property to school/park.
37. R. Brar, a Langley resident, expressing opposition to changing the zoning of her property to school/park.
38. R. Singh, a Langley resident, asking to designate his property for 7000 sq ft lots.
39. D. Rangi, a Langley resident, asking if 3-4 storey rental, low-rise apartments would be considered on his property.
40. B. Nagra, a Langley resident, expressing opposition to the green buffer at the back of his property.
41. L. Sandhu, Housing Advocacy Society of British Columbia, requesting the removal of the proposed setbacks.
42. R. and L. Seguin, Langley residents, expressing concerns about the proposed buffer straddling their property line.
43. K. Aujla, a Langley resident, expressing support for townhouses between 28 Avenue and 32 Avenue on 202 Street.
44. T. Rawle, Vancouver Fraser Port Authority, expressing support for the proposed amendments to add approximately 135 acres of employment lands to this area.
45. R. Tingvoll, representing five property owners, expressing concerns about their property being zoned for future park/school site.
46. H. Uppal, a Langley resident, expressing support for the proposed amendments.
47. K. Sidhu, a Langley resident, asking Council to amend the designation of properties front 32 Avenue on the south side, east of 206 Street, to SSMUH-2, to match the designation on the north side of 32.
48. K. Saran, a Langley resident, expressing opposition to the amendment regarding shifting the landscape buffer along “Employment” to the western shared property lines with rowhouse/townhouse extended further west.
49. A. Yiu, Landmark Investments Inc., asking for an increase in density for townhouses to 35 units per acre and an increase in apartment density.
50. S. Rush, a Surrey resident, asking for the area southeast of 27 Avenue where it is a wildlife area on the Surrey side and connecting to Langley, be natural greenspace.
51. F. Santelli, representing owners on 28 Avenue, asking to increase the proposed density from 18 units per acre to 24 units per acre.

B. PUBLIC HEARING

52. S. Hall, a Langley resident, expressing opposition to one acre lots.
53. W. Crossen, a Langley resident, expressing concerns about the shifting of all the proposed density reduction within the three new neighbourhood plans to the current developed area of Brookswood.
54. M. Scott, Langley residents, expressing opposition to protecting the dry stream bed on their property and prohibiting development.
55. D. Spruyt, a Langley resident, submitted a 22 signature petition in favour of reverting their properties back to SSMUH2 and SSMUH3.
56. M. Choi, Tom Lee Pacific Reality Holdings, expressing concerns regarding rezoning of properties located on 208 Street at 36 Avenue to school/park.
57. N. Bhullar, a Langley resident, expressing concerns about this property being changed to a future school/park site.
58. H. Grewal, a Langley resident, stating the townhomes are a better, more livable option with less wasted space for his property.
59. M. Dhillon, a Langley resident, asking to designate his property for 5,000 square feet lots, aligning it with the neighbouring properties on the north side of the four-lane road.
60. G. Sangha and B. Grewal, Langley residents, asking to be compensated fairly if their property is bought for a future school/park site.
61. G. Bosley, a Langley resident, expressing opposition to one acre lot size as it will depreciate his property value.
62. H. Riarh, a Langley resident, stating support.
63. N. Wala, a Langley resident, stating opposition to amendment #9 regarding adding a provision for non-profit childcare and one acre of outdoor nature and park spaces potentially located elsewhere.
64. S. St-Onge, a Langley resident, asking to be fairly compensated for the additional setbacks on both sides of the Little Campbell River tat runs through her property.
65. S. Messar, a Langley resident, expressing concerns about his property being designated as a future school/park site.
66. B. Sahota, a Langley resident, expressing concerns about his property being designated as a future school/park site.
67. P. Deving, a Langley resident, expressing concerns about his property being designated as a future school/park site.
68. G. Gill, a Langley resident, expressing concerns about his property being designated as a future school/park site.
69. K. Ranson, a Langey resident, expressing concerns about his property being designated as a future school/park site.
70. B. Wilson, a Langley resident, expressing concerns about his property being designated as a future school/park site.
71. H. Uppal, a Langley resident, expressing concerns about his property being designated as “low-density residential”. He would like this changed to SSMUH 3 zoning.

B. PUBLIC HEARING

72. S. Jones, a Langley resident, expressing concerns about his property being designated as a future school/park site.
73. G. Schultz, a Langley resident, expressing concerns about increased density and lack of parking.

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council consider third and final reading of "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment Bylaw No. 6007",

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Booth Neighbourhood Plan) Bylaw No. 6008",

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 6009", and

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Rinn Neighbourhood Plan) Bylaw No. 6010".
CARRIED

Councillor Richter opposed

MEETING RECESSED
The meeting recessed at 9:23pm

MEETING RECONVENED
The meeting reconvened at 9:32pm.

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council grant third and final reading of "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment Bylaw No. 6007",

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Booth Neighbourhood Plan) Bylaw No. 6008",

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 6009", and

B. PUBLIC HEARING

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Rinn Neighbourhood Plan) Bylaw No. 6010".

AMENDMENT #1
Moved by Councillor Baillie,
Seconded by Councillor Rindt,
That the landscape buffer within the Booth Neighbourhood Plan be aligned with the landscape buffer of 28 Avenue within the Fernridge Plan and its width be reduced to 20 metres in the Booth and Fernridge Plans.
CARRIED

Councillors Pratt and Richter opposed

AMENDMENT #2
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Section 4.3, Policy 4 in the Small-Scale Multi-Unit Land Use Designation Policies in each Neighbourhood Plan be revised to read as follows: "That all new subdivided lots and new townhouse developments must be rear loaded with vehicle access from a municipal lane, with straight and aligned grid patterns, except where not feasible due to slope or other site constraints as determined by the Township."
CARRIED

AMENDMENT #3
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Section 4.2, Policy 4c be added to in each Neighbourhood Plan to read as follows: "For lands designated as Small-Scale Multi-Unit Housing, a maximum lot coverage of 28.5% will be applied to new development with the intent to be a reduced lot coverage."
CARRIED

AMENDMENT #4
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That the proposed Apartment designation within the Booth Neighbourhood Plan directly fronting the west side of 200 Street be revised to permit optional Mixed-Use development for medical-related uses on a case-by-case basis.
CARRIED

AMENDMENT #5
Moved by Mayor Woodward,
Seconded by Councillor Rindt,

B. PUBLIC HEARING

That Section 9.1(1) in the Booth and Fernridge Neighbourhood Plans and 9.1(4) in the Booth Neighbourhood Plan be amended to add:
"This prerequisite does not apply to lands designated Employment."
CARRIED

AMENDMENT #6
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That in the Rinn and Booth Neighbourhood Plans 9.1(4) be amended to be "until one-half".
CARRIED

Councillor Pratt opposed

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

Councillor Richter opposed

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council adopt the Community Amenity Contributions Policy No. 07-166, as amended.
CARRIED

Councillor Richter opposed

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council adopt the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended.

REFERRAL
Moved by Councillor Baillie,
Seconded by Mayor Woodward,
That Council refer the proposed Brookswood-Fernridge Greenway Amenity Policy No. 07-235 back to staff to add the Landscape Buffer in the Booth and Fernridge Neighbourhood Plans, where the cost of provision and construction of the amenity feature will be shared by all eligible development properties in an equitable manner.
CARRIED

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Rindt,

B. PUBLIC HEARING

That Council adopt the Brookswood-Fernridge Arterial Road Completion Amenity Policy No. 07-236, as amended.
CARRIED

Councillor Richter opposed

ASSOCIATED MOTION #1
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council direct staff to petition the Fernridge Crescent area and report to Council on a potential Fernridge area amendment for additional density.
CARRIED

C. TERMINATE

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That the meeting terminate at 10:02pm.
CARRIED

CERTIFIED CORRECT:

Mayor

Township Clerk

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Paul McNamara
Date: Monday, June 03, 2024 8:48:14 PM
Attachments: The need for 50 meters.pdf

Please note the following response to Delegation Requests has been submitted at Monday June 3rd 2024 8:42 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  6/24/2024
- **Name of delegate or organization wishing to appear**
  Langley Aquatics Advisory Group
- **Topic**
  Willloughby Community Centre and Pool project.
- **Purpose of presentation**
  Other
- **for other, describe here:**
  A presentation to have the pool expanded from 37.5 meters to 50 meters
- **Desired resolution**
  A presentation on behalf of the Langley Olympians Swim Club and other aquatic sports users as to the benefits of having a 50 meter pool instead of 37.5 meter pool. The desired outcome is a 50 meter pool.
- **Full name**
  Paul McNamara
- **Email address**
  FOIPPA s.22(1)
- **Address**
  FOIPPA s.22(1)

- **Primary Phone**
  FOIPPA s.22(1)

- **I would like to attach a presentation or additional information for Council**
  Yes

- **File upload**
  1. The need for 50 meters.pdf [461.2 KB]

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

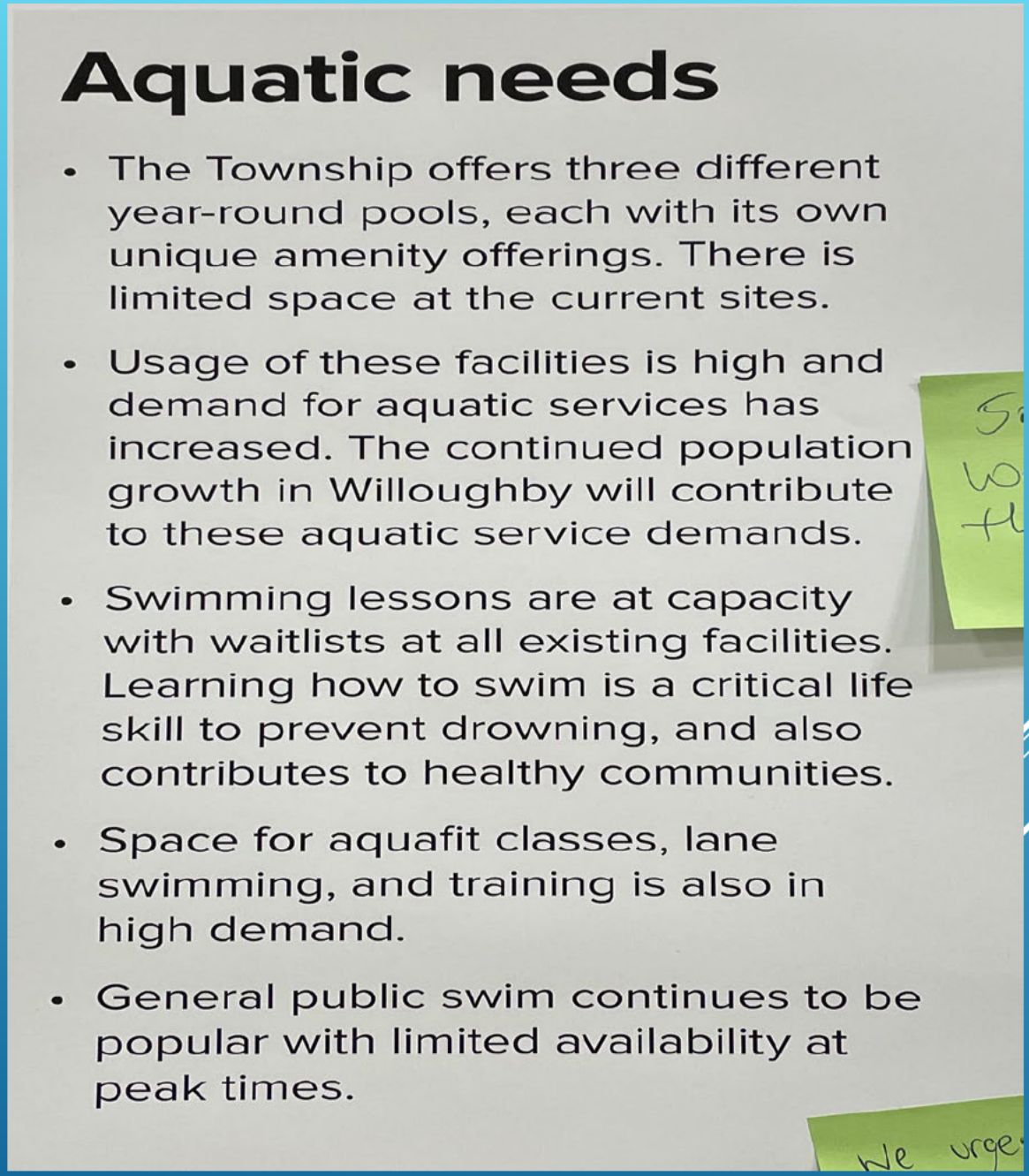
LANGLEY AQUATICS ADVISORY GROUP

THE NEED FOR 50 METERS

- Off all the sports offered swimming is often overlooked
- Pool space is facing an extreme shortage that affects swimmers of all categories – competitive training space, recreational swim activities and lessons.

AQUATIC NEEDS ACCORDING TO TOL AS POSTED AT THE OPEN HOUSE

POOLS ARE AT CAPACITY



AS THE POPULATION GROWS SO DOES THE INTEREST IN SWIMMING RELATED SPORTS

- LANGLEY OLYMPIANS SWIM CLUB HAS 600 YOUTH SWIMMERS. THE CLUB HAS TO TURN SWIMMERS AWAY DUE TO LACK OF SPACE. THESE SWIMMERS HAVE GRADUATED FROM LANGLEY SWIM LESSONS BUT ARE UNABLE TO CONTINUE IN THE SPORT DUE TO LACK OF SPACE.
- OTHER COMPETITIVE AQUATIC SPORTS ARE FACING THE SAME ISSUES.
- IT'S OUR YOUTH THAT SUFFER WHEN WE DON'T BUILD FOR THE FUTURE

How does it support population growth?

Willougby has grown significantly in the last 25 years from just 2,000 to 51,000 residents.

The population of Willoughby is expected to double to approximately 100,000 persons in the next 20 years. New amenities and infrastructure are needed to support this community.

TOL OF NUMBERS SAYS IT ALL

BUILD FOR THE FUTURE – NOT JUST FOR TODAY



Training or swimming competitively

TRAINING OR SWIMMING COMPETITIVELY IS LISTED AS ONE OF THE ACTIVITIES IN THE TOL OPEN HOUSE BROUCHURE

- THE LANGLEY AQUACTICS ADVISORY GROUP (SWIMMING, WATER POLO, ARTISTIC AND DIVING) ARE NOT ASKING FOR A FULLY COMPETITIVE POOL (WIDE DECK SPACE, EVENT READY, TIMING PADS, ETC). WE ARE ASKING FOR WATER SPACE (50 METERS) SO YOUTH SWIMMERS CAN JOIN A SPORT AND CONTINUE TRAINING.
- THE AQUATIC NEEDS SECTION STATES “LEARNING HOW TO SWIM IS A CRITICAL SKILL TO PREVENT DROWNING”.
- THE COMPETITIVE SWIM SPORTS ENHANCES THIS SKILL TO A HIGHER LEVEL WITH MANY PARTICIPANTS GOING ON TO BE LIFEGUARDS AND INSTRUCTORS.
- A 50 METER POOL SERVICES EVERYONE

WALNUT GROVE POOL CLOSURE

AFTER THE COMPLETION OF THE WILLOUGHBY POOL IT IS RUMORED THAT WALNUT GROVE WILL UNDERGO A MAJOR RETROFIT. THIS IS COMMENDABLE AND VERY MUCH NEEDED.

THE ISSUE IS ONCE THIS POOL IS CLOSED FOR A REFIT THE CURRENT COMPETITIVE SWIMMERS WILL NEED A TRAINING VENUE UNTIL THE POOL IS REOPENED.

NOT HAVING AN ALTERNATIVE VENUE MEANS THE CLUB WILL NOT BE ABLE TO SERVICE THE SWIMMERS AND FACES THE POTENTIAL OF BEING SEVERLY LIMITED IN NUMBER WITH A POSSIBILITY OF SHUTTING DOWN. THIS LEAVES LANGLEY WITHOUT A SWIM CLUB (CURRENTLY IN THE TOP 3 RANKING IN CANADA).

From: do_not_reply@notifications.tol.ca
Sent: Thursday, June 06, 2024 1:17 PM
To: legservicesinfo
Subject: Delegation Requests by Tyson Solotki
Attachments: June 4.docx

Please note the following response to Delegation Requests has been submitted at Thursday June 6th 2024 1:15 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  6/24/2024
- **Name of delegate or organization wishing to appear**
  Tyson Solotki
- **Topic**
  Folder # TP001599
- **Purpose of presentation**
  Other
- **for other, describe here:**
  Uninformed on the rules and regulations for cutting trees
- **Desired resolution**
  Wave the fine, pay for a proper permit, plant a replacement tree.
- **Full name**
  Tyson Solotki
- **Email address**
  FOIPPA s.22(1)
- **Address**
  FOIPPA s.22(1)
- **Primary Phone**
  FOIPPA s.22(1)
- **I would like to attach a presentation or additional information for Council**
  Yes
- **File upload**
  1. June 4.docx [12.8 KB]

June 4, 2024.

My wife and I had an arborist company come to our home and prume up 6 fir trees in our front yard. We had 4 different companies come by and quote us and advise on what we can and can not do in regards to those trees. All 4 companies said that the one tree which was about 20 feet tall had a base of 36 cm wide by 51 cm wide is small enough that we do not need a permit.

The one tree that we did in fact want removed so that we can potentially widen our driveway in the future we had all the documents printed off and filled out for the city to have them come back and remove if approved. We had the company come in to limb up all the trees because a 30 foot branch had fallen the previous week and landed on my wife's vehicle, denting the hood.

We have an almost 3 year old and a 5 month old baby and the way we purchased the property these trees were not safe. In no way shapre or form did we go ahead and have this tree removed with the intent to bypass or undermine the rules and regulations that are set in place, that we are now aware of.

We saved and moved up the ladder for 7 years and finally got into a detached property, we've been in this home for all of 5 weeks and have been everything we can do try and make it safe for our family.

We do not have the funds to pay for this fine handed down for the illigal removal of the tree, we hope to either pay for a proper permit and or plant replacment tree(s) to make this right.

Tyson Solotki

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Jason Mann
Date: Monday, June 17, 2024 10:42:25 PM

Please note the following response to Delegation Requests has been submitted at Monday June 17th 2024 10:39 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  6/24/2024

- **Name of delegate or organization wishing to appear**
  Jason Mann

- **Topic**
  A new mobile home project at 7412 200 Street is recently undertaken to replace an uninsured home that was lost to an arson fire in 2018. The site where the mobile home is to be placed (near 200 Street) and the related driveway was surveyed by Woodbridge Arborists who prepared a report of the total trees, species and their condition. Out of 37 trees in the subject area, 19 were recommended to be removed to allow for the driveway and landing for the mobile home. An arborist report and picture of the site will be used to provide some details (to be provided to Legislative Services on Friday).

- **Purpose of presentation**
  Other

- **for other, describe here:**
  To provide context and background about the mobile home project including site preparation

- **Desired resolution**
  To have the Township Council reconsider (after hearing from the owner's proposal) and to moderate considerably lower, the significant fees being levied for removal of 19 young, deciduous trees. As part of the restitution and amends, the owner is offering to replant 19 replacement 6-8' tall, deciduous trees after completion of mobile home installation to return the open area similar to its prior state, less the driveway and mobile pad areas.

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2024 – REGULAR MEETING	**REPORT:**	24-129
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	14-32-0003
SUBJECT:	AGRICULTURAL LAND COMMISSION APPLICATION NO. 100454 (VANDERGUGTEN / 27212 AND 27224 – 91 AVENUE AND 9120 – 272 STREET)		

PROPOSAL:

Subdivision (boundary / lot line adjustment) within the Agricultural Land Reserve (ALR) of three parcels located at 27212 and 27224 – 91 Avenue and 9120 – 272 Street.

RECOMMENDATION SUMMARY:

That Council advise the Agricultural Land Commission (ALC) that the proposed subdivision (boundary / lot line adjustment) complies with the Township's Zoning Bylaw and request consideration based on agricultural merits.

RATIONALE:

The boundary / lot line adjustment subdivision application complies with the Township's Zoning Bylaw subject to Agricultural Land Commission approval.

RECOMMENDATION:

That Council advise the Agricultural Land Commission that the subdivision application submitted by Sanderson + Welsh Planning Ltd. on behalf of the owners of properties located at 27212 and 27224 – 91 Avenue and 9120 – 272 Street within the Agricultural Land Reserve complies with 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 for a boundary / lot line adjustment subdivision of a properties located at 27212 and 27224 – 91 Avenue and 9120 – 272 Street.

Staff recommend that Council forward the application to the ALC as the proposal complies with the Township's Zoning Bylaw.

PURPOSE:

To provide Council with information and a recommendation with respect to a boundary / lot line adjustment subdivision application submitted under Section 21(2) of the ALC Act.

REFERENCE:

Owners:	Cornelius and Hilary Vandergugten 9120 – 272 Street Langley, BC V1M 3L6
Legal Descriptions:	Parcel "A" (Reference Plan 4434) District Lot 216 Group 2 New Westminster District Parcel "B" Plan with Fee Deposited 52243F Except: Parcel "One" Reference Plan 8086 and Plan EPP68648, District Lot 216 Group 2 New Westminster District Parcel "One" (Reference Plan 8086) of Part on Plan with Fee Deposited 52243F District Lot 216 Group 2 New Westminster District
Locations:	27212 and 27224 – 91 Avenue and 9120 – 272 Street
Area:	0.84 ha (2.08 ac)
Existing Zoning:	Rural Floodplain Zone RU-5 (8.0 ha (19.8 ac) minimum lot size) Civic Institutional Zone P-1 (1,858 m^2 (0.5 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 proposed boundary / lot line adjustment includes three properties:
    - 9120 – 272 Street 0.39 ha (0.96 ac) zoned RU-5 (8.0 ha (19.8 ac) minimum lot size
    - 27224 – 91 Avenue 0.40 ha (1.00 ac) zoned RU-5 (8.0 ha (19.8 ac) minimum lot size
    - 27212 – 91 Avenue 0.04 ha (0.09 ac) zoned P-1 (1,858 m^2 (0.50 ac) minimum lot size
- The subject properties are within the ALR and designated Agricultural/Countryside in the Rural Plan.
- 27212 – 91 Avenue (P-1 zoned) property was the site of the former Glen Valley Community Hall, sold by the Township of Langley in 2016 and demolished in 2022.
- The applicant submitted a Subdivision Application (SA 101218) based on ALC Policy P-02 and Section 23(1) of the ALC Act in effect at the time (2020) that provided for Approving Officer consideration of subdivision approval.
- ALC Policy P-02 has since been clarified by the ALC, and the ALC indicates that the subject proposal requires ALC consideration of approval after Council referral to the ALC.

DISCUSSION/ANALYSIS:

- According to the applicant, the proposal aims to *"regularize the historic lotting arrangement; allow for installation of a private sanitary (septic field) service and a new home on the former Glen Valley Hall Lot; and eliminate an awkward panhandle shape to the most easterly of the three lots".*
- Staff recommend that Council forward the application to the ALC as the proposal complies with the Section 110.5 Consolidation Minimum Lot Size of the Township's Zoning Bylaw that allows for consideration of lots created through consolidation or lot line adjustment that are smaller than the prescribed minimums in Section 110.1.
- Should the application receive approval from the ALC, the proponent indicates land currently zoned Civic Institutional Zone P-1 are proposed to be secured for agricultural uses only via a restrictive covenant.

Adjacent Uses:

	Existing Use	Rural Plan Designation	Existing Zoning
North:	91 Avenue, beyond which is the Fraser River	N/A (Fraser River)	Fraser River Zone RU-7
South:	An agricultural property with existing dwelling and farm	Agricultural/Countryside	Rural Floodplain Zone RU-5
East:	An agricultural property with existing dwelling and farm	Agricultural/Countryside	Rural Floodplain Zone RU-5
West:	272 Street, beyond which is Glen Valley Regional Park	Regional Park	Rural Floodplain Zone RU-5

Policy Considerations:

The subject site is located within the ALR and designated Agricultural/Countryside in the Rural Plan. Staff recommend that Council forward the application to the ALC as the proposal complies with the Consolidation Minimum Lot Size provision of the Township's Zoning Bylaw. Details of the proposed subdivision will be addressed at the subdivision stage in accordance with the Township's Subdivision and Development Servicing Bylaw as well as any additional requirements imposed by the ALC as a condition of approval, should such be granted.

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

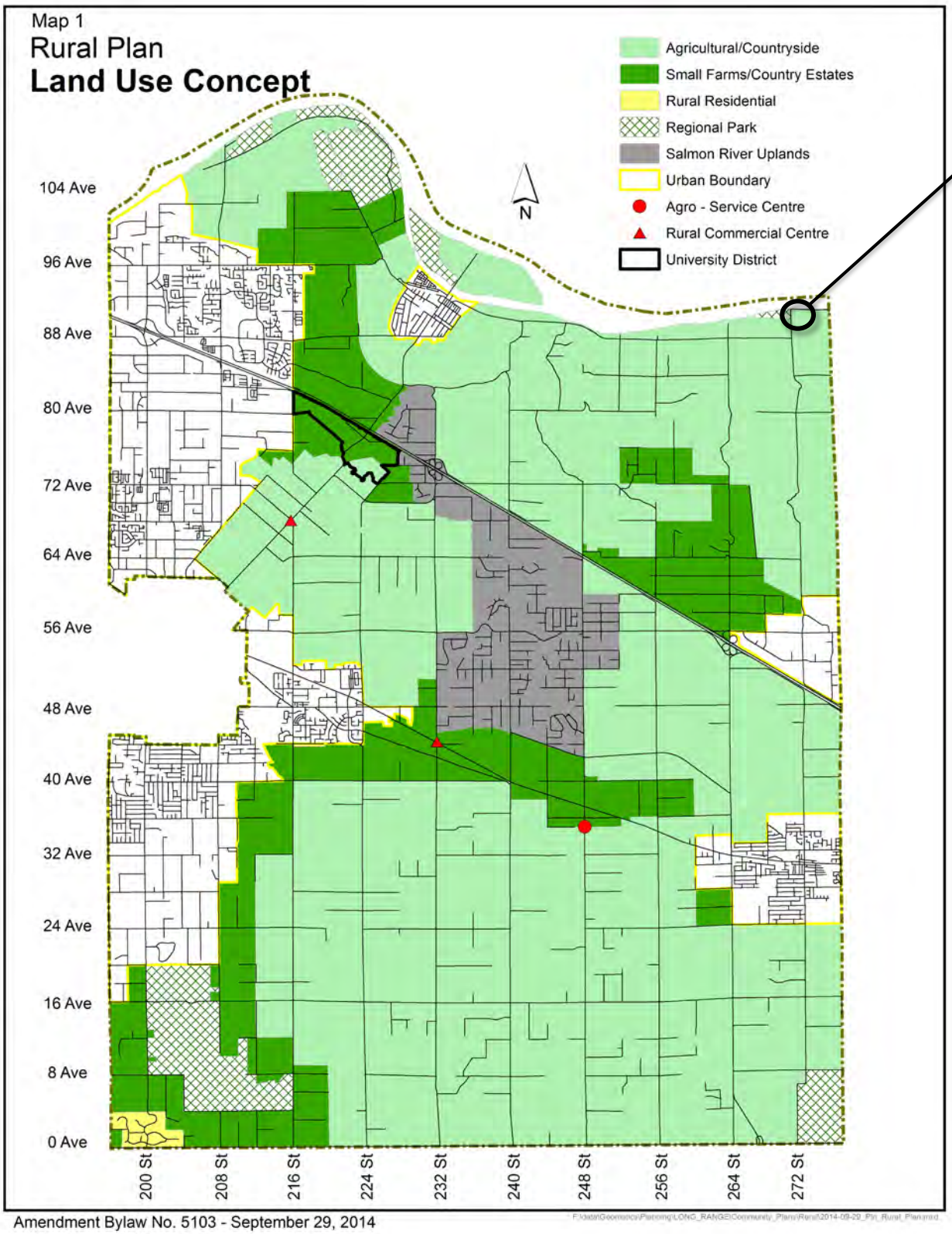
Respectfully submitted,

Rob Nordrum
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

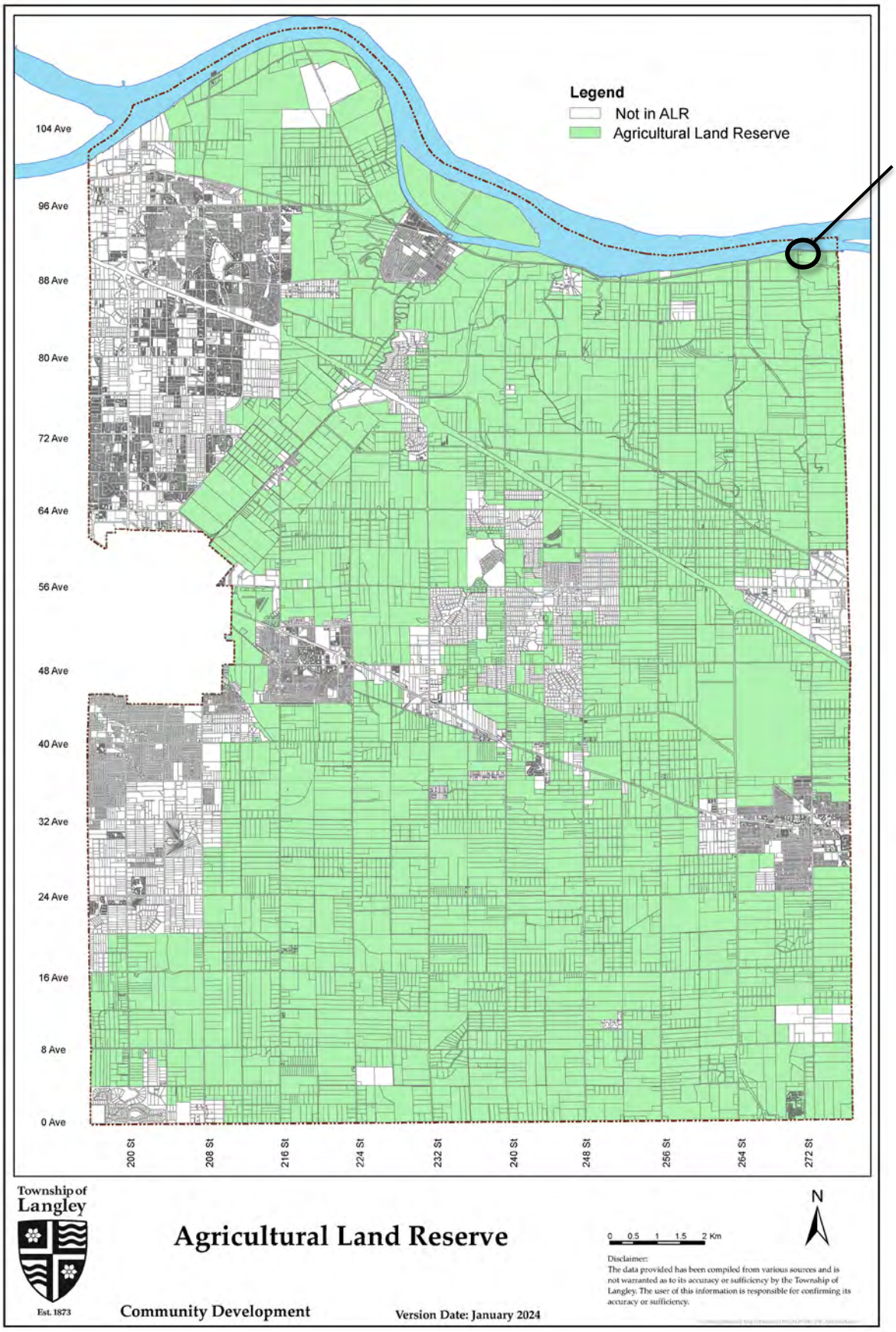
ATTACHMENT A Maps and Graphics

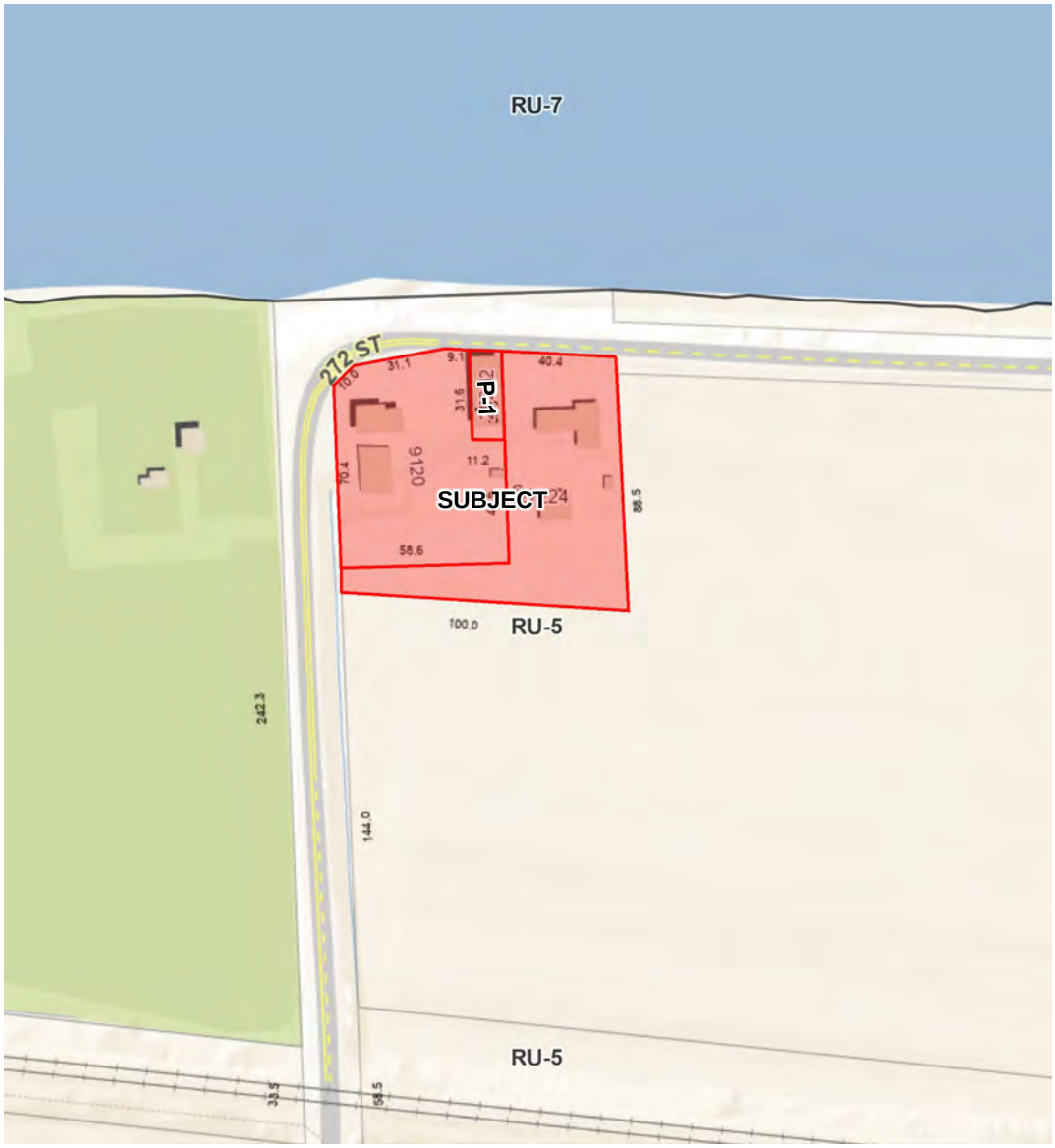
ATTACHMENT A



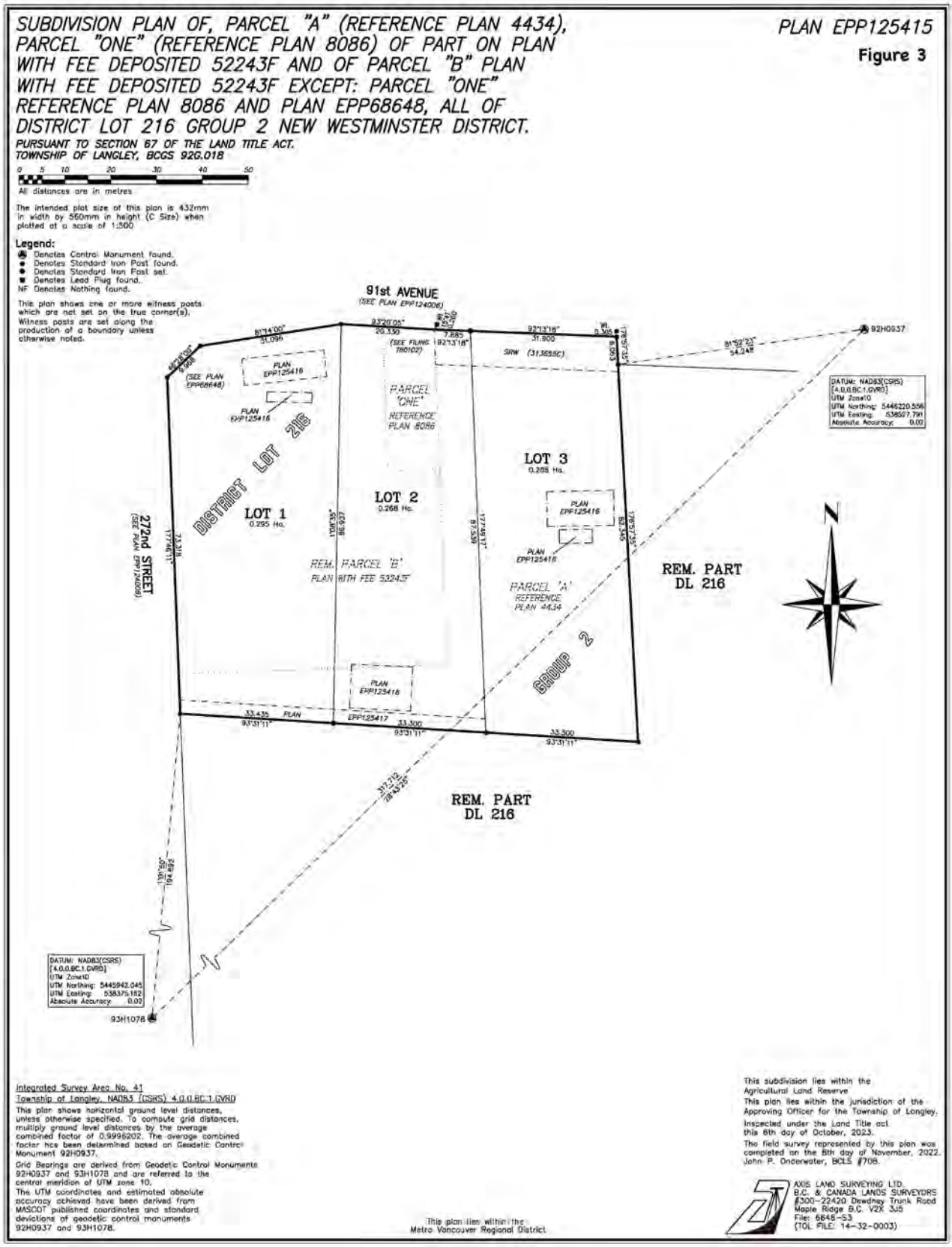


Amendment Bylaw No. 5103 - September 29, 2014


Legend
Not in ALR
Agricultural Land Reserve
SUBJECT
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Township of Langley
Est. 1873
Agricultural Land Reserve
Community Development
Version Date: January 2024
0 0.5 1 1.5 2 Km
N
Disclaimer:
The data provided has been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy or sufficiency.



ZONING BYLAW NO. 2500



PRELIMINARY SITE PLAN – SUBMITTED BY APPLICANT

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2024 - REGULAR MEETING	**REPORT:**	24-136
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	10-32-0109
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT APPLICATION NO. 100258 (GRACE HANNIN COMMUNITY CHURCH / 22940 – 48 AVENUE)		

PROPOSAL:

Application to amend the Official Community Plan, Murrayville Community Plan and Rural Plan to include approximately 4.12 ha (10.17 ac) of land located at 22940 – 48 Avenue within the Murrayville Community Plan and designate it Institutional to accommodate a future rezoning application for an institutional use.

RECOMMENDATION SUMMARY:

That Council defer consideration of the application until completion of the Fraser Highway Employment Lands Area Plan.

RATIONALE:

The subject lands are within the Fraser Highway Employment Lands Area that are currently undergoing a planning process.

RECOMMENDATION:

That Council defer consideration of the application pending consideration and adoption of the Fraser Highway Employment Lands Area Plan.

EXECUTIVE SUMMARY:

Grace Hannin Community Church has applied to amend the Official Community Plan (OCP), Murrayville Community Plan and Rural Plan to redesignate the site from Rural to Urban in the OCP, remove it from the Rural Plan and designate it as Institutional in the Murrayville Community Plan to allow for a future rezoning application for an institutional use. Staff note that an amendment to the Metro Vancouver Regional Growth Strategy (RGS) would also be required to accommodate the proposal.

An amendment to the Subdivision and Development Servicing Bylaw 2019 No. 5382 would also be required to amend the site's service level from Level 4 – Rural to Level 1 – Urban as well as an amendment to the Greater Vancouver Sewerage and Drainage District.

On December 4, 2023 Council endorsed a Terms of Reference for the Fraser Highway Employment Lands Area Plan. The Plan is currently in Phase 1 of 4 with Phase 4 completion currently targeted for the third quarter of 2025. Further consideration of the subject application with the benefit of Plan process outcomes will inform recommended land use.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to an application submitted by Grace Hannin Community Church.

REFERENCE:

Owner:	Finns 48 Projects Ltd. 203, 5455 – 152 Street Surrey BC V3S 5A5
Agent:	Grace Hannin Community Church 9770 King George Boulevard Surrey BC V3T 2V6
Legal Description:	Lot 267 Section 32 Township 10 NWD Plan 53715
Location:	22940 – 48 Avenue
Area:	4.12 ha (10.17 ac)
Official Community Plan: (existing)	Rural (non ALR)
Official Community Plan: (proposed)	Urban
Regional Growth Strategy: (existing)	Rural (not within Urban Containment Boundary)
Regional Growth Strategy: (proposed)	General Urban (within Urban Containment Boundary)
Rural Plan: (existing)	Small Farms Country Estates
Rural Plan: (proposed)	n/a
Murrayville Plan: (existing)	n/a
Murrayville Plan: (proposed)	Institutional
Existing Zoning:	Rural Zone RU-1

BACKGROUND/HISTORY:

- The subject site is currently zoned Rural Zone RU-1, designated Rural in the Official Community Plan and Small Farms / Country Estates outside the Urban Boundary in the Rural Plan. The site is also outside of the Urban Containment Boundary and designated Rural in the Metro Vancouver Regional Growth Strategy.

DISCUSSION/ANALYSIS:

- To accommodate the proposal to designate the site for institutional use, amendments to the Township's Official Community Plan (OCP), Murrayville Community Plan and Rural Plan are required. Staff note that an amendment to the Metro Vancouver Regional

Growth Strategy (RGS) would also be required to accommodate the proposal. The applicant has submitted a letter of rationale in support of the application (Attachment C).

- Urban services are currently not available to the site. Full urban services pursuant to Subdivision and Development Servicing Bylaw Service Level – 1 would be required prior to development on the site, as such an amendment to the Subdivision and Development Servicing Bylaw to change the site from Level – 4 Rural to Level -1 Urban would be required.

- The applicant has indicated that if the application is approved by Council and Metro Vancouver, a future rezoning application will be submitted to rezone the site from the existing Rural Zone RU-1 to an institutional zone to allow for a future church on the site.

Adjacent Uses:

	Existing Use	Rural / Murrayville Community Plan Designation	Existing Zoning
North:	48 Avenue, beyond which is a Rural Property	Agricultural / Countryside	Rural Zone RU-3
South:	Two rural properties	Small Farms / Country Estates	Rural Zone RU-1
East:	Four rural properties	Small Farms / Country Estates	Rural Zone RU-1
West:	Langley Christian Elementary School	Institutional	Civic Institutional Zone P-1

Official Community Plan Amendment:

The subject lands are currently designated Rural in the OCP which includes goals to maintain the existing rural residential character of the area.

Section 2.2.7 (Rural) of the OCP provides the following:

> *2.2.7. Commercial, industrial, and institutional uses are discouraged in this designation, except in conformity with the Regional Context Statement (Schedule 1) and the Rural Plan.*

Section 2.3.11 (Urban Community Structure and Centres) of the OCP provides the following:

> *2.3.11. Direct community arts, entertainment, and cultural facilities and other major institutional facilities to the Regional Centre, Town Centres, and Community Centres, and the Frequent Transit Development Areas, or areas with good access to transit.*

Section 2.4.9 (Urban) of the OCP provides the following:

> *2.4.9. Encourage the location of assembly uses, including places of worship, to locate:*

- *in conformity with the policies of the applicable community plan or neighbourhood plan*
- *not in an area designated for single-family housing (although it may be located on the perimeter of such an area)*
- *on a collector or arterial road (as opposed to a local road)*

Murrayville Community Plan Amendment:

- The subject lands are currently designated Small Farms / Country Estates in the Rural Plan. As part of the application the applicant seeks to remove the site from the Rural Plan and include it within the Murrayville Community Plan and designate it as Institutional.

Rural Plan Amendment:

- The subject lands are currently designated Small Farms / Country Estates in the Rural Plan. Section 2.1 of the Rural Plan states "The primary goal of the Rural Plan is to enhance agricultural viability through recognition and protection of the diverse agricultural lands, preservation of larger lot sizes, creation of policies that reinforce designation of much of the land as ALR and encouragement of the agricultural industry within Langley…"

- Policies for the Small Farms / Country Estates designation (Section 5.6 of the Rural Plan) indicate that the designation should provide for agricultural uses.

- Section 5.11.1 of the Rural Plan provides the following information with respect to urban / rural interfaces:

  5.11.1 Development along the urban/rural interface shall be designed to minimize potential conflicts between incompatible uses. The following methods serve as examples of potential buffer treatments along the urban/rural interface:

  (d) location of institutional or resort uses along the interface, that have low site coverage and a large open space component adjacent to the rural area;

- Section 5.15.1 of the Rural Plan provides the following information with respect to institutional development:

  5.15.1 Institutional uses such as churches and community halls serving the rural population shall be encouraged to locate in the Agro-Service Centre and Rural Commercial Centres in locations with good access.

Metro 2050 – Metro Vancouver Regional Growth Strategy (RGS):

- The subject lands are designated Rural in the RGS. This designation is intended to limit development to a scale, form and density consistent with the intent of the rural land use, and support agricultural uses within the ALR and, where appropriate, outside of the ALR. Staff note that the subject property is not located in the ALR. Given the proposed OCP amendment and the need for the Township's OCP to align with the RGS, an amendment to the RGS would be necessary to accommodate the proposed general urban (institutional) land use. A Type 2 amendment would be required to accommodate the proposal.

- A Type 2 – Minor Amendment to the Regional Growth Strategy requires a 'two-thirds weighted vote and regional public hearing' as identified in Section 6.3.3(c) of the RGS below:

  6.3.3(c) amendment from Rural land use designation to Industrial, Mixed Employment or General Urban land use designations;

- Should Council direct staff to prepare the necessary bylaws and grant them third reading, staff will advance the application to Metro Vancouver for consideration of the necessary amendments to the RGS and the Greater Vancouver Sewerage and Drainage District (GVS & DD) catchment in order to accommodate the proposed change in land use.

Fraser Highway Employment Lands Area Plan:

- On February 27, 2023, Council directed staff to prepare the Terms of Reference for a Fraser Highway Employment Lands Area Plan (Fraser Highway Plan). The Terms of Reference for the Plan was approved by Council on December 4, 2023.

- CPP staff are currently in Phase 1: Planning Principles and Preliminary Development Concepts of the Fraser Highway Employments Lands Area Plan. As the Plan area includes the subject site (Attachment B), consideration of the application with the benefit of Plan process outcomes will inform recommended land use.

Community Amenity Contributions:

- Section 5.2.(i) of the Community Amenity Policy provides guidance for Rural areas in relation to CACs to be proportionate to the value being created by the increase in density.

- The CAC policy does not provide specific guidance in relation to redesignation of a site from Rural to Institutional.

- The applicant has advised that should the subject application be granted approval by Council and Metro Vancouver, a future rezoning application would be submitted including a proposed CAC contribution.

Servicing:

- The subject property is designated Service Level 4 – Rural. An amendment to the Subdivision and Development Servicing Bylaw to designate the subject site as Service Level 1 – Urban would be required, should Council direct staff to prepare the necessary bylaws to further advance the application.

Environmental Considerations:

- A watercourse crosses the southern portion of the site. Prior to development the applicant will be responsible for identifying and protecting the watercourse in accordance with the Schedule 3 of the OCP.

Policy Considerations:

- The OCP, Rural Plan and RGS policies are focused on supporting and maintaining rural character in relation to the subject site with guidance provided in these plans direct institutional uses to locate within existing urban areas.

- Given the current policy context provided in the OCP, Rural Plan and RGS and the site's location within the Fraser Highway Employment Lands Area Plan currently under development, staff recommend Council defer the application until after consideration and adoption of the Fraser Highway Employment Lands Area Plan.

Respectfully submitted,

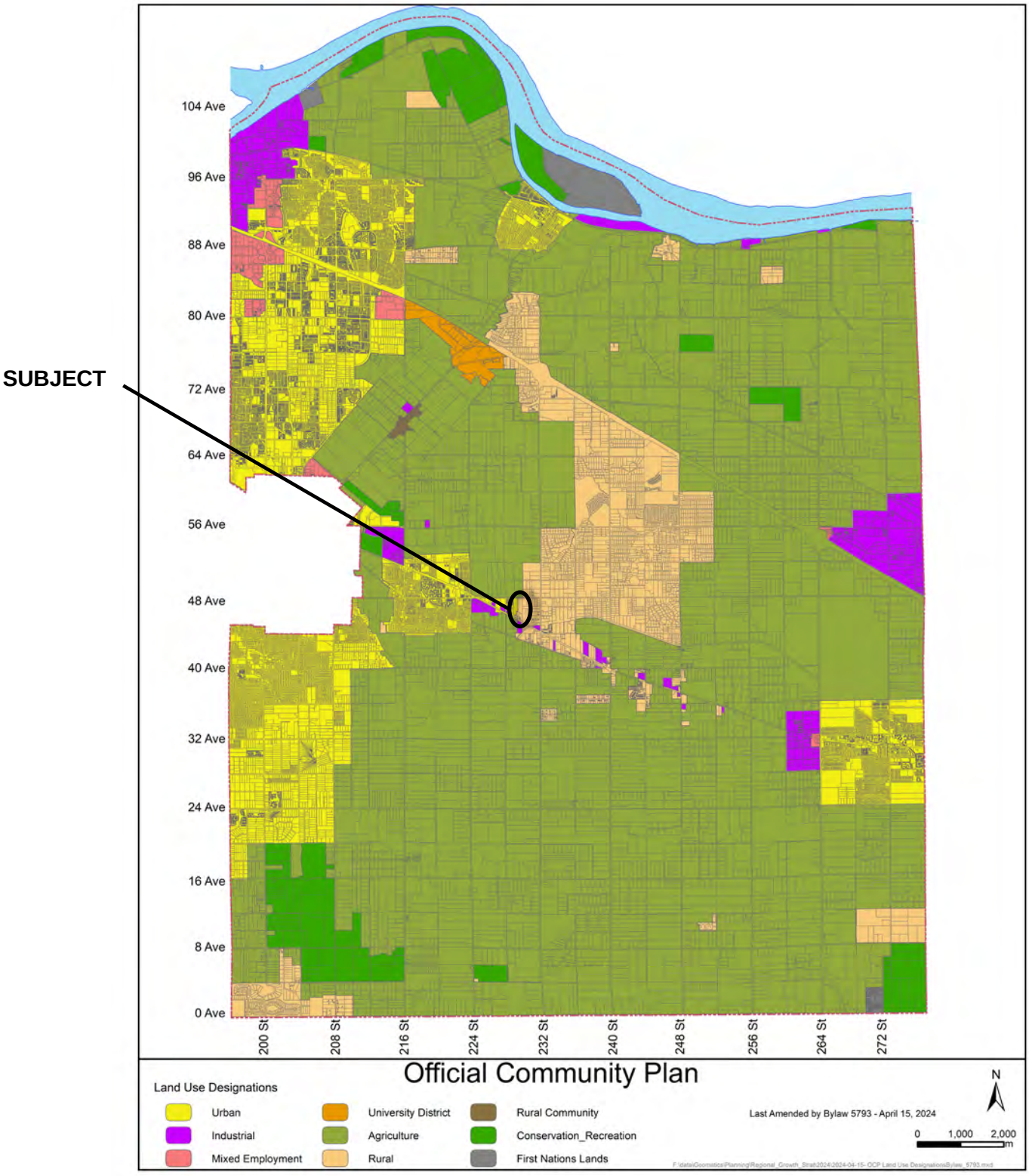
Colin Moore
SENIOR PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

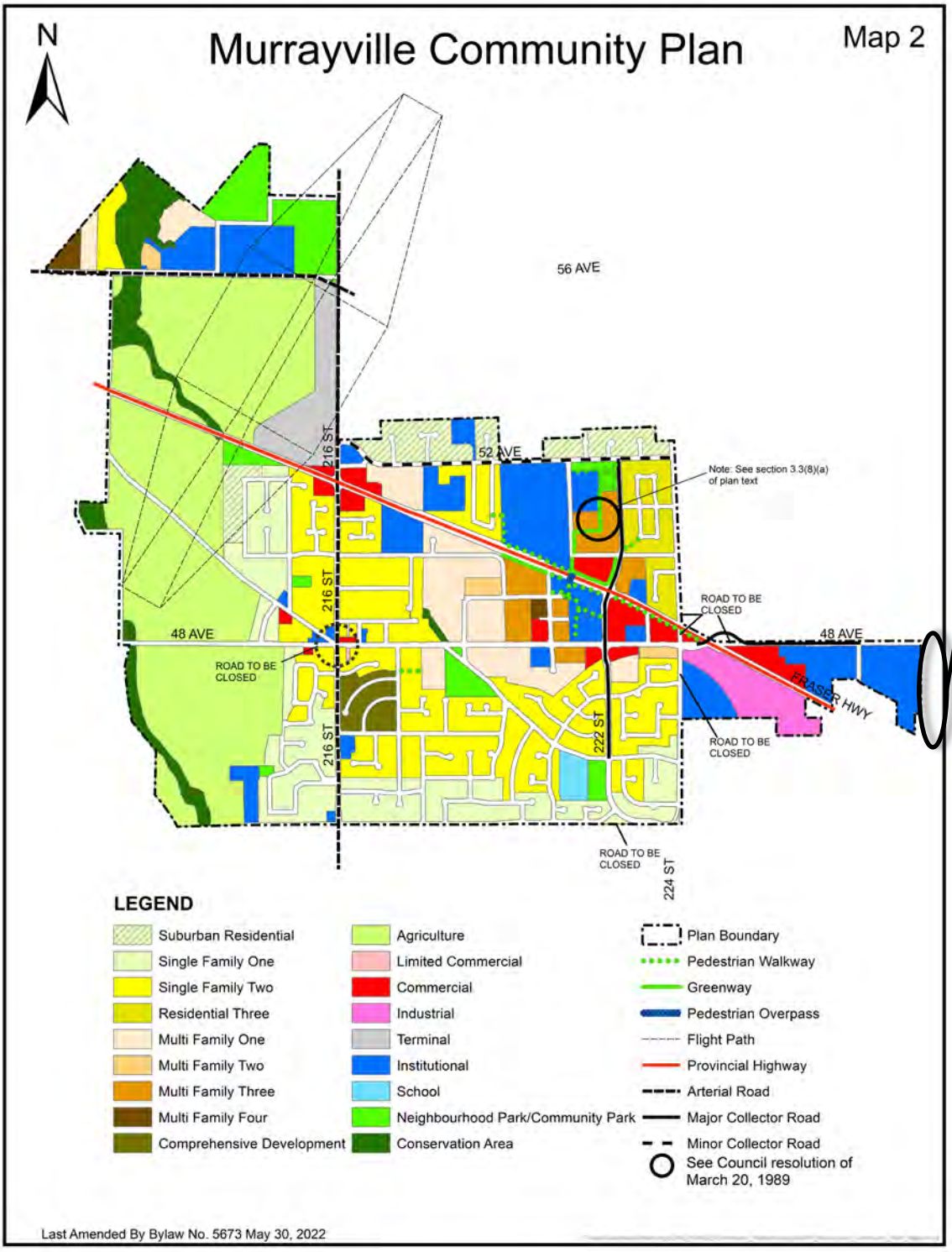
ATTACHMENT A	Maps and Graphics
ATTACHMENT B	Fraser Highway Employment Lands Area Map
ATTACHMENT C	Applicant Rationale

ATTACHMENT A

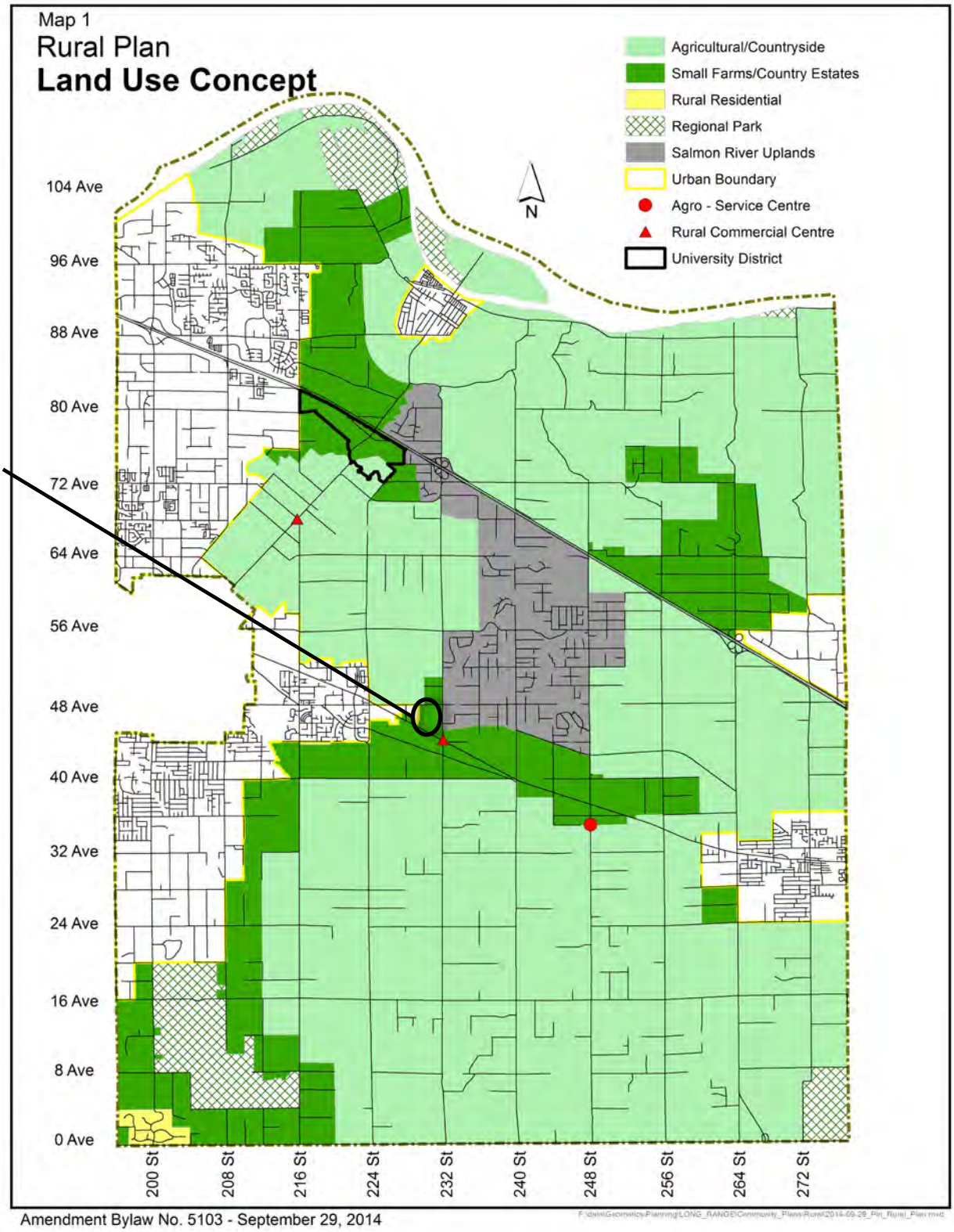


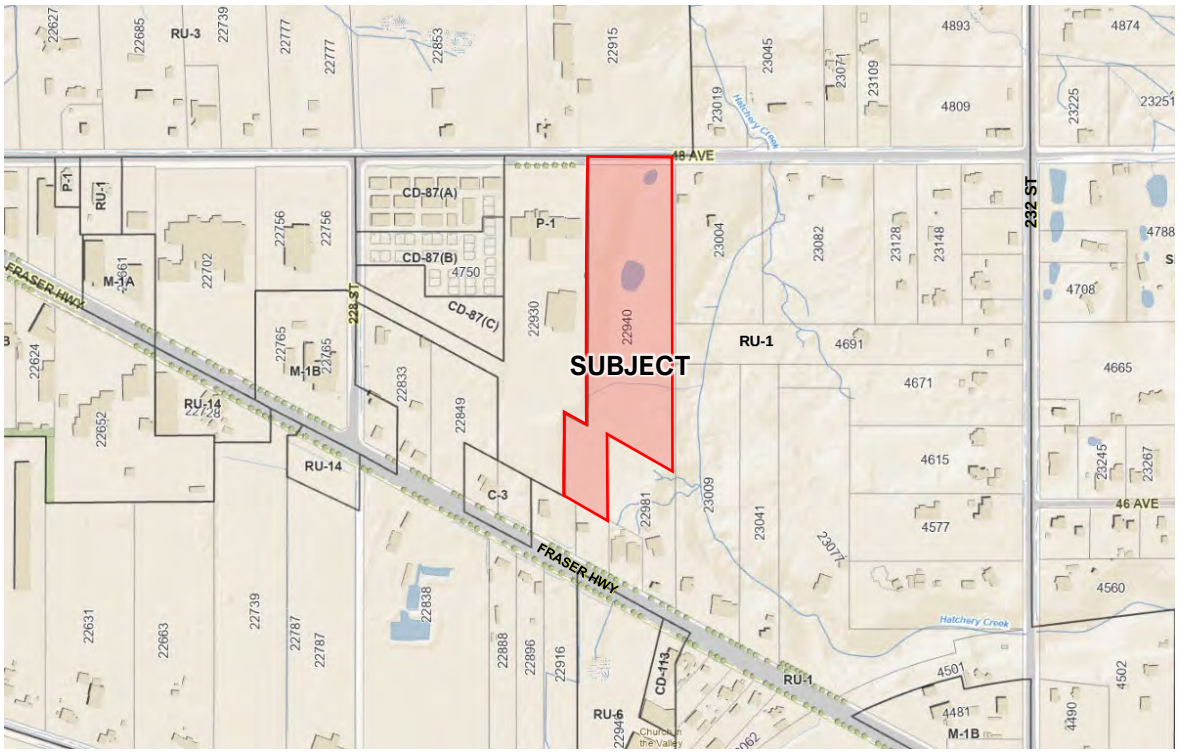
AERIAL CONTEXT MAP


SUBJECT
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Official Community Plan
Land Use Designations
Urban
Industrial
Mixed Employment
University District
Agriculture
Rural
Rural Community
Conservation_Recreation
First Nations Lands
Last Amended by Bylaw 5793 - April 15, 2024
N
0 1,000 2,000
m


N
Murrayville Community Plan
Map 2
56 AVE
52 AVE
216 ST
48 AVE
ROAD TO BE CLOSED
Note: See section 3.3(8)(a) of plan text
222 ST
224 ST
FRASER HWY
LEGEND
Suburban Residential
Single Family One
Single Family Two
Residential Three
Multi Family One
Multi Family Two
Multi Family Three
Multi Family Four
Comprehensive Development
Agriculture
Limited Commercial
Commercial
Industrial
Terminal
Institutional
School
Neighbourhood Park/Community Park
Conservation Area
Plan Boundary
Pedestrian Walkway
Greenway
Pedestrian Overpass
Flight Path
Provincial Highway
Arterial Road
Major Collector Road
Minor Collector Road
See Council resolution of March 20, 1989
Last Amended By Bylaw No. 5673 May 30, 2022

SUBJECT

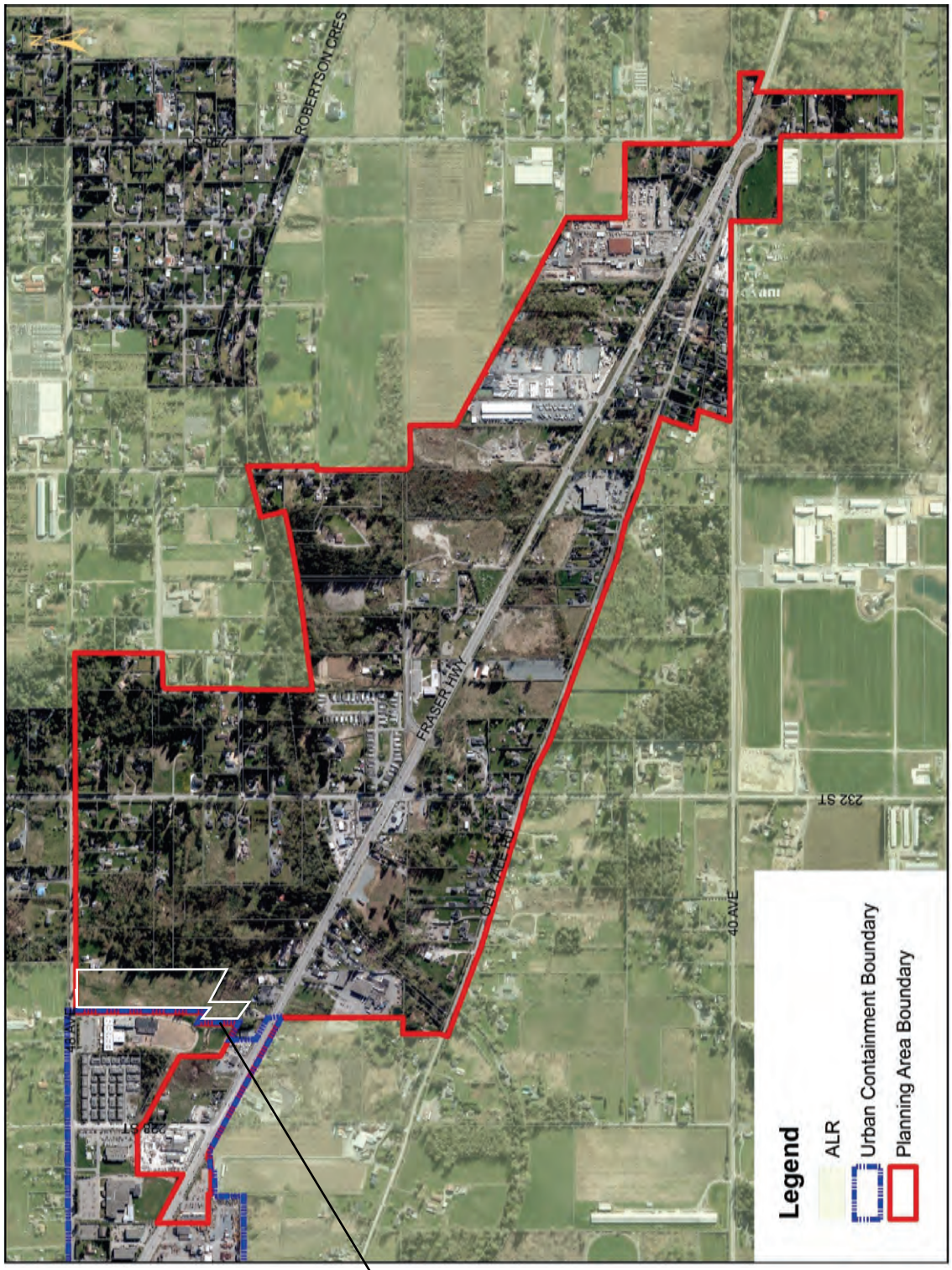

Map 1
Rural Plan
Land Use Concept
Agricultural/Countryside
Small Farms/Country Estates
Rural Residential
Regional Park
Salmon River Uplands
Urban Boundary
Agro - Service Centre
Rural Commercial Centre
University District
N
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
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200 St
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232 St
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264 St
272 St
SUBJECT
Amendment Bylaw No. 5103 - September 29, 2014



ZONING BYLAW NO. 2500

ATTACHMENT B

Map 1: Fraser Highway Employment Lands (2023) Plan Area



SUBJECT

ATTACHMENT C

OTG DEVELOPMENTS LTD.
LAND USE CONSULTING & DEVELOPMENT

604.316.9405
Unit 201 - 45269 Keith Wilson Rd
Chilliwack, BC, V2R 5S1
www.otgdevelopments.com

October 4th, 2023

Our File No. 23-337

Lukas Wykpis | Project Director | Principal
Architectural Technologist AIBC

KEYSTONE ARCHITECTURE & PLANNING LTD.
Abbotsford BC | 300 – 33131 South Fraser Way V2S 2B1

Re: 22940 48 Avenue, Township of Langley, BC – Official Community Plan Amendment

Please accept this letter as a supplemental report to the above noted Official Community Plan amendment application for the property located at 22940 48 Avenue in the Township of Langley, B.C. (the "Subject Property").

The Subject Property is approximately 10.17 acres (4.12 ha) in size and is currently a vacant site, consisting of an empty field with no buildings or structures present.

BACKGROUND

The Subject Property is owned by Grace Hanin Community Church. In May of 2023, an application was submitted to the Township of Langley to redesignate the Subject Property in the Official Community Plan to enable a 2-story multi-purpose church facility. It was understood that this would require several amendments, including to the Metro 2050 Regional Growth Strategy, the Rural Community Plan, and the Zoning Bylaw.

On August 28th, 2023, a letter was received from Township staff indicating that additional information including planning and land use rationale would be required for the application. Rationale is required to demonstrate the policy context for the proposal and how it fits in with existing development, as well as provide context for the proposed amendments and information on the proposed land use designation.

The purpose of this report is to provide the information requested in the letter dated August 28th, 2023.

PROPERTY & NEIGHBOURHOOD DESCRIPTION

The Subject Property is designated 'Rural' in the Official Community Plan (OCP) and "Small Farms/Country Estates" in the Rural Community Plan. The Subject Property is zoned RU-1 (Rural Zone) in the Zoning Bylaw and is not located within the Agricultural Land Reserve (ALR). The Subject Property is designated "Rural" in the Metro 2050 Regional Growth Strategy and is not within the Urban Boundary as defined by Metro 2050. The Subject Property is contiguous with the Urban Boundary, as it shares a boundary with it on the west side.

The Subject Property is surrounded by several different uses, both urban and rural in nature due to its location along the Urban Boundary. Properties to the north, south, and east share the same zoning and land use designations as the Subject Property. Properties to the west vary in size and are within the Urban Boundary as part of the "Murrayville Community Plan", hosting a range of industrial, institutional, and residential uses. The property to the north, 22915 48 Avenue, is the only neighbouring property within the ALR. Immediately to the west of the Subject Property is the Langley Christian Elementary School, beyond which is a new residential townhouse development.

The properties immediately to the east of the Subject Property are bisected by Hatchery Creek, a Class A watercourse which runs north-south through a densely wooded ravine as shown in Figure 1, below. Two tributaries flow from the Creek onto the Subject Property, classified as Class B watercourses. The characteristics of the surrounding properties are outlined in the table below.

Characteristics of the Surrounding Properties				
Relation to Subject Property	**Address**	**Land Use Type**	**Specific Land Use Activity**	**Lot Size (ha)**
North	22915 48 Ave	Agricultural	Dwelling and Active farm (ALR)	7.90
East	23004 48 Ave	Rural	Single Family Dwelling	2.05
	4691 232 St	Rural	Single Family Dwelling	2.02
	23009 Fraser Hwy	Rural	Single Family Dwelling	2.43
South	22981 Fraser Hwy	Rural	Single Family Dwelling	1.06
	22963 Fraser Hwy	Rural	Single Family Dwelling	0.25
	22937 Fraser Hwy	Rural	Single Family Dwelling	0.26
	22935 Fraser Hwy	Rural	Single Family Dwelling	0.34
West	22930 48 Ave	Institutional	Langley Christian Elementary School	4.12

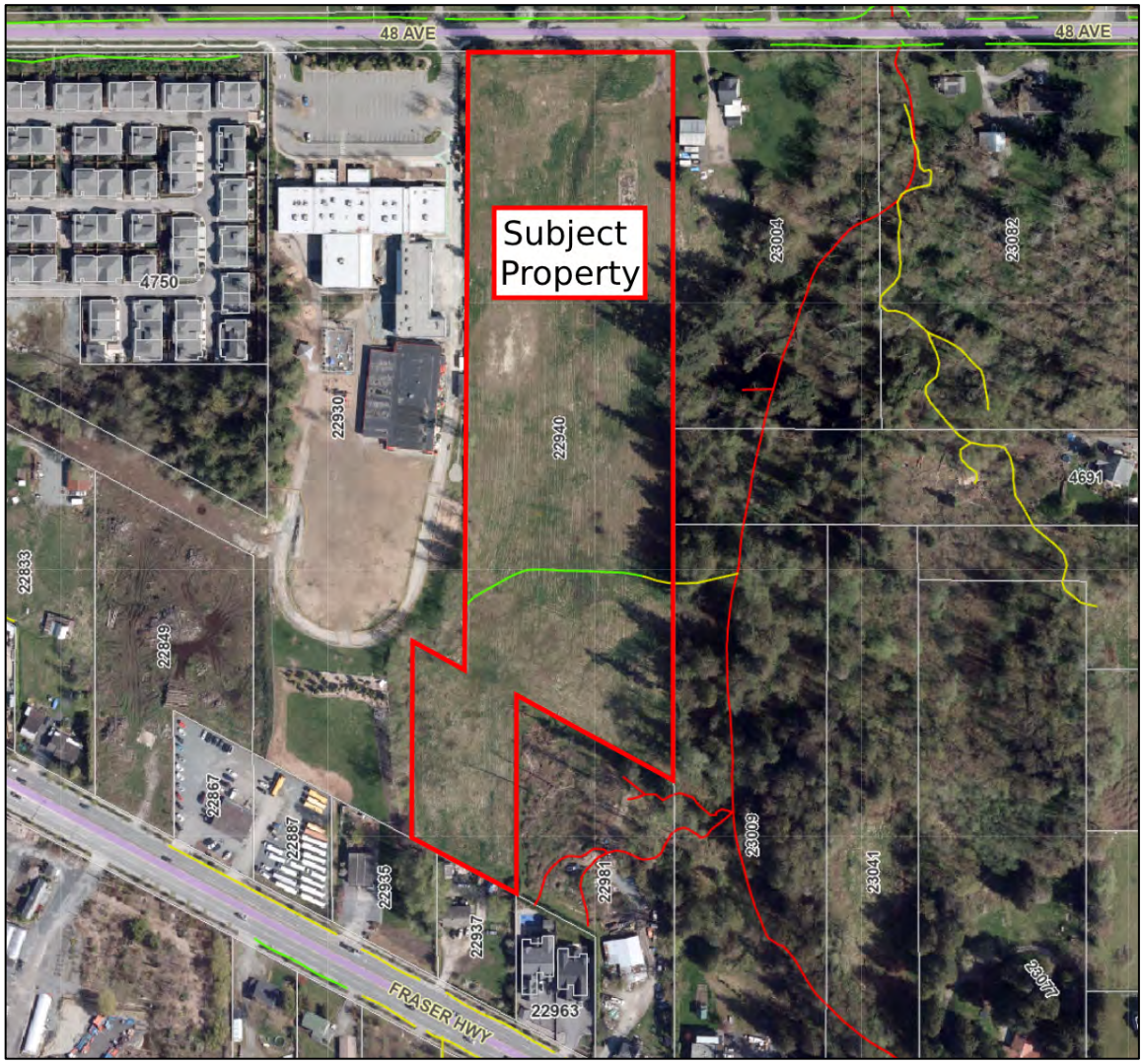


Figure 1: Aerial Map of Subject Property & Context

PROPOSAL

The proposal is to redesignate the Subject Property from "Rural" to "Institutional" in the Official Community Plan, and in doing so making the Subject Property a part of the Murrayville Community Plan. The proposal also requires an amendment to the Metro 2050 Regional Growth Strategy to redesignate the Subject Property from "Rural" to "General

Urban", and to redesignate it from "Small Farms/Country Estates" to being within the Urban Boundary in the Township of Langley Rural Community Plan.

It is understood that should this application be approved, a subsequent rezoning application will be required to rezone the Subject Property to a zone that permits institutional use, such as the Civic Institutional Zone (P-1) which would match the zone of the property to the west, 22930 48 Avenue.

It is further understood that should this application be approved, a Development Permit (DP) will be required for Streamside Protection and Enhancement. An environmental assessment has been prepared by HCR Environmental Consulting which will be utilized to facilitate the issuance of this DP.

The proposed amendments are to enable a two-story multi-use church facility for the Grace Hanin Community Church.

RATIONALE

The Subject Property is not located within the ALR and faces limitations on its agricultural capabilities. The ALC's Soil Classification map indicates that the Subject Property experiences soil moisture deficiency due to the characteristics of the soil, challenging topography, and excess free water, likely from the two tributaries of Hatchery Creek. As the Subject Property faces several challenges to its agricultural capabilities and is outside of the ALR, it is best suited to support low intensity uses that builds on the rural character and provides a new community space while maximizing efficient use of existing public utilities and services.

The property immediately to the west of the Subject Property at 22930 48 Avenue (Langley Christian Elementary School) has the same zoning and OCP designations as is being proposed within this application. The proposed multi-use church would integrate with the neighbouring school, sharing facilities and programs to create a cohesive site that functions in tandem as complementary spaces. This will maximize community benefit as there will now be a multi-use facility accessible within walking distance of the school. This will contribute to a more complete community by enabling younger kids, who cannot drive, to access community spaces and after school programs independently and on foot, improving local connectivity and sense of community.

Hatchery Creek, running north-south through the adjacent properties to the east, provides a significant vegetative buffer that naturally protects the surrounding rural lands from experiencing any adverse impacts from the proposed development. As noted, a preliminary environmental assessment was conducted by HCR Environmental Consulting which confirmed that Hatchery Creek is a Class A watercourse with its top of bank contained entirely within the adjacent parcels, except for a very small portion in the southeast corner of the Subject Property.

The environmental assessment confirms that Hatchery Creek is subject to a 30 metre setback, with a minimum allowable setback of 25 metres. This results in a significant and well-protected natural buffer between the Subject Property and surrounding rural parcels, given that tree removal within this setback area is largely prohibited, including the removal of trees with roots extending into the setback. The presence of this Class A riparian area and densely wooded ravine along the east side of the site create the ideal conditions for a buffer zone. Though no adverse impacts are anticipated due to the low intensity and site coverage of the proposed development, this vegetative buffer provides added assurance that activities on the Subject Properties are sufficiently isolated and undetectable by surrounding rural properties.

Metro 2050 Regional Growth Strategy

The Metro 2050 Regional Growth Strategy is a document designed to guide planning policy in municipalities across Metro Vancouver. The goal of this document is to help shape the long-term growth of the region in a sustainable manner.

The Grace Hanin Community Church proposal requires an amendment to redesignate the Subject Property from “Rural” to “General Urban” in the RGS, which in doing so would also involve amending the abutting Urban Containment Boundary to encapsulate the Subject Property. This proposed amendment reflects and supports the goals of the Regional Growth Strategy for the reasons outlined below.

The foremost goal of the Regional Growth Strategy is to create a compact urban area. To achieve this, the Urban Containment Boundary was established to support the efficient and cost-effective provision of public utilities, public transit and other services, and amenities such as community centres. The proposed expansion of the Urban Containment Boundary supports this goal as it contributes to the efficient use of public services in the locations where they currently exist.

The Subject Property is in immediate proximity to public infrastructure which would require minimal modifications in order to service the proposed development. A watermain is present along 48 Avenue up to the property line, which would be looped to provide water service to the proposed development. This watermain is already sufficiently extended to service the Subject Property, making the proposed development an efficient use of existing public utilities. The looping of the watermain is anticipated to improve the water quality of the existing system, benefitting users already connected to the system.

Sanitary sewer lines are present along 228 Street and Fraser Highway which is within close proximity of the Subject Property. The proposed church facility would connect to this system. The proposed development would not necessitate a significant expansion of the system to enable the connection, requiring only approximately 300 metres of extension. As Section 1.1.1 of the RGS states that no new sewerage connections should be made to lands with a “Rural” designation, the Subject Property would need to be successfully redesignated in order to enable a connection to the system. The proposed development represents a practical addition to the system, increasing the utility of existing infrastructure without requiring an inefficient extension of public services.

The Subject Property is also in close proximity to public transportation. The Translink 503 Bus Route runs along Fraser Highway, less than 100 metres south of the Subject Property, with headways as low as 10-minutes during peak periods and 15-minutes during off-peak periods. The nearest bus stop is a 15-minute walk from the Subject Property, making it conveniently accessible by frequent public transit that links Langley, Surrey, and beyond.

The proposal supports the guiding regional planning principles of the Regional Growth Strategy. The proposed development is strategically located to put this type of growth in the right place according to available public infrastructure and community needs. The proposal helps protect important rural lands by providing a more significant buffer between the urban area and the rural Township, in the form of the protected riparian area following Hatchery Creek. The proposal contributes to the development of complete communities by providing a public amenity space within a 5-minute walk of where intensive new residential development is ongoing at the corner of 48 Avenue and 228 Street. This will serve a burgeoning residential community and the adjacent rural community with a walkable public amenity, where the nearest community centre is currently over a 20-minute walk away. Finally, the proposal supports the efficient provision of infrastructure as the Subject Property is serviced by public water utilities and is located along a frequent public transit route and next to new residential development, enabling easy car-free access by foot or transit.

604.316.9405
Unit 201 - 45269 Keith Wilson Rd Chilliwack, BC, V2R 5S1
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Should the proposed development be approved, the frontage of the Subject Property would be improved to municipal standards with a sidewalk, street-lighting, and boulevard widening to enhance the pedestrian experience and promote walkability in the area.

For these reasons, the proposed development supports the goals of the Regional Growth Strategy by providing a multi-use community space in an urbanized area with existing public utilities and frequent transit connections. The proposal contributes to the development of complete communities by providing a use that is sensitive to and helps buffer both its rural and urban neighbours, while serving a relevant need for all surrounding communities.

Official Community Plan

Amendments to the Official Community Plan are guided by the Township of Langley's Regional Context Statement, which outlines the conditions that must be met to warrant an amendment. This proposal involves redesignating the Subject Property from "rural" to "institutional" in the OCP, which would result in the Subject Property becoming a part of the neighbouring Murrayville Community Plan area. Section 1.1.7 of the Regional Context Statement, shown below, outlines the conditions to redesignate a property from a "rural" designation to an urban designation, as is proposed for the Subject Property.

1.1.7 The following types of amendment to the Township of Langley's OCP are deemed to be consistent with its Regional Context Statement, subject to the satisfaction of the conditions set out below:

2) From an 'Agricultural' or a 'Rural' designation to an urban designation within the Township of Langley's OCP, where:

a) The proposed use is consistent with the general intent of an urban land use designation contained in the Township of Langley's OCP;
b) The subject site is no more than 2 hectares in size;
c) The subject site is contiguous with the existing Urban Containment Boundary specified in the Regional Growth Strategy; and
d) The subject site is not contiguous with a site previously re-designated pursuant to Revised Context Statement Section 1.1.7.

The proposed amendment to redesignate the Subject Property from a "rural" designation to an urban designation ("institutional") meets almost all of the conditions set out in Section 1.1.7 of the Regional Context Policy. The proposed institutional use is consistent with the general intent of an urban land use designation per the OCP and the Subject Property is

contiguous with the existing Urban Containment Boundary and is not contiguous with any site previously re-designated under this Section (Township Planning Staff to confirm).

The only condition for re-designation that the proposal does not meet is (b); *that the site not exceed 2 hectares in size*. At 4.12 hectares, the Subject Property does not meet this condition, however, if successfully redesignated, the Subject Property would be one of many properties within the Urban Boundary that exceeds 2 hectares. 22930 48 Avenue, abutting the Subject Property to the west, is the same size as the Subject Property at 4.12 hectares and is within the Urban Boundary. Other properties in the area also exceed 2.0 hectares despite being within the Urban Boundary, including 22702 48 Avenue (2.8 hectares) and 22652 Fraser Highway (3.0 hectares). Despite exceeding 2 hectares, the Subject Property is well suited for the proposed designation as it will uphold the Township's commitment to agriculture and pose no threat to agricultural viability or the ALR.

It is requested that the Township use appropriate flexibility to enable the proposed amendment as the proposal will address one of the Township's biggest planning challenges; managing the extensive urban-rural interface while minimizing negative externalities between uses. The proposal represents an enhancement of the urban-rural interface in accordance with the OCP which will protect the integrity of agricultural operations and maintain a significant buffer from the Urban Boundary while providing a use that is beneficial to the community and in conformity with the rural character.

Rural Community Plan

The Subject Property is currently included in the Rural Community Plan and is designated "small farms/country estates". The Rural Community Plan is meant to preserve and enhance the rural nature of the Township, one of its distinguishing features.

The Rural Community Plan was adopted in 1993, when the population of the Township was approximately 85,000. As the population has grown to nearly 150,000 today, the importance of urban containment is as paramount as ever, however, with the growing population, so grows the demand for community spaces and institutional facilities. The 1993 Plan did not foresee the intensive residential growth increasingly approaching the urban-rural interface. The changing development patterns provide an impetus for amending the 1993 Plan to improve the livelihood of residents in accordance with the planning priorities of today, which emphasize building complete communities that include a mix of uses within walking distance, enabling car-free accessibility and improving the

local sense of community. The proposed development represents a tactful amendment that recognizes the changing needs of the neighbourhood and the changing planning principles since the Rural Community Plan was adopted. The proposed development will achieve this while reinforcing the Urban Boundary with a light institutional use that serves both sides of the Urban Boundary and is low intensity so as to maintain a healthy buffer.

As the Subject Property is not within the ALR, it does not serve the same agricultural necessity as other properties in the area. As a result, it could be redesignated to better serve the community without any detriment to the agricultural land base while still reflecting the form and character of the current “small farms/country estates” designation.

As the Subject Property directly abuts the Urban Boundary on its west side, it is considered an Urban/Rural Interface and Section 5.11 of the Rural Community Plan is applicable. The policies of Section 5.11 stipulate which uses provide the ideal transition and best bridge the rural-urban divide. Such ideal uses are those which preserve open space, reflect the rural character and provide a buffer zone, and host low intensity uses in order to minimize potential conflicts. Section 5.11.1 (d) states the following:

5.11.1 Development along the urban/rural interface shall be designed to minimize potential conflicts between incompatible uses. The following methods serve as examples of potential buffer treatments along the urban/rural interface:

(d) location of institutional or resort uses along the interface, that have low site coverage and a large open space component adjacent to the rural area;

The proposed two-story multi-use church facility would have low site coverage of approximately 15.5%, maintaining a large open space component. The proposal would provide a low intensity use that is sensitive to the needs of both sides of the urban/rural divide, minimizing conflicts with plenty of open space to serve as a buffer.

The proposed development represents the ideal urban/rural interface treatment per the policies of the Rural Community Plan. Providing an institutional use, as proposed, along the Urban Boundary helps to strike a balance and bridge the gap between compact urban development with high lot coverages, and the rural township with its vast open spaces, while providing a multi-use space for the community.
The proposed facility would enhance the current urban/rural interface and improve neighbourhood cohesion, replacing what is currently an empty field and a rather bleak and uninviting transition into the rural township. The proposal would provide a light use that

benefits the community while maintaining and complementing the neighbourhood character with a modest institutional building on an otherwise open parcel.

The Subject Property is situated approximately 700 metres from the intersection of Fraser Highway and 232 Street: an intersection designated as a “Rural Commercial Centre” in the Rural Community Plan. Section 5.15 of the Rural Community Plan addresses where institutional uses are appropriate in the plan area, and Section 5.15.1 states the following:

5.15.1 Institutional uses such as churches and community halls serving the rural population shall be encouraged to locate in the Agro-Service Centre and Rural Commercial Centres in locations with good access.

As the Subject Property is in close proximity to a Rural Commercial Centre, the proposed development is well suited to servicing the institutional space needs of the rural population without compromising the rural character of the neighbourhood. The proposed multi-use church facility compliments the current services and amenities available within this Rural Commercial Centre while respecting the low intensity of uses in the surrounding area.

Based on the Policies of the Rural Community Plan, the Subject Property is ideally situated for the proposed institutional use. The proposed two-story multi-use church facility is limited in scale in order to reflect the rural character of the area and is conveniently located near a Rural Commercial Centre for easy access. Finally, the proposal represents an ideal transitional land use that will improve the current urban/rural interface by providing a multi-use institutional church with a large open space component and low site coverage, to complement and enhance the area’s rural charm.

Murrayville Community Plan

If the proposed amendments are approved, the Subject Property would become a part of the Murrayville Community Plan Area. The Murrayville Community Plan was adopted in 1989, and given the population growth in the area, a reconsideration of the plan’s boundary would be reasonable to address the needs of the growing community and evolving planning principles. The Subject Property would become designated “institutional” and would support the following planning objectives of the Murrayville Community Plan:

2.2 Planning Objectives

(3) To provide for several fully serviced higher density residential areas.

(4) To reinforce the function of Murrayville as the principal institutional and administrative centre for the Township of Langley.

(6) To preserve the majority of lands designated as Agricultural Land Reserve from encroachment by or conflict with non-agricultural uses.

(9) To provide for the planned and orderly development of utility services at a reasonable cost.

(11) To recognize the need for protective measures in areas with physical and environmental constraints.

(12) To provide the community with recommended land uses and a rational and effective method of achieving the overall development objectives and policies contained in this plan.

Re-designating the Subject Property to “institutional” in the Murrayville Community Plan would provide needed amenity services in an area of Murrayville seeing increased residential densification, and helping to provide a more fully serviced residential area. Murrayville is also recognized in the Plan as the institutional heart of the Township, which this proposal would build upon.

As the Subject Property is not within the ALR, agricultural lands are not under threat from this application and all adjacent rural lands will be protected through a vegetative buffer. As the proposed use of the Subject Property remains relatively low intensity with minimal site coverage and a physical and environmentally protected buffer area, the neighbouring ALR lands will be sufficiently preserved from encroachment by or conflict with the proposed development.

With immediate access to public services, the proposal represents a planned and orderly expansion of public utilities in an efficient manner. Minimal modifications will be required to service the proposed development with many public utilities already accessible and currently underutilized by the lack of activity on the Subject Property. This proposal represents a rational and effective method of achieving the goals of the Murrayville Community Plan, and therefore represents a natural addition to the plan area.

The proposed development also supports the following policy of the Murrayville Community Plan, which specifically pertains to institutional areas:

3.9 Institutional Policies

(1) Murrayville's role as an institutional and administrative centre in the Township of Langley shall be enhanced and public institutional uses shall be encouraged to locate in Murrayville.

The foremost institutional policy of the Murrayville Community Plan indicates that institutional uses are encouraged to locate in Murrayville, adding to its present status as an institutional and administrative centre within the Township. The proposed development seeks to support this policy and reinforce the role of Murrayville as an institutional centre.

Conclusion

This proposal represents responsible development that responds to the growing community within the Urban Boundary, while respecting the need to contain urban development and uphold the rural character that embodies much of the Township.

The proposed development would result in a complementary facility to the existing Langley Christian Elementary School, broadening its reach by providing a multi-use space for all members of the community. The Subject Property is also sufficiently buffered from adjacent rural properties to the west, with Hatchery Creek forming a significant natural boundary that provides inherent protection to the surrounding rural community.

The proposal seeks to make the most efficient use possible of existing public services by locating a multi-use public amenity in an area already served by public water and sewer utilities, as well as frequent public transit. This proposal supports the policies of the Regional Growth Strategy and is representative of sustainable, compact development that does not involve a wasteful distribution of resources, but instead reinforces and empowers existing infrastructure. The proposal also represents an ideal use and lot coverage for a urban/rural interface location as per the Rural Community Plan, providing a site that minimizes conflicts and is mutually beneficial to both sides of the boundary.

The Subject Property meets the majority of the criteria for re-designation as set out in the Regional Context Statement and, despite exceeding the maximum lot size for re-designation, mirrors the size of neighbouring properties within the Urban Boundary.

The proposed development and required plan amendments are representative of efficient land use that is sensitive to the rural character of the neighbourhood without any sacrifice to agricultural capability or disruption to the adjacent low density rural lands. The proposal is supported by all applicable policies and will protect and enhance the rural character of

the area while capitalizing on existing infrastructure and providing a new multi-use space for the community.

CLOSING

Thank you for your time and consideration. If you have any questions, please do not hesitate to contact the undersigned.

Best regards,



Isaac Keast
DEVELOPMENT PLANNER
OTG DEVELOPMENTS LTD.

c: (604) 799-7469
e: isaac@otgdevelopments.com

Unit 201 - 45269 Keith Wilson Road
Chilliwack, BC, V2R 5S1
www.otgdevelopments.com

Fattachemrt
Township of
Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2024 - REGULAR MEETING	**REPORT:**	24-125
FROM:	ENGINEERING DIVISION	**FILE:**	SO002579
SUBJECT:	SOIL DEPOSIT APPLICATION FOR 23433 – 44 AVENUE		

RECOMMENDATION:

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

EXECUTIVE SUMMARY:

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

Given that the application volume exceeded 600 m^3, the Township mailed an information package, site plan, and ballot papers to surrounding property owners within 1.0 kilometre of the subject property to obtain community input on the application pursuant to Policy No. 05-008 (the Policy), updated by Council on June 26, 2023.

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

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

Section 9.3 of the Policy provides direction that Council will consider the votes received from the surrounding property owners but is not bound to follow the results of the vote and retains full discretion to approve an application where a majority of the surrounding property owners have voted against the application or refuse an application where a majority of surrounding property owners have voted in favour of the application.

PURPOSE:

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

BACKGROUND/HISTORY:

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

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

A detailed site plan was provided and is included as Attachment C. Mainland Engineering prepared a Drainage Plan, which is included as Attachment D.

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

This report was originally prepared for the Regular Meeting on December 18, 2023, but was postponed upon the Applicant's request.

DISCUSSION/ANALYSIS:

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

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

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

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

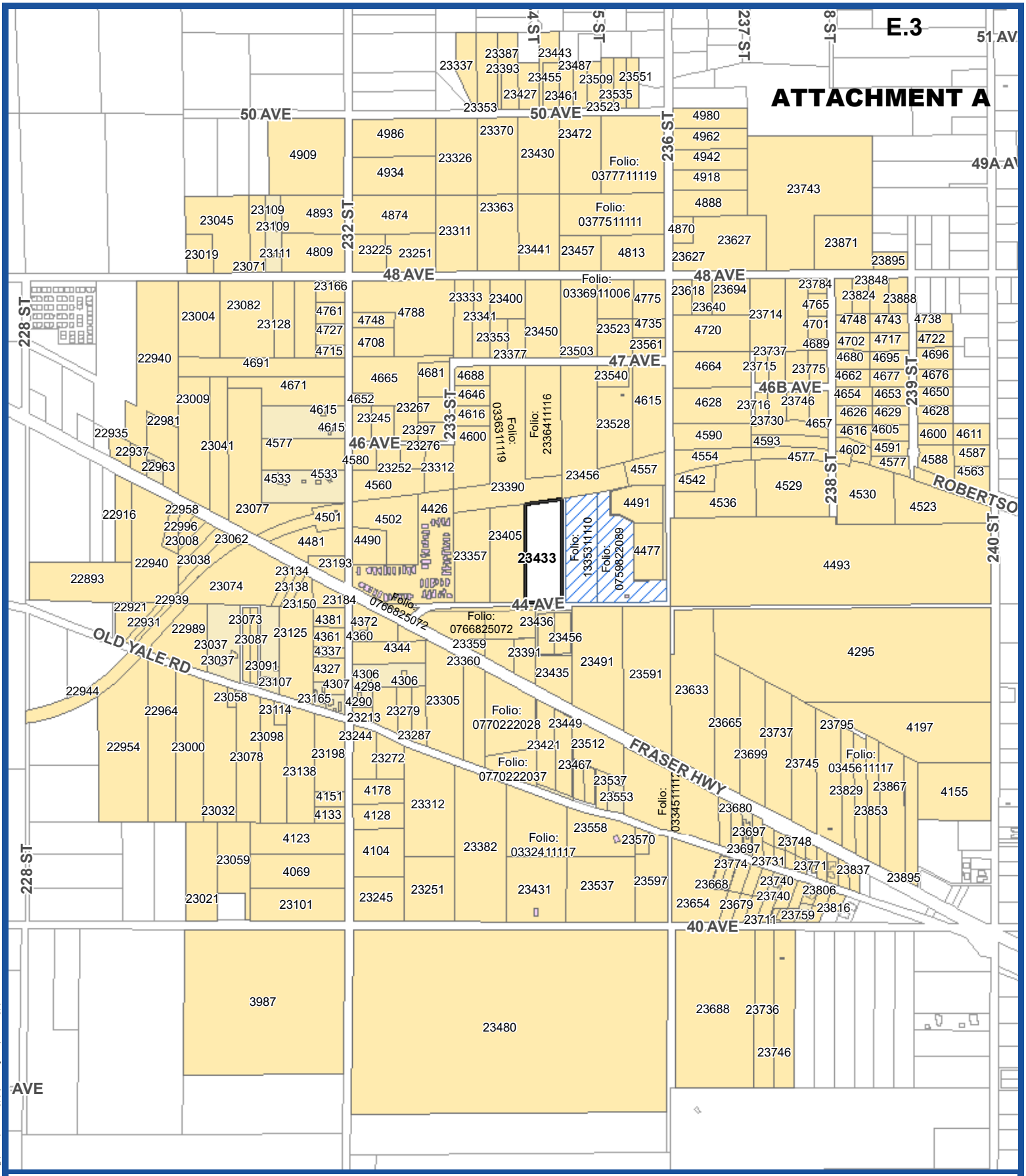
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Respectfully submitted,

Richard Welfing
MANAGER, ENGINEERING SERVICES
for
ENGINEERING DIVISION

ATTACHMENT A	Mail Out Map
ATTACHMENT B	SO001820 Completion Memo
ATTACHMENT C	Site Plan for 23433 – 44 Avenue
ATTACHMENT D	Drainage Plan for 23433 – 44 Avenue
ATTACHMENT E	Resident Letter – Proposed Deposit of Soil at 23433 – 44 Avenue



Township of Langley BC
Est. 1873

SO002579
Properties Balloted (1 Km)

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

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

Printed Date: Wednesday, October 25, 2023

23433 44 AVE - Proposed Soil Work
Properties Balloted
Township Owned Properties

N

0 100 200 Meters

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

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

ATTACHMENT B

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

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

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

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

Site Photo:



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

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

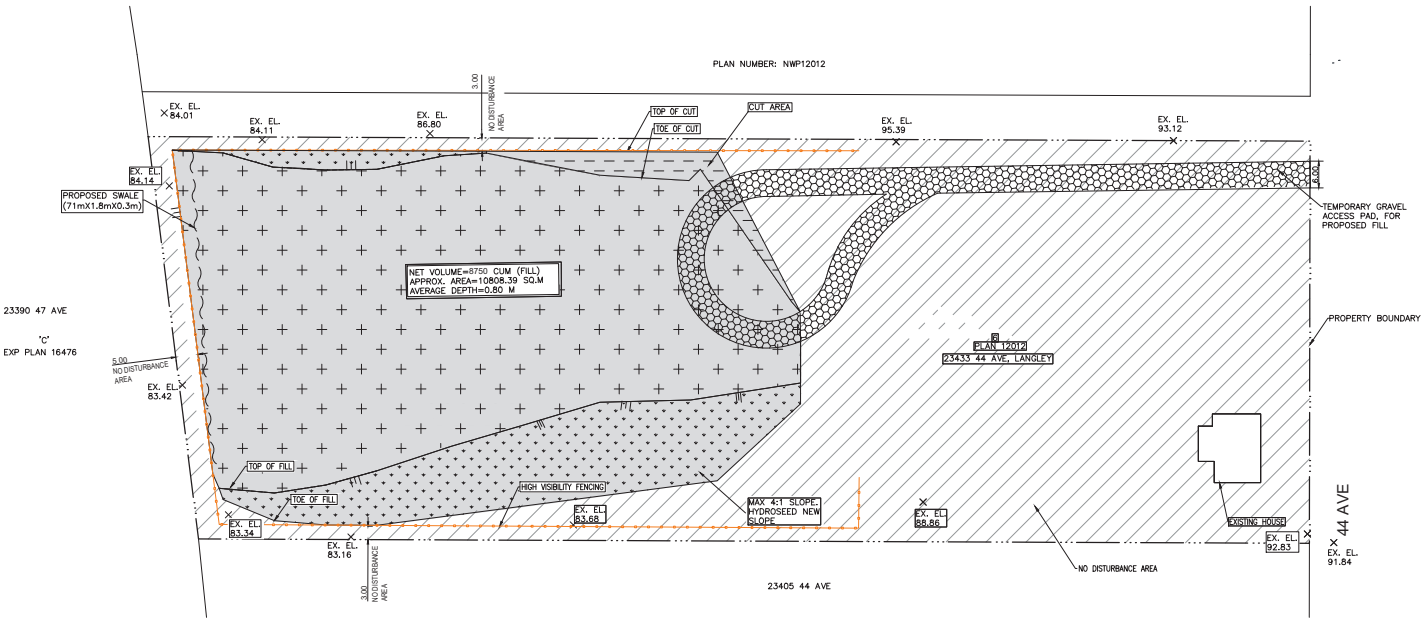
Yours truly,

PROFESSIONAL ENGINEER
PROVINCE OF BRITISH COLUMBIA
A. S. BANWAIT

2023-11-17

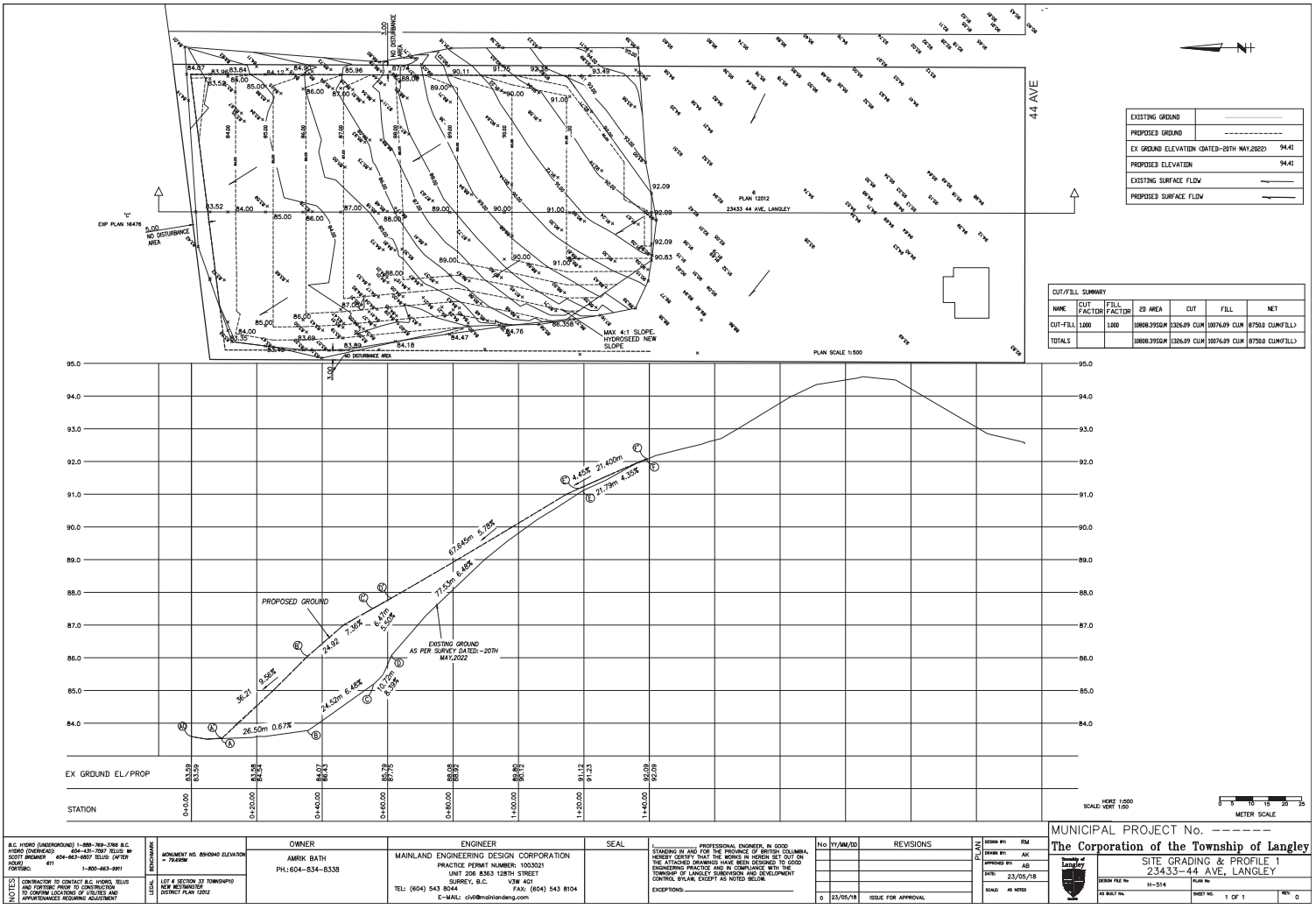
Avnash Banwait
Mainland Engineering Design Corporation

ATTACHMENT C



PROPOSED FILL PLAN
23433–44 AVE, LANGLEY

ATTACHMENT D



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

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

BENCHMARK: MONUMENT NO. 89H0940 ELEVATION = 79.859M

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

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

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

SEAL

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

EXCEPTIONS: _____

No	YY/MM/DD	REVISIONS
0	23/05/18	ISSUE FOR APPROVAL

PLAN

DESIGN BY: RM
DRAWN BY: AK
APPROVED BY: AB
DATE: 23/05/18
SCALE: AS NOTED

MUNICIPAL PROJECT No. ------

The Corporation of the Township of Langley

SITE GRADING & PROFILE 1
23433-44 AVE, LANGLEY

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

ATTACHMENT E

July 14, 2023

Folder SO002579

Township of Langley

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

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

s. 22 FOIPPA

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

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

Regards, s. 22 FOIPPA

s. 22 FOIPPA

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2024 - REGULAR MEETING	**REPORT:**	24-122
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-35-0259
SUBJECT:	LIQUOR LICENCE AMENDMENT APPLICATION NO. 000067 (SMUGGLERS TRAIL CASKWORKS LTD. / 140, 9339 – 200A STREET)		

PROPOSAL:

Request for Council endorsement (to the Liquor and Cannabis Regulation Branch (LCRB)) for a permanent extension of hours of service for Smugglers Trail Caskworks located at 140, 9339 – 200A Street.

RECOMMENDATION SUMMARY:

That Council consider the request to endorse the permanent extension of hours of service application including input received in accordance with Council's Liquor Licencing Policy.

RATIONALE:

Council's consideration of the permanent extension of hours of service application is required in accordance with Council's Liquor Licencing Policy and Liquor and Cannabis Regulation Branch regulations.

RECOMMENDATIONS:

That Council consider the endorsement request for a permanent extension of hours of service for Smugglers Trail Caskworks located at 140, 9339 – 200A Street.

That Council adopt the following resolution, should it decide to endorse Smugglers Trail Caskworks' request:

> *"That Council has considered and ENDORSED the request by Smugglers Trail Caskworks for a permanent change to the hours of liquor service serving Smugglers Trail Caskworks located at 140, 9339 – 200A, Langley, characterized as having liquor service from 9:00AM to Midnight Sunday to Thursday and 9:00AM to 1:00AM Friday and Saturday.*
>
> *In ENDORSING this request, Council deems that it has considered and found acceptable the location of the brewery lounge; the proximity of the brewery lounge to other special or recreational facilities and public buildings; the person capacity of the brewery lounge; the hours of liquor service of the brewery lounge; potential traffic, noise and parking impacts; zoning; and the impact on the community if the application is approved.*
>
> *In ENDORSING this request, Council has considered the views of area residents expressed to Council through written submission opportunity prior to the June 24, 2024*

Council Meeting at the Township of Langley Civic Facility (Fraser River Presentation Theatre), 20338 – 65 Avenue, Langley, BC, the minutes of which and written submissions provided by the public being attached to this resolution.

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

EXECUTIVE SUMMARY:

Smugglers Trail Caskworks has made an application to Council to endorse a permanent extension of hours of service for the brewery lounge located at 140, 9339 – 200A Street.

The application proposes a permanent extension of hours of liquor service to 9:00am to 12:00am Sunday – Thursday and 9:00am to 1:00am Friday and Saturday.

Although the issuance of brewery licences is a Provincial jurisdiction, the Liquor and Cannabis Regulation Branch provides municipal councils with the opportunity to "endorse" or "not endorse" applications for a permanent extension of hours of liquor service for a service area as part of an existing Manufacturer Licence.

Township of Langley Council (through its Liquor Licencing Policy) has chosen to participate in the endorsement process involving applications for the permanent extension of hours of liquor service for a service area as part of an existing Manufacturer Licence. Accordingly, Council may consider the public input prior to consideration of the endorsement request.

PURPOSE:

The purpose of this report is to provide Council with information and recommendations with respect to the endorsement request for permanent extension of hours of service for Smugglers Trail Caskworks located at 140, 9339 – 200A Street.

REFERENCE:

Owner	Silverwynde Properties Inc. 111, 23189 Francis Ave Langley BC V1M 0G4
Agent	Smugglers Trail Caskworks Ltd. 140, 9339 – 200A Street Langley BC V1M 0B3
Legal Description:	Lot B Section 35 Township 8 New Westminster District Plan BCP33807
Civic Address:	140, 9339 – 200A Street
Area:	0.79 ha (1.96 ac)
Northwest Langley Community Plan:	Light Industrial
Existing Zoning:	Comprehensive Development Zone CD-14

BACKGROUND/HISTORY:

- The subject property is designated Light Industrial in the Northwest Langley Community Plan and is zoned Comprehensive Development Zone CD-14. At the July 22, 2019 Meeting, Council endorsed the request from Smugglers Trail Caskworks for a 102 person brewery lounge at the subject site.
- At the October 5, 2020 Meeting, Council endorsed the request from Smugglers Trail Caskworks to increase the overall occupant load from 102 to 147 people through the addition of a new licenced area (45 person enclosed patio).
- As a result of the impacts of the COVID-19 pandemic, provincial health requirements shifted to allow for new temporary outdoor expanded service areas (TESA). Smugglers Trail Caskworks operated a TESA in 2021 and early 2022. In January 2022, and consistent with the revised permissions, Smugglers Trail Caskworks applied to convert the TESA into a permanent licenced area (patio). At the May 9, 2022 Meeting, Council endorsed the request by Smugglers Trail Caskworks for the structural change (addition of a new licenced area (patio)) and an increase in the person capacity from 147 to 170 for the existing brewery lounge.
- Smugglers Trail Caskworks is now seeking Council's endorsement to the LCRB for a permanent extension of hours of service. This request is being considered pursuant to Policy No. 07-407 Liquor Licencing Policy (Attachment C). The policy requires Council to hold a "Liquor Licencing Hearing" prior to considering endorsement (to the LCRB) of the request for a permanent change.

DISCUSSION/ANALYSIS:

- Smugglers Trail Caskworks has applied to the LCRB for a permanent extension of hours of service.
- The current licence for the brewery lounge includes hours of service from 11:00am to 9:00pm on Sunday and Monday; 11:00am to 11:00pm on Tuesday – Thursday; and 11:00am to 1:00am on Friday and Saturday.

- The proponent has applied for a permanent extension of hours of service to 9:00am to 12:00am Sunday – Thursday and 9:00am to 1:00am Friday and Saturday (Attachments B and D).
- Staff note that the applicant proposes to change the morning opening hours from the existing licensed time of 11:00am to 9:00am, seven days a week. Additionally, they propose to extend the closing serving hours on Sunday – Thursday from the current 9:00pm to 12:00am.
- Although the approval of a permanent extension of hours of service is a Provincial jurisdiction, the LCRB provides Council with the opportunity to "endorse" or "not endorse" applications for the permanent extension of hours of service.

Adjacent Uses:

	Existing Use	Northwest Langley Community Plan	Existing Zoning
North:	A property with multi-tenant light industrial uses and a driveway to 200A Street	Light Industrial	Comprehensive Development Zone C-14
South:	A property with multi-tenant industrial uses	Light Industrial	Service Industrial Zone M-1A
East:	A property with multi-tenant industrial uses	Light Industrial	Comprehensive Development Zone C-14
West:	A property with multi-tenant industrial / commercial uses	Light Industrial	Comprehensive Development Zone C-14

Liquor Licencing Policy:

- Council adopted its Liquor Licence Endorsement Policy in 2004, and approved revisions to the Policy in 2017. The policy requires that Council be consulted with respect to applications for the permanent extension of hours of liquor service under the Manufacturer Licence. It also requires Council to hold a "Liquor Licencing Hearing" accommodated as a written submission opportunity.

Liquor and Cannabis Regulation Branch Application Summary:

- The proponent has submitted a request to endorse the extension of hours of service. According to LCRB regulations, the resolution is to comment on the following criteria:

    a) the impact of noise on the community in the immediate vicinity of the location of the service area under the endorsement
    b) the general impact on the community
    c) the view of residents
    d) the Local Government recommendations and the reasons on which they are based

Policy Considerations:

Although the issuance of Liquor Licences is a Provincial jurisdiction, the LCRB provides Council with the opportunity to "endorse" or "not endorse" the permanent extension of hours of liquor

service of a service area application. Council, through the Liquor Licencing Policy, has chosen to participate in the endorsement process as it pertains to the permanent extension of hours of a service area to a Manufacturer Licence. Pursuant to Council's Liquor Licencing Policy, staff have advertised the proposal in area newspapers and mailed notices to nearby residents providing an opportunity for public comment consistent with LCRB requirements.

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

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

Respectfully submitted,

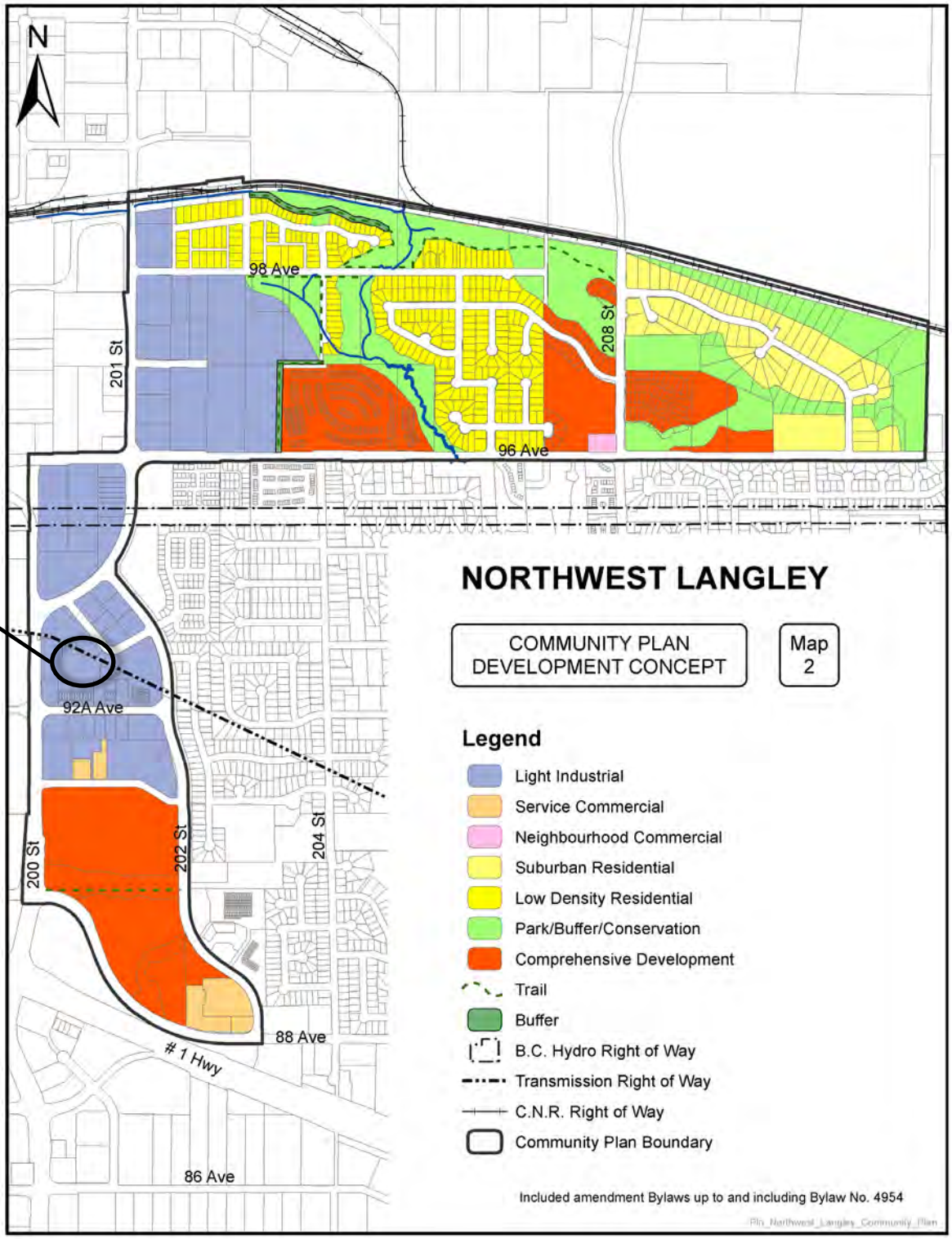
Mohammad Nemati
PLANNING TECHNICIAN
for
COMMUNITY DEVELOPMENT DIVISION

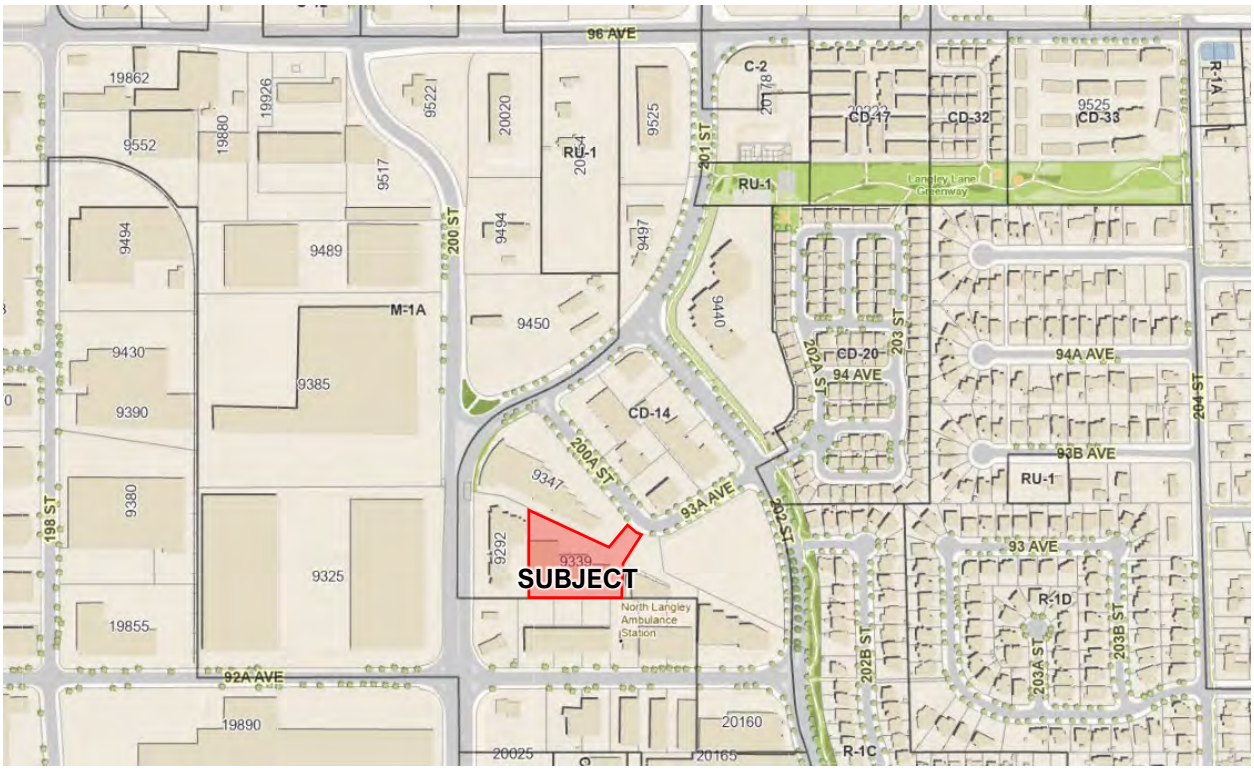
ATTACHMENT A	Maps and Graphics
ATTACHMENT B	Letter of Intent Submitted by Applicant
ATTACHMENT C	Policy No. 07-407 Liquor Licencing
ATTACHMENT D	Existing and Proposed Hours of Liquor Service

ATTACHMENT A

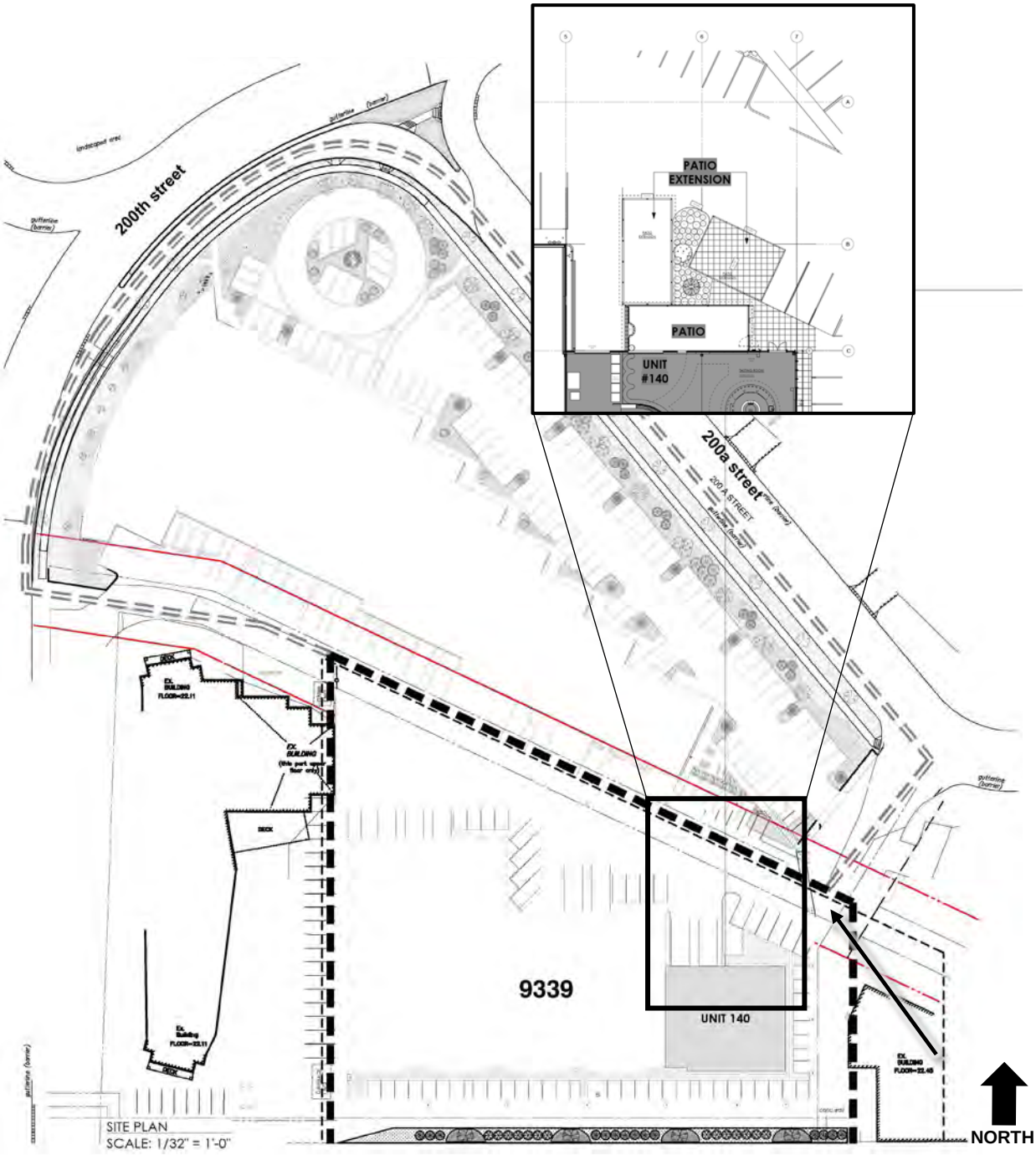


AERIAL CONTEXT MAP


N
98 Ave
96 Ave
201 St
208 St
SUBJECT
92A Ave
200 St
202 St
204 St
88 Ave
1 Hwy
86 Ave
NORTHWEST LANGLEY
COMMUNITY PLAN DEVELOPMENT CONCEPT
Map 2
Legend
Light Industrial
Service Commercial
Neighbourhood Commercial
Suburban Residential
Low Density Residential
Park/Buffer/Conservation
Comprehensive Development
Trail
Buffer
B.C. Hydro Right of Way
Transmission Right of Way
C.N.R. Right of Way
Community Plan Boundary
Included amendment Bylaws up to and including Bylaw No. 4954



ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT

ATTACHMENT B

Smugglers Trail Caskworks Ltd.

November 23, 2023.

Re: Smugglers Trail Caskworks Extended Hours of Service Application.

To Whom it May Concern:

Smugglers Trail Caskworks Ltd. has been operating a brewery and tasting lounge (Since October 2020) and licensed patio (since April 2020) at 140 – 9339 200A St. in the Township of Langley. Smugglers Trail was also permitted to convert a Temporary Expanded Service Area (TESA) to permanent licensed patio seating in 2022.

Smugglers Trail has since added breakfast/brunch service to our operations. We wish to offer alcoholic beverage options (such as a Caesar or Bailey's Coffee) to our guests. Therefore, we are seeking to extend our hours of service to include 9am licensed openings. Proposed extended hours of licensed service would be:

Sunday – Thursday. 9am – Midnight .
Friday, Saturday. 9am – 1am.

Attached, you will find the necessary documents as required by the Township of Langley for council review.

Smugglers Trail currently operates with an overall occupancy load of 160 plus 10 staff including indoor and outdoor spaces.

The extended service hours will be added to a facility that features:

- An approved occupancy load of 160 persons.
- Previously approved Hours of operation: Sun, Mon 11am-9pm, Tues-Thurs 11am-11pm, Fri-Sat 11am-1am.
- A popular manufacturing facility and lounge that has been successfully operating in the Township of Langley for over three years.
- A tasting lounge whose theme and décor reflects historical elements of Langley such as the legends and characters involved in the use of the Smugglers' Trail (now Glover Rd).
- Simply prepared pub-style foods such as burgers, poutines and pizzas along with cold food items such as salads and share plates.
- Breakfast/Brunch offerings that blend unique yet familiar dishes.

- Beverages available on site include beer, wine, cider, pre-mixed beverages and non-alcoholic options such as soda.
- A dance area for special events only or when live music is scheduled.
- Other events include comedy shows, trivia contests, karaoke, board games, contests, sports viewing or DJ music.
- The surrounding area is primarily industrial to the North, East, West and South with the Sportsplex arena and Colossus entertainment district to the South. There are some residential areas within a kilometer of our site.

Smugglers Trail Has rapidly become a neighbourhood classic and we would like to expand our offerings to other times of the day.

We would be happy to discuss our brewery and extended patio concept with the staff and council of the Township of Langley and welcome any questions you may have.

Sincerely,

Jamie Overgaard
Director,
Smugglers' Trail Caskworks Ltd.

ATTACHMENT C

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Liquor Licencing

Policy No:	**07-407**
Previous Policy No:	**07-615**
Approved by Council:	**2004-06-14**
Revised by Council:	**2016-05-30**
Revised by Council:	**2017-07-24**
Revised by Council:	

1. Purpose

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

2. Background

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

3. Related Bylaws

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

4. Notice of Liquor Licence Applications

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

4.1.1 an application for a new Liquor Primary Licence;

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

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

4.1.2.2 adding or amending a temporary use area endorsement;

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

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

4.1.2.5 the permanent addition of a patio;

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

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

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

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

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

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

4.1.5.3 the permanent addition of a patio;

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

4.1.6.1 a temporary use area endorsement;

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

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

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

4.1.7.1 adding or amending a temporary use area endorsement;

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

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

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

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

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

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

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

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

4.2.6 existing and/or proposed entertainment type;

4.2.7 existing and/or proposed hours of liquor service;

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

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

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

5. Review and Consideration

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

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

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

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

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

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

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

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

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

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

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

5.5.1.1 Fire Prevention Bylaw 2013 No. 4956;

5.5.1.2 Langley Building Bylaw 2008 No. 4642;

5.5.1.3 Licencing Bylaw 2016 No. 5192;

5.5.1.4 Noise Control Bylaw 2015 No. 5172;

5.5.1.5 Subdivision and Development Servicing Bylaw 2011 No. 4861;

5.5.1.6 Highway and Traffic Bylaw 2010 No. 4758; and

5.5.1.7 Zoning Bylaw 1987 No. 2500;

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

5.5.3 Crime Prevention Through Environmental Design (CPTED) criteria;

5.5.4 requirements and conditions imposed by Council in connection with:

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

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

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

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

6. Comments and Recommendations Provided to the LCLB

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

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

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

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

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

6.1.1.4 the general impact on the community;

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

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

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

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

ATTACHMENT D

Existing and Proposed Hours of Liquor Service

Existing Hours of Liquor Service	Proposed Hours of Liquor Service
Monday: 11:00AM – 9:00PM	Monday: 9:00AM – 12:00AM
Tuesday: 11:00AM – 9:00PM	Tuesday: 9:00AM – 12:00AM
Wednesday: 11:00AM – 11:00PM	Wednesday: 9:00AM – 12:00AM
Thursday: 11:00AM – 11:00PM	Thursday: 9:00AM – 12:00AM
Friday: 11:00AM – 1:00AM	Friday: 9:00AM – 1:00AM
Saturday: 11:00AM – 1:00AM	Saturday: 9:00AM – 1:00AM
Sunday: 11:00AM – 9:00PM	Sunday: 9:00AM – 12:00AM

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2024 - REGULAR MEETING	**REPORT:**	24-121
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-13-0101
SUBJECT:	WINERY LOUNGE ENDORSEMENT APPLICATION NO. 000068 (HERITAGE 1909 FARMS / 6681 GLOVER ROAD)		

PROPOSAL:

Request for Council endorsement (to the Liquor and Cannabis Regulation Branch (LCRB)) for a new winery lounge (including patio) for Heritage 1909 Farms located at 6681 Glover Road.

RECOMMENDATION SUMMARY:

That Council consider the request to endorse the winery lounge (including patio) application including input received in accordance with Council's Liquor Licencing Policy.

RATIONALE:

Council's consideration of the winery lounge (including patio) endorsement request is required in accordance with Council's Liquor Licencing Policy and Liquor and Cannabis Regulation Branch regulations.

RECOMMENDATIONS:

That Council consider the endorsement request for a new winery lounge (including patio) for Heritage 1909 Farms located at 6681 Glover Road.

That Council adopt the following resolution, should it decide to endorse Heritage 1909 Farms' request:

> *"That Council has considered and ENDORSED the request by Heritage 1909 Farms for a 130-person winery lounge (including patio) serving Heritage 1909 Farms located at 6681 Glover Road, Langley, characterized as having lounge liquor service from 9am to 11pm 7 days a week.*
>
> *In ENDORSING this request, Council deems that it has considered and found acceptable the location of the winery lounge; the proximity of the winery lounge (including patio) to other special or recreational facilities and public buildings; the person capacity of the winery lounge (including patio); the hours of liquor service of the winery lounge (including patio); 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 June 24, 2024 Council Meeting at the Township of Langley Civic Facility (Fraser River Presentation Theatre), 20338 – 65 Avenue, Langley, BC, the minutes of which and written submissions provided by the public being attached to this resolution.

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

EXECUTIVE SUMMARY:

Rising Tide Consultants has made an application on behalf of Heritage 1909 Farms to endorse a new winery lounge (including patio) for Heritage 1909 Farms located at 6681 Glover Road. The proposed winery lounge (including patio) will serve as an accessory use to the winery located on the subject site.

The subject application proposes a capacity of 130 persons for the winery lounge area, consisting of 64 persons in the indoor lounge and 66 persons in the patio section.

Although the issuance of winery licences is a Provincial jurisdiction, the Liquor and Cannabis Regulation Branch provides municipal councils with the opportunity to "endorse" or "not endorse" applications for a winery lounge. Township of Langley Council (through its Liquor Licencing Policy) has chosen to participate in the endorsement process involving lounge endorsements to existing manufacturer licences. Accordingly, Council may consider the public input prior to consideration of the endorsement request.

PURPOSE:

The purpose of this report is to provide Council with information and recommendations with respect to the endorsement request for a winery lounge (including patio) for Heritage 1909 Farms located at 6681 Glover Road.

REFERENCE:

Owner	6681 Holdings Ltd. 200, 6470 – 201 Street Langley, BC V2Y 2X4
Agent	Rising Tide Consultants 1620, 1130 West Pender Street Vancouver, BC V6E 4A4
Legal Description:	Lot A District Lots 21 and 22 Group 2 New Westminster District Plan LMP23262
Civic Address:	6681 Glover Road
Area:	3.96 ha (9.78 ac)
Existing Zoning:	Rural Zone RU-3
Rural Plan:	Agricultural/Countryside

BACKGROUND/HISTORY:

- The subject site is located in the Agricultural Land Reserve (ALR), is designated Agricultural/Countryside in the Rural Plan and is zoned Rural Zone RU-3.
- A winery is permitted as an agricultural use under Rural Zone RU-3 where the winery complies with the requirements of the ALR.
- Heritage 1909 Farms has an application to LCRB for manufacturing for a winery and are proposing to have a lounge.

DISCUSSION/ANALYSIS:

- Rising Tide Consultants has applied to the LCRB for a winery lounge (including patio) for Heritage 1909 Farms.
- The proposed winery lounge (including patio) would allow the licenced winery to serve the wine produced on the premises in a designated lounge and patio area.
- The proponent is requesting approval for a capacity of 130 persons for the winery lounge area (consisting of 64 persons in the indoor lounge and 66 persons in the patio section) with service hours from 9:00am to 11:00pm, seven days a week.
- Although the approval of new winery (manufacturer) licences, picnic areas, or on-site retail stores is a Provincial jurisdiction, the LCRB provides Council with the opportunity to "endorse" or "not endorse" applications for a winery lounge (including patio).

Adjacent Uses:

	Existing Use	Rural Community Plan Designation	Existing Zoning
North:	North Creek, beyond which is a property with an existing farm	Agricultural/Countryside	Rural Zone RU-3
South:	Railway and Glover Road, beyond are multiple properties. One property with an existing dwelling and accessory uses (currently under an ALR non-farm use application, ToL	Agricultural/Countryside	Rural Zone RU-3 Service Commercial Zone C-3 Civic Institutional Zone P-1

	Project No. 08-13-0098), one vacant property, and one property with an assembly use		
East:	Worrell Crescent, beyond which is a property with an existing dwelling and farm	Agricultural/Countryside	Rural Zone RU-3
West:	A property with an existing farm	Agricultural/Countryside	Rural Zone RU-3

Liquor Licencing Policy:

- Council adopted its Liquor Licence Endorsement Policy in 2004, and approved revisions to the Policy in 2017. The policy requires that Council be consulted with respect to applications to add a lounge endorsement and/or a special event area endorsement to an existing Manufacturer Licence. It also requires Council to hold a "Liquor Licencing Hearing" accommodated as a written submission opportunity.

Liquor and Cannabis Regulation Branch Application Summary:

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

Policy Considerations:

Although the issuance of Liquor Licences is a Provincial jurisdiction, the LCRB provides Council with the opportunity to "endorse" or "not endorse" applications for a winery lounge. Council, through the Liquor Licencing Policy, has chosen to participate in the endorsement process as it pertains to applications to add a lounge endorsement and / or a special event area endorsement to an existing Manufacturer Licence.

Pursuant to Council's Liquor Licencing Policy, staff have advertised the proposal in area newspapers and mailed notices to nearby residents providing an opportunity for public comment consistent with LCRB requirements. Following the written submission opportunity, Council has the option of endorsing the application as submitted; endorsing the application subject to conditions; or not endorsing the application. Assuming Council is supportive of the application, the resolution must be consistent with LCRB requirements. Council may add to or expand upon the items referenced in the resolution however, according to the LCRB all items in the resolution must be referenced.

Respectfully submitted,

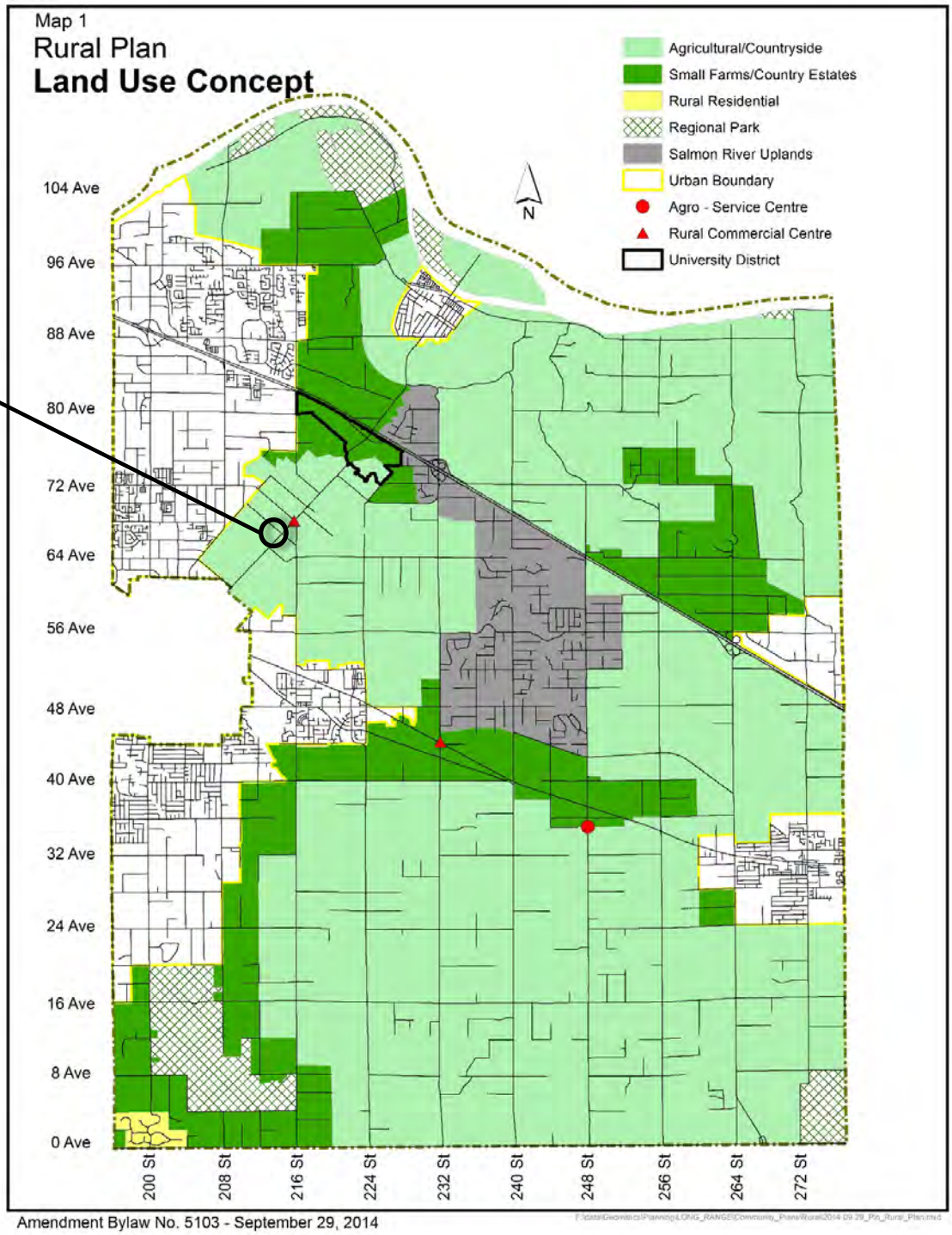
Mohammad Nemati
PLANNING TECHNICIAN
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Maps and Graphics
ATTACHMENT B Letter of Intent
ATTACHMENT C Table of Existing and Proposed Hours of Liquor Service
ATTACHMENT D Policy No. 07-407 Liquor Licencing

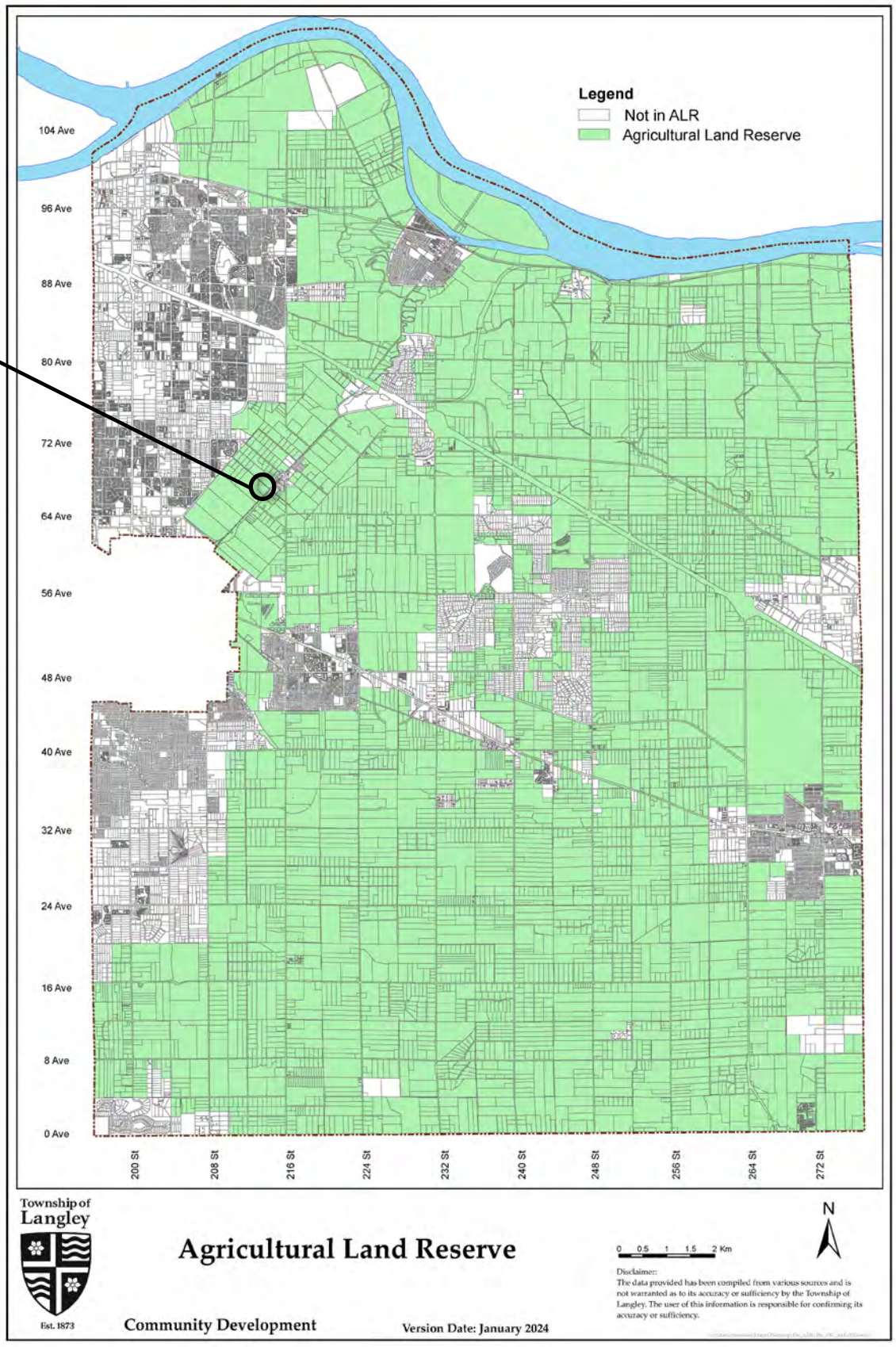
ATTACHMENT A

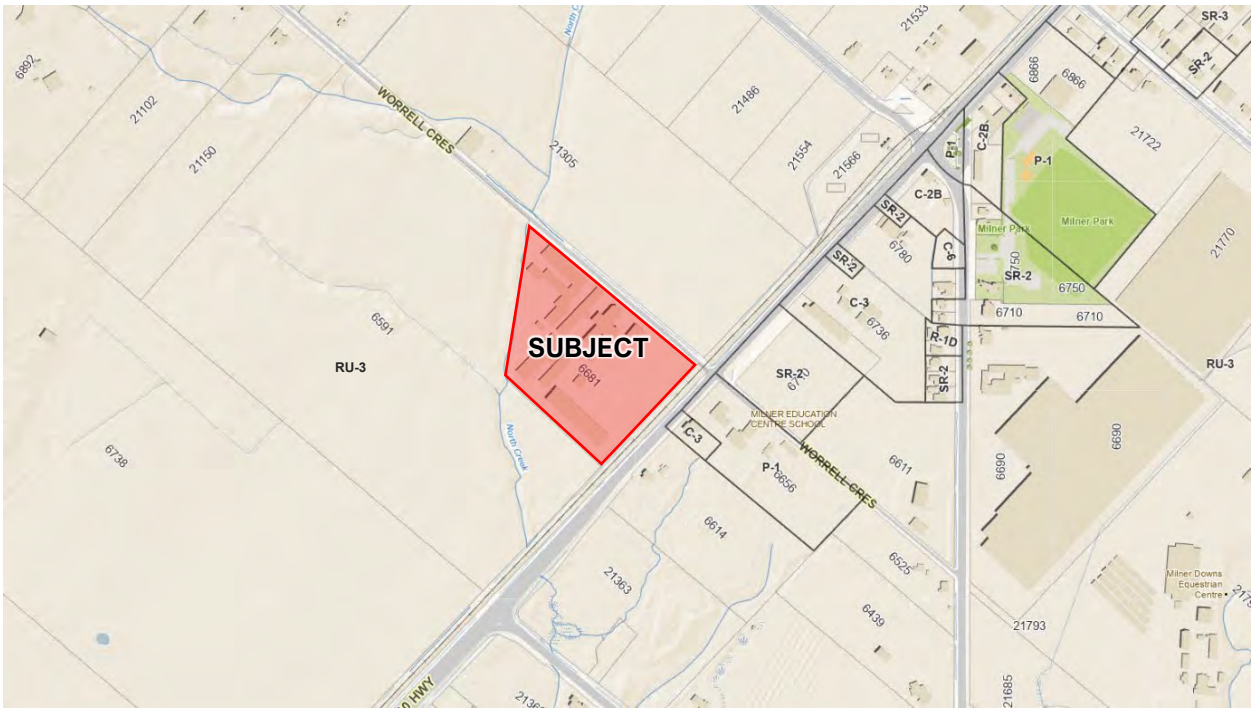


AERIAL CONTEXT MAP

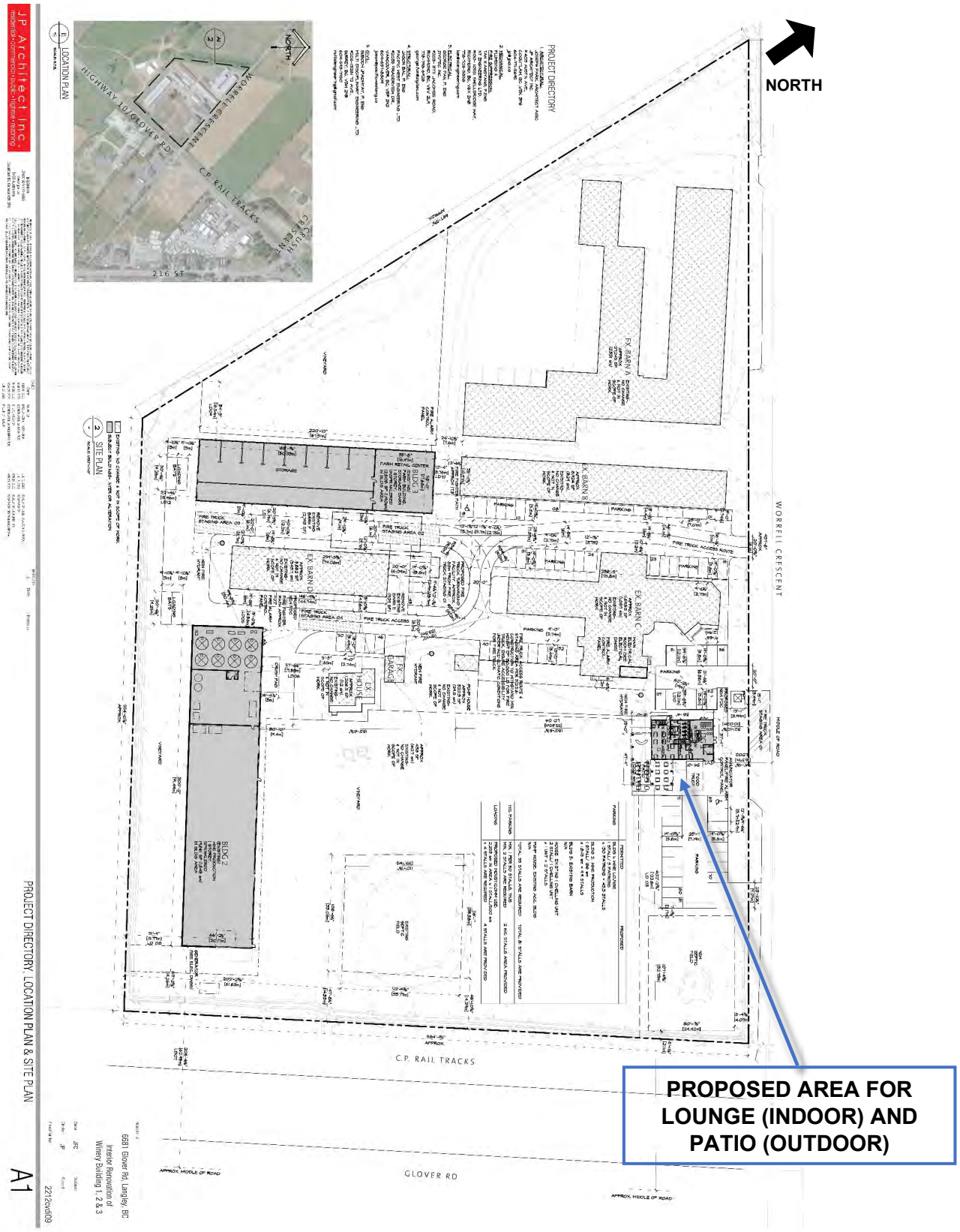


Amendment Bylaw No. 5103 - September 29, 2014

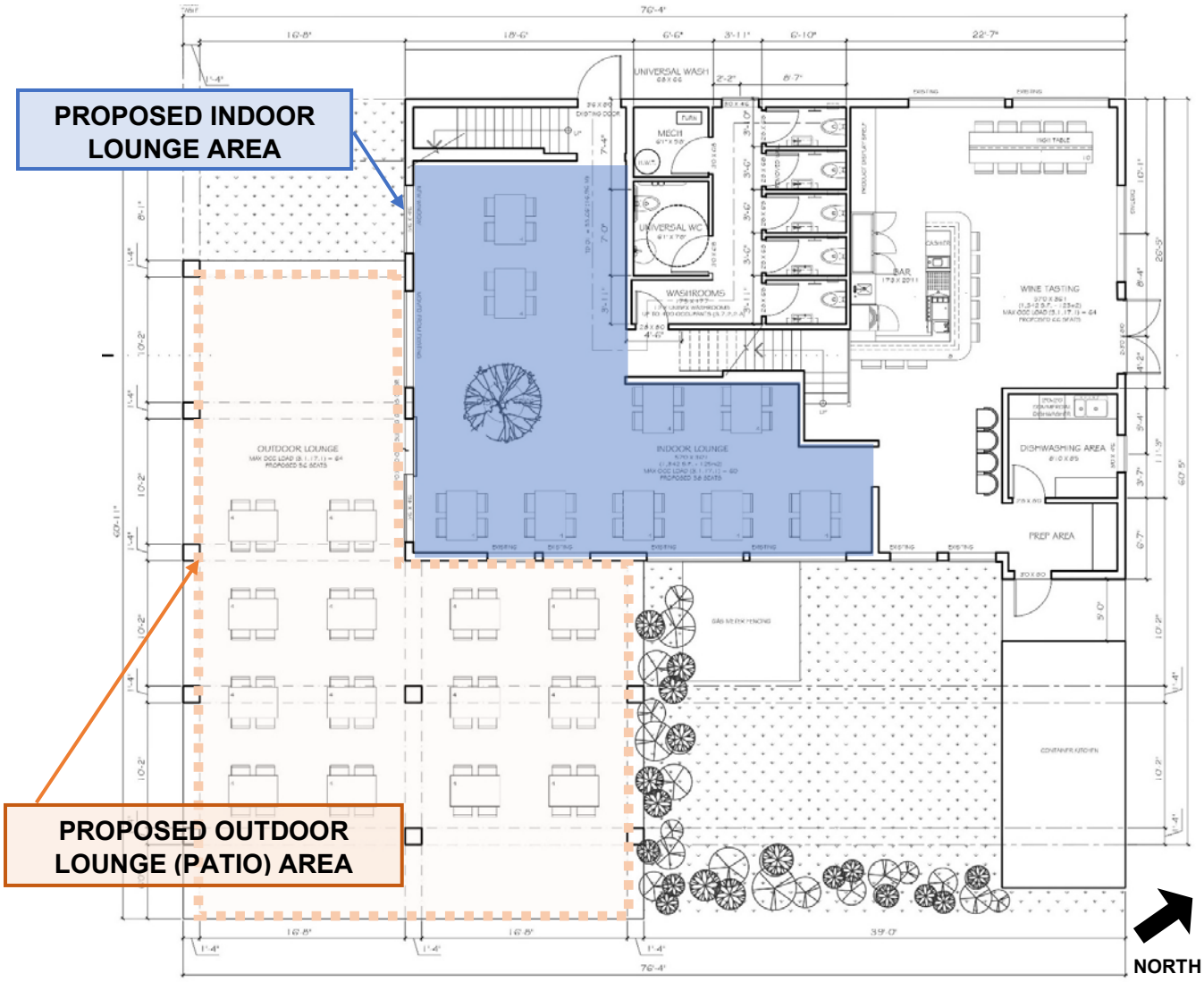

SUBJECT
Legend
Not in ALR
Agricultural Land Reserve
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Township of Langley
Est. 1873
Agricultural Land Reserve
Community Development
Version Date: January 2024
N
0 0.5 1 1.5 2 Km
Disclaimer:
The data provided has been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy or sufficiency.



ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT



PROPOSED OUTDOOR LOUNGE (PATIO) AREA

PROPOSED INDOOR LOUNGE AREA

LOUNGE FLOOR PLAN – SUBMITTED BY APPLICANT

Rising Tide CONSULTANTS

Experts in liquor licensing for the success of your business

APPLICATION FOR A LOUNGE ENDORSEMENT
FOR A MANUFACTURING FACILITY

AT: HERITAGE 1909 FARMS
6681 GLOVER ROAD,
LANGLEY, B.C.

APPLICANT: 1909 VENTURES LTD.

LETTER OF INTENT
FOR AN APPLICATION FOR A LOUNGE ENDORSEMENT FOR A MANUFACTURING FACILITY

Submitted to:

Liquor and Cannabis Regulation Branch
4th Floor – 645 Tyee Road
Victoria, B.C.V9A 6X5
Tel: (250) 952-5787

Submitted by:

Rising Tide Consultants
1620 - 1130 West Pender Street,
Vancouver BC V6E 4A4
Tel: (604) 669-2928
Fax: (604) 669-2920

PRIMARY FOCUS OF THE BUSINESS

The Heritage 1909 Farms is proposed to be a manufacturing facility for a winery and are proposing to have a lounge, tasting room and retail endorsement.

There will also be a submission for a four separate 30 person Picnic Areas across the property.

The applicant's mission is to establish and position itself as a leading wine producer in British Columbia by creating a destination in the heart of the Township of Langley. The Township of Langley has a smart and educated wine and liquor populace that demands a breadth of selection and the applicant intends to be a small-batch winery who can pivot to meet demand as needed. They will offer a boutique, artisan approach to all of their products.

The winery Lounge will be located within a large building already on the property which is separate from the Manufacturing Facility. There will be an interior lounge of 125 m2 and an exterior patio Lounge of 120 m2 which is the limit permitted by the Agricultural Land Commission without applying for a non-farm use application. There will also be a Tasting Room and Retail Store immediately adjacent to the Lounge area to allow for patrons to just do Tastings versus purchasing full size drinks in the Lounge area.

HOURS OF OPERATION

The proposed hours of licensing for this Winery Lounge are 9:00am to 11pm, 7 days per week.

FOOD SERVICE

The Heritage 1909 Farms will provide exceptional food and beverage service in a modern winery culture environment. The menu will pair wine products with fresh sustainable comfort food. They will have on their menu a full selection of appetizers and entrees that are a mix of hot and cold and that have been procured by Chef James Work.

BENEFITS TO THE COMMUNITY

The applicant's proposed establishment will benefit the community in the following ways:

- Employment opportunities for residents of the area;
- Provide a source of additional tax revenue for the city, the provincial and federal governments;
- Further diversify the hospitality venues available to the residents, business people and tourists to Langley;
- Provide an additional venue for community events, fundraisers and events (within the Lounge);

- Build a strong community profile by way of sponsorships and participation in community activities.

ENTERTAINMENT

The entertainment in this establishment will include background music along with some live entertainment. From time to time a local musician or local DJ's will be featured. There will be TV monitors available for guests to enjoy seasonal sporting events or wine education videos and this will enhance the Heritage 1909 Farms focus of providing a comfortable atmosphere.

COMPOSITION OF NEIGHBOURHOOD

The site of the proposed lounge is located within the Township of Langley and there are no manufacturing winery establishments, social or public facilities within a 1.0 km radius of the proposed site with a Lounge endorsement.

NOISE IN THE COMMUNITY

As the applicant's proposed establishment is a lounge enclosed within a separate building from the manufacturing facility, they do not expect to have any noise issues. The applicant must follow the Township of Langley noise by-laws and ensure they are not a noise nuisance to surrounding neighbors. The applicant feels it is in their best interest to ensure no noise will negatively impact the surrounding community, as they are focused on attracting the surrounding residential community as their client base. Based on the above noted information, the applicant feels this Lounge within the community will not create additional noise.

OTHER FACTORS

The applicant also submits the following additional factors for consideration:

- The size of the proposed Lounge is 125 sq. mt. with 64 persons (60 seats plus 4 staff) occupancy and the Lounge Patio is 125 sq. mt. with 66 persons (64 seats and 2 staff) occupancy;
- The applicant wishes to allow for minors if accompanied by a parent, guardian or responsible adult (as per the new guidelines by Liquor and Cannabis Regulation Branch;
- There will be extensive food service available and a commercial grade kitchen;
- One of the main goals of the principals is to build a strong community profile and sponsor local events.

All of which is respectfully submitted this 14th day of February, 2024.

Rising Tide Consultants
1620-1130 West Pender Street

Vancouver BC V6E 4A4

ATTACHMENT C

SUBJECT APPLICATION:

Winery	Address	Proposed Hours of Operation	Person Capacity	Council Consideration
Heritage 1909 Farms	6681 Glover Road	9am – 11pm daily	64 person indoor lounge, 66 person patio	June 24, 2024

OTHER WINERY / CIDERY / DISTILLERY APPLICATIONS:

Winery	Address	Endorsed Hours of Operation	Person Capacity	Council Endorsement
SinoCan Estate Winery	2218 – 240 Street	Lounge: 9am – 11pm daily Special Event Area: 11am – 11pm daily	50 person lounge 150 person special event area	April 15, 2024
Chapter Estates Winery	1268 – 216 Street	9am to midnight daily	116 person winery lounge, 160 person special event area	April 17, 2023
Roots and Wings Distillery Inc.	7897 – 240 Street	noon – 8pm Mon. – Wed., noon – 10pm Thurs. – Sun.	36 person patio	June 13, 2022
Chaberton Estate Winery	1064 – 216 Street	11:30am – 11:30pm daily	65 person patio	April 12, 2021
Otter Trail Winery	5974 – 248 Street	11am – 10pm Tues. – Sun.	64 person indoor lounge, 32 person patio; 126 person special event area	September 21, 2020
City Side Winery Ltd.	2974 – 224 Street	10 – midnight daily	65 person indoor lounge, 65 person patio	April 20, 2020
Backyard Vineyards Corp.	3033 – 232 Street	11am – 8pm Mon. – Wed.; 11am – 9pm Thurs. – Sat., 11am – 7pm Sun.	32 person indoor lounge, 28 person patio	March 9, 2020
Festina Lente Estate Winery Ltd.	21113 – 16 Avenue	1 – 6pm daily	10 person indoor lounge, 14 person patio; 65 person special event area	July 22, 2019
Fraser Valley Cider Company	22128 – 16 Avenue	11am – 10pm daily	22 person indoor lounge, 50 person patio; 150 person special event area	January 14, 2019
Township 7 Vineyards & Winery	21152 – 16 Avenue	10am – 10pm daily	48 person indoor lounge, 44 person patio; 100 person special event area	September 17, 2018

Roots and Wings Distillery Inc.	7897 – 240 Street	noon – 8pm daily	14 person capacity (inclusive of indoor and patio); 150 person special event area	July 23, 2018
Domaine de Chaberton	1064 – 216 Street	11:00am – 11:30pm daily	150 person special event area	June 11, 2018
Glass House Estate Winery	23449 – 0 Avenue	11:00am – 11:30pm Wednesday to Sunday	50 person indoor lounge, 65 person patio; 100 person special event area	March 5, 2018
Backyard Vineyards Corp.	3033 – 232 Street	11am – 5pm daily	32 person indoor lounge, 28 person patio	March 19, 2018
Krause Berry Farms and Estate Winery	6179 – 248 Street	9am – midnight daily	65 person indoor lounge, 65 person patio; 100 person special event area	July 9, 2012

ATTACHMENT D

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Liquor Licencing

Policy No:	**07-407**
Previous Policy No:	**07-615**
Approved by Council:	**2004-06-14**
Revised by Council:	**2016-05-30**
Revised by Council:	**2017-07-24**
Revised by Council:	

1. Purpose

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

2. Background

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

3. Related Bylaws

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

4. Notice of Liquor Licence Applications

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

4.1.1 an application for a new Liquor Primary Licence;

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

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

4.1.2.2 adding or amending a temporary use area endorsement;

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

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

4.1.2.5 the permanent addition of a patio;

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

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

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

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

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

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

4.1.5.3 the permanent addition of a patio;

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

4.1.6.1 a temporary use area endorsement;

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

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

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

4.1.7.1 adding or amending a temporary use area endorsement;

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

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

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

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

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

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

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

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

4.2.6 existing and/or proposed entertainment type;

4.2.7 existing and/or proposed hours of liquor service;

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

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

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

5. Review and Consideration

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

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

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

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

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

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

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

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

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

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

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

5.5.1.1 Fire Prevention Bylaw 2013 No. 4956;

5.5.1.2 Langley Building Bylaw 2008 No. 4642;

5.5.1.3 Licencing Bylaw 2016 No. 5192;

5.5.1.4 Noise Control Bylaw 2015 No. 5172;

5.5.1.5 Subdivision and Development Servicing Bylaw 2011 No. 4861;

5.5.1.6 Highway and Traffic Bylaw 2010 No. 4758; and

5.5.1.7 Zoning Bylaw 1987 No. 2500;

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

5.5.3 Crime Prevention Through Environmental Design (CPTED) criteria;

5.5.4 requirements and conditions imposed by Council in connection with:

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

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

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

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

6. Comments and Recommendations Provided to the LCLB

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

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

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

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

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

6.1.1.4 the general impact on the community;

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

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

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

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

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2024 – REGULAR MEETING	**REPORT:**	24-126
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	10-24-0055
SUBJECT:	TELECOMMUNICATION TOWER APPLICATION NO. 000010 (TELUS / CYPRESS LAND SERVICES / 26245 – 28 AVENUE)		

PROPOSAL:

Application by Cypress Land Services to construct a 46.4 m (152.23 ft) high telecommunications tower and accessory compound for Telus at 26245 – 28 Avenue.

RECOMMENDATION SUMMARY:

That Council consider Cypress Land Services' application and advise Innovation Science and Economic Development (ISED) Canada whether: a) it does not object, or b) it objects to a proposed 46.4 m (152.23 ft) high telecommunication tower and accessory compound at 26245 – 28 Avenue.

RATIONALE:

Although Cypress Land Services has complied with Council's Telecommunication Tower Policy No. 07-331, the application must also be submitted to Innovation, Science and Economic Development (ISED) Canada which has jurisdiction over telecommunication tower locations and construction.

RECOMMENDATION:

That Council consider Cypress Land Services application to ISED Canada regarding a proposed 46.4 m (152.23 ft) high telecommunication tower and accessory compound at 26245 – 28 Avenue and adopt one of the following resolutions:

a) **That** Council advise Innovation, Science and Economic Development Canada that it does not object to Cypress Land Services application to construct a 46.4 m (152.23 ft) high telecommunication tower and accessory compound at 26245 - 28 Avenue.

or

b) **That** Council advise Innovation, Science and Economic Development Canada that it objects to Cypress Land Services application to construct a 46.4 m (152.23 ft) high telecommunication tower and accessory compound at 26245 - 28 Avenue.

EXECUTIVE SUMMARY:

Cypress Land Services has requested Council concurrence (to ISED Canada) regarding a proposed 46.4 m (152.23 ft) high telecommunication tower and an accessory compound at 26245 – 28 Avenue. Information available to Council in considering a recommendation as part of a referral to ISED Canada includes the Township's Telecommunication Tower Policy No. 07-331.

While jurisdiction with respect to licensing of telecommunication towers rests with the Federal Government (ISED Canada), Council is provided with the opportunity to provide comments to ISED Canada with a recommendation (for towers exceeding 15 m (49 ft) in height) to either support or reject the application based on information available to Council in considering a recommendation. The proposed tower and accessory compound comply with the Township's Zoning Bylaw and Township's Telecommunication Tower Policy No. 07-331.

PURPOSE:

The purpose of this report is to provide information regarding a proposed telecommunication tower and accessory compound at 26245 – 28 Avenue.

REFERENCE:

Owner:	Rose of Sharon Baptist Church 4057 – 248 Street Langley, BC V4W 1E3
Applicant / Agent:	Cypress Land Services 1051, 409 Granville Street Vancouver, BC V6C 1T2
Legal Description:	Lot 82 Section 24 Township 10 New Westminster District Plan 60103
Location:	26245 – 28 Avenue
Area:	0.97 ha (2.4 ac)
Existing Zoning:	Civic Institutional Zone P-1
Aldergrove Community Plan:	Industrial

BACKGROUND/HISTORY:

- The application is being processed in accordance with the Township's Telecommunication Tower Policy (Attachment A).
- Although Council has adopted a Telecommunication Tower Policy, final jurisdiction over the location of telecommunication antenna structures rests with the federal government (ISED Canada).
- Freestanding telecommunication installations are a permitted use in all zones.
- Proposed installations not exempted from ISED Canada's requirements (i.e. installations 15 m (49 ft) or more in height) are subject to public notice and consultation requirements. Following consultation, Council's recommendation with respect to the proposed telecommunication tower is forwarded to ISED Canada for their consideration.

DISCUSSION/ANALYSIS:

- Cypress Land Services on behalf of Telus has proposed to construct a 46.4 m (152.23 ft) high telecommunications tower and accessory compound at 26245 – 28 Avenue.
- The applicant indicates that "TELUS is proposing to relocate its wireless antenna facility at 2931 264th to the Rose of Sharon Baptist Church located at 26245 28th Avenue, Langley. The installation will ensure TELUS' wireless services are maintained in the area."
- An approximate 105.0 m^2 (1130.20 ft^2) fenced compound (to accommodate equipment cabinets associated with the tower) is proposed at the base of the tower.
- The tower and associated compound are proposed to be located on the northwest portion of the site.
- The applicant provided a rationale for constructing a new telecommunication tower, provided co-location proposals to other carriers, and has proposed a location in an industrial designation area (Attachment B and C).
- The applicant has adhered to the public notice requirements outlined in the Township's Telecommunication Tower Policy and provided a summary of public consultation that indicates three comments of support have been received (Attachment D).

Adjacent Uses:

	Existing Use	Community Plan Designation	Existing Zoning
North:	One property with existing dwelling	Aldergrove - Industrial	Suburban Residential Zone SR-2
South:	28 Avenue, beyond which are two properties with existing dwellings	Rural Community Plan: Small Farms/Country Estates	Rural Zone RU-1
East:	One property with existing assembly uses	Aldergrove - Industrial	Civic Institutional Zone P-1
West:	One vacant property (currently under an application to allow the temporary use of commercial vehicle parking, ToL Project No. 10-24-0108)	Aldergrove - Industrial	Suburban Residential Zone SR-2

Policy Considerations:

Jurisdiction with respect to the licensing of telecommunication towers rests with the Federal Government (ISED Canada). Council provides ISED Canada with a recommendation where telecommunication towers are proposed to exceed 15 m (49 ft) in height. Information available to Council in considering a recommendation includes the Township's Telecommunication Tower Policy. Noting that the applicant has adhered to the requirements of this Policy, Council's decision will be forwarded (along with accompanying information) to ISED Canada for its decision.

Respectfully submitted,

Mohammad Nemati
PLANNING TECHNICIAN
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Policy 07-331 Telecommunication Tower
ATTACHMENT B	Maps and Graphics
ATTACHMENT C	Applicant's Letter of Intent
ATTACHMENT D	Applicant's Public Consultation Summary

Township of Langley
Est. 1873

COUNCIL POLICY

ATTACHMENT A

Subject: Telecommunication Tower

Policy No:	**07-331**
Approved by Council:	**1991-01-07**
Revised by Council:	**1999-04-26**
Revised by Council:	**2007-02-19**
Revised by Council:	**2013-09-09**
Revised by Council:	**2014-12-08**
Revised by Council:	**2016-05-30**
Revised by Council:	**2023-12-18**

1. Purpose

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

2. Background

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

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

3. Policy

3.1 Location Preferences

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

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

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

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

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

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

3.2 Design Preferences

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

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

3.2.2 The following designs are discouraged:

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

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

3.3 Application

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

3.3.2 Telecommunications carriers that are not excluded under section 3.4.1 must submit an application to the Township of Langley's Community Development Division pursuant to Township of Langley Development Application Procedures Bylaw No. 5760 as amended which shall include the following items:

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

3.4 Public Notice and Consultation

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

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

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

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

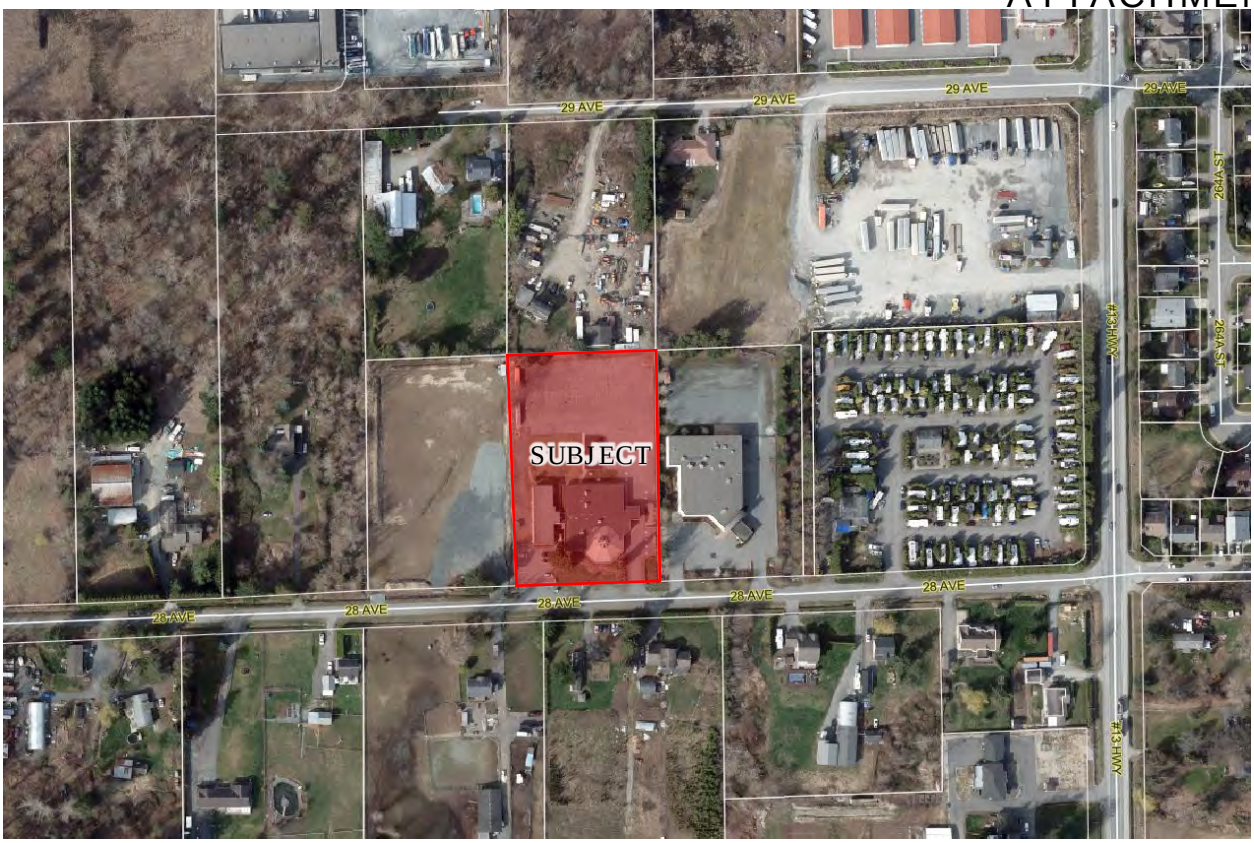
3.4.5 At the conclusion of the public consultation process proponents are required to provide a summary report that includes all correspondence between the public and the proponent, copies of all notifications, and any other related information pertaining to public consultation. The summary report must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

3.5 Council Consideration of Application

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

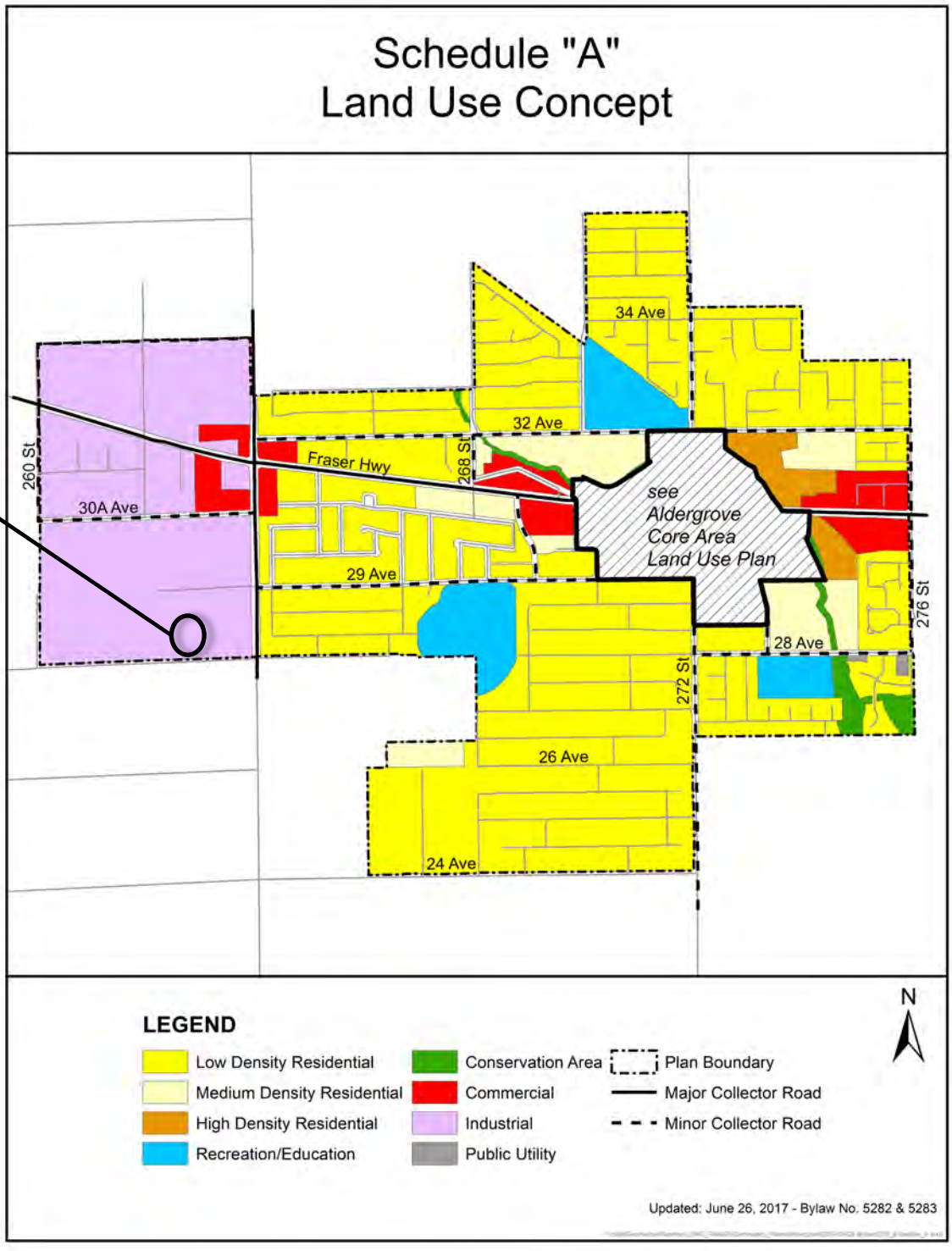
3.5.2 Council may pass a resolution indicating its objection or non-objection for the application. The Township of Langley will then provide the telecommunications carrier(s) and ISED with a letter within 10 days of approval of the Council meeting minutes indicating Council's resolution.

ATTACHMENT B



AERIAL CONTEXT MAP

SUBJECT


Schedule "A"
Land Use Concept
34 Ave
32 Ave
Fraser Hwy
260 St
268 St
30A Ave
29 Ave
see
Aldergrove
Core Area
Land Use Plan
276 St
28 Ave
272 St
26 Ave
24 Ave
N
LEGEND
Low Density Residential
Medium Density Residential
High Density Residential
Recreation/Education
Conservation Area
Commercial
Industrial
Public Utility
Plan Boundary
Major Collector Road
Minor Collector Road
Updated: June 26, 2017 - Bylaw No. 5282 & 5283

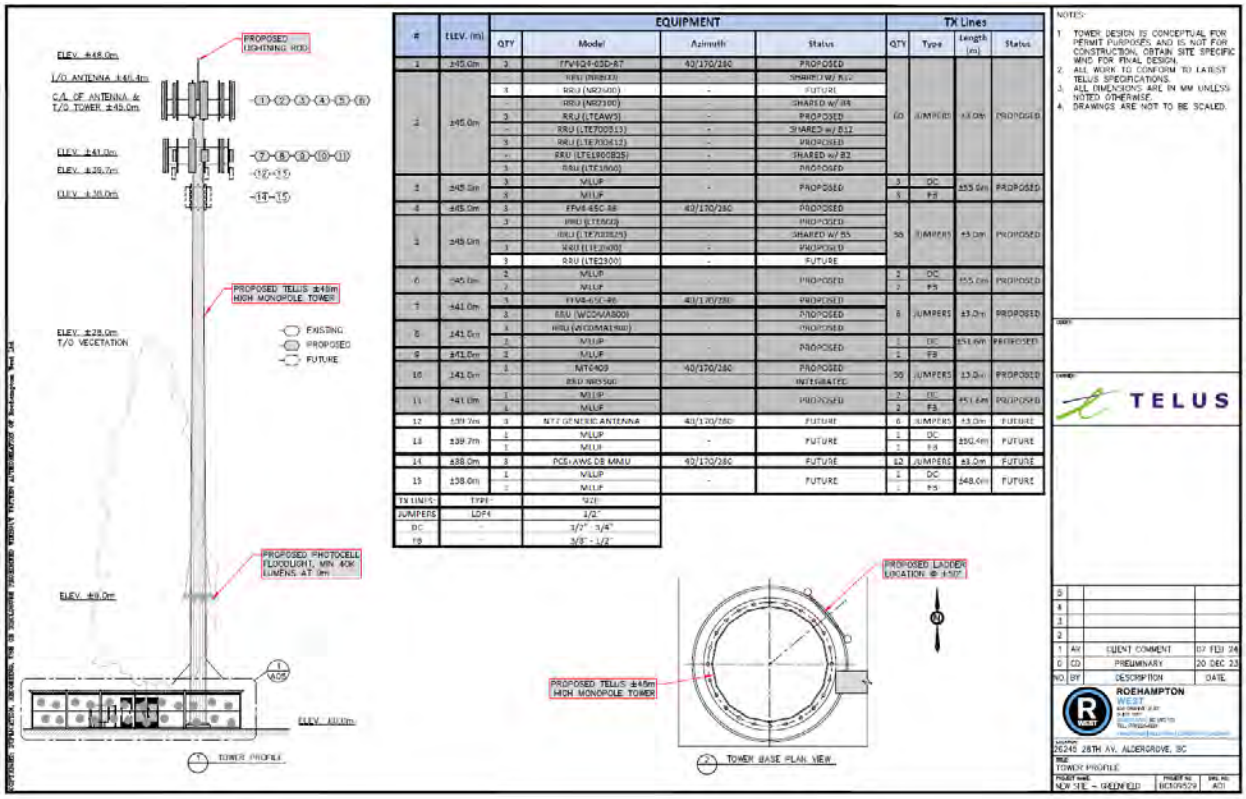


ZONING BYLAW NO. 2500

PROPOSED TOWER LOCATION



SITE PLAN – SUBMITTED BY APPLICANT



#	ELEV. (m)	EQUIPMENT				TX Lines			
		QTY	Model	Azimuth	Status	QTY	Type	Length (m)	Status
1	±45.0m	3	FPV4Q4-65D-R7	40/170/280	PROPOSED				
		-	RRU (R8900)	-	SHARED W/ B12				
		3	RRU (M2100)	-	FUTURE				
		-	RRU (M2100)	-	SHARED w/ B4				
2	±45.0m	3	RRU (LTE4W3)	-	PROPOSED	60	JUMPERS	±3.0m	PROPOSED
		-	RRU (LTE700b13)	-	SHARED w/ B12				
		3	RRU (LTE700b12)	-	PROPOSED				
		-	RRU (LTE1900B25)	-	SHARED w/ B2				
		3	RRU (LTE1900)	-	PROPOSED				
3	±45.0m	3	MLUP	-	PROPOSED	3	DC	±55.0m	PROPOSED
		3	MLUP			3	FB		
4	±45.0m	3	FPV4-65C-R8	40/170/280	PROPOSED				
5	±45.0m	3	RRU (LTE600)		PROPOSED	59	JUMPERS	±3.0m	PROPOSED
		-	RRU (LTE700B25)	-	SHARED w/ B5				
		3	RRU (LTE900)	-	PROPOSED				
		3	RRU (LTE2300)	-	FUTURE				
6	±45.0m	3	MLUP	-	PROPOSED	3	DC	±55.0m	PROPOSED
		3	MLUP			3	FB		
7	±41.0m	3	FPV4-65C-R6	40/170/280	PROPOSED				
8	±41.0m	3	RRU (W25AAB00)	-	PROPOSED	8	JUMPERS	±3.0m	PROPOSED
		3	RRU (W25MAB00)	-	PROPOSED				
9	±41.0m	3	MLUP	-	PROPOSED	3	DC	±55.6m	PROPOSED
		3	MLUP			3	FB		
10	±41.0m	3	MT6409	40/170/280	PROPOSED	50	JUMPERS	±3.0m	PROPOSED
		-	RRU MR5500	-	INTEGRATED				
11	±41.0m	1	MLUP	-	PROPOSED	2	DC	±51.6m	PROPOSED
		1	MLUP			2	FB		
12	±39.7m	3	NTT GENERIC ANTENNA	40/170/280	FUTURE	6	JUMPERS	±3.0m	FUTURE
13	±38.7m	1	MLUP	-	FUTURE	1	DC	±50.4m	FUTURE
		1	MLUP			1	FB		
14	±38.0m	3	PCS+AWS DB MMU	40/170/280	FUTURE	12	JUMPERS	±3.0m	FUTURE
15	±38.0m	1	MLUP	-	FUTURE	1	DC	±48.0m	FUTURE
		1	MLUP			1	FB		

TX LINES:	TYPE:	SIZE:
JUMPERS	LDF4	1/2"
DC	-	3/7" - 3/4"
FB	-	3/8" - 1/2"

NOTES:
1. TOWER DESIGN IS CONCEPTUAL FOR PERMIT PURPOSES AND IS NOT FOR CONSTRUCTION. OBTAIN SITE SPECIFIC WIND FOR FINAL DESIGN.
2. ALL WORK TO CONFORM TO LATEST TELUS SPECIFICATIONS.
3. ALL DIMENSIONS ARE IN MM UNLESS NOTED OTHERWISE.
4. DRAWINGS ARE NOT TO BE SCALED.

TELUS

NO.	BY	DESCRIPTION	DATE
5			
4			
3			
2			
1	AV	CLIENT COMMENT	07 FEB 24
0	CD	PRELIMINARY	20 DEC 23

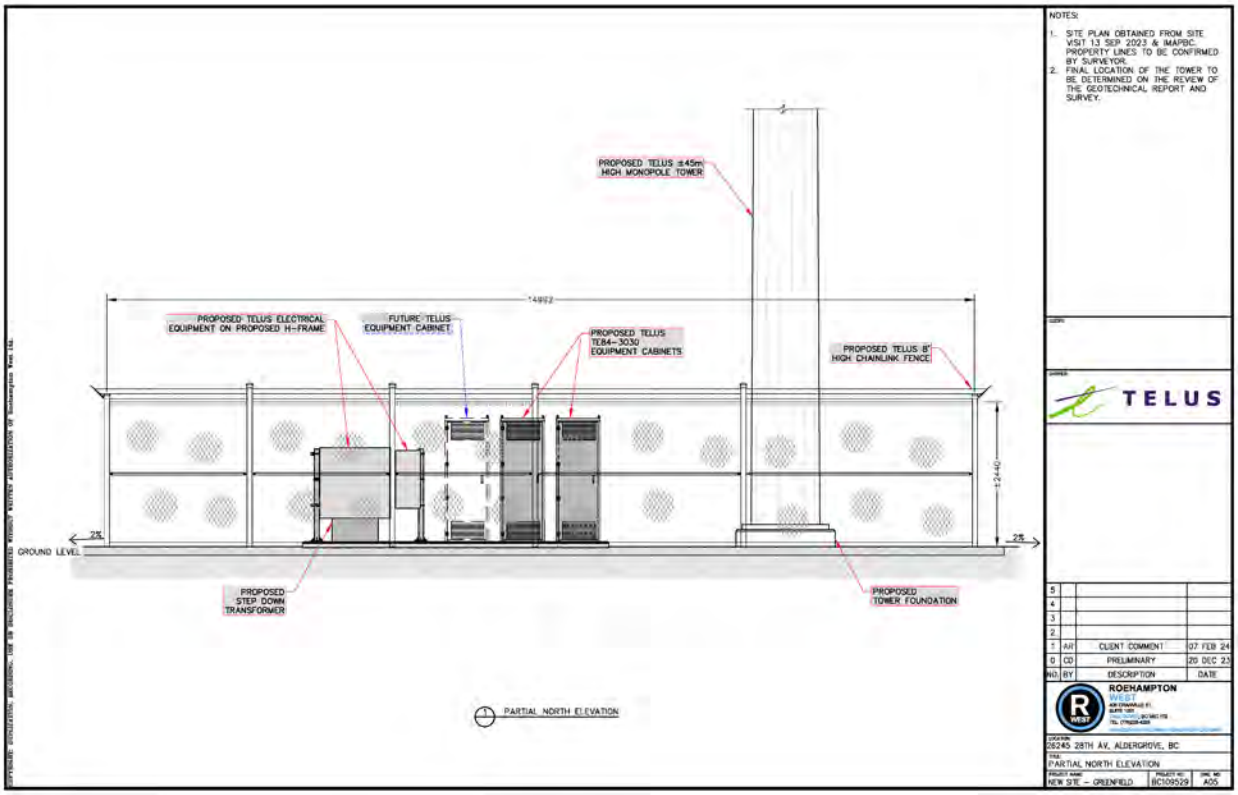
ROEHAMPTON WEST

26240 28TH AV, ALDERGROVE, BC

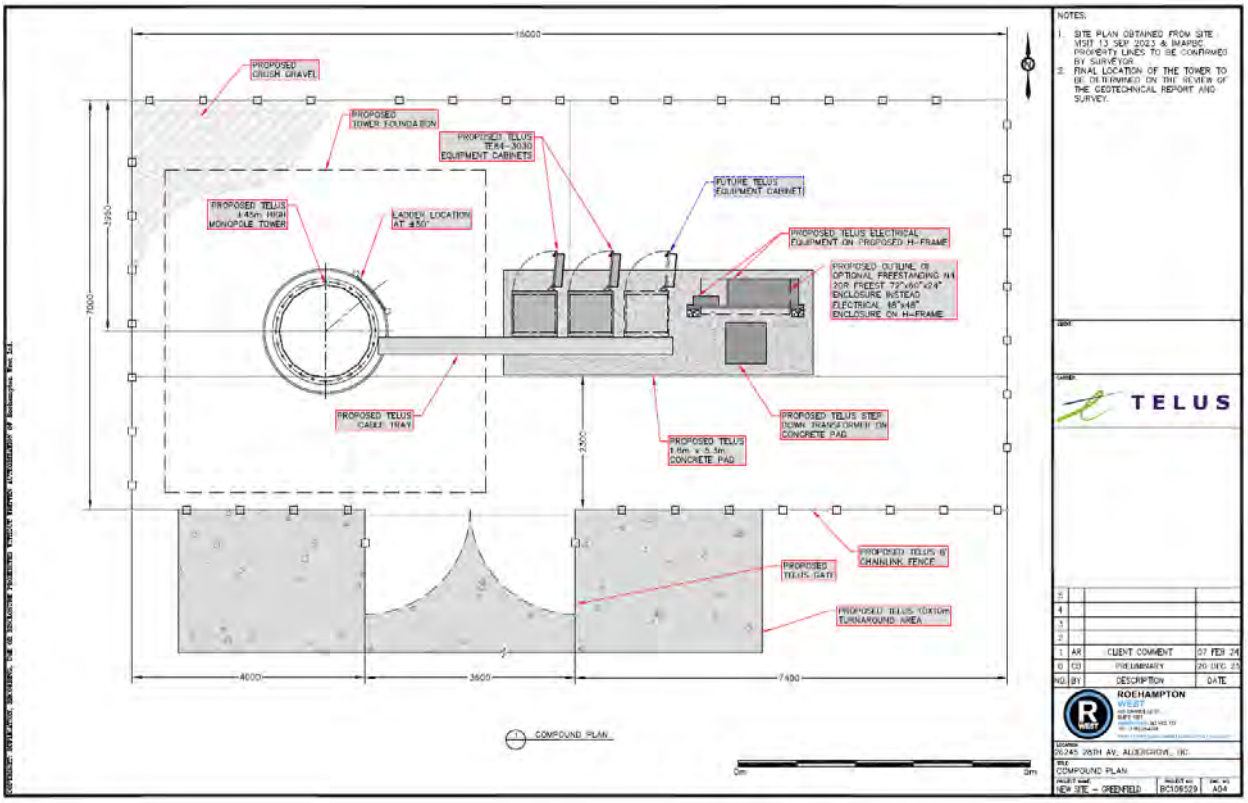
TOWER PROFILE

NEW SITE – GREENFIELD

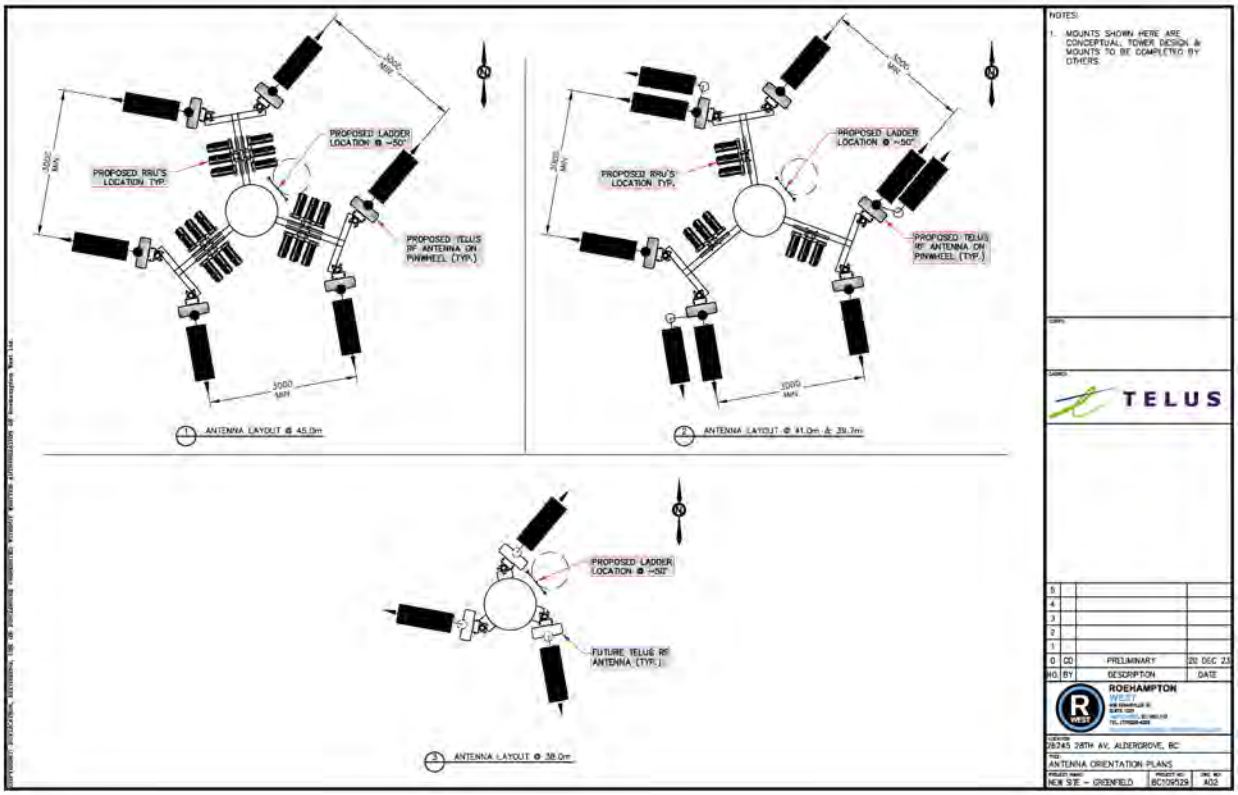
TOWER PROFILES – SUBMITTED BY APPLICANT



PARTIAL NORTH ELEVATION – SUBMITTED BY APPLICANT



COMPOUND PLAN – SUBMITTED BY APPLICANT



ANTENNA LAYOUTS – SUBMITTED BY APPLICANT

ATTACHMENT C

Letter of Intent TELUS Cell Tower 26245 28th Avenue

The proposed TELUS cell tower is required to maintain wireless services to an area of approximately 3 kilometres from the proposed tower location. This will provide essential wireless services to residents, businesses and the travelling public within the area. TELUS currently provides services to the area from its cell tower located approximately 200 metres to the northeast (at 2931 264th Street). The existing cell tower is required to be relocated to the proposed location because the site is currently being redeveloped by Beedie. This cell site provides services to thousands of users on a daily basis.

There is one other tower within 500m of the proposed site. It is located at the self storage lot to the northeast of the proposed site. This tower is owned by Rogers and has Freedom Mobile as an additional user on it. The tower is a similar height but given there are two existing users on the tower there is not adequate height on the tower to accommodate TELUS' equipment in order to effectively provide services to the area.

Cypress Land Services Inc.
Suite 1051 – 409 Granville Street
Vancouver, BC V6C 1T2
Telephone: 604.620.0877
Facsimile: 604.620.0876
Website : www.cypresslandservices.com

June 12, 2024

Email: mnemati@tol.ca

Mohammad Nemati
Planning Technician
Township of Langley

Subject: **TELUS Relocation of Communications Tower Proposal Request for Concurrence**
Address: **26245 28 Avenue, Langley, BC, V1M 3W8**
PID: **002-531-030**
Coordinates: **49.05408 -122.497**
TELUS Site: **BC109529**

Please be advised that following the Township's Public Consultation process for telecommunications towers, TELUS has completed the public consultation process and is respectfully requesting concurrence for the proposal to build relocate a 40m monopole tower at 26245 28th Avenue to replace the tower located at 2931 264th in order to maintain wireless services to the area. Enclosed please find evidence of the following efforts regarding this public notification process:

- In April 2024, an Information Package/Letter of Intent and Development Permit application was submitted to the Township of Langley to initiate the consultation process for the proposed facility. See Appendix 1.

- On May 6, 2024, Ten (10) Notification packages were issued to property owners, occupants and other recipients that fall within three (3) times the tower height (approx. 144m) of the proposed location. Please find a list of properties notified in Appendix 2.

- On May 10, 2024 an advertisement was placed in the Aldergrove Star (please Appendix 3).

- On June 10, 2024, the 30-day consultation period concluded. During the consultation period three comments of support were received.

TELUS is committed to working with the community to maintaining wireless services. TELUS needs to relocate the tower as soon as possible to facilitate the development at 2931 264th. Should you require any additional information prior to issuance of the Development Permit, please do not hesitate to contact us at 604-620-0877 or by e-mail at Chad@cypressslandservices.com.

Chad Marlatt
Director of Government Affairs
Cypress Land Services, Agents for TELUS

Dear Community Member, May 6, 2024

Please accept this notification regarding proposed TELUS Communications Inc. ("TELUS") wireless service improvements in your community.

Subject:	**TELUS Telecommunications Facility Proposal Notification Package**
Address:	**26245 28 Avenue, Langley, BC, V4W 2W3**
PID:	**002-531-030**
Coordinates:	**49.05408 -122.497**
TELUS Site:	**BC109529**

What is TELUS Proposing?
TELUS seeks to continue to provide high quality wireless telecommunications services to communities throughout British Columbia. Increasingly, communities depend on wireless communications services to meet their business, personal and emergency needs. TELUS is proposing to relocate its wireless antenna facility at 2931 264th to the Rose of Sharon Baptist Church located at 26245 28th Avenue**,** Langley**.** The installation will ensure TELUS' wireless services are maintained in the area.

The subject site is located near the northwest corner of the property at 26245 28th Avenue, Langley. TELUS proposes to replace its existing lattice tower at 2931 264th with a 46.4 metre monopole structure at the church property. Equipment cabinet(s) will be located at the base of the structure. Eleven (11) antennas will initially be installed at the top of the pole to service the area. The monopole and equipment will be enclosed with security fencing.

Regulatory Authority
Telecommunications carriers are required by Innovation, Science, and Economic Development Canada (ISED), formerly Industry Canada, to consult with the local municipality and the general public regarding new installations. ISED does have exclusive jurisdiction over the approval and placement of telecommunications installations.

The consultation process will provide an opportunity for residents, stakeholders and landowners to obtain detailed information regarding the proposal and to provide comments for consideration. Any inquiries that are received as a result of this notification will be logged and submitted to the Township as part of our application process.

Local Municipality
The Township of Langley utilizes ISED's Client Procedures Circular CPC-2-0-03 (CPC) consultation process. As such, all properties within three (3) times the structure height are to be notified (in this instance, properties within approx. 140 metres of the structure). This notification is to provide the opportunity to obtain information regarding the proposal, ask questions and provide comments. The closing period for comments to be received by TELUS is **June 10, 2024.**

Location
The new facility is proposed to be located at the coordinates 49.05408 -122.497**,** at the municipal address: 26245 28th Avenue, Langley. The facility is to be located at the northwest corner of the property.

TELUS reviewed the area for existing buildings or structures to use prior to proceeding to propose a replacement structure. There is another tower to the northeast (approx. 300 m away) at the self storage property at 2967 264th Street. This structure already has equipment owned by Rogers and Freedom Mobile on the tower. There is not adequate height available on the tower for TELUS to install it's equipment and maintain service to the area.

As such, TELUS is proposing to replace/relocate its facility to maintain wireless services to the area. The structure may have capacity for additional users depending upon the proposed third party equipment.

Safety Code 6
ISED requires all wireless carriers to operate in accordance with Health Canada's safety standards. TELUS attests that the installation described in this notification package will be installed and operated on an ongoing basis so as to comply with Health Canada's Safety Code 6, as may be amended from time to time.

Site Access
Access is existing to the site. Construction is expected to take approximately one to two months.

Environment
TELUS confirms that the installation is excluded from environmental assessment under the *Impact Assessment Act*.

Transport Canada
The tower will be constructed to include aeronautical markings or lighting as required by Transport Canada. Comments are pending.

Structural Considerations
TELUS confirms that the antenna structure described in this notification package will apply good engineering practices including, structural adequacy during construction.

General Information
General information relating to antenna systems is available on ISED's Spectrum Management and Telecommunications website: http://www.ic.gc.ca/towers.

Contacts:
TELUS
c/o Chad Marlatt of Cypress Land Services, Agents for TELUS
Suite 1051, 409 Granville Street, Vancouver, BC V6C 1T2
Phone: 604-620-0877, Fax: 604-620-0876 | Email: publicconsultation@cypresslandservices.com

Lower Mainland District Office
13401 – 108 Avenue, Suite 1700
Surrey BC V3T 5V6
Telephone: 1-800-667-3780 or 604-586-2521 Fax: 604-586-2528
Email: spectrumsurrey-surreyspectre@ised-isde.gc.ca (By appointment only)

Township of Langley
Township of Langley
Attention: Development Services
20338 65th Avenue Langley, BC V2Y3J1
Phone: 604-534-3211
Email: cdinfo@tol.ca

If you have any specific questions regarding the proposal, please feel welcome to contact the above.

Cher membre de la communauté, 6 mai 2024

Veuillez accepter cet avis concernant les améliorations proposées par TELUS Communications Inc. ("TELUS") en matière de services sans fil dans votre communauté.

Objet: **Dossier de notification de la proposition d'installation de télécommunications de TELUS**
Adresse: **26245 28 Avenue, Langley, BC, V4W 2W3**
PID: **002-531-030**
Coordonnées: **49.05408 -122.497**
Site TELUS: **BC109529**

Que propose TELUS?
TELUS souhaite continuer à fournir des services de télécommunications sans fil de haute qualité aux communautés de toute la Colombie-Britannique. De plus en plus, les communautés dépendent des services de communication sans fil pour répondre à leurs besoins commerciaux, personnels et d'urgence. TELUS propose de déplacer son antenne sans fil située au 2931, 264e Avenue, vers l'église Baptiste Rose of Sharon, située au 26245, 28e Avenue, à Langley. L'installation permettra de maintenir les services sans fil de TELUS dans le secteur.

Le site en question est situé près de l'angle nord-ouest de la propriété au 26245 28th Avenue, Langley. TELUS propose de remplacer sa tour en treillis existante au 2931 264th par une structure monopôle de 46,4 mètres sur le terrain de l'église. Les armoires d'équipement seront situées à la base de la structure. Onze (11) antennes seront initialement installées au sommet du mât pour desservir la zone. Le monopôle et l'équipement seront entourés d'une clôture de sécurité.

Autorité de régulation
Les entreprises de télécommunications sont tenues par Innovation, Science et Développement économique Canada (ISED), anciennement Industrie Canada, de consulter la municipalité locale et le grand public en ce qui concerne les nouvelles installations. L'ISED a une compétence exclusive en matière d'approbation et de placement des installations de télécommunications.

Le processus de consultation permettra aux résidents, aux parties prenantes et aux propriétaires fonciers d'obtenir des informations détaillées sur la proposition et de faire part de leurs commentaires. Toutes les demandes reçues à la suite de cette notification seront enregistrées et soumises à la municipalité dans le cadre de la procédure de demande d'autorisation.

Municipalité locale
La ville de Langley utilise la procédure de consultation CPC-2-0-03 (CPC) de l'ISED. Ainsi, toutes les propriétés situées dans un rayon de trois (3) fois la hauteur de la structure doivent être avisées (dans le cas présent, les propriétés situées dans un rayon d'environ 140 mètres de la structure). Cette notification doit leur permettre d'obtenir des informations sur la proposition, de poser des questions et de formuler des commentaires. La date limite de réception des commentaires par TELUS est le **10 juin, 2024.**

Localisation
La nouvelle installation est proposée aux coordonnées 49.05408 -122.497**,** à l'adresse municipale: 26245 28th Avenue, Langley. L'installation sera située à l'angle nord-ouest de la propriété.

TELUS a examiné la zone pour voir s'il y avait des bâtiments ou des structures existants à utiliser avant de proposer une structure de remplacement. Il y a une autre tour au nord-est (à environ 300 m) à la propriété d'entreposage libre-service au 2967 264th, Street. Cette structure a déjà de l'équipement appartenant à Rogers et à Freedom Mobile sur la tour. La hauteur disponible sur la tour n'est pas suffisante pour permettre à TELUS

d'installer son équipement et de maintenir le service dans la région. TELUS propose donc de remplacer ou de déplacer son installation afin de maintenir les services sans fil dans la région. La structure peut avoir une capacité pour des utilisateurs supplémentaires en fonction de l'équipement tiers proposé.

Code de sécurité 6
L'ISED exige que tous les fournisseurs de services sans fil respectent les normes de sécurité de Santé Canada. TELUS atteste que l'installation décrite dans le présent dossier de notification sera installée et exploitée en permanence de manière à respecter le Code de sécurité 6 de Santé Canada, tel qu'il peut être modifié de temps à autre.

Accès au site
Le site est déjà accessible. Les travaux de construction devraient durer environ un à deux mois.

Environnement
TELUS confirme que l'installation est exclue de l'évaluation environnementale en vertu de la *loi sur l'évaluation des incidences*.

Transports Canada
La tour sera construite de manière à inclure les marquages aéronautiques ou le balisage lumineux exigés par Transports Canada. Les commentaires sont en attente.

Considérations structurelles
TELUS confirme que la structure d'antenne décrite dans ce dossier de notification appliquera les bonnes pratiques d'ingénierie, y compris l'adéquation de la structure pendant la construction.

Informations *générales*
Des informations générales relatives aux systèmes d'antennes sont disponibles sur le site Internet de l'ISED consacré à la gestion du spectre et aux télécommunications: http://www.ic.gc.ca/towers.

Contacts:
TELUS
c/o Chad Marlatt de Cypress Land Services, agents de TELUS
Suite 1051, 409 Granville Street, Vancouver, BC V6C 1T2
Téléphone: 604-620-0877 : 604-620-0877, Fax: 604-620-0876 | Courriel: publicconsultation@cypresslandservices.com

Bureau du district du Lower Mainland
13401 - 108 Avenue, Suite 1700
Surrey BC V3T 5V6
Téléphone: 1-800-667-3780 ou 604-586-2521 Fax: 604-586-2528
Courriel: spectrumsurrey-surreyspectre@ised-isde.gc.ca (sur rendez-vous uniquement)

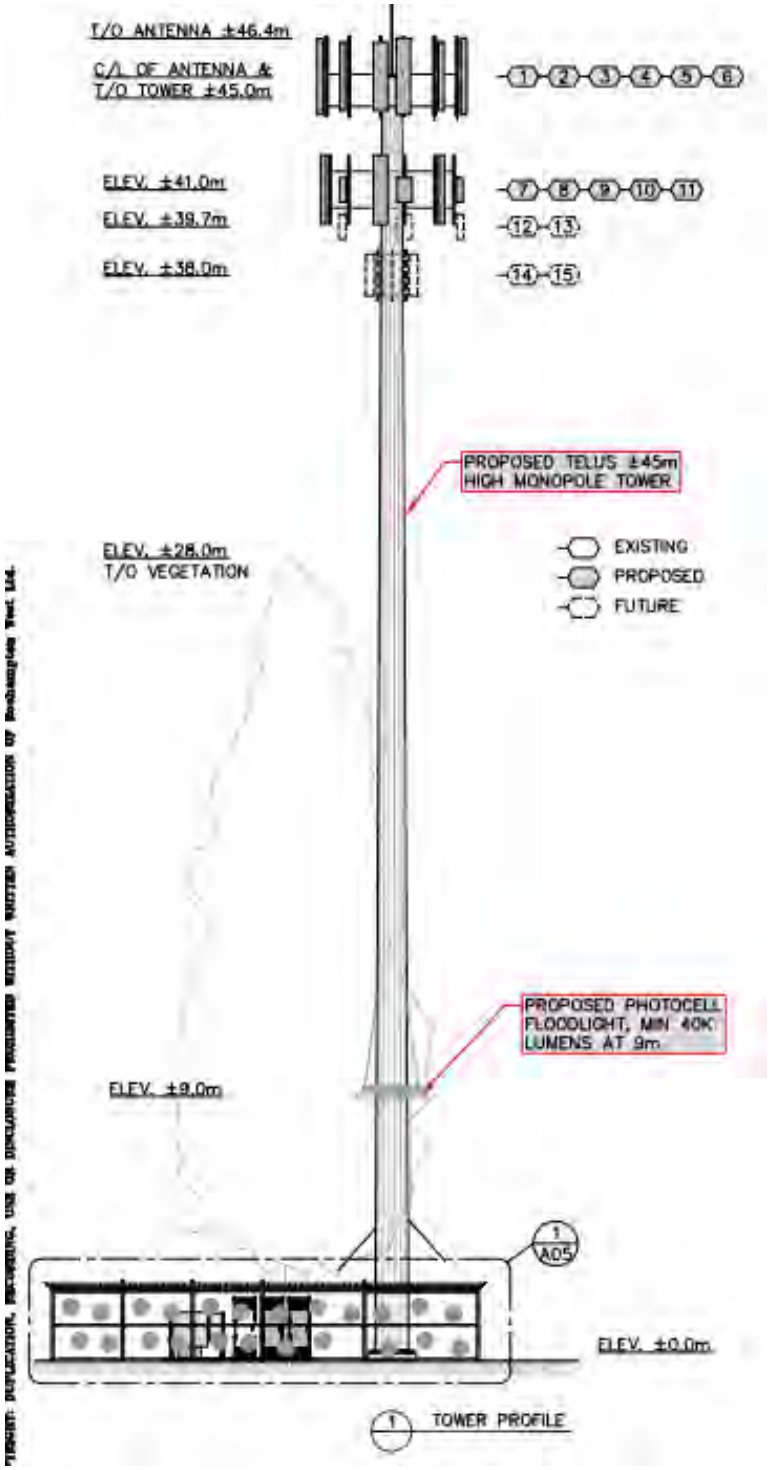
Ville de Langley
Ville de Langley
À l'attention de Services de développement
20338 65th Avenue Langley, BC V2Y3J1
Téléphone: 604-534-3211 604-534-3211
Courriel: cdinfo@tol.ca

Si vous avez des questions spécifiques concernant la proposition, n'hésitez pas à contacter les personnes susmentionnées.

AERIAL MAP OF TELUS SITE LOCATION / CARTE AÉRIENNE DE L'EMPLACEMENT DU SITE DE TELUS



PRELIMINARY DESIGN PLANS – TOWER PROFILE / PLANS D'AVANT-PROJET - PROFIL DE LA TOUR



PRELIMINARY DESIGN PLANS – SITE PLAN / PLANS D'AVANT-PROJET - PLAN DE SITUATION



PHOTO SIMULATION / SIMULATION PHOTOGRAPHIQUE

BEFORE / AVANT



AFTER / APRES



View: Looking north at site, approximately 135m away
Vue: Vers le nord du site, à environ 135m de distance

Photo Simulation is a close representation and is for conceptual purposes only – not to scale.
Proposed design is subject to change based on final engineer plans. /
La photo de simulation est une représentation proche et n'est utilisée qu'à des fins conceptuelles - elle n'est pas à l'échelle.
La conception proposée est susceptible d'être modifiée en fonction des plans définitifs de l'ingénieur.

COMMENT SHEET
TELUS TELECOMMUNICATIONS FACILITY PROPOSAL
ADDRESS: 26245 28 Avenue, Langley, BC
PID: 002-531-030
COORDINATES: 49.05408 -122.497
TELUS SITE: BC109529

1. Do you feel this is an appropriate location for the proposed facility?

☐ Yes
☐ No

Comments _____

_____

2. Are you satisfied with the appearance / design of the proposed facility? If not, what changes would you suggest?

☐ Yes
☐ No

Comments _____

_____

_____

3. Additional Comments _____

_____

_____

Please provide your name and full mailing address if you would like to be informed about the status of this proposal. This information will not be used for marketing purposes; however, your comments will only be used by TELUS in satisfying ISED's consultation requirements. The closing period for comments to be received by TELUS is **June 10th, 2024**.

Name (Please print clearly)
Email Address _____
Mailing Address _____

_____

_____

TELUS c/o Cypress Land Services Inc.
Suite 1051, 409 Granville Street, Vancouver, BC, V6C 1T2
Attention: Chad Marlatt, Director, Gov't Relations
Email: publicconsultation@cypresslandservices.com
Thank you for your input!

FEUILLE DE COMMENTAIRES
PROPOSITION D'INSTALLATION DE TÉLÉCOMMUNICATIONS TELUS
ADRESSE: 26245 28 Avenue, Langley, BC
PID: 002-531-030
COORDONNÉES: 49.05408 -122.497
SITE TELUS: BC109529

1. Pensez-vous qu'il s'agit d'un emplacement approprié pour l'installation proposée?

☐ Oui
☐ Non

Commentaires _____

_____

2. Êtes-vous satisfait de l'aspect/de la conception de l'installation proposée? Si ce n'est pas le cas, quels changements suggéreriez-vous?

☐ Oui
☐ Non

Commentaires _____

_____

_____

3. Commentaires supplémentaires _____

_____

_____

Veuillez indiquer votre nom et votre adresse postale complète si vous souhaitez être informé de l'état d'avancement de cette proposition. Ces informations ne seront pas utilisées à des fins de marketing; cependant, vos commentaires ne seront utilisés par TELUS que pour satisfaire aux exigences de consultation de l'ISED. La date limite de réception des commentaires par TELUS est le **10 Juin 2024.**

Nom (en caractères d'imprimerie)
Adresse électronique _____
Adresse postale _____

_____

_____

TELUS c/o Cypress Land Services Inc.
Suite 1051, 409 Granville Street, Vancouver, BC, V6C 1T2
À l'attention de Chad Marlatt, directeur des relations gouvernementales
Courriel: publicconsultation@cypresslandservices.com
Merci pour votre contribution!

Appendix 2 List of Properties Notified

BC109529 Notification Address List
26245 28th Avenue
26225 28th Avenue
26195 28th Avenue
26291 28th Avenue
26226 28 AVE
26282 28 AVE
26244 29 AVE
26224 29 AVE
2931 264th Street
26292 29th Avenue

TELUS®

COMMENT SHEET
TELUS TELECOMMUNICATIONS FACILITY PROPOSAL
ADDRESS: 26245 28 Avenue, Langley, BC
PID: 002-531-030
COORDINATES: 49.05408 -122.497
TELUS SITE: BC109529

1. Do you feel this is an appropriate location for the proposed facility?

☑ Yes
☐ No

Comments _____

2. Are you satisfied with the appearance / design of the proposed facility? If not, what changes would you suggest?

☑ Yes
☐ No

Comments _____

3. Additional Comments AS THE OWNER OF 7883 264TH STREET, ALDERGROVE BC WE SUPPORT THE PROPOSED LOCATION & DESIGN OF THE PROPOSED TOWER.

Please provide your name and full mailing address if you would like to be informed about the status of this proposal. This information will not be used for marketing purposes; however, your comments will only be used by TELUS in satisfying ISED's consultation requirements. The closing period for comments to be received by TELUS is **June 10th, 2024**.

Name (Please print clearly) CONNER O'LEARY / BEEDIE (264TH AVE) HOLDINGS LTD.
Email Address CONNER.OLEARY@BEEDIE.CA
Mailing Address 3030 GILMORE DIVERSION, BURNABY BC V5G 3B4

TELUS c/o Cypress Land Services Inc.
Suite 1051, 409 Granville Street, Vancouver, BC, V6C 1T2
Attention: Chad Marlatt, Director, Gov't Relations
Email: publicconsultation@cypresslandservices.com
Thank you for your input!

TELUS®

COMMENT SHEET
TELUS TELECOMMUNICATIONS FACILITY PROPOSAL
ADDRESS: 26245 28 Avenue, Langley, BC
PID: 002-531-030
COORDINATES: 49.05408 -122.497
TELUS SITE: BC109529

1. Do you feel this is an appropriate location for the proposed facility?

☑ Yes
☐ No

Comments _____

2. Are you satisfied with the appearance / design of the proposed facility? If not, what changes would you suggest?

☑ Yes
☐ No

Comments _____

3. Additional Comments AS THE OWNER OF 2931 264TH STREET, ALDERGROVE BC WE SUPPORT THE PROPOSED LOCATION & DESIGN OF THE TOWER.

Please provide your name and full mailing address if you would like to be informed about the status of this proposal. This information will not be used for marketing purposes; however, your comments will only be used by TELUS in satisfying ISED's consultation requirements. The closing period for comments to be received by TELUS is **June 10th, 2024**.

Name (Please print clearly) CONNER O'LEARY / BEEDIE (264TH AVE) HOLDINGS LTD.
Email Address CONNER.OLEARY@BEEDIE.CA
Mailing Address 3030 GILMORE DIVERSON, BURNABY BC V5G 3B4

TELUS c/o Cypress Land Services Inc.
Suite 1051, 409 Granville Street, Vancouver, BC, V6C 1T2
Attention: Chad Marlatt, Director, Gov't Relations
Email: publicconsultation@cypresslandservices.com
Thank you for your input!

TELUS®

COMMENT SHEET
TELUS TELECOMMUNICATIONS FACILITY PROPOSAL
ADDRESS: 26245 28 Avenue, Langley, BC
PID: 002-531-030
COORDINATES: 49.05408 -122.497
TELUS SITE: BC109529

1. Do you feel this is an appropriate location for the proposed facility?

☑ Yes
☐ No

Comments _____

2. Are you satisfied with the appearance / design of the proposed facility? If not, what changes would you suggest?

☑ Yes
☐ No

Comments _____

3. Additional Comments AS THE OWNER OF 26292 29TH STREET, ALDERGROVE BC WE SUPPORT THE PROPOSED LOCATION & DESIGN OF THE PROPOSED TOWER.

Please provide your name and full mailing address if you would like to be informed about the status of this proposal. This information will not be used for marketing purposes; however, your comments will only be used by TELUS in satisfying ISED's consultation requirements. The closing period for comments to be received by TELUS is **June 10th, 2024**.

Name (Please print clearly) CONNER O'LEARY / BEEDIE (29TH AVE) HOLDINGS LTD.
Email Address CONNER.OLEARY@BEEDIE.CA
Mailing Address 3030 GILMORE DIVERSON, BURNABY BC V5G 3B4

TELUS c/o Cypress Land Services Inc.
Suite 1051, 409 Granville Street, Vancouver, BC, V6C 1T2
Attention: Chad Marlatt, Director, Gov't Relations
Email: publicconsultation@cypresslandservices.com
Thank you for your input!

Appendix 3 Newspaper Tearsheet

Legal Notices Legal Notices Legal Notices Legal Notices Legal Notices Legal Notices Legal Notices Legal Notices

TELUS

Notice of Proposed TELUS Telecommunications Facility

Description: As part of the public consultation process required by the Innovation, Science and Economic Development Canada (ISED), TELUS Communications Inc. is inviting the public to comment on the relocation of a telecommunications facility. TELUS proposes to install a 46.4 metre monopole wireless communications installation in order to maintain wireless data and voice communication services to areas in Aldergrove, BC.

Proposed Tower Location: 26245 28 Avenue, Langley, BC
Coordinates: Latitude: N 49.05408°, Longitude: W 122.497°

For More Information:
Chad Marlatt
c/o Cypress Land Services Inc.
Agents to TELUS
Suite 1051, 409 Granville Street
Vancouver, BC V6C 1T2
telephone: 1-855-301-1520
epublicconsultation@cypresslandservices.com
The public is welcome to comment on the proposal by the end of the business day on June 10, 2024, with respect to this matter.

TELUS Site: BC109529

Location Map:



TELUS

Avis de projet d'installation de télécommunications de TELUS

Description: Dans le cadre du processus de consultation publique exigé par le ministère de l'Innovation, des Sciences et du Développement économique du Canada (ISED), TELUS Communications Inc. invite le public à faire part de ses commentaires sur le déplacement d'une installation de télécommunications. TELUS propose d'installer une tour de 46,4 mètres pour les communications sans fil afin de maintenir les services de communication sans fil de données et de voix dans les régions d'Aldergrove, en Colombie-Britannique.

Emplacement de la tour proposée: 26245 28 Avenue, Langley, BC
Coordonnées: Latitude: N 49.05408°, Longitude: W 122.497°

Pour plus d'informations:
Chad Marlatt
c/o Cypress Land Services Inc.
Agents de TELUS
Suite 1051, 409 Granville Street
Vancouver, BC V6C 1T2
Téléphone: 1-855-301-1520
cpublicconsultation@cypresslandservices.com
Le public est invité à commenter la proposition avant la fin du jour ouvrable du 10 juin 2024, en ce qui concerne cette question.

Site TELUS: BC109529

Carte de localisation



Langley Lions Housing Society 5464 203rd St, Langley BC V3A 0A4 May 9, 2024

This notice, is to inform Mr Harry Ronald Humphries of: 306-20385 54th Ave Langley BC V3A 7S5 Canada That, the 2007 Nissan quest, 4 door station wagon registered in your name (VIN: 5N1BV28U67N120133) that was left on the property of: 306-20385 54th Ave Langley BC V3A 7S5 Canada Will be sold on June 15 2024, at the time of 12pm at the location of: 5464 203rd St Langley B.C. V3A 0A4 Canada
Edward Latcham 4540 203rd Street Langley BC V3A5V1

Learn the signs of stroke

Face
is it drooping?

Arms
can you raise both?

Speech
is it slurred or jumbled?

Time
to call 9-1-1 right away.

Act F A S T.
Lifesaving treatment begins the second you call 9-1-1.

heartandstroke.ca/FAST

Heart&Stroke



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2024 - REGULAR MEETING	**REPORT:**	24-132
FROM:	ENGINEERING DIVISION	**FILE:**	LSP00025
SUBJECT:	BC ELECTRIC KICK SCOOTER PILOT PROJECT PARTICIPATION		

RECOMMENDATIONS:

That Council endorse the following resolution as it relates to the BC Electric Kick Scooter Pilot Project:

> *The Township of Langley consents to the Electric Kick Scooter Pilot Project taking place within the Township of Langley effective of the passage of this resolution.*

That Council direct staff to monitor the usage of e-kick scooters within the Township of Langley by including e-kick scooters in active transportation monitoring programs, as is feasible, and tracking resident concerns and related service requests for the purposes of determining if changes to existing bylaws or additional signage should be proposed.

That Council direct staff to provide a 1-year update to Council on the status of the BC Electric Kick Scooter Pilot Project.

EXECUTIVE SUMMARY:

Following the initial three-year long BC Electric Kick Scooter Pilot Project (2021-2024), the Ministry of Transportation and Infrastructure (MoTI) launched a new pilot project that began on April 5, 2024. In March of 2024, staff prepared a memo to Council (Attachment A) providing an update on the new pilot project, which includes revisions to the Electric Kick Scooter Pilot Project Regulation (Regulation) as part of the BC Motor Vehicle Act (MVA). Ahead of the launch of the new pilot project, Council directed staff to communicate to MoTI the Township of Langley's intent to participate in the pilot. After consultation with the Province, the RCMP, and internal partners, staff have summarized recommendations for Council's consideration for next steps in this report.

PURPOSE:

The purpose of this report is to provide recommendations for next steps to Council for the Township of Langley (Township) to participate in the new BC Electric Kick Scooter Pilot Project, which is in effect from April 2024 until April 2028.

BACKGROUND/HISTORY:

Electric kick scooters (e-kick scooters) are small electric-powered mobility devices used widely in BC and elsewhere for short commuting or recreation trips. They are a clean, convenient, and relatively affordable mode of transportation. At this time, it is unknown how many e-kick scooters are owned and operated throughout the Township.

While the Township did join the initial BC Electric Kick Scooter Pilot Project (2021-2024) as one (1) of 11 pilot communities, under the previous pilot project regulation, communities were required to amend local bylaws to permit the use of electric kick scooters. In 2023, Township Council referred the Pilot Project and associated bylaw amendments to a new Standing Committee on Police Priorities and Initiatives for further review. Staff presented the Pilot Project to the Committee in September of 2023, but the Committee was suspended with no further action taken in 2023.

In Spring 2024, staff provided a Memo to Council regarding the new provincial pilot project that would extend until 2028 and simplify the joining process for local governments. Council then directed staff to communicate to MoTI the intention of the Township to participate in the Pilot Project pending Council endorsement of any required resolution or bylaw changes.

DISCUSSION/ANALYSIS:

To date, 20 local governments have joined the current pilot project as a participating community, including:

- City of Chilliwack
- City of Coquitlam*
- City of Cranbrook
- City of Kelowna*
- City of Langford
- City of North Vancouver*
- City of Penticton
- City of Richmond*
- City of Vancouver*
- City of Vernon*
- City of Victoria
- District of Central Saanich
- District of Saanich
- District of North Vancouver*
- District of Oak Bay
- Town of Oliver*
- Town of Osoyoos*
- Town of Sidney
- Town of View Royal
- Township of Esquimalt

Some of the above participating communities were also part of the initial pilot project (highlighted with an asterisk) and therefore have language included in their bylaws related to e-kick scooter usage as part of the previous pilot project requirements.

The resolution language included in the recommendations of this report will allow the Township to become a participating community in the pilot project. A bylaw is no longer necessary to set municipal rules for the pilot, as the new Provincial Regulation provides a regulatory framework for electric kick scooters, including locations where they may be operated. The new Regulation is included as an attachment to the previous Memo.

The Regulation establishes rules determining what devices are permitted, device specifications, age restrictions, and other regulations found in Part 5 of the regulation:

- an electric kick scooter must not have a continuous power output rating that exceeds 500W or be capable of traveling above 25 km/h on a flat surface;
- an electric kick scooter must be designed to transport one person and cannot have pedals, a seat or a structure enclosing the device; and

- the weight of the electric kick scooter, including its motors and batteries, must not be more than 45 kg when the electric kick scooter is unladen.

The Regulation also establishes rules for where and how e-kick scooters can be operated within participating communities, including the following, among others (found in Part 2 and 4 of the regulation):

- where cycling lanes exist, an e-kick scooter must be ridden in the cycle lane;
- on roads with speeds less than 50 km/h without a cycle lane, e-kick scooters may be ridden as near as practicable to the right side of the road;
- e-kick scooter operators must wear a helmet; and
- e-kick scooter operators must be at least 16 years of age.

Additionally, the Regulation states that a person must not operate an e-kick scooter on the sidewalk of a pilot project highway (roadway) located within a participating community unless a traffic control device of the participating community or of the transportation minister permits the operation of cycles or electric kick scooters on the sidewalk (Part 2, Section 12).

Township staff reached out to MoTI to inquire if the Township could permit slow riding (7 km/h or less) on sidewalk. The response provided by MoTI indicated that the intent of the regulation is that participating communities may only authorize e-kick scooters to operate on sidewalks using a traffic control device (e.g., a sign or painted symbol), as that provides the user a clear visual indication for where these devices may be used. Therefore, staff are not proposing any updates to bylaws permitting the use of e-kick scooters on sidewalks. However, if directed by Council, staff can monitor e-kick scooter use and decide how and where sidewalk riding may be permitted in the future. At which time, staff would propose additional signage or traffic control devices for select areas.

Community Safety and Policing Implications:

In May 2024, Township staff met with a representative of the Langley RCMP to discuss the Township's participation in the BC Electric Kick Scooter Pilot. Township staff reviewed the new Regulation with the RCMP and shared relevant documents provided by the Province, including the FAQs provided to municipalities and the List of Contraventions for enforcement purposes. New sections of the Regulation outline requirements for a police officer attending the scene of an accident, including completing a written report of the accident in the form established by the Insurance Corporation of British Columbia (ICBC) under section 249 (1) of the MVA and promptly forwarding the report to ICBC.

Law enforcement is responsible for enforcing provincial rules for the pilot project and can issue violation tickets with fines for offences or take other enforcement actions. Both Langley RCMP and Township staff agree that community education is a key component to ensuring that e-kick scooters are operated safely and in alignment with the provincial Regulation. Should Council proceed with the proposed resolution, staff will develop web-based communications for the proper use of e-kick scooters and direct residents to any information and educational resources made available by the province. Township staff will also reach out to the School District to inform them of the change and outline the restrictions, included helmets requirements and age restrictions.

Monitoring Usage:

In order to better understand usage of e-kick scooters and other micro mobility devices, staff will aim to include a separate micro mobility category to active transportation monitoring, where feasible. Through grant funding, the Township has recently acquired new counters specifically designed for active transportation, which will be deployed in areas of high usage or where new infrastructure exists or is proposed. Staff will also track reported resident concerns or service requests related to e-kick scooters.

MoTI requires completion of a new simplified annual reporting form for participating communities in the new pilot that started on April 5, 2024. That form is still under development but will be distributed later this year.

Cost and Resource Allocations:

There are no direct costs associated with becoming a participating community in the Pilot Project, however, staff time will be required to develop online communications, report back to the province as required, and to respond to public inquiries and service requests as they arise.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
BYLAW ENFORCEMENT	M. Natt

ATTACHMENT A March 25, 2024 Memo to Council re Update on Electric Kick Scooter Pilot Project

ATTACHMENT A

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	MARCH 25, 2024
FROM:	BYLAW, LEGAL, AND STRATEGIC IMPLEMENTATION DIVISION	**FILE NO:**	LSP00025
SUBJECT:	UPDATE ON ELECTRIC KICK SCOOTER PILOT PROJECT		

The purpose of this memorandum is to provide Mayor and Council with information about the next phase of the Province's Electric Kick (e-kick) Scooter Pilot Project and associated implications for the Township of Langley.

E-kick scooters are battery-powered devices with an electric motor, two (2) to four (4) wheels, a platform for standing, and handlebars for steering. They are a type of micromobility, which is defined as transportation over short distances provided by lightweight, usually single-person vehicles, such as bicycles or scooters.

E-kick scooters have seen tremendous growth in popularity in recent years and are shown to reduce vehicle trips and help support connections to public transit. National data provided by a shared-service provider indicates that 99.9% of electric kick scooter trips end without incident[1]. For comparison, in 2021 99.6% of licensed drivers in Canada were not involved in an automobile accident[2].

The Provincial E-Kick Scooter Pilot Project Regulation establishes rules for e-kick scooters (e.g. an electric kick scooter must not be capable of travelling above 25 km/h on a flat surface), user safety requirements (e.g. mandatory helmet wearing and a minimum 16 years of age) and where they can be operated (e.g. generally e-kick scooters can be operated in areas and in a similar manner as bicycles but must be operated in a cycling lane if one is available). Law enforcement is responsible for enforcing provincial rules for the Pilot Project and can issue violation tickets with fines for offences or take other enforcement actions. Municipal bylaw officers are responsible for enforcing any bylaws.[3]

Initial Phase of Pilot Project (2021-2024)

In 2021, the Ministry of Transportation and Infrastructure (MoTI) launched a pilot project to test e-kick scooter use in participating pilot communities along with guidelines for users and rules of the road. Following the launch, Township Council passed a resolution enabling the Township to apply to join the Pilot Project and was accepted by the Province as a Pilot Community in 2022.

[1] https://news.gov.bc.ca/releases/2023MOTI0196-001901
[2] https://tc.canada.ca/en/road-transportation/statistics-data/canadian-motor-vehicle-traffic-collision-statistics-2021
[3] Appendix B – FAQ document

In accordance with the current Pilot Regulation, a Participating Community is required to have a bylaw in place that permits e-kick scooters in the municipality and on municipal highways. In consultation with Langley RCMP, staff drafted amendments to the Highway and Traffic Bylaw No. 4758 to allow for the use of privately owned e-kick scooters in accordance with the Regulation and brought them to Council in July 2023 (Attachment A). The item was referred by Council to the Standing Committee on Policing and Priorities for discussion and input which occurred at the committee meeting on September 27, 2023. Staff are not aware of any action advised on this matter by the Standing Committee before it was dissolved.

Extension of Pilot Project and Implications for the Township (April 5, 2024 onwards)

On December 1, 2023, the Province announced that the BC Electric Kick Scooter Pilot Project is being extended for an additional four-year term starting April 5, 2024 (Attachment B). The current pilot project ends on April 5, 2024. Current pilot communities that wish to continue to participate in the Pilot, including the Township, must join the new pilot project to continue their participation as it is established under a new legislative framework and regulation (Attachment C). To do so, the Township must pass a resolution or bylaw that consents to the Pilot Project taking place within the municipality and communicate that decision to MoTI. The resolution or bylaw may be passed anytime prior to or after April 5, 2024.

Unlike the initial pilot phase, a bylaw is not necessary to set municipal rules for the Pilot, as the new regulation provides a regulatory framework for electric kick scooters. Under the new regulation, the Ministry will collect safety data and information directly from third parties, like shared service providers or ICBC.

The province has provided municipalities with an Frequently Asked Questions document about the BC Electric Kick Scooter Pilot Project which starts April 5, 2024 (Attachment D).

Next Steps

If no action is taken, the Township of Langley will not be a part of the upcoming extension of the E-Kick Scooter Pilot Project which starts April 5, 2024. This means that e-kick scooters will be illegal in the Township unless Council passes the resolution to participate in the extension of the Pilot Project. E-kick scooters are currently being used on Township roads without any regulation or guidelines in place for their use. A resolution or bylaw for their use may mitigate safety and enforcement concerns.

Council may direct staff to prepare a resolution or bylaw that authorizes the use of electric kick scooters on municipal highways in the Township of Langley, and should the resolution or bylaw be approved, notify the Ministry of Transportation and Infrastructure to continue to participate in the extended pilot project.

Per council direction on February 12, 2024, information on shared micromobility programs, including shared e-bike or e-kick scooter programs, in Metro Vancouver and a summary of the requirements for the implementation of a shared micromobility program in the Township will be incorporated into the Transportation and Mobility Strategy.

ATTACHMENT A	Report 23-137: Electric Kick Scooter Usage in the Township
ATTACHMENT B	News Release from the Province, December 1, 2023
ATTACHMENT C	Provincial Order in Council 640-2023 Electric Kick Scooter Pilot Project
ATTACHMENT D	Frequently Asked Questions for Municipal Governments: Electric Kick Scooter Pilot Project (April 5, 2024 - April 5, 2028)

~~ATTACHMENT A~~

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JULY 10, 2023 - REGULAR MEETING	**REPORT:**	23-137
FROM:	ENGINEERING DIVISION	**FILE:**	8330-20
SUBJECT:	ELECTRIC KICK SCOOTER USAGE IN THE TOWNSHIP		

RECOMMENDATIONS:

That Council give first, second, and third reading to Township of Langley Highway and Traffic Bylaw 2010 No. 4758, Amendment Bylaw No. 5914;

That Council give first, second, and third reading to Bylaw Notice Enforcement Bylaw 2008 No. 4703, Amendment Bylaw No. 5915; and

That Council direct staff to bring forward a report detailing options for the development of a shared micromobility program that includes electric kick scooters.

EXECUTIVE SUMMARY:

Electric kick scooters (e-kick scooters), a form of micromobility, are a viable transportation choice for commuters however they are currently not permitted in communities that are not participating in the Provincial pilot project. Given the increase in popularity and the lack of regulation and education around e-kick scooter use, recent amendments to the BC Motor Vehicle Act made it possible for communities to collaborate with the Province in a pilot project that allows e-kick scooters on public roadways in selected communities.

In July 2021, Township Council directed staff to apply to join the BC Electric Kick Scooter Pilot. In September 2022, staff received confirmation from the Ministry of Transportation Infrastructure (MoTI) that the Township had been accepted as a pilot community and can proceed with amending bylaws related to the use of e-kick scooters. This report details the next steps for the Township's participation in the BC Electric Kick Scooter Pilot and seeks Council approval to amend the Highway and Traffic Bylaw to allow e-kick scooters to operate in the Township.

Further, this report provides background information to Council regarding the growing use of micromobility as a safe and sustainable mode of transportation in BC communities and seeks Council direction on exploring the development of a shared micromobility program to supplement existing gaps in transit service in the Township.

PURPOSE:

The purpose of this report is to obtain Council endorsement for amendments to the Highway and Traffic Bylaw and Bylaw Notice Enforcement Bylaw and to obtain Council direction regarding further study into the potential of a shared micromobility program that includes e-kick scooters.

BACKGROUND/HISTORY:

Micromobility includes small, low-speed personal transportation devices like bicycles and scooters that are partially or entirely motorized. These types of small mobility devices have grown in popularity in cities around the world in recent years and represent an important opportunity to reduce road congestion and carbon pollution by shifting away from use of cars for short trips and for “first mile, last mile” connections to transit, among other trip purposes.

Simon Fraser University’s Cities, Health & Active Transportation Research (CHATR) Lab surveyed 1,000 residents in Metro Vancouver in 2021 (with regional representation) and found that 5% of respondents rode e-scooters regularly, despite the fact that they remain illegal in most BC communities including the Township of Langley.

Given the increase in popularity and the lack of regulation around e-kick scooter use, the Provincial Government launched a three-year pilot project allowing selected municipalities to amend local bylaws to permit the use of e-kick scooters during a pilot period (April 2021 – April 2024). The Electric Kick Scooter Pilot Project is intended to provide an opportunity for participating communities and the BC government to research, test and evaluate the safety and efficiency of e-kick scooters in supporting expanded active transportation networks and climate goals. Participating in the pilot allows communities to create a legal framework around e-kick scooter use and better understand the benefits and risks associated with e-kick scooters from each unique community perspective.

In July 2021, Township Council directed staff to apply to join the provincial Electric Kick Scooter Pilot. In September 2022, staff received confirmation from MoTI that the Township had been accepted as a pilot community and can proceed with amending bylaws related to the use of e-kick scooters. At this time, the Province has not committed to extending the pilot beyond April 2024 but is gathering information including safety data from participating municipalities who have enacted bylaw changes to allow for private use of e-kick scooters and from those municipalities who have promoted the use of e-kick scooters by including them in a shared micromobility program.



Figure 1: E-kick Scooter

The table below summarizes the status of each pilot community in enacting bylaws allowing the use of e-kick scooters and introducing shared programs.

Table 1: Municipalities enrolled in Provincial Pilot

Pilot Municipality	Bylaw Status	Use Type Permitted
City of Coquitlam	Enacted	Private and shared
City of Kelowna	Enacted	Private and shared
City of North Vancouver	Enacted	Private*
City of Richmond	Enacted	Private and shared
City of Vancouver	Enacted	Private*
City of Vernon	Enacted	Private and shared
District of North Vancouver	Enacted	Private*
Town of Oliver	Enacted	Private
City of Nanaimo	Not yet enacted	n/a
District of West Vancouver	Not yet enacted	n/a
Town of Osoyoos	Bylaw under review	n/a
Township of Langley	Not yet enacted	n/a

** These municipalities have shared micromobility programs that do not include e-kick scooters (e-bikes only)*

DISCUSSION/ANALYSIS:

Provincial Pilot Project Regulation

The Province has amended the Motor Vehicle Act (MVA) to include the Electric Kick Scooter Pilot Project Regulation (the Regulation) which specifies what constitutes a legal e-kick scooter, who can operate one, and where and how they can be legally operated. The Regulation defines an e-kick scooter as an electric powered device with wheels on a longitudinal axis and a steering handlebar but does not have a seat (or a surface or structure that may be used as a seat), pedals or a structure around it (Figure 1). Generally, the rules of cycling in BC apply to the use of an e-kick scooter on a road in a pilot community. These rules include wearing a helmet, using cycling facilities where they exist, riding as close to the right side of the road as safe to do so, and using a bell and light for safety. Under the pilot regulation, use of an e-kick scooter does not require a license, however operators must be 16 years of age and the scooter should have a maximum travel speed of 24 km/hr. The Regulation is attached to this report (Attachment A).

Proposed Bylaw Amendments

Staff are proposing bylaw changes that are consistent with the provincial Pilot Regulation and are similar to bylaws that have been adopted in other pilot communities. Proposed bylaw amendments to Highway and Traffic Bylaw 2010 No. 4758 include:

- Allowing the use of e-kick scooters on streets with a speed limit of 50 km/h or less
- Restricting the use of e-kick scooters on streets with a speed limit greater than 50 km/h unless travelling in a designated cycling lane
- Allowing the use of e-kick scooters on paved multi-use paths where bicycles are permitted
- Allowing the use of e-kick scooters on sidewalks at an operating speed of 7 km/h or less – similar to the treatment of bicycles within the existing bylaw
- Prohibiting use of e-kick scooters on trails in parks, except where signage permits bicycles (paved trails only)

Proposed amendments to the Bylaw Notice Enforcement Bylaw 2008 No. 4703 are consistent with the List of Contraventions provided by the Province, which is included as Attachment B. Proposed fine amounts are similar to existing fines for cycling-related infractions in the Township.

Enforcement and Education

As with bicycles, enforcing the provincial e-kick scooter regulations and local operating area restrictions primarily falls to law enforcement and infractions are considered violations under the MVA. As part of internal engagement activities, staff met with the Langley RCMP to discuss proposed bylaw amendments and have subsequently been provided with an opportunity to review this report.

If bylaw changes are supported by Council, staff will move forward with the development of a public education campaign to support compliance with the regulation. This campaign would involve safety information and resources available on the Township's website, posts to social media, and the development of print resources for high schools and other community centres and groups, where applicable and/or requested. Staff will monitor public inquiries, questions, concerns, and develop further resources as required.

Safety

According to data collected by MoTI and shared with pilot communities following the first year of the Pilot, injury rates attributed to e-kick scooter use are low, when compared with cycling and other modes of active transportation. After the first year of the Pilot, ICBC had record of four reports of traffic collisions involving an e-kick scooter. Local health authorities and RCMP are aware of this pilot and participating municipalities. If bylaw changes are supported by Council, staff will work with the Fraser Health Authority, as directed by the Province, to track reported e-kick scooter related injuries, as is possible with available resources. Staff will remain in discussions and liaise with local RCMP on any emerging concerns throughout the duration of the pilot.

Shared Micromobilty

Many of the pilot communities joined with the intention to launch e-kick scooters within a new or existing shared micromobility program. Data from the Pilot shows that 29% of shared e-kick scooter trips replaced vehicle trips, helping communities and the BC Government towards achieving climate goals. At this time, further investigation into how a shared program would operate in the Township and provide benefits to residents would be required ahead of moving forward with such a program. Staff are proposing that Council support staff bringing forward a report detailing options available for shared micromobility that may include e-kick scooters, e-bicycles, or both.

Applicable Policies:

The recommendations in this report support the objectives of a new Transportation and Mobility Strategy and align with the Township's climate action commitments which include increasing the mode share of sustainable forms of transportation such as walking, cycling, rolling (including micromobility), transit, and the use of Zero Emissions Vehicles.

Cost and Resource Allocations:

There is no financial cost associated with participation in the pilot beyond any costs that may be incurred in the development of education materials such as printing. Staff time will be required to monitor any ongoing public concerns and address questions from the public related to the pilot, as well as to develop public education materials.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
MUNICIPAL ADMINISTRATION DIVISION	C. Kooner

ATTACHMENT A Electric Kick Scooter Pilot Project Regulation

ATTACHMENT B List of Contraventions

BRITISH COLUMBIA

Motor Vehicle Act

ELECTRIC KICK SCOOTER PILOT PROJECT REGULATION

B.C. Reg. 90/2021

Deposited March 23, 2021 and effective April 5, 2021
Last amended September 20, 2022 by B.C. Reg. 189/2022

Consolidated Regulations of British Columbia

This is an unofficial consolidation.

B.C. Reg. 90/2021 (O.C. 184/2021), deposited March 23, 2021 and effective April 5, 2021, is made under the *Motor Vehicle Act*, R.S.B.C. 1996, c. 318, s. 304.

This is an unofficial consolidation provided for convenience only. This is not a copy prepared for the purposes of the *Evidence Act*.

This consolidation includes any amendments deposited and in force as of the currency date at the bottom of each page. See the end of this regulation for any amendments deposited but not in force as of the currency date. Any amendments deposited after the currency date are listed in the B.C. Regulations Bulletins. All amendments to this regulation are listed in the *Index of B.C. Regulations*. Regulations Bulletins and the Index are available online at www.bclaws.ca.

See the User Guide for more information about the *Consolidated Regulations of British Columbia*. The User Guide and the *Consolidated Regulations of British Columbia* are available online at www.bclaws.ca.

Prepared by:
Office of Legislative Counsel
Ministry of Attorney General
Victoria, B.C.

Motor Vehicle Act

ELECTRIC KICK SCOOTER PILOT PROJECT REGULATION

B.C. Reg. 90/2021

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Motor Vehicle Act

ELECTRIC KICK SCOOTER PILOT PROJECT REGULATION

B.C. Reg. 90/2021

Definitions

1 In this regulation:

"Act" means the *Motor Vehicle Act*;

"designated location" means a location designated by a bylaw described in section 15 (1) *[designated locations]*;

"electric kick scooter" means a regulated motorized personal mobility device to which this regulation applies under section 2;

"minister" means the minister responsible for the administration of the *Transportation Act*;

"municipal highway" has the same meaning as in section 1 of the *Transportation Act*;

"pilot community" means a municipality set out in the Schedule.

Application – electric kick scooter

2 This regulation applies to a regulated motorized personal mobility device that

(a) has up to 4 wheels placed along a longitudinal axis, one to 2 wheels at the front of the device and one to 2 wheels at the rear, with a platform for standing along the longitudinal axis between the front wheels and the back wheels,

(b) has a steering handlebar that acts directly on the steerable wheels at the front of the device, and

(c) has one or more electric motors that are powered solely by one or more electric batteries.

Minimum age

3 A person who is under 16 years of age must not operate an electric kick scooter on a highway.

General operation requirements

4 A person must not operate an electric kick scooter on a highway unless the electric kick scooter meets all the requirements of sections 5 to 13.

Weight limit of electric kick scooter

5 The weight of an electric kick scooter, including its motor and batteries, must not exceed 45 kg when the electric kick scooter is unladen.

Motor

6 The motors of an electric kick scooter must

(a) have a continuous power output rating that in total does not exceed 500 W,

(b) not be capable of propelling the electric kick scooter at a speed that exceeds 24 km/h on a clean, paved and level surface, and

(c) cease to propel the electric kick scooter forward if the accelerator is released or if the brakes are applied.

Brake performance

7 An electric kick scooter must be equipped with a braking system capable of bringing the electric kick scooter, while being operated at a speed of 24 km/h on a clean, paved and level surface, to a full stop within 9 m of the point at which the brakes are applied.

Wheels

8 The wheels of an electric kick scooter must be no more than 430 mm in diameter.

Bell or horn

9 An electric kick scooter must be equipped with a bell or horn.

Batteries and motor securement

10 The batteries and motor of an electric kick scooter must be securely fastened to the electric kick scooter to prevent their movement in any direction relative to the electric kick scooter while the electric kick scooter is operating.

Electrical terminals

11 All electrical terminals on an electric kick scooter must be completely insulated or covered.

No seat, pedals or enclosing structure

12 An electric kick scooter must not have

(a) a seat or a surface or structure that could be used as a seat,

(b) pedals, or

(c) any structure enclosing it.

Lights

13 (1) A person must not operate an electric kick scooter on a highway between 1/2 hour after sunset and 1/2 hour before sunrise unless the electric kick scooter is equipped with,

(a) at the front of the electric kick scooter, a lighted lamp displaying a white or amber light that, under normal atmospheric conditions, is visible from at least 150 m in the direction the electric kick scooter is pointed, and

(b) at the rear of the electric kick scooter, a lighted lamp displaying a visible red light.

(2) The lighted lamps required under subsection (1) may be

(a) attached to the electric kick scooter, or

(b) carried or worn by the person operating the electric kick scooter.

Pilot community bylaws

14 Sections 124 *[municipal powers]* and 124.2 *[additional municipal powers]* of the Act apply, in respect of bylaws respecting the use and operation of electric kick scooters within a pilot community, as if an electric kick scooter were a vehicle.

Designated locations

15 (1) A person must not operate an electric kick scooter on a highway in a pilot community unless the pilot community has adopted a bylaw designating locations within the pilot community in which an electric kick scooter may be operated.

(2) For certainty, a location designated by a bylaw described in subsection (1) may include any part of a municipal highway within the pilot community, including a boulevard, lane, sidewalk, walkway and path.

(3) A pilot community must not, by a bylaw described in subsection (1), designate a location that is a highway with a speed limit greater than 50 km/h, unless that highway has a designated use lane that permits cycles.

(4) A pilot community must notify the minister as soon as practicable after adopting, amending or repealing a bylaw described in subsection (1).

Where to operate on highway

16 (1) A person must not operate an electric kick scooter on a highway unless the highway is located within a pilot community and,

(a) if the highway is a municipal highway, it is a designated location, or

(b) if the highway is not a municipal highway,

(i) it has a speed limit no greater than 50 km/h or has a designated use lane that permits cycles,

(ii) it is not a highway named in Schedule 1 of section 19.07 *[Schedule 1 highway restrictions]* of the Motor Vehicle Act Regulations,

(iii) the location is not on or within any part of a structure to which section 3 *[farm vehicles, bicycles and pedestrians]* of the Provincial Public Undertakings Regulation applies, and

(iv) the location is not on or within the roadway of a structure to which section 4 *[slow vehicles and bicycles]* or 9 *[prohibited vehicles, bicycles and tire chains]* of the Provincial Public Undertakings Regulation applies, or on or within any of the approaches to the structure.

(2) Despite subsection (1) (b) (ii), a person may operate an electric kick scooter

(a) on a footpath constructed adjacent to the travel portion of a highway named in Schedule 1 of section 19.07 of the Motor Vehicle Act Regulations, and

(b) on the shoulder on the travel portion of such a highway, where the minister causes traffic control devices to be erected permitting the use of cycles on that shoulder.

(3) A person operating an electric kick scooter on a highway within a pilot community must operate the electric kick scooter,

(a) if the highway has a speed limit no greater than 50 km/h and has designated use lanes that permit cycles, in those lanes, unless specified otherwise in a bylaw of that pilot community,

(b) if the highway has a speed limit greater than 50 km/h and has designated use lanes that permit cycles, in those lanes, and

(c) if the highway has a speed limit no greater than 50 km/h and does not have designated use lanes that permit cycles, as near as practicable to the right side of the highway.

(4) A person operating an electric kick scooter on a highway within a pilot community must not operate the electric kick scooter as follows, unless specified otherwise in a bylaw of that pilot community:

(a) on a sidewalk, unless a traffic control device permits the operation of cycles on that sidewalk;

(b) on a highway where a traffic control device prohibits the operation of cycles.

(5) Subsection (3) (a) and (b) does not prohibit a person operating an electric kick scooter in a designated use lane from moving out of that lane for the following purposes:

(a) overtaking and passing another device, a vehicle, a cycle or a pedestrian using the designated use lane, if this cannot be done safely while staying in the lane;

(b) preparing to turn at an intersection or into a driveway or private road;

(c) avoiding debris or other hazardous road conditions in the designated use lane.

(6) A person must not, for the purpose of crossing a highway within a pilot community, operate an electric kick scooter on a crosswalk unless a traffic control device or a bylaw of that pilot community permits the operation of cycles on that crosswalk.

Operation near pedestrians

17 A person operating an electric kick scooter on a lane, sidewalk, walkway or path used by pedestrians

(a) must not operate the electric kick scooter at a speed that exceeds that of pedestrian traffic near the electric kick scooter on the lane, sidewalk, walkway or path, except while the person is passing a pedestrian, and

(b) must not pass a pedestrian without sounding the bell or horn attached to the electric kick scooter.

Duties of operator on highway

18 (1) A person operating an electric kick scooter on a highway

(a) must not operate the electric kick scooter abreast of another person operating a cycle or electric kick scooter on the roadway,

(b) unless the person is exempt from that requirement under section 3 *[exemption]* of the Bicycle Safety Helmet Exemption Regulation, must wear a bicycle safety helmet that

(i) is designated as an approved bicycle safety helmet under section 184 (4) (a) *[bicycle safety helmets]* of the Act, or

(ii) meets the standards and specifications prescribed under section 184 (4) (b) of the Act,

(c) must keep at least one hand on the steering handlebar of the electric kick scooter,

(d) must sound the bell or horn attached to the electric kick scooter when it is reasonably necessary to notify cyclists, pedestrians or others of the person's approach,

(e) must, if the electric kick scooter is not equipped with turn signal lights as described in paragraph (f), signify

(i) a left turn by extending the person's left hand and arm horizontally from the electric kick scooter, and

(ii) a right turn by doing either of the following:

(A) extending the person's left hand and arm out and upward from the electric kick scooter so that the upper and lower parts of the arm are at right angles;

(B) extending the person's right hand and arm out horizontally from the electric kick scooter,

(f) must, if the electric kick scooter is equipped with red, white or yellow turn signal lights that are visible from behind and in front of the electric kick scooter, signify a right or left turn by doing either of the following:

(i) activating the appropriate turn signal light;

(ii) extending the person's hand and arm as described in paragraph (e) (i) or (ii), as applicable,

(g) must signify a stop or decrease in speed by extending the person's left hand and arm out and downward from the electric kick scooter so that the upper and lower parts of the arm are at right angles, unless the electric kick scooter

is equipped with a visible red light at the rear that is activated when the person operating the electric kick scooter applies the brakes,

(h) must not operate the electric kick scooter other than in a standing position on the platform of the electric kick scooter,

(i) must not use the electric kick scooter to transport any other person,

(j) must not use the electric kick scooter to tow another person, vehicle, cycle or device and must not be towed by another person, vehicle, cycle or device,

(k) must not leave the electric kick scooter attended or unattended in a location intended for the movement of traffic, and

(l) must not operate the electric kick scooter

(i) on a highway without due care and attention or without reasonable consideration for other persons using the highway, or

(ii) on a sidewalk without due care and attention or without reasonable consideration for other persons using the sidewalk.

(2) Despite section 165 *[turning at intersections]* of the Act and section 16 (3) *[where to operate on highway]*, a person operating an electric kick scooter who intends to turn it to the left at an intersection where there is more than one lane from which left turns are permitted must

(a) approach the intersection in the lane closest to the right side of the highway from which a left turn is permitted,

(b) keep to the right of the line that divides the lane referred to in paragraph (a) from the lane immediately to the left of that lane,

(c) after entering the intersection, turn to the left so as to leave the intersection to the right of the line referred to in paragraph (b), and

(d) when practicable, turn in the portion of the intersection to the left of the centre of the intersection.

(3) In addition to the duties imposed by this section, a person operating an electric kick scooter on a highway has the rights and duties of a driver of a vehicle described in Part 3 of the Act.

Accidents

19 (1) If, due to the operation or presence of an electric kick scooter on a highway, an accident occurs and directly or indirectly results in injury to another person, the person operating the electric kick scooter must

(a) remain at or immediately return to the scene of the accident,

(b) render all possible assistance,

(c) give to anyone sustaining injury

(i) the person's name and address, and

(ii) the name and address of the owner of the electric kick scooter, and

(d) as soon as practicable, report the accident to a police officer and provide any information relating to the accident that the police officer may require.

(2) A police officer who receives a report under subsection (1) must

(a) inquire into and document the particulars of the accident, including the persons involved and the extent of the injuries, if any,

(b) complete a written report of the accident, in the form established by the Insurance Corporation of British Columbia under section 249 (1) *[accident reports by police officer]* of the Act, and

(c) promptly forward a copy of the report to the Insurance Corporation of British Columbia.

(3) A person involved in an accident referred to in subsection (1) or that person's authorized representative may obtain on request the names of any persons involved, the licence number and name of the registered owner of any motor vehicle involved and the name of any witness.

Report to minister

20 Within 60 days of the end of each 12 month period following the coming into force of this regulation or as otherwise specified by the minister, a pilot community must provide a report to the minister related to the use and operation of electric kick scooters within the boundaries of the pilot community, on matters including the following:

(a) the extent to which electric kick scooter use promotes active transportation;

(b) the safety of electric kick scooter users and other highway users;

(c) compliance with and enforcement of this regulation and the bylaws of the pilot community;

(d) the provision and use of electric kick scooter rental services and their regulation by the pilot community.

Offences

21 A person who contravenes any of the following provisions commits an offence:

(a) section 3 *[minimum age]*;

(b) section 4 *[general operation requirements]*;

(c) section 16 (1), (3), (4) and (6) *[where to operate on highway]*;

(d) section 17 *[operation near pedestrians]*;

(e) section 18 (1) and (2) *[duties of operator on highway]*;

(f) section 19 (1) *[accidents]*.

Repeal

22 This regulation is repealed on April 5, 2024.

SCHEDULE

[am. B.C. Regs. 199/2021; 200/2021; 189/2022.]

Pilot communities

1 The following are pilot communities for the purposes of the definition of "pilot community" in section 1 of this regulation:

the City of Coquitlam
the City of Kelowna
the City of Nanaimo
the City of North Vancouver
the City of Richmond
the City of Vancouver
the City of Vernon
the District of North Vancouver
the District of West Vancouver
the Town of Oliver
the Town of Osoyoos
the Township of Langley

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~~ATTACHMENT B~~

Electric Kick Scooter Pilot Project Regulation

Summary Descriptions of Offences

SECTION #	Description of Offence	Max. Fine Amount
3	Operate Electric Kick Scooter under 16 years of age	$109
4[i]	Operate Electric Kick Scooter contrary to regulations	$109
16	Operate Electric Kick Scooter on highway where prohibited	$109
17	Fail to exercise duty to pedestrian	$109
18[ii]	Fail to comply with duties of Electric Kick Scooter operator on highway	$109
18 (1)(b)	Operate Electric Kick Scooter without required helmet	$29
19	Fail to comply with duties at collision (accident)	$109

[i] Similar to section 219 of the *Motor Vehicle Act* (equipment of motor vehicles), under section 4 of the pilot project regulation, a ticket can be issued to an EKS operator for non-compliance with any of the device requirements as set out in sections 5 to 13 of the pilot project regulation. See below for more details (i.e. "*List of Contraventions*").

[ii] Includes all subsections of section 18 except for subsection 1(b) (i.e. "*Operate EKS without required helmet*") which is listed in the above table as a separate contravention because of the (different) max. fine amount of $29.

List of Contraventions

SEC #	Description of Contravention
	MINIMUM AGE
3	A person who is under **16 years of age** must not operate an electric kick scooter on a highway
	GENERAL OPERATION REQUIREMENTS (Requirements of Electric kick scooter)
4	A person must not operate an electric kick scooter (device) on a highway unless the device meets all the requirements of **sections 5 to 13** (please see below)
5	**Weight limit of electric kick scooter** ➢ The weight of an electric kick scooter (device), including its motor and batteries, must not exceed **45 kg** when the device is unladen
6	**Motor** The motors of an electric kick scooter (device) must (a) have a continuous power output rating that in total does not exceed **500 W**, (b) not be capable of propelling the device at a **speed that exceeds 24 km/h** on a clean, paved and level surface, and (c) cease to propel the device forward if the accelerator is released or if the brakes are applied
7	**Brake performance** ➢ An electric kick scooter (device) must be equipped with a braking system capable of bringing the device, while being operated at a speed of **24 km/h** on a clean, paved and level surface, to a full stop within **9 m** of the point at which the brakes are applied
8	**Wheels** ➢ The wheels of an electric kick scooter must be no more than **430 mm** in diameter
9	**Bell or Horn** ➢ An electric kick scooter must be equipped with a bell or horn
10	**Batteries and motor securement** ➢ The batteries and motor of an electric kick scooter (device) must be securely fastened to the device to prevent their movement in any direction relative to the device while the device is operating
11	**Electrical terminals** ➢ All electrical terminals on an electric kick scooter must be completely insulated or covered
12	**No seat, pedals or enclosing structure** An electric kick scooter must not have (a) a seat or a surface or structure that could be used as a seat, (b) pedals, or (c) any structure enclosing it
13 (1)	**Lights** A person must not operate an electric kick scooter (device) on a highway between **1/2 hour after sunset and 1/2 hour before sunrise** unless the device is equipped with, (a) at the front of the device, a lighted lamp displaying a white or amber light that, under normal atmospheric conditions, is visible from at least **150m** in the direction the device is pointed, and (b) at the rear of the device, a lighted lamp displaying a visible red light
(2)	The lighted lamps required under subsection (1) may be (a) attached to the electric kick scooter (device), or (b) carried or worn by the person operating the device

April 2021
Pilot Project Regulation: https://www.bclaws.gov.bc.ca/civix/document/id/oic/oic_cur/0184_2021

	WHERE TO OPERATE ON HIGHWAY
16 (1)	**A person must not operate an electric kick scooter on a highway unless the highway is located within a pilot community and,** **(a) if the highway is a municipal highway, it is a designated location, or** **(b) if the highway is not a municipal highway,** (i) it has a speed limit no greater than 50 km/h or has a designated use lane that permits cycles, (ii) it is not a highway named in Schedule 1 of section 19.07 [Schedule 1 highway restrictions] of the MVAR, (iii) the location is not on or within any part of a structure to which s. 3 [farm vehicles, bicycles and pedestrians] of the Provincial Public Undertakings Regulation (PPAR) applies, and (iv) the location is not on or within the roadway of a structure to which s. 4 [slow vehicles and bicycles] or 9 [prohibited vehicles, bicycles and tire chains] of the PPAR applies, or on or within any of the approaches to the structure
(3)	A person operating an electric kick scooter (device) on a highway within a pilot community must operate the device, (a) if the highway has a **speed limit no greater than 50 km/h and has designated use lanes** that permit cycles, in those lanes, unless specified otherwise in a bylaw of that pilot community, (b) if the highway has a **speed limit greater than 50 km/h and has designated use lanes** that permit cycles, in those lanes, and (c) if the highway has a **speed limit no greater than 50 km/h and does not have designated use lanes** that permit cycles, as near as practicable to the right side of the highway
(4)	A person operating an electric kick scooter (device) on a highway within a pilot community **must not operate the device as follows, unless specified otherwise in a bylaw of that pilot community**: (a) **on a sidewalk**, unless a traffic control device permits the operation of cycles on that sidewalk; (b) on a highway **where a traffic control device prohibits the operation of cycles**
(6)	A person must not, for the purpose of crossing a highway within a pilot community, operate an electric kick scooter on a crosswalk **unless a traffic control device or a bylaw of that pilot community permits the operation of cycles on that crosswalk**
	OPERATION NEAR PEDESTRIANS
17	A person operating an electric kick scooter (device) on a lane, sidewalk, walkway or path used by pedestrians (a) must not operate the device at a speed that exceeds that of pedestrian traffic near the device on the lane, sidewalk, walkway or path, except while the person is passing a pedestrian, and (b) must not pass a pedestrian without sounding the bell or horn attached to the device
	DUTIES OF OPERATOR ON HIGHWAY
18 (1)	A person operating an electric kick scooter (device) on a highway:
	(a) must not operate the device abreast of another person operating a cycle or electric kick scooter on the roadway **[SAME AS CYCLES]**
	(b) must wear an approved bicycle safety helmet (compliant with s. 184 (4) (a) and (b) of the Act) - unless the person is exempt from that requirement under section 3 *[exemption]* of the Bicycle Safety Helmet Exemption Regulation **[SAME AS CYCLES]**
	(c) must keep at least one hand on the steering handlebar of the device
	(d) must sound the bell or horn attached to the device when it is reasonably necessary to notify cyclists, pedestrians or others of the person's approach

April 2021
Pilot Project Regulation: https://www.bclaws.gov.bc.ca/civix/document/id/oic/oic_cur/0184_2021

	(e) must, if the device is not equipped with turn signal lights as described in paragraph (f), signify (i) a left turn by extending the person's left hand and arm horizontally from the device, and (ii) a right turn by doing either of the following: (A) extending the person's left hand and arm out and upward from the device so that the upper and lower parts of the arm are at right angles; (B) extending the person's right hand and arm out horizontally from the device **[SAME AS CYCLES—If not equipped with turn signals]**
	(f) must, if the device is equipped with red, white or yellow turn signal lights that are visible from behind and in front of the device, signify a right or left turn by doing either of the following: (i) activating the appropriate turn signal light; (ii) extending the person's hand and arm as described in paragraph (e) (i) or (ii), as applicable
	(g) must signify a stop or decrease in speed (i.e. using hand signals), by extending the person's left hand and arm out and downward from the device so that the upper and lower parts of the arm are at right angles, unless the device is equipped with a visible red light at the rear that is activated when the person operating the electric kick scooter applies the brakes **[SAME AS CYCLES—If not equipped with brake/stop light]**
	(h) must not operate the device other than in a standing position on the platform of the device
	(i) must not use the device to transport any other person
	(j) must not use the device to tow another person, vehicle, cycle or device and must not be towed by another person, vehicle, cycle or device
	(k) must not leave the device attended or unattended in a location intended for the movement of traffic
	(l) must not operate the device (i) on a highway without due care and attention or without reasonable consideration for other persons using the highway, or (ii) on a sidewalk without due care and attention or without reasonable consideration for other persons using the sidewalk **[SAME AS CYCLES]**
(2)	Despite section 165 *[turning at intersections]* of the Act and s. 16 (3) *[where to operate on highway]*, a person operating an electric kick scooter who intends to turn it to the left at an intersection where there is more than one lane from which left turns are permitted must (a) approach the intersection in the lane closest to the right side of the highway from which a left turn is permitted, (b) keep to the right of the line that divides the lane referred to in paragraph (a) from the lane immediately to the left of that lane, (c) after entering the intersection, turn to the left so as to leave the intersection to the right of the line referred to in paragraph (b), and (d) when practicable, turn in the portion of the intersection to the left of the centre of the intersection **[SAME AS CYCLES]**
	ACCIDENTS
19 (1)	If, due to the operation or presence of an electric kick scooter (device) on a highway, an accident occurs and directly or indirectly results in injury to another person, the person operating the device must (a) remain at or immediately return to the scene of the accident, (b) render all possible assistance, (c) give to anyone sustaining injury (i) the person's name and address, and (ii) the name and address of the owner of the device, and

	(d) as soon as practicable, report the accident to a police officer and provide any information relating to the accident that the police officer may require **[SAME AS CYCLES]**

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

HIGHWAY AND TRAFFIC BYLAW 2010 NO. 4758

AMENDMENT BYLAW NO. 5914

EXPLANATORY NOTE

Bylaw No. 5914 amends the Highway and Traffic Bylaw 2010 No. 4758 by incorporating provisions related to electric kick scooters.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY HIGHWAY AND TRAFFIC BYLAW 2010 NO. 4758

AMENDMENT BYLAW NO. 5914

A Bylaw to amend Township of Langley Highway and Traffic Bylaw 2010 No. 4758

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 Highway and Traffic Bylaw No. 4758 Amendment Bylaw No. 5914.”

2. The “Township of Langley Highway and Traffic Bylaw No. 4758” as amended is further amended by;

   (1) Inserting the following definitions in alphabetical order in Section 103:

   “electric kick scooter” has the meaning set out in the Electric Kick Scooter Pilot Project Regulation – 90/2021 as amended or replaced from time to time; and

   “electric kick scooter regulation” means the Electric Kick Scooter Pilot Project Regulation, B.C. Reg. 90/2021, as amended or replaced from time to time

   (2) Replacing the definition of “cycle path” in Section 103 to the following:

   “cycle path” means that a portion of a highway designated primarily for use of cyclists and persons on electric kick scooters

   (3) Replacing Section 203 subsection (5) with the following:

   (5) operate a cycle or an electric kick scooter on a sidewalk at a greater rate of speed than 7 km/h.

   (4) Adding a new subsection (7) to Section 203 as follows:

   (7) operate an electric kick scooter that violates the device specifications as laid out in the Electric Kick Scooter Regulation

   (5) Replacing Section 215 with the following:

   In addition to the duties imposed by this section, a person operating a cycle or an electric kick scooter on a highway has the same rights and duties as a driver of a vehicle.

   (6) Replacing Section 216 with the following:

   A person operating a cycle or an electric kick scooter shall:

(1) ride as near as practicable to the right side of the roadway, or where not practicable, ride in the lane in such a manner as not to pose a hazard to traffic;

(2) ride wearing a helmet, unless exempted by regulation made by the Lieutenant Governor in Council;

(3) yield to pedestrian or equestrian traffic while riding on a sidewalk, walkway or trail;

(4) not operate the cycle or electric kick scooter at a speed that exceeds that of pedestrian traffic near the electric kick scooter on a sidewalk, walkway or trail, except while the person is passing a pedestrian: and

(5) not pass a pedestrian without sounding the bell or horn attached to the cycle or electric kick scooter.

(7) adding the words ‘or an electric kick scooter’ after the words ‘A person operating a cycle:’ in Section 216;

(8) adding the words ‘or an electric kick scooter’ after the words ‘A person shall not operate a cycle:’ in Section 217

(9) Replacing Section 217, subsection (5) with the following:

5) on a sidewalk, within 3 meters of another person operating a cycle or an electric kick scooter traveling in the same direction or pass another person operating a cycle or an electric kick scooter on a sidewalk while riding in the same direction.

(10) Replacing Section 218 with the following:

A cycle or electric kick scooter operated on a highway between ½ hour after sunset and ½ hour before sunrise shall have a lighted lamp mounted on the front, capable of displaying a white light visible under normal atmospheric conditions at least 150 meters in the direction of travel, and a red reflector or a lighted lamp, mounted on the rear and capable of reflecting or displaying a red light toward the rear.

(11) Replacing Section 219 subsection (3) with the following:

No person shall:

3) operate a cycle or electric kick scooter:

(i) without being equipped with a bell, horn or other suitable audible warning device attached to the cycle or electric kick scooter; and

(ii) without giving an audible warning before passing a pedestrian who is traveling in any direction;

(12) Removing the word ‘and’ at the end of Section 219, subsection (8)

(13) Adding subsection (10) and (11) to Section 219 as follows:

(10) operate an electric kick scooter on a highway with a speed limit greater than 50 km/h unless there are designated use lane that permit cycles, in those lanes; and

(11) operate an electric kick scooter if they are under 16 years of age

(14) Replacing Section 220 subsection (5) with the following:

(5) ride, drive or lead any horse or other animal or drive or propel any vehicle**,** cycle, or electric kick scooter in any park except on roadways or on trails which are designated for such purposes;

(15) Replacing Section 513 subsection (2) with the following:

2) ride, drive, move or propel any vehicle**,** cycle, or electric kick scooter;

3. This bylaw is to come into force and take effect on the date of its adoption.

READ A FIRST TIME the	day of	, 2023.
READ A SECOND TIME the	day of	, 2023.
READ A THIRD TIME the	day of	, 2023.
ADOPTED the	day of	, 2023.

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

BYLAW NOTICE ENFORCEMENT BYLAW 2008 NO. 4703

AMENDMENT BYLAW NO. 5915

EXPLANATORY NOTE

Bylaw No. 5915 amends the Bylaw Notice Enforcement Bylaw 2008 No. 4703 to provide provisions related to Electric Kick Scooters.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

BYLAW NOTICE ENFORCEMENT BYLAW 2008 NO. 4703

AMENDMENT BYLAW NO. 5915

A Bylaw to amend Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703

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 "Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 5915."

2. Schedule "A" of "Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703" as amended is further amended as follows:

   (1) By adding and inserting the following offences in relation to the Township of Langley Highway and Traffic Bylaw 2010 No. 4758 in numerical order

Offence	**Bylaw Section**	**Fine**
Operate an Electric Kick Scooter on a sidewalk at a greater rate of speed than 7 km/h	203 (5)	$75.00
Operate an Electric Kick Scooter in violation of the device specifications under the Electric Kick Scooter Regulation	203 (7)	$75.00
Operate an Electric Kick Scooter in a way that fails to exercise a duty to a pedestrian	216 (5)	$75.00
Operate an Electric Kick Scooter on a highway with a speed limit greater than 50 km/h outside of a cycle lane	219 (10)	$75.00
Operate an Electric Kick Scooter without a helmet	216 (2)	$29.00

   (2) By replacing the following offences in relation to the Township of Langley Highway and Traffic Bylaw 2010 No. 4758

Offence	Bylaw Section	Fine
Cycle or operate an Electric Kick Scooter on Highway Without Due Care	217 (1)	$75.00
Cycle or operate an Electric Kick Scooter on Roadway, Sidewalk, Pathway Where Prohibited	217(2)	$75.00
Cycle or operate an Electric Kick Scooter When Arm/Hand is Attached to a Vehicle.	217(4)	$75.00
Cycle or operate an Electric Kick Scooter on Sidewalk within 3 meters of another Cyclist or person operating an Electric Kick Scooter	217(5)	$75.00

Operate Cycle or an Electric Kick Scooter on Highway Without Lighted Lamp/Reflector	218	$75.00
Operate Cycle or an Electric Kick Scooter on Sidewalk/Walkway/Trail Without Audible Warning Device	219 (3)	$50.00
Ride/Drive/Lead an Animal/Vehicle/Cycle**/**Electric Kick Scooter in Park Where Prohibited	220 (5)	$75.00

READ A FIRST TIME the day of , 2023.

READ A SECOND TIME the day of , 2023.

READ A THIRD TIME the day of , 2023.

ADOPTED the day of , 2023.

_____ Mayor _____ Township Clerk

- Skip to main content
- Skip to footer

British Columbia News

Detailed safety study coming for electric kick scooters

https://news.gov.bc.ca/29982

The benefits and effects of people using e-scooters will be studied in detail to help more local governments across B.C. evaluate how this clean and popular mode of personal transportation can be safely integrated into local transportation networks.

“E-scooters are part of an ongoing shift toward electric personal mobility that’s reducing emissions by giving people new clean and affordable options to get around,” said Rob Fleming, Minister of Transportation and Infrastructure. “We’re making it easier for local governments to test e-scooters on their own roads, so we can ensure future regulations represent the needs of people across the province.”

The safety review will start on April 5, 2024, and run for four years. The review replaces the first phase of the e-scooter pilot project that began in 2021, where the use of electric kick scooters was tested in 13 participating communities over a three-year period. The review enables the collection of better health and safety data, which is needed to address outstanding questions about the safe integration of e-scooters into transportation networks. This will help determine if and how electric kick scooters should be permanently authorized for general use in B.C.

During the next four-year period, people will be able to legally use e-scooters in any community that authorizes their use. Participating communities will continue to prescribe how and where electric kick scooters can be used, subject to new regulations. A new streamlined onboarding process will make it easier for smaller and rural communities to test electric kick scooters and address local needs.

Visit the project website to find out if electric kick scooters are authorized for use in your community: https://www2.gov.bc.ca/gov/content/transportation/transportation-environment/active-transportation/scooter (https://www2.gov.bc.ca/gov/content/transportation/transportation-environment/active-transportation/scooter)

“Use of e-scooters for personal transportation is growing in communities across B.C.,” said councillor Trish Mandewo, president, Union of BC Municipalities (UBCM). “Local governments have asked the Ministry of Transportation and Infrastructure to work with them to ensure that appropriate regulation is in place and will welcome the findings the pilot projects will yield. UBCM appreciates this collaborative and constructive effort to address a critical shift in public transportation.”

During the next phase of examination, the Ministry of Transportation and Infrastructure will lead an ongoing safety evaluation, together with government partners, ICBC and the BC Injury Research and Prevention Unit (BCIRPU). This work will complement safety evaluations supplied by communities participating in the review.

“The BCIRPU is pleased to partner with the Ministry of Transportation and Infrastructure on this important project to evaluate e-scooter safety data relating to injuries,” said Dr. Ian Pike, director, BC Injury Research and Prevention Unit. “This project will clarify any safety and injury concerns, advance our understanding of micromobility and determine whether e-scooters can be a viable mode of transportation on our roads.”

The Ministry of Transportation and Infrastructure will be hosting outreach sessions with interested local governments over the coming months to provide information and encourage participation.

Quick Facts:

- Electric kick scooters are battery-powered devices with a motor, two to four wheels, a platform for standing and handlebars for steering.
- Electric kick scooters are a form of active transportation that has been shown to reduce vehicle trips and help support connections to public transportation.
- Ontario and Quebec are also evaluating the use of electric kick scooters.
- Amendments to the Motor Vehicle Act passed in spring 2023 establish a new legislative framework for testing new and emerging forms of active transportation.
- The government began the first stage of the project in 2021 to test the use of electric kick scooters in participating communities for a three-year period.

Learn More:

For more information about the electric kick scooter pilot project, visit https://www2.gov.bc.ca/gov/content/transportation/transportation-environment/active-transportation/scooter (https://www2.gov.bc.ca/gov/content/transportation/transportation-environment/active-transportation/scooter)

Ministry of Transportation and Infrastructure

Media Relations
250 356-8241

Backgrounders

What to know about interim findings of the electric kick scooter pilot project

The Ministry of Transportation and Infrastructure has been collecting and analyzing the results of the first two years of the pilot project. Interim data has been provided by participating communities and a public opinion survey was conducted by Angus Reid Group.

Interim findings to date:

British Columbians support the testing of electric kick scooters:

A majority of British Columbians surveyed see these devices as improving their transportation options. Electric kick scooters represent a convenient and relatively affordable mode of transportation, whether used for commuting, running errands or simply for pleasure.

Electric kick scooters have environmental benefits:

Data from participating communities indicate these devices promote active, clean transportation and reduce carbon footprint. For example:

- Kelowna recorded more than 600,000 trips by electric kick scooters and other micromobility devices in approximately two years, 48% of which replaced vehicle trips.
- Vernon reported more than 470,000 kilometres travelled by users of its shared electric kick scooter provider, with 50% of users using the devices to commute.

Participating communities have higher levels of support:

More than two-thirds of British Columbians surveyed are supportive of the project, especially in participating communities. Residents in participating communities also have greater awareness of the project. They said they were more likely to use these devices and were satisfied with available clean-transportation choices.

Electric kick scooters can help meet sustainable transportation goals:

Most participating communities have policies supporting clean transportation and see electric kick scooters as enhancing connections to public transit and addressing gaps in existing transportation networks. Local governments are also using their participation as a way to test e-bike/bike shared-service programs in their community. More data is needed to assess electric kick scooter safety and reductions in vehicle trips.

Injuries and conflicts with other road users are rare when operators follow the rules:

National data provided by a shared-service provider indicate that 99.9% of electric kick scooter trips end without incident. Of the 0.01% trips during which an incident occurs, only 1.5% are severe (needing more than 24-hour hospitalization). To date, there have been no fatalities in B.C.

Overall awareness of the project and electric kick scooter laws is low:

Less than one-third of British Columbians surveyed are aware of the pilot project and rules for electric kick scooters. Greater public education and awareness is needed to support compliance.

Acknowledgment

The B.C. Public Service acknowledges the territories of First Nations around B.C. and is grateful to carry out our work on these lands. We acknowledge the rights, interests, priorities, and concerns of all Indigenous Peoples - First Nations, Métis, and Inuit - respecting and acknowledging their distinct cultures, histories, rights, laws, and governments.

PROVINCE OF BRITISH COLUMBIA

ORDER OF THE LIEUTENANT GOVERNOR IN COUNCIL

Order in Council No. 640 *, Approved and Ordered* December 1, 2023

Lieutenant Governor

Executive Council Chambers, Victoria

On the recommendation of the undersigned, the Lieutenant Governor, by and with the advice and consent of the Executive Council, orders that

(a) sections 12 (a) to (i) and (k) to (m) and 13 to 17 of the *Motor Vehicle Amendment Act, 2023*, S.B.C. 2023, c. 17, are brought into force,

(b) effective April 5, 2024, the following provisions of the *Motor Vehicle Amendment Act, 2023*, S.B.C. 2023, c. 17, are brought into force:

(i) sections 1, 2, 4, 6 to 10 (e), 11, 12 (j) and (n) and 23;

(ii) section 24, except as it enacts section 182.1 of the *Motor Vehicle Act*;

(iii) sections 25 to 29;

(iv) section 32, except as it enacts section 210 (3.2) (b) (iii) of the *Motor Vehicle Act*;

(v) sections 33, 34, 36 and 38 to 42,

(c) effective April 5, 2024, the Electric Kick Scooter Pilot Project Regulation, B.C. Reg. 90/2021, is repealed, and

(d) effective April 5, 2024, the attached Electric Kick Scooter Pilot Project Regulation is made.

Minister of Transportation and Infrastructure

Presiding Member of the Executive Council

(This part is for administrative purposes only and is not part of the Order.)

Authority under which Order is made:

Act and section: *Motor Vehicle Amendment Act, 2023*, S.B.C. 2023, c. 17, s. 43; *Motor Vehicle Act*, R.S.B.C. 1996, c. 318, s. 210

Other: OIC 184/2021

R10718710

ELECTRIC KICK SCOOTER PILOT PROJECT REGULATION

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PART 1 – INTERPRETATION, ESTABLISHMENT OF PILOT PROJECT AND GENERAL PROHIBITIONS

Definitions

1 In this regulation:

"Act" means the *Motor Vehicle Act*;

"cycle lane" means a portion of a highway designated for use of persons operating cycles, either exclusively or alongside one or more of the following:

(a) persons operating designated personal mobility devices;

(b) persons on skateboards, kick scooters, roller skates, in-line roller skates or other devices that are only capable of being propelled by human power;

"electric kick scooter" means a device that meets all of the criteria set out in section 3 *[electric kick scooter criteria]*;

"participating community" means the following, as applicable:

(a) the Nisg̲a'a Government or Nisg̲a'a Lands, but only if the pilot project is authorized, under section 306 (1) *[pilot projects within Nisg̲a'a Lands]* of the Act, to take place on highways within Nisg̲a'a Lands;

(b) a treaty first nation or the treaty lands of the treaty first nation, but only if the pilot project is authorized, under section 306 (2) *[pilot projects within treaty lands]* of the Act, to take place on highways within the treaty lands;

(c) a municipality, but only if the pilot project is authorized, under section 307 *[opt-in pilot projects in municipalities]* of the Act, to take place within the municipality;

"pilot project" means the pilot project established under section 4 (1) *[Electric Kick Scooter Pilot Project established]*;

"pilot project highway" has the meaning set out in section 5 *[meaning of "pilot project highway"]*;

"section 19.07 highway" means a highway named in Schedule 1 of section 19.07 *[schedule 1 highways restrictions]* of the Motor Vehicle Act Regulations;

"transportation minister" means the minister responsible for the administration of the *Transportation Act.*

Definitions in section 119 of Act apply

2 (1) If a word or expression used in this regulation is defined in section 119 *[definitions for Part 3]* of the Act, the word or expression has the same meaning as in that section.

(2) For certainty, in this regulation, **"traffic control device"**, in relation to a participating community or the transportation minister, includes a traffic control device placed or erected by a person authorized by the participating community or transportation minister.

Electric kick scooter criteria

3 (1) An electric kick scooter is a device that

(a) is designed to be

(i) solely self-propelled, or

(ii) self-propelled with the capability to be propelled by human power,

(b) has up to 4 wheels, each of which is not more than 430 mm in diameter, placed along a longitudinal axis, with one to 2 wheels at the front of the device and one to 2 wheels at the rear,

(c) has a platform for standing along the longitudinal axis between the front wheels and the back wheels of the device and is designed to be operated while the operator is standing on the platform,

(d) has a steering handlebar that acts directly on the steerable wheels at the front of the device,

(e) is designed to transport one person,

(f) is not a motor assisted cycle or another device that has pedals, and

(g) does not have

(i) a seat, or a surface or structure that could be used as a seat, or

(ii) a structure that encloses the electric kick scooter.

(2) In addition to the criteria set out in subsection (1), the device must have one or more electric motors that

(a) are powered solely by one or more electric batteries,

(b) are not capable of propelling the device at a speed exceeding 25 km/h when the device is being operated on a clean, paved and level surface, and

(c) have a continuous power output rating that, in total, does not exceed 500 W.

Electric Kick Scooter Pilot Project established

4 (1) The Electric Kick Scooter Pilot Project is established for the purposes of researching, testing and evaluating the regulation of electric kick scooters.

(2) The pilot project is a province-wide pilot project.

(3) For the purposes of the pilot project, an electric kick scooter is deemed to be a designated personal mobility device.

Meaning of "pilot project highway"

5 A pilot project highway is any highway or portion of a highway located within the Province, other than the following:

(a) a highway or portion of a highway located within Nisg̲a'a Lands, unless the Nisg̲a'a Government is a participating community;

(b) a highway or portion of a highway located within the treaty lands of a treaty first nation, unless the treaty first nation is a participating community;

(c) a highway or portion of a highway located within a municipality, unless the municipality is a participating community;

(d) a structure, portion of a structure or approach to a structure in relation to which any of the following provisions of the Provincial Public Undertakings Regulation under the *Transportation Act* apply:

(i) section 3 *[farm vehicles, bicycles and pedestrians]*;

(ii) section 4 *[slow vehicles and bicycles]*;

(iii) section 9 *[prohibited vehicles, bicycles and tire chains]*;

(e) a highway or portion of a highway on which the operation of electric kick scooters is prohibited by

(i) a traffic control device, law or bylaw referred to in section 8 *[prohibited highways located within participating communities]*, or

(ii) a traffic control device referred to in section 14 *[prohibited highways located outside participating communities]*.

Operation prohibited except on pilot project highways

6 A person must not operate an electric kick scooter on a highway except on a pilot project highway in accordance with this regulation.

Operation prohibited if under 16 years of age

7 (1) A person under 16 years of age must not operate an electric kick scooter on a highway.

(2) A parent or guardian of a person under 16 years of age must not authorize or knowingly permit the person to operate an electric kick scooter on a highway.

PART 2 – OPERATING ELECTRIC KICK SCOOTERS IN PARTICIPATING COMMUNITIES

Prohibited highways located within participating communities

8 Despite any other provision of this Part, the operation of electric kick scooters on a highway or portion of a highway located within a participating community may be prohibited by

(a) a traffic control device of the transportation minister, or

(b) a traffic control device, law or bylaw of the participating community.

Section 19.07 highways located within participating communities

9 If a pilot project highway located within a participating community is a section 19.07 highway, a person must not operate an electric kick scooter on the highway unless the transportation minister causes signs to be erected permitting the use of electric kick scooters on either of the following:

(a) a footpath constructed adjacent to the travelled portion of the highway;

(b) the shoulder of the travelled portion of the highway.

Highways that have speed limit over 50 km/h

10 If a pilot project highway located within a participating community has a speed limit of more than 50 km/h, a person may operate an electric kick scooter on the highway as follows:

(a) if the highway has a cycle lane, the person must operate the electric kick scooter in the cycle lane;

(b) if the highway does not have a cycle lane, or if the operation of electric kick scooters is prohibited in the cycle lane, the person may operate the electric kick scooter on another portion of the highway, but only if a traffic control device of the transportation minister, or a traffic control device, law or bylaw of the participating community, permits or requires electric kick scooters to be operated on the other portion of the highway.

Highways that have speed limit not over 50 km/h

11 If a pilot project highway located within a participating community has a speed limit of not more than 50 km/h, a person may operate an electric kick scooter on the highway as follows:

(a) if the highway has a cycle lane, the person must operate the electric kick scooter in the cycle lane;

(b) if the highway does not have a cycle lane, or if the operation of electric kick scooters is prohibited in the cycle lane, the person may operate the electric kick scooter as follows:

(i) on another portion of the highway, if a traffic control device of the transportation minister, or a traffic control device, law or bylaw of the participating community, permits or requires electric kick scooters to be operated on the other portion of the highway;

(ii) as near as practicable to the right side of the highway, if a traffic control device of the transportation minister, or a traffic control device, law or bylaw of the participating community, does not require electric kick scooters to be operated on another portion of the highway.

Sidewalks located within participating communities

12 A person must not operate an electric kick scooter on the sidewalk of a pilot project highway located within a participating community unless

(a) a traffic control device of the participating community permits the operation of cycles or electric kick scooters on the sidewalk, or

(b) a traffic control device of the transportation minister permits the operation of electric kick scooters on the sidewalk.

Crosswalks located within participating communities

13 A person must not operate an electric kick scooter on the crosswalk of a pilot project highway located within a participating community unless

(a) a traffic control device of the participating community permits the operation of cycles or electric kick scooters on the crosswalk, or

(b) a traffic control device of the transportation minister permits the operation of electric kick scooters on the crosswalk.

PART 3 – OPERATING ELECTRIC KICK SCOOTERS OUTSIDE PARTICIPATING COMMUNITIES

Prohibited highways located outside participating communities

14 Despite any other provision of this Part, a traffic control device of the transportation minister may prohibit the operation of electric kick scooters on a highway or portion of a highway located outside the following areas:

(a) Nisg̲a'a Lands;

(b) the treaty lands of a treaty first nation;

(c) a municipality.

Section 19.07 highways located outside participating communities

15 If a pilot project highway located outside a participating community is a section 19.07 highway, a person must not operate an electric kick scooter on the highway unless the transportation minister causes signs to be erected permitting the use of electric kick scooters on either of the following:

(a) a footpath constructed adjacent to the travelled portion of the highway;

(b) the shoulder of the travelled portion of the highway.

Other highways located outside participating communities

16 A person may operate an electric kick scooter on a pilot project highway located outside a participating community as follows:

(a) if the highway has a cycle lane, the person must operate the electric kick scooter in the cycle lane;

(b) if the highway does not have a cycle lane, or if the operation of electric kick scooters is prohibited in the cycle lane, the person may operate the electric kick scooter on another portion of the highway, but only if a traffic control device of the transportation minister permits or requires electric kick scooters to be operated on the other portion of the highway.

Sidewalks located outside participating communities

17 A person must not operate an electric kick scooter on the sidewalk of a pilot project highway located outside a participating community unless a traffic control device of the transportation minister permits the operation of electric kick scooters on the sidewalk.

Crosswalks located outside participating communities

18 A person must not operate an electric kick scooter on the crosswalk of a pilot project highway located outside a participating community unless a traffic control device of the transportation minister permits the operation of electric kick scooters on the crosswalk.

PART 4 – DUTIES OF OPERATOR

Duty to wear safety helmet

19 Unless exempted by a regulation made for the purposes of section 184 (6) (b) *[bicycle safety helmets]* of the Act, a person who operates an electric kick scooter on a pilot project highway must properly wear a bicycle safety helmet that meets the requirements under section 184 (1) (a) or (b) of the Act.

Operation near pedestrians

20 A person operating an electric kick scooter on a pilot project highway must sound the bell or horn that the electric kick scooter is required to be equipped with under section 35 *[bell or horn required]* if

(a) it is reasonably necessary to do so in order to notify a pedestrian that the electric kick scooter is approaching the pedestrian, or

(b) the person intends to pass a pedestrian.

Operation near other devices

21 (1) A person operating an electric kick scooter on a pilot project highway must sound the bell or horn that the electric kick scooter is required to be equipped with under section 35 *[bell or horn required]* if

(a) it is reasonably necessary to do so in order to notify the operator of a cycle or other device that the electric kick scooter is approaching the operator of the cycle or other device, or

(b) the person intends to pass a cycle or other device.

(2) A person operating an electric kick scooter on the roadway portion of a pilot project highway must not operate the electric kick scooter abreast of another person who is operating a cycle, electric kick scooter or other device.

Duty to signal right turn

22 (1) In this section and section 23 *[duty to signal left turn]*, **"turn signal lights"** means red, yellow or white turn signal lights that are visible from both behind and in front of an electric kick scooter.

(2) If a person operating an electric kick scooter on a pilot project highway intends to turn right and the electric kick scooter is not equipped with turn signal lights, the person must signify the right turn by doing either of the following:

(a) extending the person's left hand and arm out and upward from the electric kick scooter so that the upper and lower parts of the arm are at right angles;

(b) extending the person's right hand and arm horizontally from the electric kick scooter.

(3) If a person operating an electric kick scooter on a pilot project highway intends to turn right and the electric kick scooter is equipped with turn signal lights, the person must signify the right turn by doing either of the following:

(a) activating the right turn signal light;

(b) extending the person's hand and arm in the manner described in subsection (2) (a) or (b).

Duty to signal left turn

23 (1) If a person operating an electric kick scooter on a pilot project highway intends to turn left and the electric kick scooter is not equipped with turn signal lights, the person must signify the left turn by extending the person's left hand and arm horizontally from the electric kick scooter.

(2) If a person operating an electric kick scooter on a pilot project highway intends to turn left and the electric kick scooter is equipped with turn signal lights, the person must signify the left turn by doing either of the following:

(a) activating the left turn signal light;

(b) extending the person's left hand and arm in the manner described in subsection (1).

Duty to make hook turn to turn left at intersection

24 (1) Subject to subsection (2), if a person operating an electric kick scooter on a pilot project highway intends to turn left at an intersection, the person must cause the electric kick scooter to make a hook turn as follows:

(a) first, approach and enter the intersection in the portion of the highway that is as near as practicable to the right side of the highway;

(b) second, proceed through the intersection, keeping as near as practicable to the right side of the intersection;

(c) third, after reaching the other side of the intersection, stop and become positioned in the intended direction of travel;

(d) fourth, enter and proceed through the intersection as described in paragraphs (a) and (b).

(2) If it is not practicable or safe for the person referred to in subsection (1) to make a hook turn at the intersection, the person must dismount the electric kick scooter and cross the intersection in accordance with provisions under the Act applicable to pedestrians.

Duty to signal stop or decrease in speed

25 (1) If a person operating an electric kick scooter on a pilot project highway intends to stop or decrease the speed of the electric kick scooter, the person must signify the stop or decrease in speed by extending the person's left hand and arm out and downward from the electric kick scooter so that the upper and lower parts of the arm are at right angles.

(2) Subsection (1) does not apply if

(a) the electric kick scooter is equipped with a visible red light at the rear, and

(b) the visible red light is activated when the person applies the brakes.

Passengers and towing prohibited

26 A person operating an electric kick scooter on a pilot project highway must not do any of the following:

(a) transport another person on the electric kick scooter;

(b) use the electric kick scooter

(i) to tow another person, or

(ii) to tow a vehicle, cycle or other device;

(c) use the electric kick scooter to be towed by a cycle or other device.

Operating without due care and attention prohibited

27 A person must not operate an electric kick scooter on a pilot project highway

(a) without due care and attention, or

(b) without reasonable consideration for other persons using the highway.

Operator must be in standing position

28 A person operating an electric kick scooter on a pilot project highway

(a) must be in a standing position on the platform of the electric kick scooter, and

(b) must keep at least one hand on the steering handlebar of the electric kick scooter.

Leaving electric kick scooter in traffic prohibited

29 A person operating an electric kick scooter must not leave the electric kick scooter attended or unattended in a location intended for the movement of traffic.

Duties under Part 3 of Act apply

30 Except as otherwise provided in this regulation, a person operating an electric kick scooter on a pilot project highway has the same rights and duties under Part 3 of the Act that apply to the driver of a vehicle.

PART 5 – ELECTRIC KICK SCOOTER REQUIREMENTS

Operation prohibited unless electric kick scooter meets requirements

31 A person must not operate an electric kick scooter on a pilot project highway unless the electric kick scooter meets all of the requirements set out in this Part.

Weight restriction

32 The weight of the electric kick scooter, including its motors and batteries, must not be more than 45 kg when the electric kick scooter is unladen.

Motors and batteries

33 (1) The motors of the electric kick scooter must cease to propel the electric kick scooter forward when the operator releases the accelerator or applies the brakes.

(2) The batteries and motors of the electric kick scooter must be securely fastened to the electric kick scooter in order to prevent the batteries and motors from moving, relative to the electric kick scooter, when the electric kick scooter is operating.

Brake performance

34 The electric kick scooter must be equipped with a braking system that is capable, when the electric kick scooter is being operated at a speed of 25 km/h on a clean, paved and level surface, of bringing the electric kick scooter to a complete stop within 7.5 m of the point at which the brakes are applied.

Bell or horn required

35 The electric kick scooter must be equipped with a bell or horn.

Lights required at night

36 (1) When the electric kick scooter is being operated between 1/2 hour after sunset and 1/2 hour before sunrise, the following equipment is required:

(a) at the front of the electric kick scooter, a lighted lamp displaying a white or amber light that, under normal atmospheric conditions, is visible from at least 150 m in the direction the electric kick scooter is pointed;

(b) at the back of the electric kick scooter, a lighted lamp displaying a visible red light.

(2) The lighted lamps required under subsection (1) may be

(a) attached to the electric kick scooter, or

(b) carried or worn by the operator.

Electrical terminals

37 All electrical terminals on the electric kick scooter must be completely insulated or covered.

Flashing red light permitted

38 Despite any other provision of the Act or regulations, an electric kick scooter may be equipped with a flashing red light.

PART 6 – ACCIDENTS

Duties of operator if accident occurs

39 If a person is injured, or property is damaged, as a direct or indirect result of an accident that occurs due to the presence or operation of an electric kick scooter on a highway, the operator must do the following:

(a) remain at or immediately return to the scene of the accident;

(b) render all possible assistance;

(c) give to a person who sustains loss or injury

(i) the operator's name and address, and

(ii) the name and address of the owner of the electric kick scooter.

Duties of police officer

40 (1) This section applies in relation to an accident if

(a) the accident occurs due to the presence or operation of an electric kick scooter on a highway, and

(b) the accident causes, directly or indirectly,

(i) death or injury to a person, or

(ii) damage to property causing aggregate damage apparently exceeding an amount prescribed for the purposes of section 249 (1) (b) *[accident reports by police officer]* of the Act.

(2) A police officer who attends an accident to which this section applies must do the following:

(a) complete a written report of the accident in the form established by the Insurance Corporation of British Columbia under section 249 (1) of the Act;

(b) promptly forward the report to the Insurance Corporation of British Columbia.

Power to obtain information

41 A person involved in an accident referred to in section 40, or that person's authorized representative, is entitled to obtain the following on request:

(a) the names of persons involved in the accident;

(b) the name of any witness.

PART 7 – GENERAL PROVISIONS

Reports to minister

42 (1) The minister may require any of the following to provide records and information, including personal information, relating to the operation of electric kick scooters:

(a) a participating community;

(b) a person who rents electric kick scooters to other persons;

(c) the BC Injury Research and Prevention Unit.

(2) Records and information provided under subsection (1) must be in the form and include the content required by the minister.

(3) For the purposes of the pilot project, the minister and the Insurance Corporation of British Columbia may collect, use and disclose to each other records and information, including personal information.

Inconsistent bylaws

43 A bylaw of a municipality that is a participating community is inoperative and of no force and effect to the extent that the bylaw conflicts with or is inconsistent with this regulation.

Offences

44 A person who contravenes any of the following provisions commits an offence:

(a) section 6 *[operation prohibited except on pilot project highways]*;

(b) section 7 (1) or (2) *[operation prohibited if under 16 years of age]*;

(c) section 9 *[section 19.07 highways located within participating communities]*;

(d) section 10 (a) or (b) *[highways that have speed limit over 50 km/h]*;

(e) section 11 (a) or (b) *[highways that have speed limit not over 50 km/h]*;

(f) section 12 *[sidewalks located within participating communities]*;

(g) section 13 *[crosswalks located within participating communities]*;

(h) section 15 *[section 19.07 highways located outside participating communities]*;

(i) section 16 (a) or (b) *[other highways located outside participating communities]*;

(j) section 17 *[sidewalks located outside participating communities]*;

(k) section 18 *[crosswalks located outside participating communities]*;

(l) any of the provisions of Part 4 *[Duties of Operator]*;

(m) section 31 *[operation prohibited unless electric kick scooter meets requirements]*;

(n) section 39 *[duties of operator if accident occurs]*.

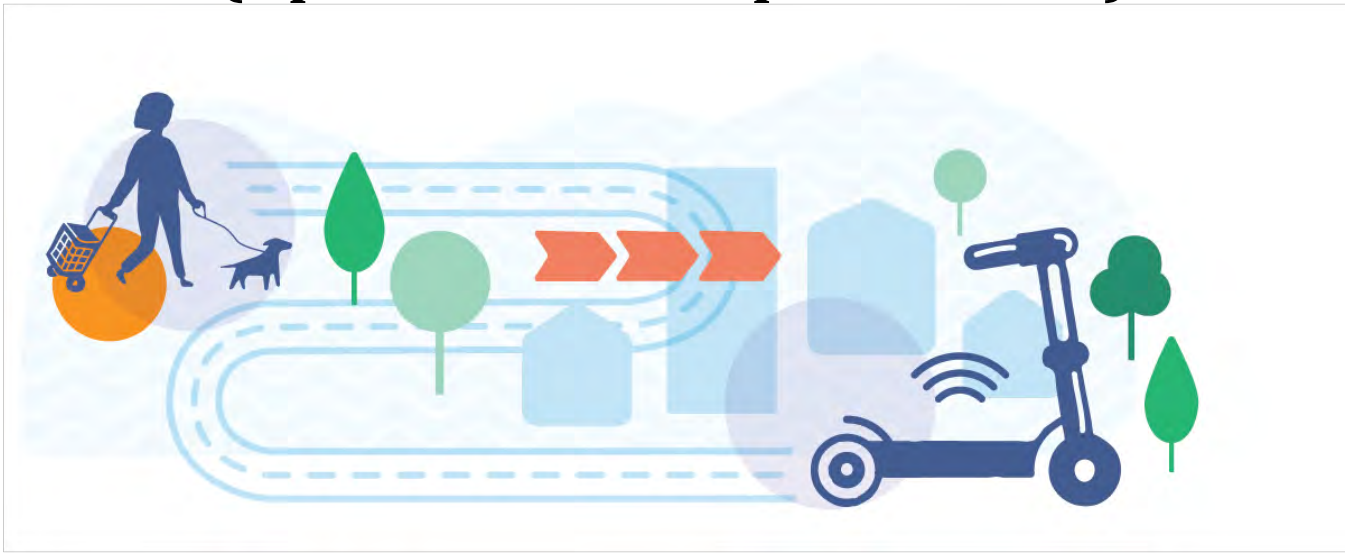
Repeal of regulation

45 This regulation is repealed on April 5, 2028.

Ministry of Transportation and Infrastructure

Frequently Asked Questions for Municipal Governments

Electric Kick Scooter Pilot Project (April 5, 2024 – April 5, 2028)



These FAQs provide information for municipalities on the BC electric kick scooter pilot project that starts on April 5, 2024. Communities are encouraged to review this information and the Electric Kick Scooter Pilot Project Regulation, and join the new pilot project. Municipalities can join by passing a resolution or bylaw and communicating it to the Ministry of Transportation and Infrastructure.

Questions about the pilot project can be sent to the Ministry of Transportation and Infrastructure at: MVA.Pilot.Project@gov.bc.ca.

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General information

1. What are electric kick scooters and why are they being piloted?

Electric kick scooters are battery-powered devices with a motor and two to four wheels, a platform for standing and handlebars for steering. Electric kick scooter use is not currently legal in all BC communities.

In 2021, the Ministry of Transportation and Infrastructure launched a pilot project to test electric kick scooter use in participating pilot communities, along with guidelines for users and rules of the road. The current pilot project ends on April 5, 2024, at which time a new four-year pilot is starting under a new regulation and legislative framework. The results of these pilot projects will be used to determine if and how electric kick scooters should be authorized for general use in BC.

2. What's different about the new pilot project?

The new pilot project provides opportunity to collect more safety data and information before a decision is made on whether and how to permanently regulate these devices. It is longer (four years instead of three) and has simplified processes for participation and reporting. The new regulation also makes other key changes which are detailed below.

3. Why should communities join the pilot project?

Electric kick scooters are a popular clean, convenient and relatively affordable mode of transportation. Participating communities provide the opportunity for residents and visitors to legally use these devices in their municipal boundaries. Police can issue tickets and fines for electric kick scooter use in a non-participating community.

The Province encourages communities to join the pilot project as it will assist in assessing the safety of these devices and help to develop a potential permanent regulatory framework for these devices.

4. Will the Ministry be providing additional information on the pilot project?

The Electric Kick Scooter Pilot Project website contains information on the current and new pilot project and will be regularly updated.

Ministry staff will also be scheduling outreach sessions in early 2024 for current pilot communities and others interested in joining the new pilot project. If you wish to participate or have questions, contact the Ministry at: MVA.Pilot.Project@gov.bc.ca

How communities can join

5. How can a municipality join the pilot project?

A municipal council only needs to: 1) pass a resolution or bylaw that consents to the pilot project taking place within the municipality, starting April 5, 2024; and 2) communicate that decision to the Ministry of Transportation and Infrastructure at: MVA.Pilot.Project@gov.bc.ca

The Ministry will begin publishing the list of participating communities on the Electric Kick Scooter Pilot Project website on April 5, 2024, when the new pilot project starts. Once a community is listed on the website, notice is provided that the pilot project is starting on the date specified.

6. What must the resolution or bylaw say?

The resolution or bylaw must fulfil the legislative requirements under *Motor Vehicle Act* section 307 (as amended by the *Motor Vehicle Amendment Act, 2023*).

Sample wording for resolution/bylaw:

> *The [name of municipality] consents to the Electric Kick Scooter Pilot Project taking place within the [name of municipality], starting on April 5, 2024.*

7. When can the resolution or bylaw be passed?

It can be passed anytime prior to or after April 5, 2024. A community that passes a resolution or bylaw after April 5, 2024, starts participating in the pilot project on the date specified in the notice on the Electric Kick Scooter Pilot Project website.

8. What must current pilot- communities do to continue participating?

Current pilot communities must follow the same process to join the new pilot project, by passing a resolution or bylaw.

9. Is a bylaw needed to set municipal rules for the pilot?

A bylaw is not necessary to set municipal rules for the pilot, as the new regulation provides a regulatory framework for electric kick scooters, including locations where they may be operated.

Participating communities are authorized to set rules regarding specific matters stated in the regulation, such as prohibiting the use of electric kick scooters on certain roads. The regulation provides flexibility for participating communities to do this by either erecting a traffic control device or by enacting a bylaw.

If a pilot community wishes to continue using any bylaw they have for the current pilot project, they should review it to ensure that it is authorized and necessary under the new pilot project framework.

10. Can a bylaw set different rules for the pilot project?

A bylaw may only be used for specific matters set out in the regulation. A bylaw cannot be inconsistent or conflict with the regulation, as that will render the bylaw inoperative and of no force and effect to the extent that it conflicts or is inconsistent with the regulation.

11. What will happen if a community does not join the new pilot project?

Electric kick scooter use is not legally permitted within a community unless it is participating in the pilot project. Contraventions can result in a person receiving a violation ticket and fine, or facing other consequences.

12. Is the Province providing funding to help communities participate?

Any costs for participating are the responsibility of the community. Communities are also responsible for obtaining any related legal or policy advice to participate in the pilot project.

Pilot project rules

13. Where can I find the new pilot project rules?

The new Electric Kick Scooter Pilot Project Regulation (which comes into force April 5, 2024) sets main rules for the pilot project, including device standards and rules for operators. *Motor Vehicle Act* Part 13 (as amended by the *Motor Vehicle Amendment Act, 2023* effective April 5, 2024) sets overall criteria for pilot projects.

The Ministry Electric Kick Scooter Pilot Project website provides public information on the current pilot project rules, and will be regularly updated, including on April 5, 2024, when the new pilot project rules take effect.

14. What are the rules for devices?

Only devices that meet prescribed requirements set out in section 3 of the regulation are considered “electric kick scooters” and permitted to operate in participating communities. For example, an electric kick scooter must not have a continuous power output rating that exceeds 500W or be capable of travelling above 25 km/h on a flat surface. They must also be designed to transport one person and cannot have pedals, a seat or a structure enclosing the device. Other equipment requirements for electric kick scooters are set out in Part 5 of the regulation.

15. Are the rules for devices the same as in the current pilot project?

The new Regulation makes minor updates to certain device requirements, including the maximum speed (25 km/hr instead of 24 km/hr), braking performance and lighting requirements. If a pilot community wishes to continue using any current bylaw they have for the new pilot project, they should review it to ensure that it is authorized and necessary under the new pilot project framework.

16. What are the rules for operators?

Generally, electric kick scooters can be operated in areas and in a similar manner as cycles but must be operated in a cycle lane if one is available. Rules in the new Regulation for highway use depend on whether the highway is inside or outside of a participating community, the speed limits of the highway and who has jurisdiction of the highway.

Part 2 of the Regulation sets out where an electric kick scooter can be operated *inside a participating community.*

Part 3 of the Regulation sets out where an electric kick scooter can be operated *outside a participating community*.

17. Are the rules for operators the same as in the current pilot project?

The new Regulation makes minor updates to certain operator requirements, including where electric kick scooter use is permitted and rules for left turns at intersections.

If a current pilot community wishes to continue using any bylaw they have for the new pilot project, they should review it to ensure that it is authorized and necessary under the new pilot project framework.

18. Who is responsible for enforcing the rules?

Law enforcement is responsible for enforcing provincial rules for the pilot project, and can issue violation tickets with fines for offences or take other enforcement actions. Municipal bylaw officers are responsible for enforcing any bylaws.

19. What are the penalties for offences?

Penalties are similar to those for cycling-related offences and will be set in the Violation Ticket Administration and Fines Regulation. Most offences have a $109 fine, except the fine for not wearing a helmet, which is $29. Penalties for contraventions of a bylaw are set by the municipality.

Data collection and reporting

20. What data will participating communities have to collect and report?

The new regulation simplifies the data participating communities must collect for reporting purposes. Participating communities will no longer need to collect information from third parties like shared service providers or ICBC. The Ministry will collect that information directly from those organizations under the new pilot project.

Participating communities will be required to report data using a simplified form to be provided by the Ministry. The simplified form is intended to make it easier for communities to participate and is expected to be required on an annual basis.

21. What other data is being collected for the pilot project?

The Ministry will directly obtain data from other parties specified in the new regulation, including shared service providers, ICBC and BC Injury Research and Prevention Unit.

22. What will the data be used for?

The data collected will help assess the safety of electric kick scooters and determine if and how electric kick scooters should be authorized for general use in BC. Results will also assist in the development of possible future pilot projects on other matters relating to the *Motor Vehicle Act*.

Miscellaneous

23. What has been learned from the first pilot project to date?

Interim results from the current pilot project ending on April 5, 2024 were included in a backgrounder to the News Release announcing the new regulations. They included:

- British Columbians support the testing of electric kick scooters
- Electric kick scooters have environmental benefits and can help meet sustainable transportation goals
- Participating communities have higher levels of support
- Electric kick scooters can help meet sustainable transportation goals
- Injuries and conflicts with other road users are rare when operators follow the rules
- Overall awareness of the project and electric kick scooter laws is low

24. Why aren't other types of devices like one-wheeled devices being piloted?

The current pilot project only applies to electric kick scooters, which are the most popular new form of personal transportation. Other types of emerging personal mobility devices may be piloted in the future.

25. What will happen at the end of the new pilot project in 2028?

The Province will be analyzing the results of the pilot project over the next four years. When the new pilot project ends on April 5, 2028, a decision will be made on whether to permanently authorize electric kick scooters for general use in BC.

26. What other Canadian jurisdictions allow electric kick scooters?

Electric kick scooter use is currently allowed in cities in Alberta (Edmonton and Calgary), New Brunswick (Fredericton) and Saskatchewan (Regina and Saskatoon). Ontario and Quebec have pilot projects underway like B.C. Rules vary by jurisdiction. For example, Edmonton and Calgary only allow electric kick scooter rental companies. Saskatchewan only allows electric kick scooters within municipalities that authorize their use.

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2024 – REGULAR MEETING	**REPORT:**	24-124
FROM:	FINANCE DIVISION	**FILE:**	0640-22/1830-25
SUBJECT:	2023 ANNUAL REPORT AND 2023 STATEMENT OF FINANCIAL INFORMATION		

RECOMMENDATIONS:

That Council approve the 2023 Annual Report including the 2023 Audited Financial Statements upon receiving and considering submissions and questions from the public.

That Council approve the 2023 Statement of Financial Information (SOFI).

EXECUTIVE SUMMARY:

The 2023 Annual Report must be published prior to June 30, 2024 and must be available to the public for inspection fourteen days prior to an annual meeting wherein Council must consider the report and related submissions and comments from the public.

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

The Financial Information Act requires Council to approve the 2023 Statement of Financial Information (SOFI) prepared and approved by the Director of Finance. The Statement of Financial Information (SOFI) includes the report of Council and employee remuneration, expenses and benefits as required by the *Community Charter*.

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

The threshold of $75,000 for the SOFI employee report has not changed for 21 years, not since 2002. If the threshold had increased by the Vancouver average annual consumer price index each year since 2002, the threshold would be $115,615 for 2023. Using the higher threshold, the number of employees in excess would be 175. Using the static threshold, the number of employees with remuneration greater than $75,000 is 575. Included in this total are 97 additional employees this year due to payments related to previous periods, which are not recurring. With all things remaining equal, this number will continue to grow annually so long as the base amount remains unadjusted for inflation.

PURPOSE:

Report No. 24-124 fulfills the *Community Charter* and the Financial Information Act reporting and approval requirements for the 2023 Statement of Financial Information (SOFI) and for the 2023 Annual Report.

DISCUSSION/ANALYSIS:

2023 Annual Report

Sections 98 and 99 of the *Community Charter* require that Council prepare the 2023 Annual Report and make the report available for public inspection. At least fourteen days later, at a Council or other public meeting, Council must consider the 2023 Annual Report and submissions and questions from the public thereon. As required, the 2023 Annual Report includes the following:

- The 2023 Audited Financial Statements.
- For each permissive tax exemption provided by Council, the amount of property taxes that would have been imposed on the property if it were not exempted.
- A report respecting municipal services and operations for 2023.
- A progress report respecting the previous year in relation to the objectives and measures established in that previous year.
- A statement of municipal objectives and measures.

2023 Audited Financial Statements

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

Statement of Financial Information

The Financial Information Act requires Council to approve the 2023 Statement of Financial Information (SOFI) that must include the following:

- Approval of the SOFI by the Director of Finance.
- The audited 2023 Financial Statements.
- A Schedule of Debt (included in the 2023 Financial Statements).
- The 2023 Schedule of Council Remuneration, Expenses, Benefits and Contracts (also required by Section 168 of the *Community Charter*).
- The 2023 Schedule of Remuneration and Expenses for Employees with a reconciliation with the amounts reported in the audited 2023 Financial Statements.
- A Statement of Severance Agreements that includes the number of agreements commenced during 2023 in respect of employees excluded from coverage under collective agreements and the range of equivalent months' compensation represented by those agreements.
- The 2023 Schedule of Payments to Suppliers for Good or Services, including a reconciliation with the total reported in the audited 2023 Statement of Financial Activities.

- The 2023 Schedule of Grants or Contributions in excess of $25,000.
- The 2023 Schedule of Guarantee and Indemnity Agreements.

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

The threshold of $75,000 for the SOFI employee report has not changed for 21 years, not since 2002. If the threshold had increased by the Vancouver average annual consumer price index each year since 2002, the threshold would be $115,615 for 2023. Using the higher threshold, the number of employees in excess would be 175 (18 more than 157 in 2022). Using the static threshold, the number of employees with remuneration greater than $75,000 is 575 (168 more than 407 in 2022). Included in this total are 97 additional employees this year due to payments related to previous periods, which are not recurring. With all things remaining equal, this number will continue to grow annually so long as the base amount remains unadjusted for inflation.

Respectfully submitted,

Sandra Ruff
DIRECTOR
for
FINANCE DIVISION

ATTACHMENT A 2023 Statement of Financial Information (SOFI)
ATTACHMENT B 2023 Annual Report

ATTACHMENT A

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2023

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Copy of 2023 Annual Report (under separate cover) which provides information on:

Assets & Liabilities
Operational Statement
Schedule of Debts

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2023

STATEMENT OF FINANCIAL INFORMATION APPROVAL

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

Name: Sandra Ruff, CPA, CA
Position: Director of Finance
Date: June 24, 2024

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2023

SCHEDULE OF GUARANTEE AND INDEMNITY AGREEMENTS

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

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2023

SCHEDULE OF REMUNERATION AND EXPENSES - ELECTED OFFICIALS

Name	Position	Remuneration	Expenses		Total
Woodward, Eric	Mayor	168,823	7,119	$	175,941
Baillie, Timothy	Councillor	71,383	4,651		76,034
Ferguson, Stephen	Councillor	62,763	9,002		71,765
Kunst, Margaret	Councillor	62,871	5,200		68,070
Martens, Barbara	Councillor	63,794	4,998		68,792
Pratt, Michael	Councillor	62,829	7,681		70,510
Richter, Kim	Councillor	71,132	5,535		76,667
Rindt, Rob	Councillor	62,771	2,367		65,138
vanPopta, Mistelle	Councillor	62,971	5,637		68,608
Grand Total Remuneration and Expenses		**$ 689,336**	**$ 52,189**	**$**	**741,525**

FIR Schedule 1, Section 6 (2) (a)

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2023

SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2023	Expenses
Achterholt, J	75,710	3,757	155
Afyounian, M	88,188	8,644	32
Ahmed, R	104,813	6,448	0
Albrecht, P	92,330	9,058	513
Alder, B	69,758	6,776	0
Alexander, T	105,585	7,673	926
Allen, D	102,006	8,493	1,695
Amezcua, T	90,057	4,816	0
Andersen, B	98,227	9,568	136
Anderson, D	152,669	15,446	1,418
Anderson, T	72,644	4,811	11
Andjelic, Z	100,436	9,803	605
Apuntar, F	75,021	7,421	26
Archibald, R	92,488	9,017	0
Ardestani, F	158,508	15,435	1,737
Arnold, D	136,269	17,085	860
Atkinson, J	130,913	15,410	0
Auline, D	133,328	16,971	1,070
Ayres, C	73,718	4,609	512
Azez, A	77,544	6,269	0
Babin, L	122,016	10,986	0
Baker, R	76,350	71,830	694
Bakken, M	363,467	34,292	14,788
Balchunas, R	73,759	7,878	4,042
Bandara, K	74,271	9,209	167
Bargen, J	69,842	6,533	760
Barnaby, S	133,436	13,184	1,887
Barry, K	94,047	8,878	358
Bartlett, T	96,061	9,074	460
Barton, K	131,561	15,532	2,299
Bauer, W	171,132	17,345	666
Beer, S	81,078	8,218	1,033
Bell, G	89,150	8,635	909
Bellosillo, I	96,953	9,431	966
Berg, E	70,320	6,816	32
Beston, K	97,811	8,285	437
Biddle, T	72,382	6,670	1,592
Bieberstein, B	91,174	8,321	139
Billows, M	79,114	7,892	1,006
Bismel, H	136,531	13,937	4,332
Bisschop, R	136,791	17,461	497
Blair, C	247,441	23,078	1,863
Blair, L	114,364	10,469	1,282
Blair, M	146,797	18,690	156

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2023

SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2023	Expenses
Blanche, L	87,394	8,697	1,224
Blok, D	127,294	15,545	2,164
Bolt, D	78,952	7,739	0
Bond, C	93,811	10,113	0
Bowden, S	137,717	17,017	1,958
Brandolini, T	88,160	8,765	327
Brandon-Owen, A	100,158	7,871	371
Brar, J	91,616	8,530	670
Brar, R	137,182	13,681	427
Brenner, N	77,418	7,229	413
Brewer, S	140,704	18,858	31
Brigden, M	99,349	10,778	
Brocklehurst, E	68,229	11,393	0
Broekhuysen, J	103,884	10,310	148
Brown, D	82,144	7,209	89
Bryan, A	100,312	9,447	0
Buck, J	126,934	16,371	1,266
Buckner, T	151,247	15,423	1,596
Buckoll, K	77,244	8,213	67
Bunnett, K	90,319	8,986	0
Burgin, R	101,918	9,742	197
Burns, K	109,240	9,220	193
Burwell, J	118,551	14,239	0
Butler, D	72,194	7,127	1,091
Cahill, S	125,607	16,147	1,446
Cai, L	109,942	11,132	0
Calbick, K	138,174	13,825	877
Calvert, D	138,467	5,508	4,584
Cameron, K	106,972	9,687	0
Campagna, R	77,432	7,617	1,243
Campagna, R	114,169	11,072	5,669
Candy, C	83,810	6,338	0
Cantin, P	91,076	8,954	0
Cardinal, C	80,420	3,572	0
Carlsen, J	70,242	7,485	1,487
Carter, D	68,469	6,889	0
Caughlan, L	73,452	6,902	1,089
Cawthorn, R	75,598	7,351	869
Cesaretti, R	173,047	15,410	1,451
Chabot, J	98,369	10,880	1,780
Chance, C	73,775	5,009	0
Chang, A	90,914	7,454	86
Chapman, R	123,207	11,743	1,600
Cheng, J	84,156	7,875	225

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2023

SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2023	Expenses
Chevrier, P	141,084	13,928	600
Chifan, J	97,302	8,665	1,793
Chohan, H	229,494	21,951	2,565
Chohan, M	73,676	2,016	486
Choi, Y	78,578	7,310	1,366
Christian, K	79,176	7,477	219
Christian, P	73,394	3,621	276
Chu, J	173,151	17,869	734
Chung, C	80,347	7,878	497
Churcher, K	88,540	8,685	476
Clarke, G	79,136	7,745	488
Clelland, J	180,095	15,926	927
Coad, R	126,272	12,763	1,413
Combe, C	92,079	8,787	988
Conachey, R	95,956	9,350	1,312
Connolly, A	80,347	7,759	333
Cook, W	71,531	3,699	1,205
Cordeiro, P	171,746	17,345	2,128
Cottrill, L	85,857	7,681	692
Craig, D	77,726	10,692	0
Culhane, J	83,942	8,149	597
Cunningham, M	110,367	9,731	579
Curr, P	109,923	27,894	1,004
D´Andrea, M	71,226	5,505	1,903
Dalstrom, A	152,715	14,179	0
Daly, M	79,706	7,686	1,723
Darvill, I	113,640	14,112	0
Davis, M	123,374	14,807	1,344
de Bruin, J	83,049	1,949	0
De Jesus, R	85,888	9,041	0
de Jong, T	84,010	1,839	0
de Roy Van Zuydewijn, J	126,081	0	483
Deakin, M	121,676	9,740	2,019
Dennis, G	116,378	10,019	3,180
Dent, C	68,418	6,791	11
Dhaliwal, S	80,337	8,139	0
Di Francescantonio, C	94,598	8,595	1,400
Diamond, C	79,664	7,712	850
Diegel, F	99,290	9,920	0
Digness, J	71,434	5,613	1,848
Dion, K	93,557	7,085	0
Dionisio, R	86,336	8,271	0
Dobson, J	71,998	7,152	110
Dolinski, L	74,255	8,129	223

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2023

SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2023	Expenses
Dominato, N	94,541	8,892	0
Dowle, J	84,964	8,134	362
Doyon, P	106,771	13,046	0
Driedger, M	92,587	3,186	205
Duffill, D	119,577	15,331	1,762
Duke, F	95,431	8,223	780
Duncan, J	148,613	18,237	880
Duncan, T	95,146	9,836	300
Dusterhoft, B	76,322	5,036	561
Duthie, M	125,133	15,326	374
Duynstee, M	130,064	12,814	5,170
Dvorak, J	109,544	11,960	0
Easingwood, G	95,635	6,184	1,261
Edey, B	142,949	13,996	310
Edwards, N	67,824	7,699	11
Egan, L	78,147	11,320	24
Egelstad, S	133,458	12,518	400
Eirikson, C	127,975	11,807	622
Elderkin, J	136,624	13,509	790
Emery, E	68,747	7,015	73
Engbrecht, S	107,959	12,686	1,267
English, T	83,262	8,464	658
Esau, S	81,428	9,457	1,224
Estrada Molina, M	92,773	1,854	1,258
Farah, B	145,207	0	3,580
Farmer, T	94,222	8,970	421
Farquhar, B	154,537	17,663	0
Fatkin, J	107,400	13,930	0
Fegatilli, T	96,422	8,993	0
Fennell, J	79,005	7,323	709
Ferguson, B	214,395	21,146	1,477
Fergusson, L	93,197	9,762	4,740
Ferraro, J	70,057	6,250	536
Ferraro, M	69,327	6,014	1,288
Fong, E	125,905	12,837	987
Formosa, B	98,536	9,564	1,228
Forsythe, D	78,871	9,300	1,352
Forsythe, M	73,473	7,149	0
Franklin, N	89,185	7,456	418
Froh, K	119,580	11,850	1,020
Fuller, A	81,244	3,203	76
Fulton, D	127,367	16,097	1,349
Funk, Z	96,108	7,633	0

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2023

SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2023	Expenses
Gaetan, C	119,257	14,758	394
Gafka, V	151,244	15,410	688
Galick, K	82,312	8,042	0
Gambicourt, D	97,558	7,718	0
Gamble, S	209,124	26,355	785
Gambling, M	74,796	7,407	1,814
Gayger, K	67,661	7,432	446
Gilbert, A	99,286	4,489	1,291
Gill, D	92,762	7,575	1,204
Goertzen, T	76,498	7,781	1,038
Goodrich, K	73,119	6,971	461
Goulet, C	155,831	14,927	3,821
Grant, D	70,249	6,833	1,324
Gray, D	70,213	5,682	192
Green, C	99,390	9,837	0
Gregson, D	85,024	9,088	42
Grewal, J	115,349	11,242	2,061
Grimson, E	72,629	6,618	2,073
Groves, S	211,964	7,448	661
Grusnick, V	70,591	6,442	600
Gunn, M	94,677	9,008	704
Haaf, J	123,718	12,674	421
Haarstad, E	131,882	14,701	292
Halldorson, J	112,239	10,639	526
Halliday, T	92,329	9,127	3,978
Halsey, C	121,964	11,012	106
Hamel, B	92,699	9,308	1,321
Hansen, J	79,085	9,730	0
Hanson, T	128,476	12,812	605
Harman, W	123,797	12,106	1,051
Hart, A	86,119	9,231	0
Harvey-Renner, S	229,940	22,500	835
Hay, T	74,176	7,234	534
Hazelton, V	154,848	17,793	2,508
Heichert, D	136,528	13,905	71
Heinrichs, C	68,656	7,586	273
Helgason, C	91,861	9,184	1,231
Henningson, B	86,932	7,562	4,702
Hewitson, A	157,050	19,351	305
Hodge, J	143,003	17,529	0
Hogarth, A	69,627	6,977	444
Holloway, K	115,297	10,284	2,267
Holtzman, J	86,190	8,366	0
Hong, A	125,793	12,155	45

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
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SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2023	Expenses
Hood, L	105,236	10,221	1,340
Hopkins, A	75,546	8,852	73
Hopkins, C	120,474	14,026	0
Horch, J	115,670	15,111	1,001
Horne, J	74,990	5,369	2,585
Hosseinzadeh, N	118,300	2,678	4,370
Houweling, J	90,710	8,551	0
Howl, S	86,983	7,888	0
Hoyt, C	116,633	6,970	61
Hudon, R	72,607	6,928	67
Hutchinson, S	72,532	7,054	2,633
Inkman, K	99,229	9,585	0
Iori, A	97,898	8,833	679
Ip, A	94,050	5,649	0
Isaak, J	99,526	9,954	0
Isaak, M	102,071	9,462	1,773
Jacobs, A	96,462	10,052	711
Jacobs, J	74,430	7,234	370
Jadis, P	87,102	7,782	187
Janda, G	66,471	9,919	68
Jarvie, C	121,982	15,390	694
Jarvis, D	142,092	13,881	4,733
Jenkins, R	168,102	21,309	3,759
Jensen, A	119,424	12,126	39
Johal, J	128,079	12,631	2,759
Johnson, C	136,826	15,640	789
Johnson, L	84,634	8,588	2,542
Johnson, S	57,143	22,769	0
Jones, B	88,241	8,355	2,063
Jones, K	95,300	8,923	589
Jones, S	92,080	6,795	0
Jongs, K	93,061	12,257	42
Jottey, S	91,892	8,687	1,310
Kabaroff, R	116,248	14,240	75
Kandil, B	79,533	8,611	424
Kang, P	83,235	2,705	1,837
Kanji, K	127,417	11,713	582
Kavanagh, K	94,219	16,174	4
Kee, T	73,001	6,987	1,177
Keffer, V	99,790	10,108	161
Kennedy, R	95,795	7,712	0
Kennelly-Mohr, L	68,291	6,908	767
Kenward, K	125,444	12,408	0
Keogh, M	98,838	7,868	2,029

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
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SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2023	Expenses
Khan, I	71,044	6,399	0
Kieu, M	87,980	8,371	2,082
Kim, S	71,553	8,039	0
King, A	104,080	10,419	206
Kitteringham, G	89,186	10,690	1,624
Klinck, M	69,976	6,746	1,691
Kloss, D	68,469	7,208	1,737
Knight, J	74,995	7,160	93
Kooner, C	201,140	6,393	7,690
Kraeft, A	97,795	7,426	0
Kramer, K	75,486	7,420	1,469
L´Heureux, N	70,302	6,986	989
Lai, L	111,037	11,320	543
Lail, A	86,447	7,481	1,341
Lakeman, S	144,683	16,632	3,373
Lalonde, C	125,143	12,778	622
Lane, C	117,892	15,398	0
Lanigan, N	123,763	14,691	4,270
Lapierre, B	70,318	6,613	1,611
Larsen, K	170,702	17,344	502
Laverdure, A	100,602	9,465	2,320
Lawlor, K	81,614	7,357	6
Lawrence, A	91,273	8,998	1,654
Lee, J	125,910	6,732	1,003
Lee, P	85,005	8,358	0
Leong, M	81,040	7,827	3,689
Lessick, B	78,340	7,339	1,622
Leung, A	100,126	9,083	3,933
Leung, Y	92,409	9,133	2,067
Li, C	134,248	13,103	1,203
Limb, D	92,563	8,492	11
Lin, K	91,545	9,809	1,058
Lind, D	100,018	9,711	0
Linn, J	142,369	16,569	0
Little, S	128,974	12,770	2,453
Litven, T	118,969	14,456	571
Liu, J	136,750	11,938	427
Liu, T	116,080	11,656	1,100
Lockhart-Kuthe, G	124,062	15,805	4,254
Lohr, M	94,674	5,389	601
Longhi, N	137,196	13,578	2,859
Lowe, J	100,679	4,228	1,101
Lowther, Z	76,223	7,385	212
Lunn, A	74,243	6,805	149

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
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SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2023	Expenses
Macdonald, C	87,794	8,169	506
MacDonald, G	72,166	6,997	0
Macdonald, J	70,473	4,806	2,325
MacFarlane, S	71,136	5,203	110
MacLachlan, K	84,206	8,038	119
MacLeod, D	136,661	16,398	571
MacVicar, M	78,992	7,757	0
Madill, C	141,377	13,874	125
Magnowski, S	74,996	7,500	110
Magnusson, S	112,114	10,493	712
Magnusson, T	93,060	8,818	0
Mahil, K	137,098	13,590	3,277
Maier, M	95,760	8,650	0
Makela, J	173,042	17,345	3,154
Makinen, J	73,079	7,332	745
Maleki Birjandi, E	80,922	7,026	8
Maleska, S	82,353	8,134	481
Malimon, N	133,118	11,975	1,222
Manchester, S	91,309	8,648	0
Mann, T	71,972	4,652	343
Marples, P	109,325	10,754	734
Marshall, C	147,687	14,499	1,236
Martin, K	88,394	8,332	1,319
Martins, P	92,041	11,324	0
Matthews, C	85,108	7,818	1,943
Mayer, G	110,948	10,938	1,352
Mayer, R	73,220	9,333	344
Mayer, S	82,929	8,013	1,224
McCall, N	88,143	7,781	193
McCormick, D	137,701	13,982	467
McGarvey, N	119,754	11,776	1,547
McGivern, K	79,880	7,712	0
McGuckin, R	138,660	17,618	1,381
McIntosh, D	118,189	11,910	0
McLay, S	116,086	14,845	1,569
McManus, T	80,170	5,886	0
McMichael, A	85,604	8,114	1,019
McWilliams, K	124,662	27,337	239
Melger, F	84,200	6,147	32
Meneghello, L	125,076	12,606	2,528
Meyer, B	118,895	15,410	544
Mihaly, M	132,511	13,068	17,926
Mikicich, S	125,076	11,207	1,619
Millington, A	91,273	9,164	1,716

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SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2023	Expenses
Milton, J	89,586	8,621	2,225
Minhas, J	79,915	4,640	1,053
Miskulin, M	111,043	14,346	0
Moewes, B	121,219	11,519	0
Moffat, N	84,946	7,930	22
Moore, C	87,827	8,588	0
Moore, C	125,899	12,654	605
Morton, L	87,717	8,306	587
Mowat, S	112,167	14,101	1,266
Muirhead, K	102,162	10,736	64
Murdock, D	118,284	14,560	1,652
Mutsaers, I	76,105	6,247	891
Nagtegaal, J	109,721	11,144	605
Nam, S	173,877	22,309	2,672
Natt, M	99,392	6,613	5,076
Nelson, R	80,876	29,604	330
Neufeld, A	80,446	7,011	1,051
Neumann, A	77,581	6,878	754
Newsham, D	167,833	18,149	245
Ng, R	91,684	11,416	1,134
Nicol, P	122,764	14,658	0
Nikpay, A	77,886	2,891	195
Nimmo, M	117,450	11,325	1,614
Noetzel, M	167,886	13,890	215
Nordrum, R	85,783	8,170	749
Norris, T	99,945	9,475	156
Nugent-Hopkins, R	68,156	9,693	189
O´Donaghey, M	68,726	7,106	57
O´Neill, K	80,810	7,576	1,887
Ogden, E	74,966	7,328	0
Ogden, R	69,286	6,726	0
Ohs, A	118,702	14,243	1,902
Olesko, R	106,722	13,708	0
Pachal, J	71,043	8,139	36
Palliyaguru, M	74,187	6,399	1,628
Pardo-Figueroa, M	89,684	4,631	0
Pare, D	112,845	11,186	0
Parenteau, M	87,215	18,103	53
Park, J	86,616	8,197	469
Park, J	81,468	7,008	0
Parker, B	93,930	7,685	0
Parker, C	75,159	0	190
Pavich, D	72,651	6,835	153
Pearce, R	76,850	7,393	1,488
Pearson, J	86,510	5,916	0
Pedersen, K	58,991	17,078	0
Penner, A	96,704	8,968	1,293
Peters, B	155,086	17,576	2,126
Peterson, A	68,898	6,111	1,469
Petrow, M	68,904	7,079	110

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SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2023	Expenses
Piasecki, M	85,883	1,916	0
Pickering, C	68,629	8,122	69
Picotte, I	83,711	7,860	305
Pilgrim, S	101,189	9,944	0
Pistilli, B	97,598	9,133	1,851
Pittakidis, S	117,541	11,133	1,069
Plitong, T	77,657	5,198	428
Pont, J	135,778	18,007	0
Postma, R	69,773	6,536	0
Powell, C	87,943	5,541	713
Powers, R	72,501	6,980	1,029
Pukila, A	94,907	9,086	0
Pursey, J	78,153	2,432	640
Raffle, C	72,726	6,200	1,726
Raghu, A	139,630	7,570	1,284
Rai, K	73,132	3,412	870
Rai, S	81,788	7,991	1,164
Ramlu, K	116,360	9,938	38
Ramsey, J	135,536	13,131	2,164
Reddick, K	110,560	13,974	1,101
Richardson, S	237,285	24,150	1,742
Riess, J	67,872	8,181	16
Rizvi, A	112,933	24,914	606
Robertson, D	65,023	12,888	0
Robinson, B	87,771	8,287	978
Robinson, L	128,547	16,577	244
Roche, C	133,623	12,770	1,021
Ross, B	144,772	18,485	0
Rouse, T	101,757	8,644	85
Rouse, T	73,370	3,777	958
Rowley, A	87,779	6,661	627
Ruff, S	225,955	21,124	4,269
Ruhl, A	200,894	18,222	3,004
Salat, T	78,505	3,988	287
Sandher, R	108,375	10,690	667
Sandhu, S	74,772	2,748	76
Saurette, C	126,621	14,500	964
Savidan, K	100,135	9,498	367
Savoy, C	126,552	8,337	0
Scales, R	73,840	6,925	73
Scheepmaker, S	229,503	22,518	151
Scheifele, S	128,124	12,416	41
Schmidt, K	112,229	14,001	0
Schmidt, R	77,339	7,830	274
Schmidt, R	135,939	13,771	1,047
Schmirler, R	135,991	17,436	0
Schroeder, A	77,009	7,569	133
Seifi, R	276,315	27,318	6,314
Seiler, S	91,875	8,609	19
Sekhon, P	123,265	12,678	883

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SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2023	Expenses
Shafer, G	82,136	8,205	2,754
Shayler, J	86,283	3,215	0
Sheel, D	190,732	6,264	4,020
Shergold, J	121,516	10,748	2,981
Shergold, N	75,847	7,409	1,022
Shi, S	103,636	13,274	5
Shillito, J	143,975	13,082	508
Shippit, D	132,856	11,327	21
Shrimpton, G	121,326	11,523	1,850
Sihota, P	127,204	5,345	376
Simpson, D	144,196	18,377	1,502
Smart, R	115,710	14,032	0
Snider, C	84,024	1,921	0
Snowdon, K	158,680	18,841	632
Sobering, J	100,171	8,531	206
Sorenson, B	77,907	9,517	0
Sparrow, J	138,935	17,494	0
Speers, A	137,391	16,623	1,352
Spolar, R	70,093	6,093	36
St. Andrassy, J	99,284	9,801	848
Stang, M	103,980	10,832	3,500
Stare, R	208,319	19,913	4,012
Stebanuk, W	87,638	8,576	19
Steeple, D	157,873	19,318	1,450
Steeple, G	115,132	14,469	1,873
Steeple, J	110,118	13,908	0
Stevens, J	91,273	9,175	1,842
Stevens, J	99,267	3,194	2,030
Stewart, C	93,969	9,181	0
Stothers, C	78,484	6,718	1,119
Strand, K	154,857	17,295	2,000
Strandberg, D	82,162	8,401	1,895
Suh, D	115,695	8,969	1,110
Summerhill, K	89,531	1,908	0
Sun, J	153,043	15,367	987
Surendran, A	88,390	8,183	859
Suvilai, R	91,273	9,005	1,734
Swystun, G	136,531	13,913	28
Symons, D	117,626	14,696	1,668
Szarapka, J	96,817	9,389	1,786
Szydlowski, M	110,525	12,426	769
Taylor, D	73,202	7,060	1,377
Taylor, M	87,164	8,555	0
Taylor, P	106,071	8,683	833
Taylor, R	92,306	9,043	437
Tekatch, J	127,488	13,209	1,746
Temple, C	89,260	8,516	119
Terry, T	81,440	3,153	1,900
Thiessen, S	76,999	6,141	193
Thomas, B	94,438	9,343	72

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
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SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2023	Expenses
Thomas, L	72,818	6,700	0
Thomas, M	87,084	4,671	497
Thompson, A	106,315	13,548	0
Thompson, K	84,417	7,358	0
Thompson, K	102,696	11,228	1,459
Thompson, R	73,736	7,355	589
Thorpe, M	145,813	18,405	401
Thurston, S	112,651	14,316	0
Tian, L	103,488	10,425	0
Tidder, B	137,703	7,806	971
Tiessen, E	78,091	7,763	316
Timperley, M	82,246	7,680	1,091
Tiutichkin, V	93,196	8,815	653
Tortora, F	72,796	7,209	453
Tran, B	95,549	9,279	437
Tran, M	78,431	7,168	0
Treadwell, W	89,938	7,524	2,610
Tremain, B	70,865	6,883	156
Tulumello, P	234,016	22,500	48
Turner, S	71,172	7,642	299
Twine, R	81,554	7,759	745
Ulle, B	133,539	16,803	125
Uppal, H	89,536	8,225	427
Van De Leur, D	94,620	8,976	2,183
Van Luyn, B	72,645	39,831	28
van Rijn, B	140,091	13,703	609
Vandenberg, S	74,945	7,377	0
Veitch, R	104,515	9,974	459
Velazquez Martin, A	92,268	8,817	262
Velickovic, J	89,756	3,983	486
Vidal, M	82,276	5,358	27
Virji, A	69,863	6,951	0
Virk, A	107,435	13,555	0
Vorotnitskaia, N	71,554	6,468	0
Wain, L	69,086	6,772	0
Walker, D	73,751	18,406	
Walker, S	77,366	6,635	1,212
Wang, M	79,058	6,860	1,003
Ward, T	93,588	8,652	193
Wareing, D	88,553	8,519	124
Warnick, J	75,265	7,976	1,032
Waterhouse, S	87,765	8,133	0
Waters, B	111,904	9,905	1,533
Watt, T	83,033	8,061	1,124
Wegesser, B	94,250	14,158	0
Welfing, R	164,994	15,663	1,166
Weller, B	128,604	12,770	143
West, E	78,891	7,687	100
Whatley, J	91,193	6,433	0
White, E	72,544	2,986	255

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
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SCHEDULE OF REMUNERATION AND EXPENSES - EMPLOYEES

Name	Remuneration	Prior Year Amount Paid in 2023	Expenses
Whitford, J	129,244	15,234	245
Whiting, D	97,759	9,333	39
Wiebe, B	137,764	17,566	3,602
Wieland, J	80,677	6,671	1,307
Wilkinson, D	75,160	6,357	0
Wilkshire, G	98,639	9,279	421
Willoughby, J	74,403	7,119	1,491
Wilson, A	73,696	7,806	0
Winslade, J	299,898	28,053	5,269
Witzke, R	92,330	9,161	1,256
Won, J	77,577	7,334	2,002
Woo, D	136,531	13,913	137
Woodend, A	132,866	13,024	1,054
Woods, M	98,380	9,046	2,753
Woznesensky, M	71,994	7,028	0
Wrayton, D	140,592	18,135	0
Wright, C	141,014	16,869	0
Wynn, J	114,678	14,618	0
Yee, F	96,699	2,686	3,741
Yoon, J	95,101	3,092	242
Young, K	151,637	15,061	3,486
Yue, C	89,704	8,642	796
Zaremba, J	84,029	8,357	1,353
Zwaag, R	234,934	22,491	3,206
Total Remuneration Exceeding $75,000	**$ 60,100,191**	**$ 5,997,366**	**$ 540,820**
Total Remuneration of $75,000 or less	**$ 25,172,073**	**$ 2,462,840**	**$ 108,328**
Grand Total Remuneration and Expenses	**$ 85,272,264**	**$ 8,460,206**	**$ 649,148**

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

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

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
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STATEMENT OF SEVERANCE AGREEMENTS

There were six **(6**) severance agreements under which payment commenced between the Township of Langley and it's non-unionized employees during the fiscal year 2023. These agreements range between 2 to 20 months of compensation.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
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SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES

Supplier Name	Amount ($)
1142651 BC Ltd	94,600
1273640 BC Ltd	1,650,000
1298600 BC Ltd	766,569
1316536 BC Ltd	739,750
1337386 BC Ltd	300,000
1397019 BC Ltd	132,875
1404318 BC Ltd	212,500
1823625 Alberta Ltd OA Marshall Lines 2014	33,788
Absolute Industrial Mechanical Ltd	126,372
Access Information Management of Canada ULC	31,377
Ace Link Fence Ltd	26,140
Acme Visible Filing Systems Ltd	325,715
Advance Testing Ltd	26,207
Aecom Canada Ltd	160,572
Agency Media Group, The	30,000
Agilyx Solutions Limited	30,955
Ainsworth Inc	566,996
Alder Steel Mart	29,641
All Roads Construction Ltd	56,012
Alliance Lawyers, "In Trust"	100,000
Allmar Inc	37,270
Allstream Business Inc	36,479
Alternative Belting Enterprises Ltd	35,411
Amazon	77,693
Ameresco Canada Inc	41,094
Andrew Sheret Limited	100,021
Anmore Development Corp	34,697
Aon Reed Stenhouse Inc	2,349,896
Aplin & Martin Consultants Ltd	1,449,810
Apple Canada Inc	113,099
Arbor Pro Tree Services Ltd	176,104
Arcadis Professional Services (Canada) Inc	30,542
Armstrong Environmental Services (AES) Inc	567,858
Arsalan Construction Ltd	1,184,611
Associated Engineering (BC) Ltd	216,723
Associated Fire Safety Group	96,552
Astech Consultants Ltd	41,712
Ausenco Sustainability Inc	78,164
Austin Metal Fabricators LP	42,231
Avanti Mechanical Ltd	148,212
Avenue Machinery Corp	143,131
Avison Young Valuation & Advisory Services LP	47,700
AWC Process Solutions Ltd	71,309
B&B Contracting (2012) Ltd	109,846
B&B Excavation & Shoring Ltd	938,525
B&B Heavy Civil Construction Ltd.	4,526,031
BA Blacktop Ltd	150,217
Barking Crow Maintenance	53,172
Barr Plastics Inc	43,445
BC Communications Inc	119,344
BC Hydro & Power Authority	3,710,311

Supplier Name	Amount ($)
BCI Consulting Inc	98,035
BEL Contracting Div of BelPacific Excavating & Shoring LP	821,462
Benchmark Estate (2009) Ltd	27,840
BestCo Management Ltd	48,717
BettsM Controls Inc	55,368
BI Pure Water (Canada) Inc	590,204
Billy Brown Investments Ltd	51,793
BioMaxx Wastewater Solutions Inc	216,393
Black Mamba Tree Service Inc	135,720
Black Press Group Ltd	91,153
Blackline Site Works Ltd	273,921
Bortolo and Sons Paving Co Ltd	74,584
Bossa Productions	48,300
Bradley Refrigeration Consultants Limited	44,403
Brogan Fire & Safety	159,190
Bucci, Fred	82,750
Bunzl Cleaning & Hygiene	85,257
Bureau Veritas Canada (2019) Inc	76,077
C3m Construction Contractor Group Inc	145,960
CamCentral Systems Inc	26,688
Canadian Landscape & Civil Services Ltd	2,508,790
Canadian Linen and Uniform	70,881
Canadian Mattress Recycling Inc	28,572
Canadian National	479,113
Cancon Construction Ltd	40,709
Cao Law Corporation "In Trust", The	100,000
Carscadden Stokes McDonald Architects Inc	39,406
Carvolth Developments Ltd	1,102,122
Catalyst Engineering Inc	154,194
CB Process Instrumentation & Controls	30,146
CDW Canada Corp	37,838
Cedar Crest Lands (BC) Ltd	2,694,690
Cedar Rim Nursery Ltd	70,932
Centaur Products Inc	109,695
Central Langley Investments Ltd	213,225
CentralSquare Canada Software Inc	256,133
Centrix Control Solutions LP	39,926
CGI Inc	32,100
Chen, Xing	264,000
Cimco Refrigeration	32,604
Cisco Systems Capital Canada Co	145,304
Cleartech Industries Inc	220,334
ClimaChange Solutions Inc	27,679
Cobra Electric Services Ltd.	958,570
Collingwood Appraisals Ltd	137,600
Commander Warehouse Equipment Ltd	31,350
Commercial Truck Equipment Corp	636,443
Compugen Inc	165,648
Conrad Machine Company	50,274
Consolidated Envirowaste Industries Inc	37,280
CorePM Services Ltd	47,864
COSTCO WHOLESALE	25,565
Country Lumber Ltd	107,419
Crown Contracting Limited	838,650
Cullen Western Star Trucks Ltd	76,913
Cummings Trailer Sales & Rentals	101,576

Supplier Name	Amount ($)
Custom Power Generation	52,526
CWPC Property Consultants Ltd	76,730
Daktronics Canada	35,065
Dams Ford Lincoln Sales Ltd	79,334
DB Perks & Associates Ltd	212,709
DCH Excavating Ltd	1,698,352
Deccan International	71,120
Dentons Canada LLP	277,314
Derkeson, Christina	31,956
Dexterra Group Inc	413,190
Dhindsa, Satnam & Dhindsa, Baksho	68,600
Dhot Law Corporation, In Trust	200,000
DLA Piper (Canada) LLP	102,334
DLF Canada Inc dba Premier Pacific Seeds	29,010
DMD & Associates Ltd	37,802
Dobbie, Hugh	26,100
Donald Flooring Contract Sales Ltd	83,718
Dougness Holdings Ltd	248,745
Drake Excavating (2016) Ltd	122,474
Drive Organizational Development Ltd	31,250
Drive Products Inc	52,241
Driving Force Inc, The	584,951
DS Tactical Ltd	75,308
Dutch Door Hardware Ltd	55,804
Dvorak, Adrian dba Layer One Contracting	25,924
Eagle Builders LP	2,093,744
East Willowbrook Land Holdings Ltd	66,000
East-West Building Maintenance Ltd	286,050
EB Horsman & Son	126,631
EBB Environmental Consulting Inc	50,425
Eburne, Joshua	36,000
E-Comm, Emergency Communications for BC Inc	574,969
Econolite Canada Inc	135,832
Ecora Engineering & Resource Group Ltd	67,745
EDS Pumps & Water Treatment Ltd	31,920
Ehrenholz Estates Ltd	41,438
Ehrenholz, Louise La-Mae	35,213
Elia Kirby Productions Ltd dba GNW Scene Shop	184,387
Elite Fire Protection Ltd	143,210
Elk Fitness Repair	35,571
Emco Corporation	353,374
Envyrozone Inc	80,182
ESC Automation Inc	109,522
Esri Canada	132,993
Evans Consoles Corporation	122,588
Eyford Partners LLP, "In Trust"	100,000
FABCO Plastics Wholesale Western (BC) Limited	52,864
Falcon Equipment Ltd	34,786
Farm-Tek Turf Services Inc	295,483
Farwest Excavation Ltd.	25,950
Fasken Martineau DuMoulin LLP	33,019
Federation of Canadian Municipalities	29,666
Fields Tree Service Inc	113,223
Finning International Inc DBA The Cat Rental Store	112,582
First Light Energy Solutions Ltd	35,000
First Light Technologies Ltd	34,628

Supplier Name	Amount ($)
Flow Engineering Inc	54,864
Fort Garry Industries Ltd	59,832
FortisBC	1,039,616
Francotyp-Postalia Canada Inc	108,969
Fraser Valley Equipment Ltd	73,531
Fraser Valley Refrigeration Ltd	125,087
Fraser Valley Regional Library	4,923,725
Fraserway Prekast Ltd	39,398
Fred Surridge Ltd	64,678
Fred Welsh Ltd	83,723
GCL Contracting Inc	1,868,148
GDM Greystone Design Management Construction Ltd	897,103
Geertz, David	29,525
Genesis Restorations Ltd	192,845
Geopacific Consultants Ltd	53,910
George Lee Law Corp, "In Trust"	15,996,412
GeoWest Engineering Ltd	87,702
GFL Environmental Services Inc.	176,866
Ghag, Ishwinder Singh & Ghag, Parminder Kaur	66,800
GHD Digital (Canada) Limited	69,845
Ghotra Excavating & Trucking Ltd	34,458
Giesbrecht & Company Public Relations Ltd	85,000
Golden Crossing General Partnership	35,472
GRAND & TOY	71,548
Greater Vancouver Sewerage & Drainage District	12,732,707
Greater Vancouver Water District	21,880,280
Green City Cleanup Inc	42,239
Greenizan, Randy	27,650
Gregg Distributors LP	86,596
Guild Yule LLP	43,297
Guillevin International Co	36,297
Gulf and Fraser Fishermen´s Credit Union	490,538
Habitat Systems Inc	31,441
Hapa Landscape Architecture Collaborative Inc	28,995
Harbourview Electric Ltd	44,706
HCMA Architecture + Design	51,379
Heidelberg Materials Canada Ltd	137,007
Helpseeker Inc	148,000
Henderson, Brian Douglas & Henderson, Barbara Anne	74,000
Heritage Office Furnishings Ltd	485,286
Hilti Canada Corporation	87,346
Hitex North America Ltd	180,932
Homan Roofing Ltd	31,531
Horizon Landscape Contractors Inc	78,029
HS McDonald Contracting	79,938
Hyland Software Canada ULC	148,897
ICBC	622,251
ICONIX Waterworks LP	173,852
IDRS	75,465
Image Painting & Restoration Ltd	164,785
Impact Canopies Canada Inc	54,102
Infor (Canada) Ltd	183,247
InfraStruct Municipal Services Ltd	25,600
Inland Kenworth Partnership	272,262
Innovior Construction Inc	28,950
Interprovincial Traffic Services Ltd	346,225

Supplier Name	Amount ($)
Iron Mountain Canada Operations ULC	32,493
Ironman Directional Drilling Ltd.	359,559
ISL Engineering & Land Services Ltd	237,071
Jack Cewe Construction Ltd	2,739,295
JMP Landscaping & Cityscape Solutions Inc	115,640
Johnston Davidson Architecture + Planning Inc	89,533
Jonathan Morgan & Company Ltd	142,729
K´wy´i´y´e Spring Salmon Studio	151,000
Kendrick Equipment (2003) Ltd	43,660
Kerr Wood Leidal Associates Ltd	448,159
KGC Fire Rescue Inc	25,129
KMBR Architects Planners Inc	36,673
Konica Minolta Business Solutions (Canada) Ltd	61,640
Kontur Geotechnical Consultants Inc.	62,131
Kotanko, Jolene	63,600
KPMG LLP	131,280
KTI Limited	34,317
Lafarge Canada Inc	7,430,950
Lakeview Power Systems Inc	38,857
Lanesafe Traffic Control Ltd	1,971,042
Langley Animal Protection Society	691,949
Langley Awning Co Ltd	29,831
Langley Concrete & Tile Ltd	207,167
Langley Environmental Partners Society	474,252
Langley Facilities Society	3,980,647
Langley Minor Hockey Association	39,000
Langley, City of	831,995
Lark Projects Ltd	968,871
LaserNetworks	28,722
Lee´s Trees Ltd	37,400
Leko Precast Ltd	55,877
Lidstone & Company	120,573
Lifesaving Society	27,599
Lifestyle Equipment (2002) Ltd	42,645
Lindsay Kenney LLP, "In Trust"	100,000
Little Mountain Engineering Co Ltd	32,500
Liu, Feng Lin	29,400
Long View Systems Corp	325,203
Lucidea Technologies Corp	48,778
M J Pawlowski & Associates	109,847
M2K Construction Ltd	11,683,960
Mack Kirk Roofing & Sheet Metal Ltd	73,727
MacMillan Tucker, In Trust	100,000
Magnum Concrete Inc	26,634
Mainland Construction Materials ULC	535,708
Mainroad Maintenance Products	65,163
Maple Leaf Disposal Ltd	26,645
Marval North America	38,044
Matrix Video Communications Corp	166,204
McAsphalt Industries Limited	29,975
McDonald & Ross Construction Ltd	31,773
McElhanney Ltd	468,882
McQuarrie Hunter LLP, "In Trust"	704,154
McRaes Septic Tank Service (FV) Ltd	288,348
Merklinger Icemaking Co	81,571
Metro Motors Ltd	981,946

Supplier Name	Amount ($)
Metro Traffic Ltd	236,156
Metro Vancouver Regional District	11,121,370
Metropolitan Compounds Inc	82,390
Microsoft Canada Inc	626,415
Midpoint International Inc	66,410
Milestone Real Estate Lawyers, In Trust	793,099
Minister of Finance	2,955,269
Modern Purair Vancouver	40,827
Modus	29,920
Momentive Europe UC	28,665
Motion Industries (Canada) Inc	122,482
Mpowered Ventures Ltd	26,922
Multi-Build Solutions Group Inc	35,000
Municipal Pension Plan	7,968,124
MWL Demolition Ltd	246,966
ND Graphics Inc	60,403
New Line Skateparks Inc	240,050
Newlands Lawn & Garden Maintenance	197,146
Nonis Electrical Services	45,258
Norstone Excavating	50,263
Northwest Hydraulic Consultants Ltd	69,225
Norton Rose Fulbright Canada LLP	1,226,202
Norton Rose Fulbright Canada LLP, In Trust	3,772,461
Nova Pole International Inc	36,927
Nucor Environmental Solutions Ltd	332,651
Oakcreek Golf & Turf LP	403,312
Ocean Marker Sport Surfaces (2014) Ltd	26,580
Oldham, Georganne	39,170
Organized Crime Agency of BC	56,810
Otter Farm & Home Co-op	133,958
P D McLaren Limited	28,194
Pacific Ace Sports Surfaces & Equipment Ltd	30,930
Pacific Aircraft Services Ltd	315,683
Pacific Blasting & Demolition Ltd	60,263
Pacific Blue Cross	3,281,998
Pacific Electrical Installations Ltd	30,051
Pacific Flow Control Ltd	278,811
Panther Creative Inc	77,366
Parsons Inc	64,228
Pattar, Swaran Singh & Amarjit Kaur	61,375
PBX Engineering Ltd	168,814
Peninsula Plastics Ltd dba Nova Products	50,103
PerfectMind Inc	94,752
Petro-Canada Lubricants Inc	25,818
Petrovalue Products Canada Inc	921,195
Pioneer Manufacturing Company	53,270
Pioneer Paving Ltd	115,344
PrairieCoast Equipment	36,971
Precise MRM LLC	138,672
Precision Auto Services Ltd	92,058
Precision Service & Pumps Inc	71,136
Premier Pacific Seeds Ltd	80,004
Profire Emergency Equipment Inc	29,910
Pro-Line Fence Ltd	56,675
Pro-Shine Fleet Washing Ltd	40,955
Pro-Spec Production Services Ltd	31,131

Supplier Name	Amount ($)
Prospect Equipment (2005) Ltd	26,414
PW Trenchless Construction Inc	733,168
PWL Partnership Landscape Architects Inc	25,290
Pyun, Youngsook & Jeong, Yoon Seok	50,600
QM LP dba QM Environmental	809,662
Qualichem Industrial Products	28,726
Qualico Developments (VCR) Inc	48,016
R F Binnie & Associates Ltd	592,123
Raintree Landscaping & Maintenance	87,545
Razor Manufacturing Ltd	37,290
Read Jones Christoffersen Ltd	32,000
Receiver General for Canada	38,574,869
Red Real Estate Design Inc	115,996
Regehr Contracting Ltd	401,085
Remax Treeland Realty In Trust	100,000
Richmond Elevator Maintenance Ltd	25,544
Riteway Tree Service Ltd	145,958
Rocky Mountain Phoenix	193,638
Rogers Communications Canada Inc	37,125
Rogers Wireless	230,191
Rollins Machinery Limited	710,108
Ronald Simmer dba PATEX Research and Consulting Ltd	80,250
Roper Greyell LLP	589,617
Rosberg Sawatzky LLP, In Trust	5,161,142
Rose Security Services	175,688
Ross Rex Industrial Painters Ltd	314,865
Rownd About Roadsawing Ltd	76,682
rSolutions	68,276
S.i. Systems Partnership	236,295
Safe Software Inc	53,500
Sandpiper Contracting LLP	1,529,560
Sanghera Sandhar Law Group, In Trust	100,000
Sartori Environmental Inc	202,467
School District #35 (Langley)	71,351
Scooby´s Dog Waste Removal Service Ltd	182,839
Scott, Robert dba Pacific Northwest Trees & Landscape	67,639
Sharezen Consulting Ltd	36,553
Shaw Cablesystems GP	53,903
Shergill Notary Public, "In Trust"	100,000
Sherine Industries Ltd	32,767
Sierra Waste Services Ltd	10,909,896
Sigma Safety Corp	36,777
Signal West Contracting Ltd	41,790
Site Lines Architecture Inc	78,024
Smith Bros. & Wilson (BC) Ltd	273,441
Smith Cameron Pump Solutions Inc dba SCG Process	96,435
Snap On Tools	64,567
Softchoice LP	372,181
SolidCAD	38,838
Somal, Nirmal & Ranjit	69,800
South Coast British Columbia Transportation Authority	62,457
South Fraser Custom Landscapes Ltd	68,320
Southern Railway of BC Ltd	94,505
Southwest Contracting Ltd	2,269,000
Sparkman, Scott dba Scott´s Loader Services	30,150
Spartan Controls Ltd	38,150

Supplier Name	Amount ($)
Spatial Technologies (2017) Inc	42,240
Special Contracting Ltd	35,666
Special Event Sales Ltd	31,697
Specimen Trees Wholesale Nurseries Ltd	48,436
Spicers Canada ULC	35,224
Sportsplex Management Ltd	744,310
Squirrel Systems Canada	41,985
Status Electrical Corporation	199,239
Stonewater Ventures (No 182) Ltd	278,301
Summit Earthworks Inc	38,231
Suncor Energy Products Partnership	2,101,703
Super Save Disposal Inc	139,863
Super Save Fence Rentals Inc	25,671
Super Save Hydro Vac Inc	422,438
Superior Propane	116,859
Surrey, City of	428,378
Suttle Recreation Inc	217,941
Sutton Road Marking Ltd	307,085
TAG Construction Ltd	65,876
Targa Contracting (2013) Ltd	162,115
Target Land Surveying (SurLang) Ltd	28,697
Tarmac Grinding Ltd	30,118
Team 3000 Realty, "In Trust"	50,000
Technogym Canada Inc	55,457
Telus Communications Inc	360,623
Ten Feet Sports & Entertainment Ltd	194,009
Terralink Horticulture Inc	57,918
Tetra Tech Canada Inc	77,842
TFG Landscaping & Maintenance Ltd	65,378
TFM Consultants International Ltd	65,621
The Get Go Inc dba GGI Road & Traffic	55,466
THE HOME DEPOT	99,617
Thornley, Kyle Anthony Rodgers (DBA) Metal Mind Forge	104,860
Thurber Engineering Ltd	31,232
Tinbox Energy Software Inc	73,047
Topline Electric Motors Ltd	258,666
Total Power Limited	37,026
Tourism Langley Association	55,583
Trans Canada Traffic Inc	29,204
Trecon Management Ltd	36,622
Tremblay, Carol & Russell	25,150
Triex Contracting Ltd	298,436
Triple Three Trading Ltd	28,905
Tufts, Ronald Lewis	64,000
Turnbull Construction Project Managers Ltd	110,000
Turning Point Technology Services Inc	715,773
UAP Inc	88,518
UBS Industries	53,297
Uline Canada Corporation	53,348
UNIT4 Business Software Corporation	139,037
United Rentals of Canada Inc	74,268
University of British Columbia	27,790
Urban Systems Ltd	416,854
Vacterra Hydrovac Inc	557,986
Val Mart Door Sales Ltd	93,967
Valley Traffic Systems Inc	1,289,007

Supplier Name	Amount ($)
Vancouver Axle & Frame Ltd	145,488
Vancouver Ready Mix Inc	82,347
Vane Lawn & Garden Services (1981) Ltd	902,036
VDZ + A Consulting Inc	161,911
Vector Restoration Ltd	1,021,025
Vicini Homes (Fort Langley) Limited Partnership	228,451
Vimar Equipment	277,958
Virk Viyas & Associate Lawyers, In Trust	100,000
Vulcan Mechanical Ltd	95,972
Vulcan Metal Works Ltd	53,987
Warrington PCI ITF Forth Gen Holdings Ltd, Lost Lagoon Holdings Ltd, & Berkocorp Properties Corp	91,680
Water Street Engineering Ltd	76,070
Waterstone Law Group LLP, "In Trust"	54,215,800
Wedler Engineering LLP	35,342
West Can Auto Parts	31,861
West Coast Disposal Ltd	28,312
Western Equipment Ltd	31,078
Whitestar Property Services Ltd	395,750
Wicked Customs Inc dba So-Cal Speed Shop Canada	28,070
WJM Contracting Ltd	106,417
Wolseley Canada Inc	149,122
Wood Wyant Canada Inc	190,589
Woodman, Nichole	31,061
WorkSafe BC	2,395,079
WSP Canada Inc	647,457
Wurth Canada Limited	27,418
Xerox Canada Ltd	50,238
Your Tree Source	41,012
YPA Realty Inc, "In Trust"	150,000
Zone West Enterprises Ltd	51,187
Total Supplier Payments Exceeding $25,000	**$ 327,497,325**
Total Supplier Payments of $25,000 or less	**$ 6,601,637**
Grand Total Supplier Payments	**$ 334,098,962**

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

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

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2023

SCHEDULE OF GRANTS OR CONTRIBUTIONS

Association Name		Amount ($)
Langley Care Foundation		33,000
Langley Meals on Wheels Services Society		93,000
Langley Memorial Hospital Foundation		125,000
Lookout Housing and Health Society		230,800
Lower Fraser Valley Aboriginal Society		273,300
Salvation Army Gateway of Hope		100,000
Tourism Langley Association		633,359
Total Grants & Contributions Exceeding $25,000	**$**	**1,488,459**
Total Grants & Contributions of $25,000 or less	**$**	**362,376**
Total of All Grants & Contributions	**$**	**1,850,835**



Annual Report 2023

For Fiscal Year Ending December 31 • Published June 2024

Township of Langley
Est. 1873

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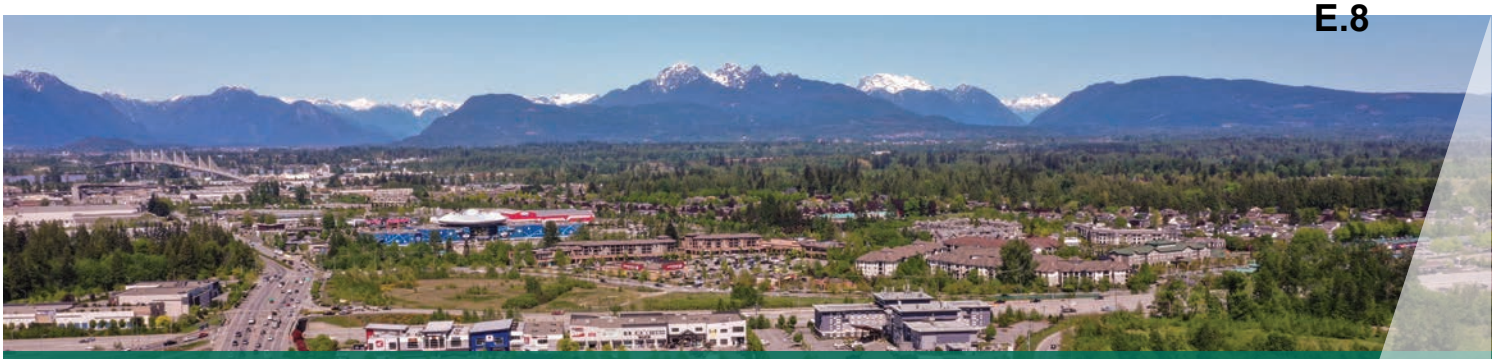


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Mayor's Message

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

2023 saw a fresh sense of purpose for our growing community, to get things done, with a new Mayor and Council getting underway with an updated plan and vision for the Township of Langley. Several work items were initiated as part of that plan, with many items completed, too.

With staff, Council continued to maintain one of the lowest property tax increases within Metro Vancouver, maintaining 5.3 per cent in a challenging, inflationary environment, all while expanding public safety with new firefighters, RCMP and bylaw officers. Council substantially increased road maintenance budgets, added resources for snow and ice removal, community events, and more staff for Community Development to address years of chronic underfunding, paid for with millions in offsetting operational savings.

2023 saw the funding and commencement of a number of capital upgrades and new projects, long overdue: 208 Street from 64 to 76 Avenue, new ice arenas and dry floor arenas at the Langley Events Centre, improvements to Noel Booth Community Park, the completion of Yorkson Community Park and 207A Street, a new fire hall for Brookswood-Fernridge, fire hall and facilities improvements, Donna Gabriel Robins and Northeast Latimer school and park sites, Jericho Water Booster Pump Station, with so many other large and small projects funded for preparations to be ready to go in 2024 and 2025.

For community planning and housing, Council, within 2023, also started a process to finally take real action on housing. Council endorsed preparing for multiple affordable housing sites and a new housing authority to keep those investments long-term within the Township of Langley. Council adopted Metro 2050, completed multiple common-sense reforms for housing development processes and requirements, reformed Community Amenity Contributions, updated Development Costs Charges for the next five years, and implemented a new Willoughby Development Phasing Policy to better manage our growth while road and recreation infrastructure can catch up, and a new plan for needed school and child care sites can be considered.

2023 demonstrated that we will continue to be challenged by the federal and provincial governments to do more on housing. New provincial housing legislation finalized within 2023 to allow four units by right in single-family neighbourhoods, mandated densities in transit-orientated areas, Amenity Cost Charges, and the demand for even more housing supply in all areas at the same time will continue to put significant financial and infrastructure pressure on the Township of Langley.

As this growth continues, we need to carefully consider what sort of community we want, and reconsider current plans. This past year, Council began to do just that with 200 Street 2040, updates to the Smith, Williams and Brookswood-Fernridge neighbourhood plans, and planning for more employment opportunities along Fraser Highway.

The Township of Langley grew again at record rates up to nearly 150,000 people, to remain the sixth largest within Metro Vancouver, the eighth largest within the Province of British Columbia. With that growth comes the need for Council leadership, vision, but also the opportunity to rethink a new plan, to do more, and catch up with our growth in roads, recreation, public safety, parks and so much more, with more to come to ensure a livable, balanced, amazing community in the years ahead.



Eric Woodward, Mayor

2022 – 2026 Council



Seated – left to right:

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

Standing – left to right:

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

2023 Committees

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

Council Advisory Committees

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

Mayor's Standing Committee

- Standing Committee on Police Priorities and Initiatives

Legislative Requirement Appointments

- Board of Variance
- Parcel Tax Roll Review Panel

Governance Appointments

- The Mayors' Council on Regional Transportation

Organizational Appointments

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



Administrator's Message

Final reflections on the past and looking ahead to the future in the 2023 Annual Report.

Last year, we celebrated 150 years of Township history. You may have joined us at one of our community festivals last August to recognize this incredible milestone with your neighbours, enjoying the live music, activities, and local vendors.

2023 also brought more to celebrate: The Vancouver Football Club (VFC) had their inaugural season at Willoughby Park. We opened a new Community Police Office. We have a new ice and dry arenas facility, a new soccer campus, and a new fire hall all underway. There are significant improvements to the road network and transportation infrastructure such as the construction of the 208 Street corridor.

Mayor and Council advanced this ambitious portfolio of capital projects and infrastructure upgrades as well as numerous policy reforms. Our energetic and committed staff have responded quickly; in fact, during the summer break, we discovered that the number of reports to Council from January to July increased by 68 per cent in 2023, for a total of 155 reports, compared to the same period in 2022.

From the completion of new neighbourhood plans to the installation of new speed humps, the Township of Langley continues to be the best place to live, work, and play as we innovate and grow.

I was born and raised in this community, a large and diverse municipality with six distinct urban centres and an expansive rural area, and I've had the duty and honour of serving this community as we expanded from 75,000 to nearly 150,000 residents.

Now, after nearly 30 years as Chief Administrative Officer, it is time for me to pass the torch to the next generation.

Implementing the vision and decisions made by various mayors and councils over the years, leading a team of hundreds of employees, and serving Metro Vancouver's fastest growing municipality is a demanding job, one that is both challenging and extremely rewarding.

I feel much gratification seeing my hometown grow and thrive, and I am fortunate to have been able to contribute and work with Council, staff, and the community during this exciting time in Township history.

Looking back at the achievements we made demonstrates a record we can all be proud of. Collectively, we have made great strides to improve transportation networks, enhance sport and leisure opportunities, safeguard green spaces, and give those who want to live in the Township great options for housing, employment, and recreation.

The Township has a rich and enduring history, and I know that the next 150 years will be equally as bright. I look forward to what the future will bring.

As I sign off for a final time, all I have left to say is... a heartfelt thank you!



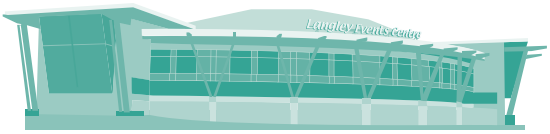
Mark A. Bakken, Chief Administrative Officer

Township at a Glance

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

POPULATION
147,174

40.7
AVERAGE AGE

7


RECREATION CENTRES AND CULTURE FACILITIES

91
PARKS

90
SPORT FIELDS

85
PLAYGROUNDS

7,244
ACTIVE BUSINESS LICENCES

7 FIRE HALLS

46 BRIDGES

PERMISSIVE TAX EXEMPTIONS
$1,396,861

1,863
HOUSING STARTS

34
SANITARY SEWER LIFT STATIONS

45
ELECTRIC VEHICLE CHARGING PORTS
ACROSS THE TOWNSHIP

CONSTRUCTION VALUE IN BUILDING PERMITS
$688.5 MILLION

COMMUNITY AND CAPITAL IMPROVEMENT GRANTS
$500,776

915 KILOMETRES OF ROADWAYS

KILOMETRES OF WATER MAINS 577

Community Information

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

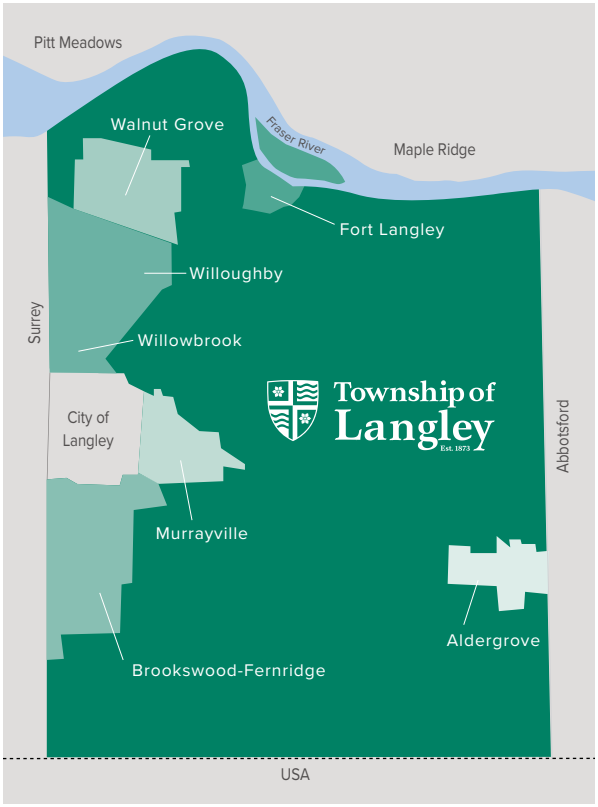
Incorporated in 1873, the Township of Langley has deep roots in our province's history. It was in Fort Langley – the Birthplace of BC – where Governor James Douglas made the proclamation which created the crown colony of British Columbia in 1858.

Bordered by the Fraser River to the north, the United States to the south, and crossed by the Trans-Canada Highway, the Township of Langley is centrally located 45 minutes east of Vancouver in southwestern British Columbia and is part of both the vibrant Lower Mainland and the agriculture-rich Fraser Valley.

We are one of the fastest growing municipalities in Metro Vancouver, with a unique mix of rural and urban lifestyles and landscapes. A "community of communities", the Township is home to six urban centres, all with distinct attractions to discover.

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

To learn more about the Township of Langley, visit **tol.ca**.



Aldergrove

Population: 13,911

Features:

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

Recreation, Culture, and Library Facilities:

Aldergrove Community Centre, Aldergrove Kinsmen Community Centre, Aldergrove Library

Parks:

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



Brookswood-Fernridge

Population: 14,145

Features:

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

Recreation, Culture, and Library Facilities:

Brookswood Library, BMX Bike Track, George Preston Recreation Centre

Parks:

- Bell Park
- Brookswood Park
- Brookswood Skateboard Park
- Dale Ball Passive Park
- East Brookswood Park
- Highpoint Park
- Noel Booth Community Park
- Rees-Callard Natural Park
- Wiser Natural Area
- Zazulak Park
- 197 and 30 Park
- 197 and 44B Park



Fort Langley

Population: 3,691

Features:

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

Recreation, Culture, and Library Facilities:

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

Parks:

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



Murrayville

Population: 11,656

Features:

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

Recreation, Culture, and Library Facilities:

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

Parks:

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



Rural Area

Population: 27,433

Features:

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

Parks:

- Bluff Park
- Brown Park
- Forest Knolls Park
- Gloucester Park
- Jackman Wetlands Park
- Kelly Lake
- McLellan Natural Forest Park
- McMillan Park
- Milaster Natural Park
- Milner Cairn
- Milner Park
- Municipal Natural Park
- Nathan Creek Wetlands Park
- Otter Park
- Ponder Park
- Steele Park
- Williams Park



Walnut Grove

Population: 25,707

Features:

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

Recreation, Culture, and Library Facilities:

Dean Drysdale Library, Walnut Grove Community Centre

Parks:

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



Willoughby-Willowbrook

Population: 50,631

Features:

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

Recreation, Culture, and Library Facilities:

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

Parks:

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



Community and Capital Improvement Grants

The total of all grants to non-profit organizations distributed in 2023 was $500,776.

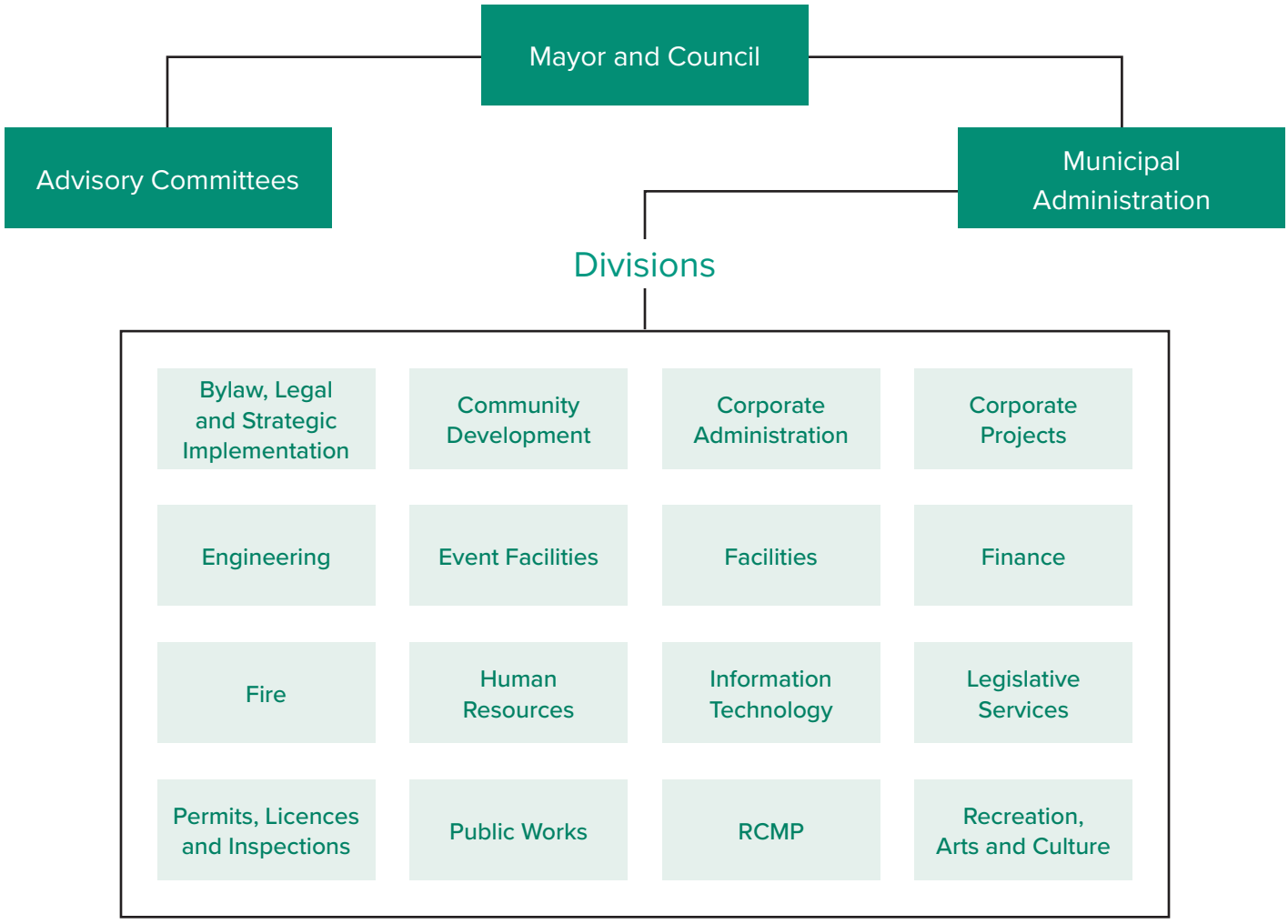
2023 Recipients

- Alder Grove Heritage Society
- Aldergrove Agricultural Fair and Festival Association
- Aldergrove Business Association
- Aldergrove Coghlan Hall Society
- Aldergrove Community Association
- Aldergrove Community Secondary School
- Aldergrove Veterans & Seniors Society
- Apex Secondary School
- Bard in the Valley
- BC Farm Museum Association
- BC School Sports
- BC Soccer Association
- Brookswood Secondary School
- Brookswood Village Merchants' Association
- Creative Compass Society
- Credo Christian High School
- D.W. Poppy Secondary School
- Encompass Support Services Society
- Fort Canoe and Kayak Club
- Fort Langley Community Association
- Fort Langley Community Improvement Society
- Fort Langley Lions
- Fort Langley Remembrance Day Committee
- Fraser Region Community Justice Initiatives
- Gateway of Hope
- Langley Animal Protection Society (LAPS)
- Langley Arts Council
- Langley Care Society
- Langley Christian School
- Langley Community Chorus
- Langley Community Farmers Market
- Langley Curling Club
- Langley Fastball Association
- Langley Fine Arts School
- Langley Fundamental School
- Langley Good Times Cruise-In
- Langley Gymnastics Foundation
- Langley Literacy Association
- Langley Little Theatre
- Langley Meadows Community Association
- Langley Mustangs Track and Field Club
- Langley Pos-Abilities Obstacle Course Repairs
- Langley Rotary Clubs Charitable Foundation
- Langley School District Foundation
- Langley Secondary School
- Langley Seniors Resources Society
- Langley Special Olympics
- Langley Ukulele Association
- Langley United Soccer Association
- Langley Volunteer Bureau
- Lower Fraser Valley Aboriginal Society
- Milner Community Association
- Murrayville Cenotaph Remembrance Day Ceremony
- Murrayville Community Hall
- R.E. Mountain Secondary School
- Rotary Club of Aldergrove
- Royal Canadian Legion #265 (Aldergrove)
- Tennis BC
- The King's School
- Thunderbird Fast Draw Club
- Trinity Western University
- Valley Therapeutic Equestrian Association
- VK Basketball
- Volunteer Cancer Drivers Society
- Walnut Grove Secondary School
- Whytecliff Agile Learning Centre
- Willoughby Community Hall Association



Organizational Structure

Running a municipality the size of the Township of Langley requires a skilled and committed workforce. As of December 2023, the Township employed 1,495 regular full-time, regular part-time, and auxiliary employees.



Bylaw, Legal and Strategic Implementation

At the centre of municipal governance, this division develops and upholds bylaws passed by Township Council and oversees strategic planning while maintaining the integrity of the Township's policies and properties.

Four departments make up this diverse division. Bylaw Enforcement leads education campaigns, organizes adjudication hearings and responds to various bylaw complaints. Community and Policy Planning designs neighbourhoods, updates land use policies to guide development within the municipality and prepares strategic policies. Legal Services provides legal advice to Township Council and staff, reviews proposed bylaws and contracts, and prepares legal documents. Property Services is responsible for the acquisition, maintenance and disposal of municipal lands and properties.

Community Development

Providing leadership for the development of a sustainable community, the Community Development Division is focused on creating neighbourhoods that meet the needs of the community now and in the future.

The four departments in the division are responsible for coordinating activities and services related to development proposals, ensuring that growth and development in the Township complies with adopted plans, bylaws, policies and standards, while encouraging the use of green features, establishing Development Cost Charges, and providing professional services and advice to the public, developers, consultants, staff and Council.

Corporate Administration

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

This division supports Mayor and Council, leads communications and marketing, supports and administers filming productions, provides logistical and planning support for corporate events, and administrates the Township's Community and Capital Grants program.

Corporate Projects

The Corporate Projects Division is developing the Township into a leading municipality by bringing together and supporting the right teams to plan, design and construct better facilities and parks in the Township, which in turn build a better community for residents and visitors to enjoy.

Working with consultants, user groups and others, this division is responsible for the development of new playgrounds, playing services, buildings, public art, and landscape features; overseeing the renovations of existing parks and recreation infrastructure; setting and maintaining standards for parks, trails and public spaces; and collaborating with planning and construction staff to ensure the Township is in line with the pace and scale of growth in the community.

Engineering

The Engineering Division is responsible for a broad scope of projects and services throughout the Township of Langley. It provides customer service for Township residents and administrative support for the Engineering and Public Works Divisions, which are staffed at the Civic Facility, Operations Centre, Langley Lawn Cemetery and Langley Airport.

Five integrated departments are responsible for managing the Township's roads, bus stops, sidewalks, bridges and traffic control systems, cycling routes, and crosswalks, as well as capital project delivery, and local area service projects. This division's diverse roles also include traffic safety, environmental protection through education and public programs, and project management for major infrastructure installations.

Event Facilities

The Event Facilities Division oversees the Langley Events Centre, Willoughby Stadium and other event-driven facilities in the Township, in addition to the programming and coordination of numerous events at those facilities.

From setting standards across multiple venues to ensure a consistent presentation and experience, to assisting private and community groups who host events there, this division is committed to providing a first-class experience for both patrons and organizers. The Event Facilities Division also creates competitive bid packages that highlight the Township as an ideal host location for local, regional, provincial, national, and international events.

Facilities

The Facilities Division oversees the maintenance and operations of the Township's administration offices, recreation and community centres, fire halls, RCMP buildings and other municipal facilities, ensuring they are running safely and efficiently, while seeking opportunities to reduce carbon emissions through energy management.

Preventative maintenance of critical electrical and mechanical systems, ice resurfacing, pool maintenance, building repairs and improvements, and more are looked after by Facilities staff.

In collaboration with other divisions, Facilities is involved in the planning, design and delivery of capital projects, ensuring they are carried out efficiently and meet the needs of the community.

Finance

Money matters and no one understands this better than the Finance Division, which manages the Township's fiscal affairs, monitors expenditures, ensures that internal financial systems operate effectively, and constantly looks for ways to deliver services more efficiently.

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

Fire

The Township of Langley Fire Department, also referred to as Protective Services – Fire Division, protects life, property and the environment.

This division is a composite fire service made up of career and paid call staff. As of December 31, 2023, the Township of Langley Fire Department had 91 IAFF career suppression firefighters, 101 paid call suppression firefighters, 11 administrative staff, and 7 chief officers.

Fire protection and backup emergency medical services are carried out from seven fire halls located throughout the Township. In addition, this division coordinates emergency planning, prevents fires through education and proactive planning, conducts fire inspections and investigations, and trains staff, the public and other agencies.

Human Resources

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

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

Information Technology

From hardware to software, fibre networks to telecommunications, and internal applications to the public-facing website, the IT Division supports all aspects of corporate technology at Township facilities, ensuring all systems are operating efficiently, effectively, and safely.

Four departments make up this division: Geomatic Services manages the Township's Geographic Information System (GIS) requirements, the corporate spatial database, maps production, and data analysis; IT Applications integrates, maintains and supports software applications and solutions; IT Operations responds to thousands of incidents and requests, and supports all technology hardware and infrastructure in Township facilities; IT Security protects information, systems and networks against unauthorized access, breaches and cyber threats.

Legislative Services

The Legislative Services Division provides administration support to Council and Council Advisory Committees, and is responsible for creating and maintaining Council and Committee Agendas, Minutes, Township Bylaws, and their related inquiries. This Division's staff serve as Township leads for records and archives, and freedom of information and privacy programs.

Permits, Licences and Inspections

The Permits, Licences and Inspections Division oversees the application processes for building permits, business licences, and secondary suite licences, ensuring compliance with Township bylaws and safety standards. They also coordinate permits for pools, hot tubs, wood stoves, demolitions, and sign installations.

In line with energy efficiency goals, the Building Energy Department ensures the Township follows the BC Energy Step Code for new residential buildings. The Licences and Policies Department approves various business licences, including those for home-based, commercial, and industrial businesses. The Permits and Inspections Department ensures that all proposed buildings meet accepted standards through permit issuance and inspections and requires that all businesses hold a valid licence to operate in the Township.

Public Works

Public Works staff ensure that quality and excellence are at the forefront of this division's operations, which range from delivering clean water to homes and flushing away wastewater, to collecting garbage, organics and recycling, as well as conserving our urban tree canopy.

The division is made up of seven integrated departments that are responsible for the maintenance of municipal parks and cemeteries, roads, roadway flooding concerns, snow and ice control, and the Township's sanitary sewer and stormwater systems.

RCMP

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

The detachment follows up on over 150 daily calls for service and investigates over 50,000 incidents each year, employing education and enforcement to reduce deaths and collisions. The detachment holds dedicated, uniformed front-line Watches that are supported by a Community Policing team. They also partner with schools and maintain strong ties with the q̓i̓c̓əy̓ (Katzie) and q̓ʷɑ:n̓ƛ̓ən̓ (Kwantlen) First Nations.

Recreation, Arts and Culture

The Recreation, Arts and Culture Division creates and promotes opportunities for people to learn, play and grow. Whether it is mastering a new skill, reflecting on our history, experiencing the thrill of sports, or striving for a healthier lifestyle, the Township has something for everyone.

This division manages museum collections, public art initiatives, the operation of salishan Place by the River, library services provided through Fraser Valley Regional Library, community and recreation centres, indoor and outdoor swimming pools, ice rinks and other facilities.

Dedicated staff collaborate with and support a wide range of volunteer-based not-for-profit stakeholders and community partners to deliver innovative programming to support the arts, culture, multiculturalism, heritage and recreation in the Township.



Strategic Outcomes

We Enhance Our Communities

The Township of Langley is a growing, thriving community that more people are choosing to call home. Plans are constantly being made and projects identified to meet the needs of our growing community and lay the foundation for the future.

In 2023, ideas were put into action and work was undertaken throughout the Township to create and update facilities, enhance infrastructure, and upgrade road networks and utilities to ensure residents stay safe, active and on the move.

In Aldergrove, the skateboard park at Aldergrove Athletic Park was resurfaced and upgraded following public consultation with the local skateboarding community. Intersection improvements at Fraser Highway and 272 Street were completed, as well as watermain upgrades on Fraser Highway at 264 Street.

In Brookswood-Fernridge, following a comprehensive public consultation process with the local community, Council adopted the Booth, Fernridge and Rinn Neighbourhood Plans; however, these will be further updated as a result of the new provincial legislation introduced in late 2023.

In Fort Langley, public engagement was initiated to gather feedback to help guide a vision for the community's waterfront lands. Intersection improvements were completed at Glover Road and Rawlison Crescent.

In Murrayville, the secondary Metro Vancouver water connection between 224 Street and Brawn Pump Station was completed, as were intersection improvements at 216 Street and 52 Avenue, and road widening on 56 Avenue at 213A Street. W.C. Blair Recreation Centre re-opened with upgraded amenities including an expanded fitness area and new steam room.

In the Rural Area, fibre optic installation along Glover Road was completed. Fraser Highway from 24600 to 25000 block was widened, the culvert at the 4800 block of 232 Street was replaced, and drainage improvements at the 9100 block of 272 Street were undertaken. Nathan Creek Sediment Pond improvements, and bank stabilization of the 56 Avenue bridge crossing over the Salmon River, were also completed.

In Walnut Grove, playground equipment at McClughan Neighbourhood Park and Walnut Grove Community Park was upgraded to allow for better accessibility and play opportunities. The 96 Avenue Cycling Connector – a multi-use pathway that runs from Telegraph Trail to 201 Street and connects to Golden Ears Bridge – was completed.

In Willoughby-Willowbrook, two full-size and one half-size grass sports fields at Donna Gabriel Robins Park and Northeast Latimer Park were constructed and will open in 2024 following their grass establishment period. The new Willoughby Stadium at Langley Events Centre was completed, as were upgrades to the public plaza at the northwest corner of the stadium featuring Indigenous artwork. To enhance safety, a signal was installed on 203 Street at 62 Avenue.

We Invest in Our Infrastructure



Every year, more people are choosing to live and do business in the Township of Langley, and it is easy to see why. The Globe and Mail's list of Most Liveable Cities in 2023 ranked the Township 5th in British Columbia and 15th in Canada, and BC Business magazine graded the Township as the 7th Most Economically Resilient City in the province.

To serve our growing economy and population, Township Council announced numerous investments and capital projects in 2023 to create safer neighbourhoods, robust commercial districts, and various opportunities and options for people of all ages and abilities to live, work, play, learn and do business.

Exciting upgrades are coming to the Langley Events Centre, with Council's announcement of adding three new ice arenas and two new dry floor arenas, which will give athletes and residents more space to gather, compete and get active.

Enhancements to a number of Township parks are moving ahead, including Aldergrove Athletic Park, Willoughby Community Park and Yorkson Community Park, providing more amenities for families to enjoy.

To keep people and goods moving through the Township, Council approved funds to upgrade several road networks, including the widening of 208 Street and the Willowbrook Connector, and the detailed design of the reconstruction option for Old Yale Road. Council also requested reports on widening 202 and 203 Streets, to improve traffic issues along that north-south corridor.

A corridor planning process called "200 Street 2040" launched in spring 2023 with an aim to establish a vision and policies to guide sustainable transit-oriented development in the 200 Street Corridor over the next 20 years. In the fall, the 200 Street Corridor was identified as one of three priority corridors for TransLink to advance Metro Vancouver's first new Bus Rapid Transit routes. Council supported this selection that will connect the Carvolth Transit Exchange with Willowbrook and the future Surrey-Langley Skytrain line.

For the second consecutive year, the Township hosted the Bell Canadian Track and Field Championships at McLeod Athletic Park, attracting over 2,000 visitors – a testament to the world-class facilities that our municipality has to offer.

The Township remains committed to providing a high level of service delivery for existing, new and future residents, while making long needed improvements in infrastructure and public safety.

We Care for Our Home



Our people. Our land. Our history and the future. We envision a Township that is well connected and resilient – a place where all can enjoy and contribute to a great quality of life. Several initiatives were undertaken in 2023 to work towards that thriving future.

Committed to open and inclusive community consultation, the Township launched and completed many public engagement activities throughout the year, such as information sessions, open houses, surveys and more. Community members were invited to share ideas and provide feedback on various major projects, including the replacement of the Glover Road and Highway 1 crossing, an assessment of our municipality's agricultural inventory, and updates to several neighbourhood plans which will help shape development in those communities in the years to come.

Public feedback was also gathered to help guide the locations of potential new child care facilities, as part of a project launched in late 2023 in partnership with the Province of BC's New Spaces Fund. This was to address the need for more quality child care spaces across the Township and make them more convenient and affordable for families.

The Township recognized BC Youth Week in May and BC Seniors Week in June by offering recreational and social activities designed for those age groups.

Upholding our status as an age-friendly community, the Township continued to put our Age- and Dementia-friendly Action Plan in motion to encourage seniors to stay active and engaged. Our work earned a nomination in the Dementia-Friendly Municipality category for the Alzheimer Society of Canada's inaugural Dementia-Friendly Communities Awards.

With funding from BC Healthy Communities, the Township worked with community partners to organize programs for Aboriginal seniors to share in cultural practices with young families and youth, as well as a series of Repair Cafes to bring seniors and young people together to fix household items and reduce waste.

Grants were awarded by Township Council under the UBCM Strengthening Communities' Services Program to support the work of three local community organizations that provide meal programs, housing navigation and other outreach services to our most vulnerable populations.

To inspire and beautify our community, outdoor public art structures were installed at various Township parks and facilities, highlighting themes of social connection, diversity, urban ecology and heritage.

Construction at salishan Place by the River continued in 2023. Envisioned in partnership with the q̓i c̓əy̓ (Katzie), q̓ʷɑːn̓ x̌əṅ (Kwantlen), Máthkwi (Matsqui), and Se'mya'me' (Semiahmoo) First Nations, we look forward to welcoming visitors to this brand new arts, culture and heritage centre.

We Protect Our Environment



In the Township of Langley, we are building a sustainable community. Balance is top of mind as we work to build a thriving future for generations to come.

In 2023, Township of Langley Council continued to act to reduce greenhouse gas (GHG) emissions by 45 per cent by 2030 and achieve net zero GHG emissions by 2050.

Towards that goal, Council unanimously adopted BC Energy Step Code requirements along with Zero Carbon Step Code requirements for Part 9 residential buildings – moves that will pay dividends in cost savings and reduced GHG emissions for the Township, and also benefit the construction industry.

To further support the local construction community, more Builder Forum Series workshops and webinars were delivered, featuring industry leaders presenting high-performance building strategies.

An expanded Green Homes webpage was launched on **tol.ca** in 2023 to provide information and ideas for Township residents to make energy efficient upgrades to their homes, emit less carbon pollution and learn about money-saving rebates.

The Township continued to expand access to efficient and reliable electric vehicle charging options, with the installation of sixty Level 2 EV chargers and one fast charger at multiple locations throughout the municipality.

The Township also completed the conversion of approximately 7,000 LED streetlights to make roads and sidewalks safer at night. This shift is expected to reduce streetlight energy requirements and save an anticipated $380,000 per year in utility and maintenance costs.

The annual Household Hazardous Waste Plus Collection Event was held at the George Preston Recreation Centre and was attended by hundreds of residents who dropped off 22,486 kg of household hazardous waste items for safe processing, including 10,500 litres of used oil, 2,000 litres of used antifreeze, and more.

Several other community sustainability events and initiatives took place in 2023, including the Township-wide Garage Sale to keep items out of the landfill; Clean Up Langley Day where volunteers pick up litter to beautify their neighbourhoods; Adopt-a-Program where residents commit to clearing litter from a street, park, trail, or creek for a set period; and WaterWeeks to encourage engagement in local environmental stewardship.

In collaboration with Metro Vancouver, the Township rolled out campaigns throughout the year to educate and encourage everyone to conserve water, generate less waste, and play an active part in protecting our environment.

We Serve and Protect - Fire



When emergencies arise, the Township of Langley's firefighters, RCMP officers, Bylaw Enforcement officers, and Emergency Program members are ready to respond.

Fire safety continues to be a top priority. In 2023, the Township implemented a Community Wildfire Resilience Plan, a strategic blueprint and action plan for enhancing emergency preparedness to safeguard our communities against wildfires.

During extreme hot and dry weather in the summer months, Township staff and first responders worked hard to mitigate impacts and shared tips to help community members stay cool, be safe and remain vigilant to prevent fires.

Following the retirements of Fire Chief Stephen Gamble and Acting Fire Chief Bruce Ferguson in 2023, the Township swore in Jason de Roy as the new Fire Chief at a Change of Command ceremony.

To keep firefighters and community members safe, Township Council approved $1.4 million for several fire protection infrastructure and support needs. The funding investments included Fire Hall 4 renovations, replacing the vehicle exhaust extraction system at Fire Hall 6, future facility improvements and more.

Township Council also approved funds to build a replacement fire hall to serve the citizens of Brookswood-Fernridge.

In 2023, the Township of Langley Fire Department hired four career firefighters and completed one paid call recruit class, resulting in 16 paid call members joining the department. They also added a Mini Pumper (Squad 4), which will be stationed at Fire Hall 4 in Willoughby in early 2024, providing the department with the operational agility and versatility for any call type.

In June, Fire Hall Family Nights offered an exciting opportunity for community members to explore our community fire halls, meet firefighters, climb aboard fire trucks, and join hands-on demonstrations of firefighting equipment. In August, our fire department co-hosted Camp Ignite, an inspiring youth firefighting mentorship program for female Grade 11 and 12 students.

Ongoing and annual initiatives to educate the public about FireSmart information and fire safety included Burn Awareness Week in February which focused on preventing scald injuries and learning about burn hazards in the home; wildfire preparation and prevention tips in the spring and summer; Fire Prevention Week in October which focused on actions that everyone can take to prevent cooking-related fires and burns; and Carbon Monoxide Awareness Week in November, among others.

We Serve and Protect - RCMP



High visibility policing; working to improve homelessness, mental health, or drug addiction issues; aligning with community safety partners; and supporting a diverse community remain top priorities for the Langley RCMP. The detachment strongly values its relationships with the Township of Langley, Langley School District, Indigenous communities, fire department, bylaw enforcement, BC Ambulance, local hospital, and business community, to name only a few.

The Langley RCMP Mental Health Unit took a leading role in the creation of the Langley Inter-agency Front-line Table, bringing together 15 community-based support groups to create long-term solutions for individuals facing substance abuse, health concerns, housing, and other challenges.

A Vulnerable Persons Unit was developed this year, which will specialize in addressing child sexual and physical abuse.

The Langley RCMP took part in the Repeat Violent Offending Intervention Initiative, utilizing the BC Prosecution Service, BC Corrections and police to identify repeat violent offenders and initiate enhanced police enforcement.

Through the provincial Special Investigation and Targeted Enforcement funding program, the Langley RCMP secured several hundred thousand dollars to support targeted policing in “hot spot” locations. To support projects focused on high-level organized crime or gang targets, another several hundred thousand dollars was received through the provincial Combined Forces Special Enforcement Unit’s Provincial Targeted Enforcement Program, in which the detachment’s plainclothes teams were heavily involved.

Acting on their commitment to staying engaged with the community, the Langley RCMP’s Community Policing and Management teams attended upwards of 100 events over the past year and endeavour to keep up the momentum.

q̓ʷɑ:n̓ƛ̓ən̓ (Kwantlen) First Nation graciously invited the Langley RCMP to participate in regular meetings with their Chief to establish protocols, assure better service delivery, and create a learning environment for the RCMP.

Amongst other initiatives, the Langley RCMP continues to focus on their “Etch It” Junior Police Youth Program, “Project Bar Code” anti-shoplifting campaign, and expanding their Mental Health Unit.

This year, Township of Langley Council approved much-needed upgrades to the detachment, which was built over 30 years ago to house what was then one-third of its current employees. A modernized Dispatch Centre, new security cameras, remodelled parking area, and internal office expansion will go a long way to maintain effective operations in supporting the community.

We Celebrate and Pay Tribute



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

A significant milestone was marked in 2023, with the Township's 150th anniversary of incorporation (April 26, 1873). A summer festival, spread across three days of fun and free events and activities, was held at various locations to feature our outstanding facilities, amenities, and celebrate 150 years of Township history and our amazing community. Highlights included a Coast Salish art unveiling; sports, recreation and culture activities; a movie under the stars; musical entertainment; and a commemorative ceremony.

Canada Day festivities brought crowds out to Aldergrove Athletic Park and Fort Langley. Other events attracted residents and visitors to the Township, such as the 101st May Day parade and festival, Summer Festival Series outdoor performances, weekly Music on the Plaza concerts, and Pop'd Arts exhibitions showcasing works by local artists in our communities.

The 61st annual Langley Walk got citizens from the Township and City of Langley out to Douglas Park for a 5 or 10 km trek.

The Township also marked occasions of remembrance and reflection during the year.

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

Remembrance Day ceremonies to honour our fallen soldiers were held at the Aldergrove Royal Canadian Legion and the Cenotaphs at Fort Langley and Murrayville.

Township employees observed the National Day of Mourning to remember those who died or were injured in the workplace.

Volunteers contributed to the well-being of our community, and the Township recognized outstanding volunteers and their contributions through the annual Volunteer Awards. In 2023, the Township presented the Eric Flowerdew Volunteer Award, the John and Muriel Arnason Award, and the Pete Swensson Outstanding Community Youth Award to two individuals and a husband-and-wife duo at the Langley Events Centre in April.

Future Priority Projects

To meet the needs of our growing population, the Township of Langley is planning for the future. Many projects are being planned, studied, designed, or are already underway throughout our municipality, to improve amenities, recreation, safety, transportation and more.

Project	Status
200 Street 2040, Visioning for 200 Street for Rapid Transit	Planning
202 and 203 Street Widening	Planning
208 Street, 64 to 72 Avenue	In Progress
208 Street, 72 to 76 Avenue	Study/Design
212 Street Corridor	Study/Design
216 Street Dieting and Corridor Improvements	Study/Design
Aldergrove Athletic Park	Study/Design
Aldergrove Community Centre Expansion	Planning
Bus Rapid Transit on 200 Street	Planning
Completion of Neighbourhood Planning for Booth, Rinn and Fernridge	In Progress
Donna Gabriel Robins Park	In Progress
Fort Langley Community Park	Planning
Fort Langley Waterfront, Marina Park and Haldi House Project	Planning
Fraser Highway Employment Lands Area Plan	In Progress
Glen Valley Marina Park	Planning
New Ice Arenas and Dry Floors Facility at the Langley Events Centre	In Progress
Noel Booth Community Park Upgrades	In Progress
Northeast Latimer Park	In Progress
Old Yale Road Improvements	Study/Design
Plaza Upgrades at Willoughby Stadium	In Progress
Replacement Fire Hall 5 in Brookswood-Fernridge	Planning
RCMP Detachment Capital Improvements	In Progress
River Road and 252 Street Intersection and Rail Crossing Improvements	Study/Design
Smith Athletic Park	Study/Design
Snow and Ice Control Improvements	In Progress
Updates to the Williams and Smith Neighbourhood Plans	In Progress
Walnut Grove Community Park Upgrades	Study/Design
Willoughby Community Centre/Indoor Pool at Yorkson Community Park	Study/Design
Willoughby Community Park – Improvements at Southwest Field	In Progress
Yorkson Community Park	In Progress



Property Tax Exemptions

The Community Charter Sections 224, 225, and 226 grants Council the discretion to provide exemption from property taxes for places of worship, charitable and not-for-profit organizations, in accordance with regulations set out in those sections and subject to the Township's budgetary constraints.

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

Aldergrove Festival Days Society	$1,885
Aldergrove Food Bank	$3,777
Aldergrove Legion (Pacific #265)	$18,734
Aldergrove Old Age Pensioners Association	$8,171
Aldergrove Veterans & Seniors Society	$5,031
Basketball BC	$2,493
BC Amateur Softball Association	$1,902
BC Farm Museum	$38,074
Brookswood Senior Citizens	$10,738
Campbell Valley House of Hope	$12,778
Canadian Museum of Flight	$2,815
City of Surrey	$27,902
Critter Care Wildlife Society	$2,582
Encompass Support Services Society	$4,982
Fernridge Community Hall	$4,233
Flip City Gymnastics	$30,589
Fort Langley Community Improvement Society	$24,403
Fort Langley Lions Club	$1,865
Girl Guides of Canada	$135
Governing Council of the Salvation Army	$5,571
Greater Vancouver Regional District - Pacific Parklands	$6,082
Happy Herd Farm Sanctuary Society	$2,382
Harmsworth Community Association	$2,612
Horse Council of BC	$3,663
Inclusion Langley Society	$43,736
Langley Animal Protection Society	$25,394
Langley BMX	$561
Langley Community Services Society	$10,509
Langley Elks Lodge #259 Foundation	$3,581
Langley Good Times Cruise-In	$4,088
Langley Gymnastics Foundation	$26,244
Langley Lions Society - West Langley Hall	$2,577
Langley Memorial Hospital	$93,450
Langley Players Drama Club	$2,331
Langley Quarter Midget Association	$5,755
Langley Riders Society	$7,235
Langley Rod and Gun Club	$12,769
Langley Rugby Club	$5,100
Meals on Wheels	$31,701
Milner Community Association	$2,232
Murrayville Community Hall	$8,774
National Trust for Land and Culture (BC) Society	$8,402
Nicomekl Enhancement Society	$6,737
Pacific Riding for Developing Abilities	$6,004
Pacificsport Foundation	$1,056
Salvation Army - Gateway of Hope	$15,716
Scouts Canada	$34,434
Sources Community Resources Society	$725

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

Spartans Foundation	$327
Tourism Langley	$1,516
Wagner Hills Farm Society	$11,317
Willoughby Community Hall	$15,021

Places of worship

Aldergrove United Church	$2,146
Aldergrove Vineyard Fellowship	$2,551
Anglican Church Anglican Synod Office	$1,818
Apostolic Faith Mission	$3,673
Apostolic Church of God	$2,330
BC Conf Mennonite Brethren Churches	$10,117
Brookswood Baptist Church	$5,948
Christ Covenant Church	$16,666
Christian & Missionary Alliance-Canadian Pacific District	$47,756
Christian Life Assembly	$75,337
Christian Gospel Society	$26,874
Church of Jesus Christ of Latter-Day Saints	$69,978
Congregation of the Assembly of Christians	$2,863
Fort Langley Evangelical Free Church	$6,778
Harvest Baptist Church	$3,328
Hebron Presbyterian Church	$11,451
Holy Nativity Antiochian Orthodox Church	$1,595
Immanuel Lutheran Church	$11,582
Kalgidhar Darbar Sahib Society	$2,288
Langley Christian Assembly Society	$8,490
Langley Immanuel Christ Ref Church	$10,056
Life Tabernacle of Langley	$3,662
Living Waters Church	$2,333
Living Word Fellowship	$4,952
Mennonite Church of BC	$4,243
North Langley Community Church	$31,600
Parish of St. Dunstan	$24,468
Priestly Society of St. Pius X	$2,461
Riverside Calvary Church	$11,412
Roman Catholic Archbishop of Vancouver	$41,120
Rose of Sharon Baptist Church	$23,359
Saint Herman of Alaska Orthodox Church Archdiocese of Canada	$5,438
Seventh-Day Adventist Church (BC Conference)	$2,587
Seventh-Day Adventist Church	$22,466
Shepherd of the Valley Lutheran Church	$9,218
Southridge Fellowship Baptist Church	$40,582
Trustees of the Congregation of the United Church	$4,750
Trustees Free Reformed Church	$35,840
Trustees of Aldergrove Congregation of Jehovah's Witnesses	$4,513
Trustees of Congregation of Northwest Langley Baptist Church	$22,282
Trustees of the Congregation of Langley Presbyterian Church	$7,348
Trustees of the Congregation of the Canadian Reformed Church of Aldergrove	$6,709
Trustees of the Congregation of the Canadian Reformed Church of Langley	$21,442
Trustees of the Congregation of the Canadian Reformed Church Port Kells	$17,979
Trustees of The Congregation of United Churches of Langley	$696
Trustees of Murrayville Congregation of Jehovah's Witnesses	$3,142
Trustees of the Walnut Grove Congregation of Jehovah's Witnesses	$11,223
Truth Tabernacle of Greater Vancouver	$2,751
United Churches of Langley	$7,818
Vietnamese Unified Buddhist	$2,409
Walnut Grove Baptist Church	$11,945
Walnut Grove Lutheran Church of Langley BC	$12,851
Willoughby Christian Reformed Church	$35,575
Windword Ministries	$2,680

Heritage

Alder Grove Heritage Society	$3,290
Langley Heritage Society	$17,072
Langley Meadows Community Association	$1,055



Development Cost Charges

For the year ended December 31, 2023 (in thousands of dollars)

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

At present, the Township of Langley has not waived DCCs in 2023 as a result of Bill 27.

The following provides some information about DCC collections and expenditures from 2023 for each of the infrastructure types:

	Roads	Water	Drainage	Sewer	Parks and Parkland	Total
Opening Balances	**$50,402**	**$16,744**	**$7,357**	**$3,444**	**$44,751**	**$122,698**
Receipts	14,318	1,485	1,361	515	15,863	33,542
Interest	1,565	534	257	120	1,632	4,108
Expenditures	(19,541)	(1,640)	(1,156)	(85)	(12,344)	(34,766)
Closing Balances	**$46,744**	**$17,123**	**$7,819**	**$3,994**	**$49,902**	**$125,582**



Financial Report

For the year ended December 31, 2023

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Report from the Director, Finance Division

To Mayor Eric Woodward and Members of Council;

I am pleased to present the 2023 Financial Statements and the audit report of our external auditors, KPMG LLP. Pursuant to Section 167 of the *Community Charter*, these statements are prepared and presented to provide sufficient information for readers to understand the consolidated financial position and consolidated results of Township of Langley ("the Township") operations.

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

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

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

KPMG LLP has given the Township an unmodified audit opinion on the Township's consolidated financial statements. In their opinion, the consolidated financial statements present fairly, in all material respects, the consolidated financial position of the Township as at December 31, 2023, and its consolidated results of operations, its consolidated changes in net financial assets and its consolidated cash flows for the year then ended in accordance with Canadian public sector accounting standards.

The Township's Consolidated Net Financial Assets decreased by $49.8 million to $74.9 million at December 31, 2023. The acquisition of tangible capital assets and increases in operating expenses contributed to the decrease in consolidated net financial assets. This was partially offset by the increase in grants revenue, DCC contribution revenue, and property taxes revenue.

Debt and Agreements Payable balance decreased by $9.8 million to $167.3 million. Debt and Agreements Payable is repayable from a combination of Development Cost Charges, utility revenue, and operating revenue.

Total Tangible Capital Assets for the Township, at historical cost, net of accumulated amortization expense, amounts to $2.4 billion.

Capital asset additions for 2023 are $242.3 million. Each year developers construct capital infrastructure that are contributed to the Township. For 2023, this contribution by developers amounts to $78.1 million or 32% of total capital asset additions. As a percentage of total capital additions, 12% or $29.8 million was funded from Development Cost Charges.

Under PSAB requirements, the annual surplus of $143.9 million includes surplus from operations and additional surplus from current investments in capital assets as follows:

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

Accumulated Surplus balance of $2.5 billion (2022 - $2.3 billion) is comprised of four categories as follows:

- Operating Surplus $147.3 million (2022 - $174.3 million)
- Capital Surplus $8.9 million (2022 - $29.8 million)
- Statutory Reserve $91.5 million (2022 - $99.3 million)
- Investment in Tangible Capital Assets $2.24 billion (2022 - $2.04 billion)

In 2023, the Township continued to manage through economic pressures from supply chain shortages, labour market conditions, and high inflation. Despite these challenges, the Township's ongoing economic goals include achieving fiscal stability and health, strengthening our economy, and investing in effective infrastructure. Our financial plans reflect these goals and this year's financial results are in line with financial plans approved by Council.

Sandra Ruff
S. Ruff CPA, CA
Director of Finance

AUDITED

Consolidated Financial Statements

2023

And Independent Auditor's Report thereon

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

INDEPENDENT AUDITOR'S REPORT

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

Opinion

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

- the consolidated statement of financial position as at December 31, 2023
- the consolidated statement of operations for the year then ended
- the consolidated statement of change in net financial assets for the year then ended
- the consolidated statement of cash flows for the year then ended
- and notes and schedules to the consolidated financial statements, including a summary of significant accounting policies

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

In our opinion, the accompanying financial statements present fairly, in all material respects, the consolidated financial position of the Township as at December 31, 2023, and its consolidated results of operations, its consolidated changes in net financial assets and its consolidated cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

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

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

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

Other Information

Management is responsible for the other information. Other information comprises the information, other than the financial statements and the auditor's report thereon, included in a document entitled "Annual Report 2023".

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

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

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

We obtained the information, other than the financial statements and the auditor's report thereon, included in the Annual Report 2023 as at the date of this auditor's report.

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

We have nothing to report in this regard.

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

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

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

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

Auditor's Responsibilities for the Audit of the Financial Statements

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

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

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

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

We also:

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

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

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

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

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

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

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

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

KPMG LLP

Chartered Professional Accountants

Vancouver, Canada
June 10, 2024

Consolidated Statement of Financial Position

As at December 31, 2023 *(in thousands of dollars)*

		2023		2022
FINANCIAL ASSETS				
Cash and cash equivalents (Note 3)	$	**147,017**	$	157,950
Investments (Note 3)		**328,483**		399,900
Accounts receivable (Note 4)		**98,103**		78,723
Assets held for sale		**2,044**		2,178
		575,647		638,751
LIABILITIES				
Accounts payable and accrued liabilities (Note 5)		**98,955**		100,426
Employee future benefits (Note 18)		**5,462**		5,514
Deposits and prepayments (Note 6)		**77,405**		87,269
Deferred revenue (Note 7)		**22,705**		21,037
Development cost charges (Note 8)		**125,582**		122,698
Debt and agreements payable (Note 9)		**167,263**		177,091
Asset retirement obligations (Note 10)		**3,328**		-
		500,700		514,035
NET FINANCIAL ASSETS		**74,947**		124,716
NON-FINANCIAL ASSETS				
Inventories of supplies		**2,025**		1,875
Prepaid expenses		**2,659**		2,478
Tangible capital assets (Note 11)		**2,405,015**		2,211,639
		2,409,699		2,215,992
ACCUMULATED SURPLUS (Note 12)	**$**	**2,484,646**	$	2,340,708

Contingencies and commitments (Note 15)
Contractual rights (Note 23)

See accompanying Notes and Schedules to the Consolidated Financial Statements

Sandra Ruff, CPA, CA
Director of Finance

Eric Woodward
Mayor, Township of Langley

Consolidated Statement of Operations

For the year ended December 31, 2023 *(in thousands of dollars)*

	Budget 2023 (Note 1(a) and 21)	**2023**	2022
REVENUE			
Property taxes	$ 174,759	**$ 175,090**	$ 162,833
Fees, rates and service charges	95,963	**101,762**	117,806
Grants and grants in lieu of taxes	25,241	**49,341**	20,334
Service cost recoveries	4,761	**6,574**	4,590
Gain on disposal of assets	-	**-**	44,645
Investment income	1,657	**22,727**	13,721
Local area service contributions	10,327	**251**	-
Contribution from development cost charges (Note 8)	111,507	**34,766**	12,923
Other developer contributions (Note 11(b))	690	**78,130**	86,058
Other income	121,962	**9,640**	7,990
	546,867	**478,281**	470,900
EXPENSES			
General government	34,092	**37,669**	32,364
Police protection	48,129	**44,581**	39,545
Fire protection	21,744	**23,176**	23,229
Facilities maintenance	16,239	**16,427**	15,665
Community planning and development	16,930	**13,212**	13,095
Recreation and culture	32,811	**36,001**	36,154
Parks	16,047	**20,210**	19,346
Transportation	38,603	**58,200**	49,231
Stormwater	9,551	**14,318**	12,596
Water	37,409	**41,162**	33,048
Sewer	19,187	**20,713**	18,025
Solid waste	8,698	**8,674**	8,374
	299,440	**334,343**	300,672
ANNUAL SURPLUS	247,427	**143,938**	170,228
ACCUMULATED SURPLUS, beginning of year	2,340,708	**2,340,708**	2,170,480
ACCUMULATED SURPLUS, end of year	$ 2,588,135	**$ 2,484,646**	$ 2,340,708

See accompanying Notes and Schedules to the Consolidated Financial Statements

Consolidated Statement of Change in Net Financial Assets

For the year ended December 31, 2023 (in thousands of dollars)

	Budget 2023 (Note 1(a) and 21)	**2023**	2022
ANNUAL SURPLUS	**$** 247,427	**$ 143,938**	$ 170,228
Acquisition of tangible capital assets	(502,117)	**(161,445)**	(70,909)
Increase in asset retirement obligations	-	**(3,328)**	-
Developer contributed tangible capital assets	(690)	**(77,576)**	(85,166)
Reclassification of assets held for sale	-	**-**	337
Amortization of tangible capital assets	-	**46,240**	42,684
Loss (gain) on disposal of tangible capital assets	-	**2,457**	(37,344)
Proceeds on disposal of tangible capital assets	-	**276**	48,928
	(255,380)	**(49,438)**	68,758
Acquisition of inventories of supplies	(1,600)	**(2,025)**	(1,875)
Acquisition of prepaid expenses	(2,295)	**(2,659)**	(2,478)
Consumption of inventories of supplies	1,600	**1,875**	1,404
Use of prepaid expenses	2,295	**2,478**	2,389
	-	**(331)**	(560)
CHANGE IN NET FINANCIAL ASSETS	(255,380)	**(49,769)**	68,198
NET FINANCIAL ASSETS, beginning of year	124,716	**124,716**	56,518
NET FINANCIAL ASSETS, end of year	**$** (130,664)	**$ 74,947**	$ 124,716

See accompanying Notes and Schedules to the Consolidated Financial Statements

Consolidated Statement of Cash Flows

For the year ended December 31, 2023 (in thousands of dollars)

	2023	2022
CASH PROVIDED BY (USED IN)		
OPERATING ACTIVITIES		
Annual surplus	**$ 143,938**	$ 170,228
Items not involving cash:		
Amortization of tangible capital assets	**46,240**	42,684
Loss (gain) on disposal of tangible capital assets	**2,457**	(37,344)
Developer contributed tangible capital assets	**(77,576)**	(85,166)
Change in non-cash operating working capital:		
Accounts receivable	**(19,380)**	(5,159)
Assets held for sale	**134**	457
Accounts payable and accrued liabilities	**(1,471)**	24,706
Employee future benefits	**(52)**	103
Deposits and prepayments	**(9,864)**	(46)
Deferred revenue	**1,668**	632
Development cost charges	**2,884**	7,087
Inventories of supplies	**(150)**	(471)
Prepaid expenses	**(181)**	(89)
Net change in cash from operating activities	**88,647**	117,622
CAPITAL ACTIVITIES		
Cash used to acquire tangible capital assets	**(161,445)**	(70,909)
Proceeds on disposal of tangible capital assets	**276**	48,928
Net change in cash from capital activities	**(161,169)**	(21,981)
FINANCING ACTIVITIES		
Repayment of debt and agreements payable	**(9,828)**	(11,819)
Net change in cash from financing activities	**(9,828)**	(11,819)
INVESTING ACTIVITIES		
Change in investments	**71,417**	(187,335)
Net change in cash from investing activities	**71,417**	(187,335)
CHANGE IN CASH AND CASH EQUIVALENTS	**(10,933)**	(103,513)
CASH AND CASH EQUIVALENTS, beginning of year	**157,950**	261,463
CASH AND CASH EQUIVALENTS, end of year	**$ 147,017**	$ 157,950

See accompanying Notes and Schedules to the Consolidated Financial Statements

Notes to the Consolidated Financial Statements

For the year ended December 31, 2023

Notes to the Consolidated Financial Statements

For the year ended December 31, 2023 (*in thousands of dollars*)

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

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

1. SIGNIFICANT ACCOUNTING POLICIES

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

a) Basis of Consolidation

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

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

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

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

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

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

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

Budget Reporting

The budget information presented in the consolidated financial statements reflects the 2023 budget component of the Township's 2023 – 2027 Five-Year Financial Plan adopted by Council Bylaw No. 5867 on April 17, 2023. The operating budgets of all consolidated entities are reflected in the total budget figures for the year.

Operating Funds

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

Capital Funds

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

Reserve Funds

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

Trust Funds

These funds account for assets which must be administered as directed by agreement or statute for certain beneficiaries. In accordance with PSAB guidance on financial statement presentation for local governments, trust funds are not included in the Township's consolidated financial statements. Trust funds administrated by the Township are presented in Note 20.

b) Basis of Accounting

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

c) Cash and Cash Equivalents

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

d) Financial Instruments

The Township's financial instruments include cash and cash equivalents, investments, accounts receivable, accounts payable and accrued liabilities, and debt and agreements payable.

Financial instruments are recorded at fair value on initial recognition. Equity instruments and derivatives that are quoted in an active market are subsequently recorded at fair value as at the reporting date. All other financial instruments are subsequently recorded at cost or amortized cost unless the Township elects to carry the instruments at fair value. The Township has not elected to carry any other financial instruments at fair value.

Unrealized changes in fair value are recognized on the consolidated statement of remeasurement gains and losses. They are recorded in the consolidated statement of operations when they are realized. There are no significant unrealized gains or losses as at December 31, 2023. As a result, the Township does not have a consolidated statement of remeasurement gains and losses.

Transaction costs incurred on the acquisition of financial instruments subsequently measured at fair value are expensed as incurred.

Sales and purchases of investments are recorded on the trade date.

All financial assets held at amortized cost are assessed for impairment on an annual basis. When a decline is determined to be other than temporary, the amount of the loss is reported in the consolidated statement of operations.

e) Assets Held for Sale

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

f) Non-Financial Assets

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

i) Tangible Capital Assets

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

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

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

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

ii) Contributions of tangible capital assets

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

f) Non-Financial Assets (continued)

iii) Natural resources

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

iv) Works of art and cultural and historic assets

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

v) Interest capitalization

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

vi) Inventories of supplies

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

g) Deferred revenue

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

h) Government Transfers

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

i) Employee Future Benefits

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

j) Debt and Agreements Payable

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

k) Liability for Contaminated Sites

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

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

i) An environmental standard exists;

ii) Contamination exceeds environmental standards;

iii) The Township is directly responsible or accepts responsibility;

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

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

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

l) Asset Retirement Obligation

An asset retirement obligation ("ARO") is recognized when, as at the financial reporting date, all of the following criteria are met:

i) There is a legal obligation to incur retirement costs in relation to a tangible capital asset;

ii) The past transaction or event giving rise to the liability has occurred;

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

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

The liability is initially recorded at the best estimate of the expenditures required to retire a tangible capital asset, and the resulting costs are capitalized as part of the carrying amount of the related tangible capital asset if the asset is recognized and in productive use. This cost is amortized over the remaining useful life of the tangible capital asset from the date of adoption. If the related tangible capital asset is unrecognized or no longer in productive use, the asset retirement costs are expensed. The ARO liability is subsequently reviewed at each financial reporting date and adjusted for any revisions to the timing or amount required to settle the obligation.

The ARO liability estimate is not discounted due to short or unknown timeframe of expenditures.

l) Asset Retirement Obligation (continued)

Recoveries related to AROs are recognized when the recovery can be appropriately measured, a reasonable estimate of the amount can be made and it is expected that future economic benefits will be obtained. A recovery is recognized on a gross basis from the ARO liability.

m) Use of Estimates

The preparation of these consolidated financial statements requires the Township to make estimates and assumptions that affect amounts reported. Revised estimates may be required, and adjustments will be made in the period that a change in estimate is made. Actual results could differ from estimates, and the impact will be recorded in future periods when the difference becomes known.

n) Segmented Information

A segment is defined as a distinguishable activity or group of activities of a government for which it is appropriate to separately report financial information to achieve the objectives of the related accounting standard. Financial information is presented in segmented format in Note 22 and the Segmented Information Schedule.

2. ADOPTION OF ACCOUNTING POLICIES

a) PS 3450 Financial Instruments and related standards

On January 1, 2023, the Township adopted Canadian public sector accounting standard PS 3450 Financial Instruments. Under this standard, all financial instruments are included on the statement of financial position and are measured at either fair value or cost or amortized cost based on the characteristics of the instrument and the Township's accounting policy choices (see Note 1d).

The standard was adopted prospectively from the date of adoption. The adoption of this standard did not have any impact on the amounts presented in these financial statements.

b) PS 3280 Asset Retirement Obligations

On January 1, 2023, the Township adopted Canadian public sector accounting standard PS 3280 Asset Retirement Obligations. The standard requires the reporting of legal obligations associated with the retirement of certain tangible capital assets by public sector entities. The standard was adopted prospectively from the date of adoption. Financial results for the year ended December 31, 2022 have not been restated.

3. CASH, CASH EQUIVALENTS, AND INVESTMENTS

Cash and cash equivalents are recorded at a cost of $147,017 (2022 - $157,950).

Investments with an initial maturity beyond three months are recorded at amortized cost of $328,483 with a market value of $327,228 (2022 – amortized cost of $399,900 with a market value of $397,843).

Investments maturing within one year of December 31, 2023 have interest rates ranging from 1.46% to 6.75% (2022 - 1.35% to 6.15%); within two to four years have interest rates ranging from 2.87% to 6.65% (2022 – 1.46% to 5.99%); beyond eight years has interest rate at 5.15% (2022 – 5.15%).

The following amounts are exclusive of Cemetery Funds (Note 20).

		2023		2022
Cash and cash equivalents	**$**	**147,017**	$	157,950
Investments		**328,483**		399,900
	$	**475,500**	$	557,850

4. ACCOUNTS RECEIVABLE

		2023		2022
Taxes	**$**	**12,323**	$	8,816
Federal Government		**1,854**		1,802
Provincial Government		**3,676**		2,403
Municipal Finance Authority		**2,427**		2,354
Other local governments		**8,769**		3,980
Other accounts		**13,797**		13,619
Accrued interest and others		**18,523**		11,218
Recoverable work in progress		**6,621**		4,712
Receivables secured letters of credit (a)		**23,666**		23,053
Local Area Service levies receivable (b)		**6,447**		6,766
	$	**98,103**	$	78,723

4. ACCOUNTS RECEIVABLE (CONTINUED)

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

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

5. ACCOUNTS PAYABLE AND ACCRUED LIABILITIES

		2023		2022
Trade and other liabilities	**$**	**77,680**	$	76,198
Payroll liabilities		**14,869**		18,425
Collections for other authorities		**6,406**		5,803
	$	**98,955**	$	100,426

6. DEPOSITS AND PREPAYMENTS

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

		2023		2022
Cash deposits held as security	**$**	**55,493**	$	66,746
Prepaid property tax		**21,912**		20,523
	$	**77,405**	$	87,269

The Township also holds irrevocable letters of credit in the amount of $147,637 (2022 - $164,011) as security to ensure satisfactory completion of works within the Township. These letters of credit amounts are not reflected in the consolidated financial statements.

7. DEFERRED REVENUE

		2023		2022
Future works deposit	**$**	**12,422**	$	11,269
South Coast BC Transportation Authority grant		**661**		1,408
Government grant		**1,219**		1,095
Langley School Board contribution		**800**		950
Trinity Western University contribution		**933**		1,108
Other		**6,670**		5,207
	$	**22,705**	$	21,037

8. DEVELOPMENT COST CHARGES

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

		2023		2022
Roads	**$**	**46,744**	$	50,402
Drainage		**7,819**		7,357
Park Land/Development		**49,902**		44,751
Water		**17,123**		16,744
Sewer		**3,994**		3,444
	$	**125,582**	$	122,698
Beginning of year	**$**	**122,698**	$	115,611
Expenditures in Operating		**(4,952)**		(4,712)
Expenditures in Capital		**(29,814)**		(8,211)
Receipts		**33,542**		17,937
Interest		**4,108**		2,073
End of year	**$**	**125,582**	$	122,698

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

		2023		2022
Investments	**$**	**101,916**	$	99,645
Receivables secured letters of credit (Note 4)		**23,666**		23,053
	$	**125,582**	$	122,698

9. DEBT AND AGREEMENTS PAYABLE

		2023		2022
MFA debt, net of sinking fund deposits	a) **$**	**161,095**	$	169,042
Agreements payable	b)	**6,168**		8,049
	$	**167,263**	$	177,091

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

	Principal	Interest	Total
2024	**$** 9,288	**$** 4,814	**$** 14,102
2025	9,472	4,774	14,246
2026	9,651	4,586	14,237
2027	9,898	4,540	14,438
2028	9,206	3,934	13,140
Thereafter	119,748		
	$ 167,263		

9. DEBT AND AGREEMENTS PAYABLE (CONTINUED)

a) MFA Debt

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

	Interest Rate	Gross Debt	Sinking Fund and Actuarial Adjustments	Net Debt 2023	Net Debt 2022
General, Bylaw 4455, due 2027	3.90%	$ 3,250	$ 2,391	**$ 859**	$ 1,058
General, Bylaw 4556, due 2027	3.90%	11,000	8,092	**2,908**	3,582
General, Bylaw 5346, due 2039	2.24%	7,000	1,097	**5,903**	6,190
General, Bylaw 5507, due 2040	1.28%	1,919	245	**1,674**	1,757
General, Bylaw 5508, due 2050	1.28%	16,398	1,251	**15,147**	15,572
General, Bylaw 5509, due 2050	1.28%	67,670	5,167	**62,503**	64,260
Sewer, Bylaw 4750, due 2030	1.28%	8,500	4,891	**3,609**	4,083
Stormwater, Bylaw 4752, due 2030	1.28%	1,800	1,035	**765**	865
Stormwater, Bylaw 4829, due 2031	1.47%	2,292	1,190	**1,102**	1,225
Transportation, Bylaw 4751, due 2035	2.20%	8,700	2,857	**5,843**	6,245
Transportation, Bylaw 5232, due 2037	3.15%	11,716	2,841	**8,875**	9,384
Transportation, Bylaw 5233, due 2037	3.15%	13,744	3,332	**10,412**	11,009
Transportation, Bylaw 5347, due 2039	2.24%	12,950	2,030	**10,920**	11,450
Water, Bylaw 4919, due 2037	2.80%	33,535	8,250	**25,285**	26,763
Water, Bylaw 4920, due 2037	2.80%	7,015	1,725	**5,290**	5,599
		$ 207,489	$ 46,394	**$ 161,095**	$ 169,042

b) Agreements payable

	2023	2022
Parkland, due 2026	**$ 228**	$ 343
Recreation facility, due 2029	**5,940**	6,940
General, due 2032	**-**	766
	$ 6,168	$ 8,049

10. ASSET RETIREMENT OBLIGATIONS

The Township owns and operates various buildings and infrastructure assets that are known or assumed to have hazardous materials, which represent health hazards upon demolition, and the Township has legal obligations to remove them. The Township recognizes the obligations relating to the removal and post-removal care of the hazardous materials in these buildings and infrastructure assets. These costs have been capitalized as part of the tangible capital assets' carrying value and are amortized over the remaining useful life on a straight-line basis. Settlement of asset retirement obligations is estimated to be between 1 and 48 years.

Changes in the asset retirement obligation in the year are as follows:

	2023
Balance, beginning of year	**$ -**
Additions	**3,741**
Retired	**(413)**
Balance, end of year	$ **3,328**

11. TANGIBLE CAPITAL ASSETS

Cost	Balance at December 31 2022	Additions (net of transfers)	Disposals and Reclassification of Assets Held for Sale	**Balance at December 31 2023**
Land and improvements	$ 1,135,067	$ 118,223	$ 6	$ **1,253,284**
Building and building improvements	238,340	18,973	2,920	**254,393**
Vehicles, machinery and equipment	76,257	3,981	1,426	**78,812**
Parks infrastructure	111,955	912	-	**112,867**
Information technology	14,966	1,626	444	**16,148**
Roads	606,433	40,028	2,245	**644,216**
Stormwater	312,901	17,780	536	**330,145**
Sewer	161,706	5,891	167	**167,430**
Water	240,084	10,382	1,216	**249,250**
Assets under construction	61,617	24,553	-	**86,170**
Total	$ 2,959,326	$ 242,349	$ 8,960	$ **3,192,715**

Accumulated amortization	Balance at December 31 2022	Amortization	Accumulated Amortization on Disposals	**Balance at December 31 2023**
Land and improvements	$ 2,406	$ 115	$ -	$ **2,521**
Building and building improvements	103,733	9,639	920	**112,452**
Vehicles, machinery and equipment	42,787	4,555	1,377	**45,965**
Parks infrastructure	60,608	4,198	-	**64,806**
Information technology	11,807	855	442	**12,220**
Roads	296,878	15,352	2,174	**310,056**
Stormwater	95,034	5,011	245	**99,800**
Sewer	45,868	2,527	92	**48,303**
Water	88,566	3,988	977	**91,577**
Total	$ 747,687	$ 46,240	$ 6,227	$ **787,700**

Net book value	Balance at December 31 2022	**Balance at December 31 2023**
Land and improvements	$ 1,132,661	$ **1,250,763**
Building and building improvements	134,607	**141,941**
Vehicles, machinery and equipment	33,470	**32,847**
Parks infrastructure	51,347	**48,061**
Information technology	3,159	**3,928**
Roads	309,555	**334,160**
Stormwater	217,867	**230,345**
Sewer	115,838	**119,127**
Water	151,518	**157,673**
Assets under construction	61,617	**86,170**
Total	$ 2,211,639	$ **2,405,015**

11. TANGIBLE CAPITAL ASSETS (CONTINUED)

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

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

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

11. TANGIBLE CAPITAL ASSETS (CONTINUED)

a) Assets under construction

Assets under construction having a value of $86,170 (2022 - $61,617) have not been amortized. Amortization of these assets will commence when the asset is available for productive use.

b) Other Developer Contributions

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

		2023		2022
Land and improvements	$	**30,058**	$	46,787
Building and building improvements		**-**		682
Road infrastructure		**25,623**		18,894
Parks infrastructure		**221**		102
Stormwater infrastructure		**12,149**		13,041
Water infrastructure		**5,244**		2,439
Sewer infrastructure		**4,835**		4,113
Total	$	**78,130**	$	86,058
Developer contributed tangible capital assets	$	**77,576**	$	85,166
Non-refundable deposit contributions to tangible capital assets		**554**		892
Total	$	**78,130**	$	86,058

c) Works of Art and Historical Treasures

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

d) Write-down of Tangible Capital Assets

There was no write-down of tangible capital assets during the year (2022 - nil).

12. ACCUMULATED SURPLUS

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

	Operating Funds	**Capital Funds**	**Statutory Reserve Funds (Note 13)**	**Investment in Tangible Capital Assets (Note 14)**	**Total**
General Fund	$ 88,152	$ -	$ -	$ 1,129,210	$ 1,217,362
Parks Utility	36,782	-	-	273,363	310,145
Transportation Utility	3,768	-	-	355,918	359,686
Stormwater Utility	(2,986)	-	-	230,111	227,125
Solid Waste	1,862	52	-	537	2,451
Sewer Utility	10,782	3,452	-	116,469	130,703
Water Utility	8,906	5,374	-	131,345	145,625
Statutory Reserve Funds	-	-	91,549	-	91,549
Total for 2023	**$ 147,266**	**$ 8,878**	**$ 91,549**	**$ 2,236,953**	**$ 2,484,646**
Total for 2022	**$** 174,295	$ 29,784	$ 99,330	$ 2,037,299	$ 2,340,708

13. STATUTORY RESERVE FUNDS

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

		2023		2022
General Capital	$	**176**	$	148
Stormwater Capital		**1,035**		993
Sewer Capital		**25,545**		22,542
Water Capital		**28,321**		36,724
Infrastructure Renewal & Replacement		**4,324**		1,134
Fire Equipment Capital		**4,872**		3,895
Land Capital Reserve		**2,489**		10,644
Tax Sale Land		**304**		291
Local Area Service		**16,865**		16,177
Off-Street Parking		**15**		15
Debt Retirement		**7,603**		6,767
	$	**91,549**	$	99,330
Reserve funds, beginning of year	$	**99,330**	$	67,292
Contribution from operations		**11,491**		11,772
Other gains, revenue and contributions		**3,221**		60,637
Interest allocated		**4,022**		2,735
Used for capital and operating expenses		**(26,515)**		(43,106)
Reserve funds, end of year	$	**91,549**	$	99,330

14. INVESTMENT IN TANGIBLE CAPITAL ASSETS

	2023	2022
Balance, beginning of year	$ **2,037,299**	$ 1,935,802
Additions of tangible capital assets	**242,349**	156,075
Asset retirement obligations	**(3,328)**	-
Reclassification of assets held for sale	**-**	(337)
Proceeds on disposal of tangible capital assets	**(276)**	(48,928)
(Loss) gain on disposal of tangible capital assets	**(2,457)**	37,344
Recognition of deferred revenue related to tangible capital assets	**325**	325
Amortization expense	**(46,240)**	(42,684)
Cash spent from debt and agreements payable issued	**(422)**	(11,996)
Repayment of debt and agreements payable	**9,703**	11,698
Balance, end of year	$ **2,236,953**	$ 2,037,299

	2023	2022
Net book value of tangible capital assets	$ **2,405,015**	$ 2,211,639
Less:		
Debt and agreements payable	**(167,263)**	(177,091)
Deferred revenue – Trinity Western University	**(933)**	(1,108)
Deferred revenue – Langley School Board	**(800)**	(950)
Asset retirement obligations	**(3,328)**	-
Add:		
Debt for non-capital expenses	**1,100**	1,224
Debt not spent on tangible capital assets	**3,162**	3,585
Investment in tangible capital assets	$ **2,236,953**	$ 2,037,299

15. CONTINGENCIES AND COMMITMENTS

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

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

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

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

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

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

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

16. COLLECTIONS FOR OTHER GOVERNMENTS

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

		2023		2022
Province of BC for School Taxes	$	**121,270**	$	105,381
Municipal Finance Authority		**20**		17
B.C. Assessment Authority		**3,482**		3,097
Metro Vancouver Regional District		**5,108**		4,356
South Coast British Columbia Transportation Authority		**23,091**		20,889
	$	**152,971**	$	133,740

17. MUNICIPAL PENSION PLAN

The Township and its employees contribute to the Municipal Pension Plan (the "Plan"), a jointly trusteed pension plan. The board of trustees, representing Plan members and employers, is responsible for administering the Plan, including investment of assets and administration of benefits. The Plan is a multi-employer defined benefit pension plan. Basic pension benefits are based on a formula. As at December 31, 2022, the Plan has about 240,000 active members and approximately 124,000 retired members. Active members include approximately 43,000 contributors from local governments of which approximately 1,096 are contributors from the Township.

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

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

The Township paid $7,634 (2022 - $6,261) for employer contributions to the Plan, while employees contributed $6,735 (2022 - $5,533) to the Plan in fiscal 2023.

18. EMPLOYEE FUTURE BENEFITS

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

		2023		2022
Accrued benefit obligation, beginning of year	$	**3,875**	$	4,453
Current service cost		**258**		311
Interest cost		**167**		108
Long-term disability expense (recovery)		**113**		(36)
Actual benefits paid		**(284)**		(191)
Actuarial loss		**(443)**		(770)
Accrued benefit obligation, end of year		**3,686**		3,875
Unamortized actuarial gain		**1,776**		1,484
Accrued benefit liability, end of year		**5,462**		5,359
Other post-employment benefit liability		**-**		155
Total Employee Future Benefits	$	**5,462**	$	5,514

The actuarial adjustment will be amortized over a period of 13 years (2022 – 13 years) which is equal to the employee's expected average remaining service lifetime.

Other post-employment benefit liability was calculated based on hours worked and accrued interest for 2023 at 4.45% (2022 – 3.50%). The Township's accrued benefit liability is supported by a report from an independent actuarial consulting firm, and calculated as at December 31, 2023. The actuary report is based on standard assumptions concerning salary scales, mortality rates, retirement age, and withdrawal rates at the following rates:

	2023	2022
Discount rate	**4.10%**	4.50%
Expected future inflation rate	**2.50% - 4.50%**	2.50%
Expected wage and salary inflation	**2.50% - 4.50%**	2.50%
Expected wage and salary increases	**2.50% - 7.90%**	2.58% - 4.63%

19. SIGNIFICANT TAXPAYERS

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

20. TRUST FUNDS

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

Assets		**2023**		2022
Cash and investments	$	**3,277**	$	2,943
Accrued interest receivable		**30**		22
	$	**3,307**	$	2,965
Equity				
Balance, beginning of year	$	**2,965**	$	2,677
Contributions		**188**		234
Interest revenue		**154**		54
Balance, end of year	$	**3,307**	$	2,965

21. BUDGET DATA

The budget data presented in these consolidated financial statements is based upon the 2023 operating and capital budgets approved by Township Council on April 17, 2023. Amortization was not contemplated on development of the budget and, as such, has not been included. Other entities included are the Society and its subsidiaries, excluding inter-entity transactions. The chart below reconciles the approved budget to the budget figures reported in these consolidated financial statements.

		2023 Budget
Revenue		
Operating Budget Bylaw	$	321,727
Capital Budget Bylaw		516,041
Other entities		8,056
Less:		
Transfer from other funds		(179,368)
Proceeds from new debt		(119,589)
Total Revenue		**546,867**
Expenses		
Operating Budget Bylaw		321,727
Capital Budget Bylaw		516,041
Other entities		6,508
Less:		
Transfer from other funds		(28,271)
Capital expenditures		(502,117)
Debt principal payments		(14,448)
Total Expenses		**299,440**
Annual Surplus	$	**247,427**

22. SEGMENTED INFORMATION

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

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

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

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

General Government Services

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

Protective Services

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

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

Facilities Maintenance Services

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

Community Planning and Development Services

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

Recreation, Culture, and Parks Services

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

Engineering Services

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

23. CONTRACTUAL RIGHTS

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

At December 31, 2023, the Township has contractual rights in the following amounts:

Year		Total Contractual Rights
2024	$	22,620
2025		7,850
2026		7,670
2027		888
2028		720
Thereafter		8,895
	$	**48,643**

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

24. FINANCIAL RISK MANAGEMENT

The Township has exposure to the following risks from its use of financial instruments:

(a) Credit risk:

Credit risk is the risk of financial loss to the Township if a counterparty to a financial instrument fails to meet its contractual obligations. The Township's credit risk is primarily from its cash and cash equivalents, investments and accounts receivable.

Cash and cash equivalents are held with financial institutions who have high credit ratings. Given these high credit ratings, the Township does not expect any counterparty to fail to meet its obligations.

The Township minimizes credit risk in its investments by diversifying the investments portfolio across various financial institutions and the MFA and investing in high credit rating government bonds or Guaranteed Investment Certificates (GICs).

Development cost charges receivable are secured by letters of credit. The Township can collect the outstanding property tax and utility receivables through the municipal property tax sale process. The Township also monitors and assesses the collectability of its accounts receivable balance on an ongoing basis.

(b) Interest rate risk:

Interest rate risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in the market interest rates. The Township’s interest rate risk relates to its investments (Note 3) and debt and agreements payable (Note 9).

Investments are purchased with the intention to hold until maturity or for the long-term and not driven by speculative fluctuations in interest rates.

Interest rates on debt are fixed for 1 to 12 year terms.

24. FINANCIAL RISK MANAGEMENT (CONTINUED)

(c) Liquidity risk:

Liquidity risk is the risk that the Township will not be able to meet its financial obligations as they become due. The Township manages liquidity risk by monitoring actual and forecasted cash flows and anticipated investing and financing activities to ensure that it will have sufficient liquidity to meet its liabilities when due. The Township maintains strong liquidity from its cash and cash equivalents and investments (Note 3). The Township structures its investment portfolio to align with planned liquidity requirements for on-going operations and capital requirements.

There have been no significant changes to the risk exposure related to financial instruments from the prior period.

25. COMPARATIVE FIGURES

Certain 2022 figures have been reclassified to conform to the 2023 consolidated financial statement presentation. There is no impact on accumulated surplus or annual surplus in 2022 from these reclassifications.

AUDITED

Segmented Information Schedule

2023

Consolidated Financial Activities - Segmented

For the year ended December 31, 2023 *(in thousands of dollars)*
(Refer to Note 22 Segmented Information)

		Protective Service				Recreation, Culture & Parks		Engineering							
	General Government	Police Protection	Fire Protection	Facilities Maintenance	Community Planning and Development	Recreation and Culture	Parks	Transportation	Stormwater	Water	Sewer	Solid Waste	Reserve Funds	**2023 Consolidated**	2022 Consolidated
Revenue															
Property taxes	$ 28,121	$ 38,383	$ 20,674	$ 16,727	$ 1,167	$ 17,795	$ 13,952	$ 29,831	$ 8,440	$ -	$ -	$ -	$ -	**$ 175,090**	$ 162,833
Fees, rates and service charges	10,520	322	157	84	11,953	12,078	(8,313)	3,663	440	35,731	25,627	9,500	-	**101,762**	117,806
Grants and grants in lieu of taxes	27,347	1,419	17	-	961	277	608	17,520	1,169	18	5	-	-	**49,341**	20,334
Service cost recoveries	489	5,361	156	137	117	9	-	305	-	-	-	-	-	**6,574**	4,590
Gain on disposal of assets	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	44,645
Investment income	16,073	-	-	-	-	-	413	317	76	389	697	85	4,677	**22,727**	13,721
Local area service contributions	-	-	-	-	-	-	-	-	-	-	251	-	-	**251**	-
Contribution from development cost charges	-	-	-	-	-	-	12,344	19,541	1,156	1,640	85	-	-	**34,766**	12,923
Other developer contributions	25,567	-	-	-	-	-	4,805	25,541	12,149	5,233	4,835	-	-	**78,130**	86,058
Other income	(4,263)	3,012	2,000	1,300	352	7,030	719	(777)	253	12	-	1	1	**9,640**	7,990
	103,854	48,497	23,004	18,248	14,550	37,189	24,528	95,941	23,683	43,023	31,500	9,586	4,678	**478,281**	470,900
Expenses															
Salaries, wages and benefits	$ 20,894	$ 8,175	$ 19,151	$ 7,919	$ 10,147	$ 15,108	$ 7,368	$ 13,699	$ 3,913	$ 5,963	$ 2,959	$ 626	$ -	**$ 115,922**	$ 107,321
Service and maintenance contracts	1,250	585	1,025	3,515	806	6,710	3,274	15,613	1,622	1,280	1,147	8,001	-	**44,828**	39,872
RCMP contract	-	34,193	-	-	-	-	-	-	-	-	-	-	-	**34,193**	29,918
Consulting & professional services	2,366	20	12	343	947	132	525	3,594	1,055	10,544	877	13	-	**20,428**	13,960
Insurance	1,669	20	71	3	-	192	-	351	-	15	15	-	-	**2,336**	2,089
Material supplies & equipment	500	151	970	1,850	320	439	2,515	8,949	1,842	2,610	853	20	-	**21,019**	20,619
Information systems maintenance	2,794	9	45	38	40	33	29	235	13	65	9	3	-	**3,313**	3,177
Aviation and vehicle fuel	-	523	223	8	28	-	20	2,425	13	11	6	-	-	**3,257**	3,391
Advertising publications	105	-	2	-	3	3	-	11	1	5	-	2	-	**132**	139
Utilities	20	-	-	2,690	1	-	703	898	63	341	157	-	-	**4,873**	4,857
Sundry	2,290	39	156	154	238	704	548	598	321	310	175	8	-	**5,541**	5,017
Telephone & communications	311	63	64	41	69	39	34	71	19	42	18	1	-	**772**	790
Regional district charges	-	-	-	-	-	4,874	-	-	-	14,514	11,681	-	-	**31,069**	26,381
Municipal grants	1,139	-	-	-	595	-	-	-	-	-	-	-	-	**1,734**	2,667
Debt interest payments	765	4	-	34	-	330	1,014	1,283	57	1,135	109	-	-	**4,731**	4,479
Fiscal and other debt charges	219	7	-	-	-	172	-	55	-	-	-	-	-	**453**	447
Internal cost charges (recoveries)	(446)	391	169	(168)	18	152	(36)	(7,649)	98	100	105	-	-	**(7,266)**	(7,136)
Loss (gain) on disposal of assets	187	-	-	-	-	-	(26)	3	290	239	75	-	-	**768**	-
Amortization Expense	3,606	401	1,288	-	-	7,113	4,242	18,064	5,011	3,988	2,527	-	-	**46,240**	42,684
	37,669	44,581	23,176	16,427	13,212	36,001	20,210	58,200	14,318	41,162	20,713	8,674	-	**334,343**	300,672
ANNUAL SURPLUS (DEFICIT)	$ 66,185	$ 3,916	$ (172)	$ 1,821	$ 1,338	$ 1,188	$ 4,318	$ 37,741	$ 9,365	$ 1,861	$ 10,787	$ 912	$ 4,678	**$ 143,938**	$ 170,228

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AUDITED

Schedules

2023

Schedule 1

Debt and Agreements Payable

For the year ended December 31, 2023 *(in thousands of dollars)*

MFA DEBT

By-law	Date of Issue	Issued by	Purpose	Issue	Rate	Maturity	Gross Debt	Sinking Fund and Actuarial Adjustments	**Net Debt 2023**	**Net Sinking Fund Earnings 2023**	**Principal Repayments 2023**	**Interest Expense 2023**	Net Debt 2022
DEBENTURE DEBT													
GENERAL:													
5346	October 9, 2019	M.F.A.	Facility Capital Works	149	2.24%	October 9, 2039	1,500	236	**1,264**	**6**	**56**	**34**	1,326
5508	June 1, 2020	M.F.A.	Land Acquisition	151	1.28%	June 1, 2050	16,398	1,251	**15,147**	**21**	**404**	**210**	15,572
5509	June 1, 2020	M.F.A.	Strategic Land Acquisition	151	1.28%	June 1, 2050	43,430	3,317	**40,113**	**56**	**1,071**	**556**	41,240
							61,328	4,804	**56,524**	**83**	**1,531**	**800**	58,138
STORMWATER:													
4752	April 8, 2010	M.F.A.	Drainage	110	1.28%	April 8, 2030	1,800	1,035	**765**	**34**	**66**	**23**	865
4829	April 4, 2011	M.F.A.	Drainage	116	1.47%	April 4, 2031	2,292	1,190	**1,102**	**39**	**84**	**34**	1,225
							4,092	2,225	**1,867**	**73**	**150**	**57**	2,090
WATER:													
4919	April 7, 2017	M.F.A.	Langley Water Utility	141	2.80%	April 7, 2037	33,535	8,250	**25,285**	**230**	**1,248**	**938**	26,763
4920	April 7, 2017	M.F.A.	Langley Water Utility	141	2.80%	April 7, 2037	7,015	1,725	**5,290**	**48**	**261**	**196**	5,599
							40,550	9,975	**30,575**	**278**	**1,509**	**1,134**	32,362
TRANSPORTATION:													
4751	April 8, 2015	M.F.A.	Transportation	131	2.20%	April 8, 2035	8,700	2,857	**5,843**	**94**	**308**	**191**	6,245
5232	October 4, 2017	M.F.A.	Transportation	142	3.15%	October 4, 2037	11,716	2,841	**8,875**	**73**	**436**	**369**	9,384
5233	October 4, 2017	M.F.A.	Transportation	142	3.15%	October 4, 2037	13,744	3,332	**10,412**	**86**	**511**	**433**	11,009
5347	October 9, 2019	M.F.A.	Transportation	149	2.24%	October 9, 2039	12,950	2,030	**10,920**	**48**	**482**	**290**	11,450
							47,110	11,060	**36,050**	**301**	**1,737**	**1,283**	38,088
SEWER:													
4750	April 8, 2010	M.F.A.	Sewer	110	1.28%	April 8, 2030	8,500	4,891	**3,609**	**162**	**312**	**109**	4,083
							8,500	4,891	**3,609**	**162**	**312**	**109**	4,083
PARKS:													
4455	November 2, 2007	M.F.A.	Land Acquisition	102	3.90%	December 1, 2027	3,250	2,391	**859**	**77**	**122**	**127**	1,058
4556	November 2, 2007	M.F.A.	Land Acquisition	102	3.90%	December 1, 2027	11,000	8,092	**2,908**	**261**	**413**	**429**	3,582
5346	October 4, 2019	M.F.A.	Facility	149	2.24%	October 4, 2039	5,500	861	**4,639**	**20**	**205**	**123**	4,864
5507	June 1, 2020	M.F.A.	Park Capital Works	150	1.28%	June 1, 2040	1,919	245	**1,674**	**4**	**79**	**25**	1,757
5509	June 1, 2020	M.F.A.	Strategic Land Acquisition	151	1.28%	June 1, 2050	24,240	1,850	**22,390**	**31**	**598**	**310**	23,020
							45,909	13,439	**32,470**	**393**	**1,417**	**1,014**	34,281
						Total debenture debt	207,489	46,394	**161,095**	**1,290**	**6,656**	**4,397**	169,042
PROPERTY ACQUISITION AGREEMENTS													
GENERAL CAPITAL FUND:													
*	Langley Facilities Society		Recreation Centre			August 7, 2029			**5,940**	**-**	**1,000**	**330**	6,940
									5,940	**-**	**1,000**	**330**	6,940
GENERAL FUND:													
	December 31, 2021		Facility			February 1, 2032			**-**	**-**	**766**	**4**	766
									-	**-**	**766**	**4**	766
PARKS UTILITY FUND:													
**	January 3, 2006		Land Acquisition			January 3, 2026			**228**	**-**	**115**	**-**	343
									228	**-**	**115**	**-**	343
						Total agreements payable			**6,168**	**-**	**1,881**	**334**	8,049
						Total debt and agreements payable			**$ 167,263**	**$ 1,290**	**$ 8,537**	**$ 4,731**	$ 177,091

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

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

*The Society has a Canadian commercial bank loan pertaining to the construction of the Langley Events Centre. The bank loan was refinanced with a fixed rate structure in 2022. The rate will expire in 2024. For estimation purposes, future principal and interest payments assume constant 2022 rates in effect for the duration of the loan.

**Under this agreement, the vendors retained the right to operate the Redwoods Golf Course for 20 years (2 years remain). The vendors must contribute $100 annually to maintain and improve the property. The Township must contribute $50 annually. The Township is also required to make annual repayments at an amount that is variable based on annual property taxes. Interest rates on related debt are approximately 4% to 6%.

Schedule 2

Langley Centennial Museum

Statement of Financial Activities

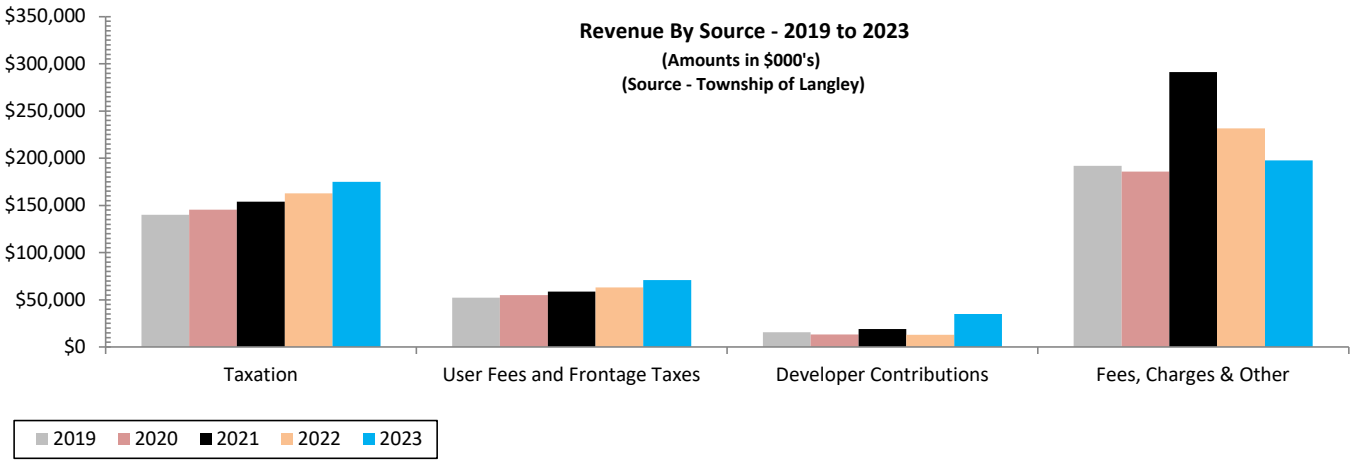
For the year ended December 31, 2023 *(in thousands of dollars)*

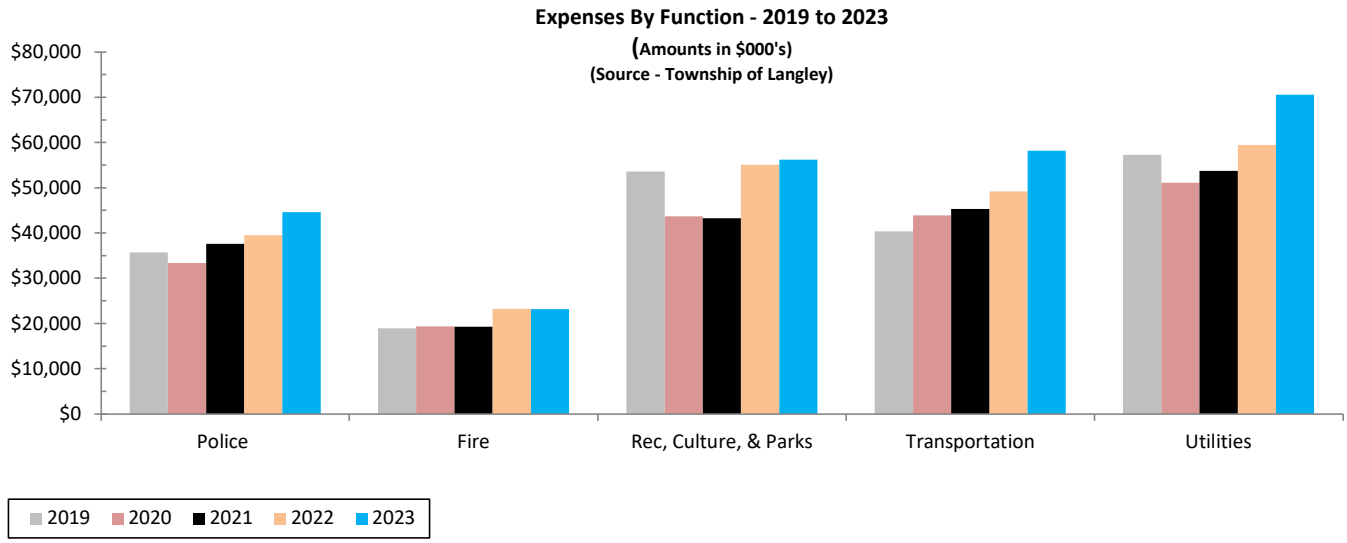
	2023	2022
REVENUE		
Donations, sales and programs	$ **3**	$ 79
BC Arts Council grant	**115**	106
Transfer from Reserve	**13**	60
Federal grants - other	**115**	38
Provincial grants - other	**-**	12
Township of Langley funding	**579**	592
	$ **825**	$ 887
EXPENSE		
Salaries and benefits	**585**	592
Program and events	**27**	80
Exhibit maintenance	**38**	52
Insurance	**20**	15
Purchases for resale	**-**	2
Office supplies and sundry	**9**	13
Utilities	**58**	16
Telephone and internet	**1**	2
Amortization expense	**13**	12
Grounds maintenance	**9**	16
Advertising	**1**	5
Travel	**3**	1
Building maintenance	**60**	11
Artifact additions	**9**	-
Total operating expense	**833**	817
Transfer to Museum Reserve	**(8)**	70
	$ **825**	$ 887
MUSEUM RESERVE		
Balance, beginning of year	$ **407**	$ 831
Contribution from Museum operations	**16**	91
Operating expense funded by the Reserve Fund	**(10)**	(1)
Capital expenditure funded by the Reserve Fund	**(120)**	(514)
Balance, end of year	$ **293**	$ 407

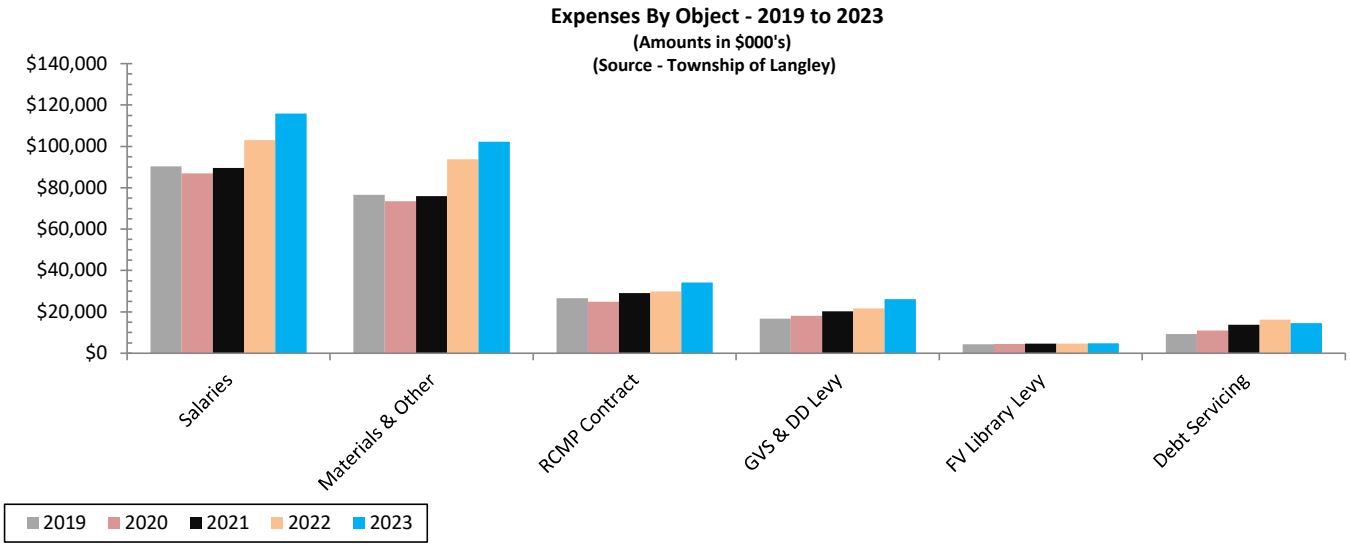
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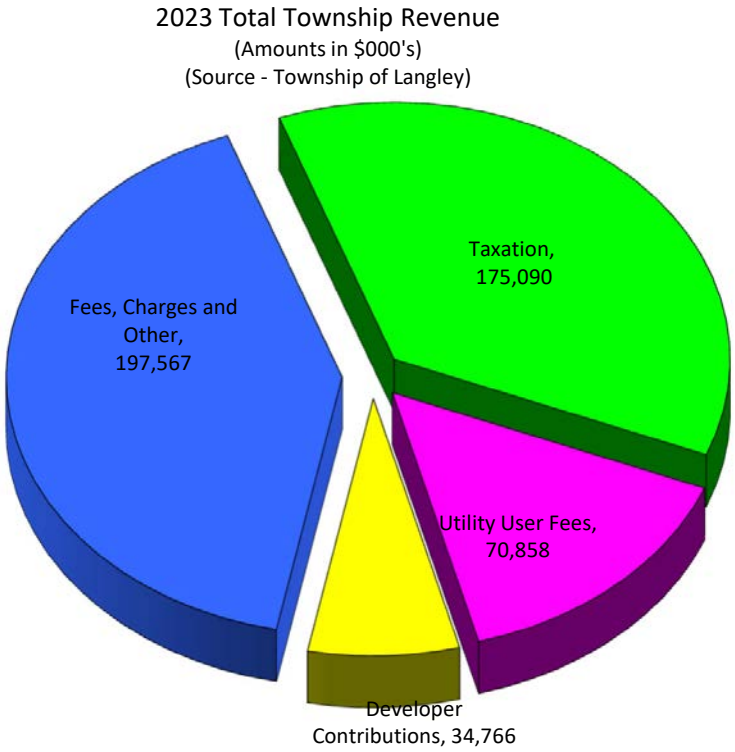
Statistical and Other Information

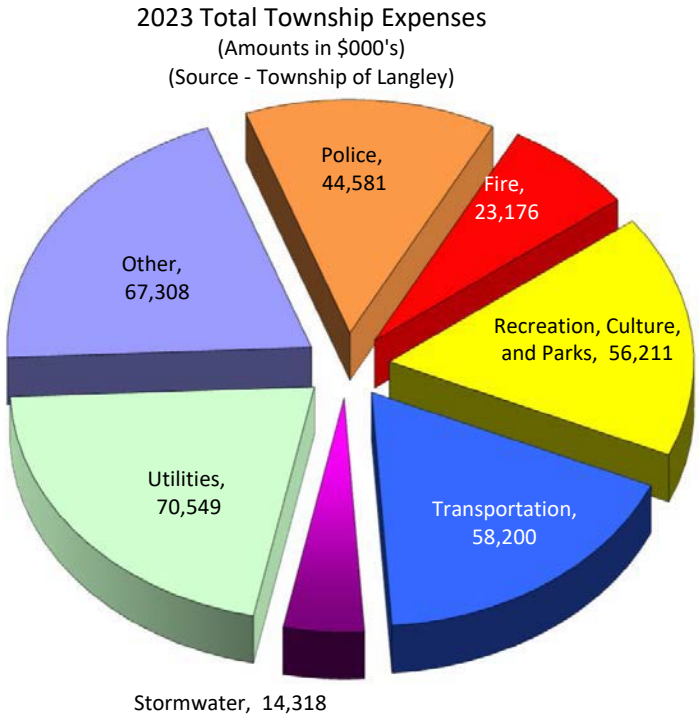
2023


Revenue By Source - 2019 to 2023
(Amounts in $000's)
(Source - Township of Langley)
$350,000
$300,000
$250,000
$200,000
$150,000
$100,000
$50,000
$0
Taxation
User Fees and Frontage Taxes
Developer Contributions
Fees, Charges & Other
2019
2020
2021
2022
2023

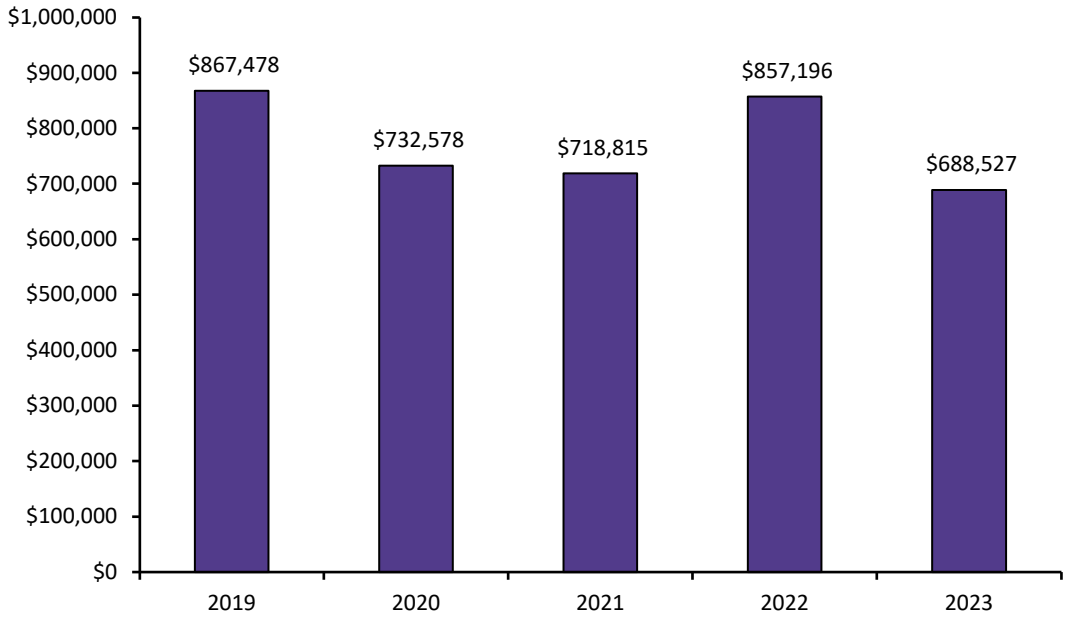

Expenses By Function - 2019 to 2023
(Amounts in $000's)
(Source - Township of Langley)
$80,000
$70,000
$60,000
$50,000
$40,000
$30,000
$20,000
$10,000
$0
Police
Fire
Rec, Culture, & Parks
Transportation
Utilities
2019
2020
2021
2022
2023


Expenses By Object - 2019 to 2023
(Amounts in $000's)
(Source - Township of Langley)
$140,000
$120,000
$100,000
$80,000
$60,000
$40,000
$20,000
$0
Salaries
Materials & Other
RCMP Contract
GVS & DD Levy
FV Library Levy
Debt Servicing
2019
2020
2021
2022
2023

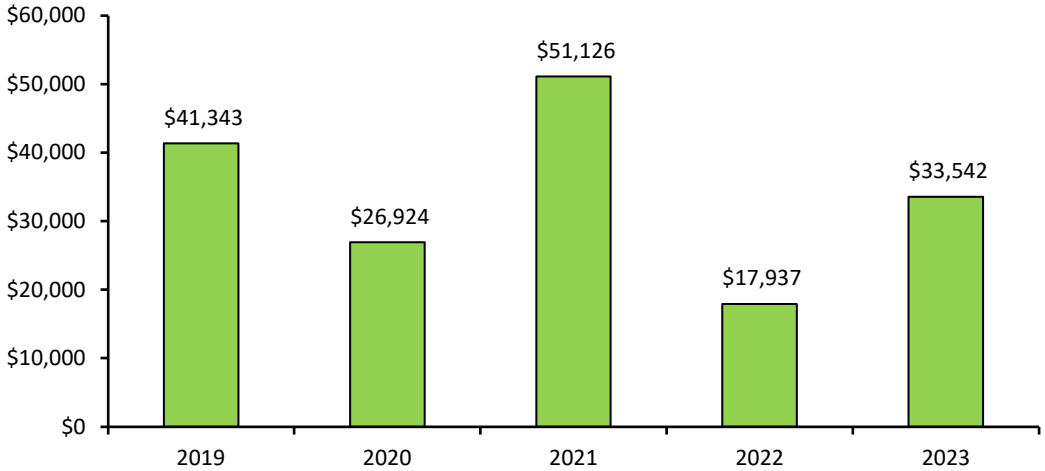

2023 Total Township Revenue
(Amounts in $000's)
(Source - Township of Langley)
Taxation, 175,090
Fees, Charges and Other, 197,567
Utility User Fees, 70,858
Developer Contributions, 34,766

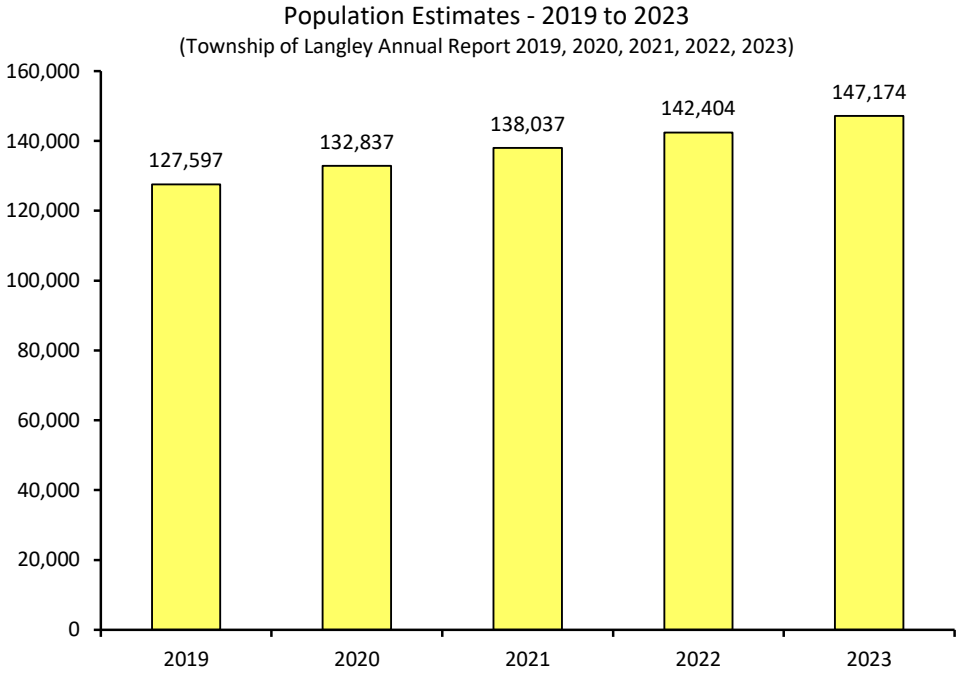

2023 Total Township Expenses
(Amounts in $000's)
(Source - Township of Langley)
Police, 44,581
Fire, 23,176
Other, 67,308
Recreation, Culture, and Parks, 56,211
Utilities, 70,549
Transportation, 58,200
Stormwater, 14,318

Building Permit Values - 2019 to 2023
(Amounts in $000's)
(Source - Township of Langley)



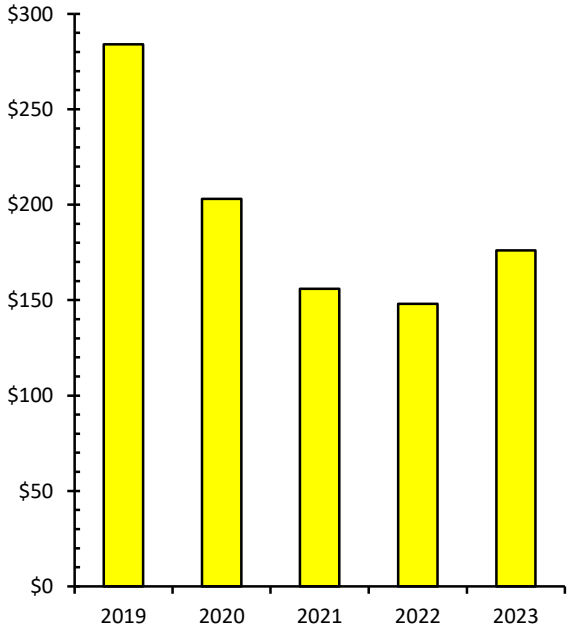
Net Development Cost Charge Receipts - 2019 to 2023
(Amounts in $000's)
(Source - Township of Langley)



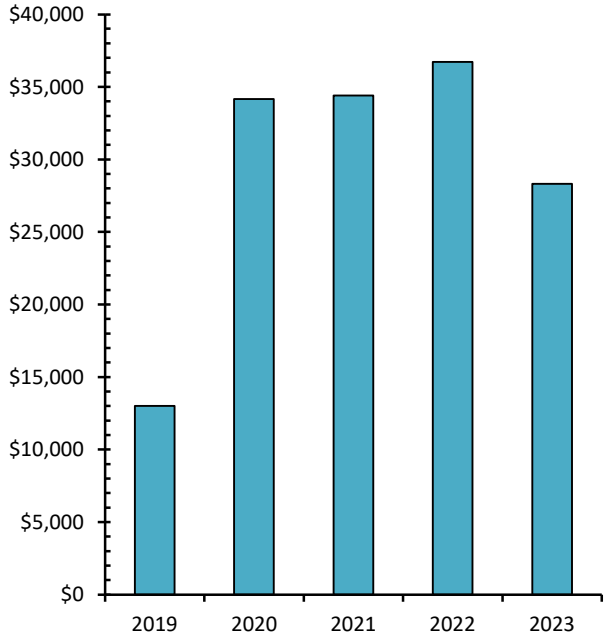


Note: 2019-2022 population estimates were updated using new Census data and population modelling.

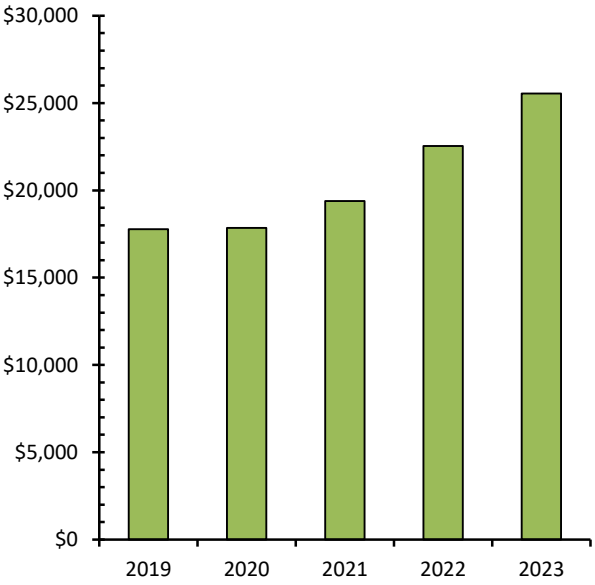
General Capital Reserve
2019 to 2023
(Amounts in $000's)



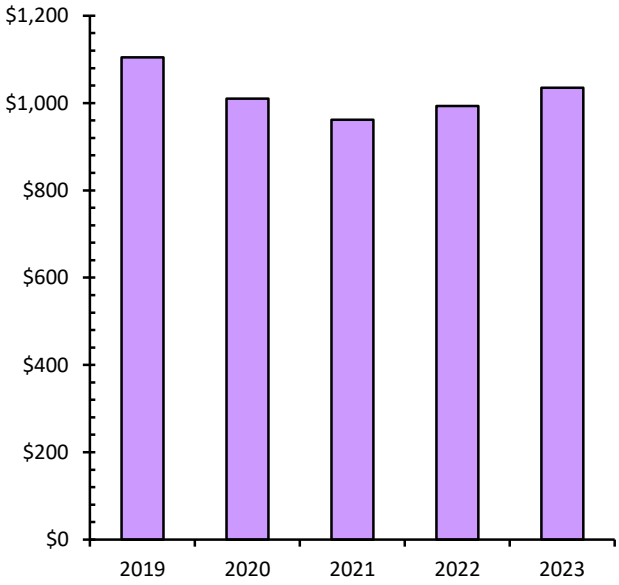
Water Capital Reserve
2019 to 2023
(Amounts in $000's)

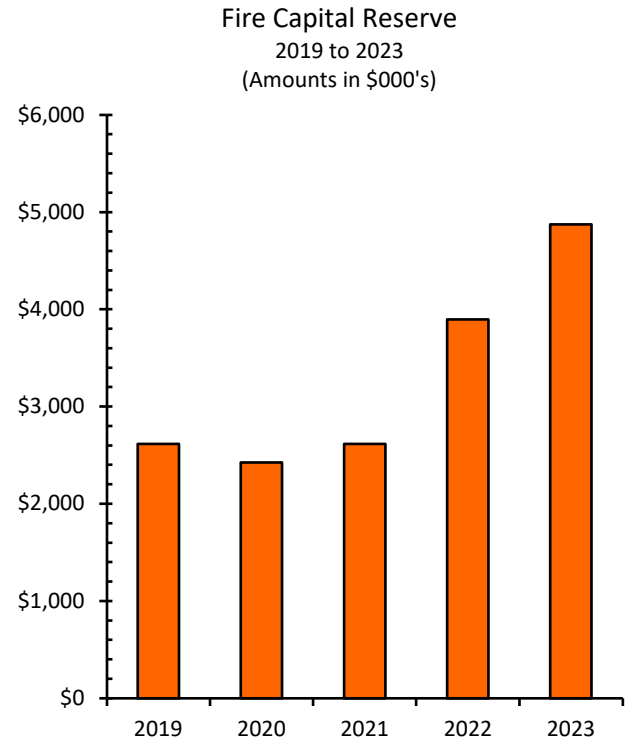


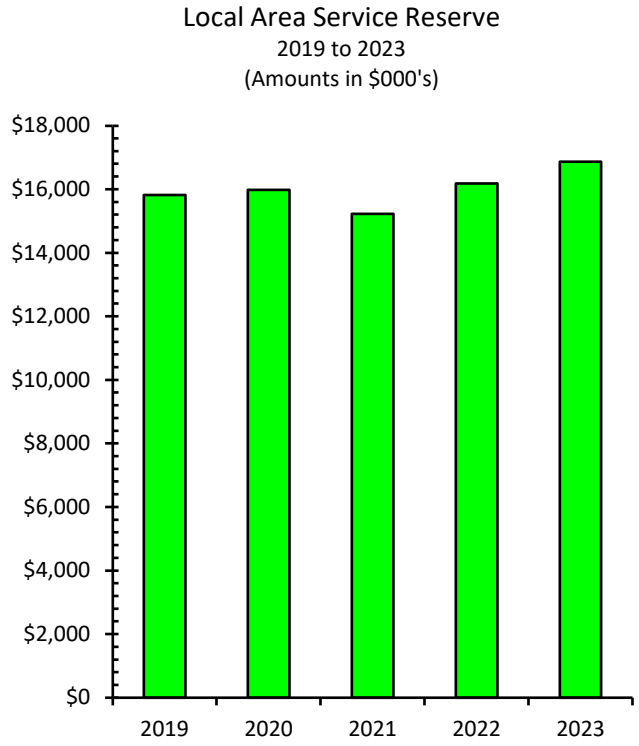
Sewer Capital Reserve
2019 to 2023
(Amounts in $000's)

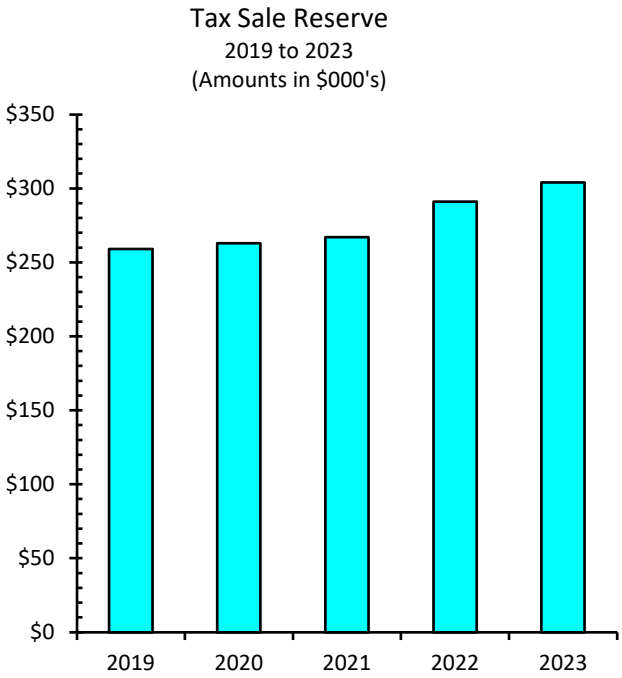


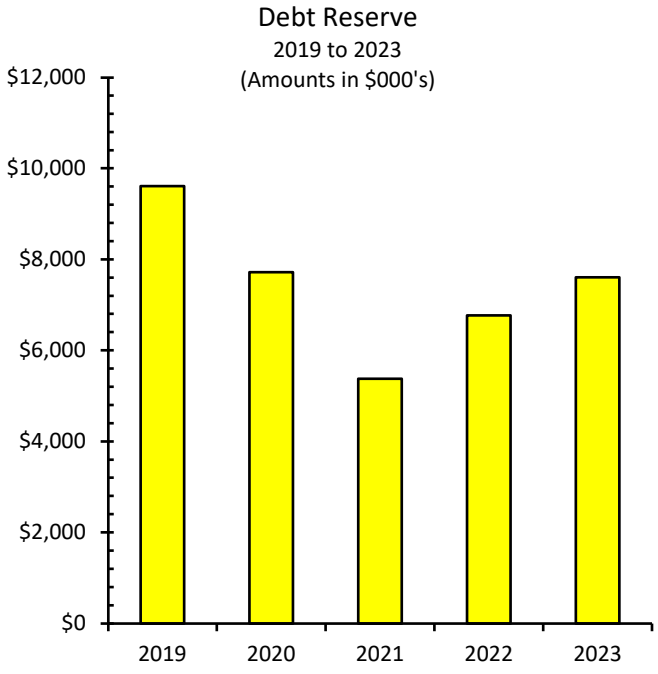
Stormwater Capital Reserve
2019 to 2023
(Amounts in $000's)




Fire Capital Reserve
2019 to 2023
(Amounts in $000's)
$6,000
$5,000
$4,000
$3,000
$2,000
$1,000
$0
2019
2020
2021
2022
2023


Local Area Service Reserve
2019 to 2023
(Amounts in $000's)
$18,000
$16,000
$14,000
$12,000
$10,000
$8,000
$6,000
$4,000
$2,000
$0
2019
2020
2021
2022
2023


Tax Sale Reserve
2019 to 2023
(Amounts in $000's)
$350
$300
$250
$200
$150
$100
$50
$0
2019
2020
2021
2022
2023


Debt Reserve
2019 to 2023
(Amounts in $000's)
$12,000
$10,000
$8,000
$6,000
$4,000
$2,000
$0
2019
2020
2021
2022
2023

GROWING COMMUNITIES FUND

For the year ended December 31, 2023 *(in thousands of dollars)*

The Province of British Columbia distributed conditional Growing Communities Fund (GCF) grants to communities at the end of March 2023 to help local governments build community infrastructure and amenities to meet the demands of population growth. The Township received $24,306 of GCF funding in March 2023. The grant was partially drawn in 2023 as shown in the schedule below:

Growing Communities Fund		**2023**
Balance, beginning of year	$	-
GCF Grant Received		24,306
Interest Income Allocated		479
Eligible costs incurred		
Langley Events Center - Ice and Dry Arenas Facility		(1,576)
Willoughby Community Park - Bocce Court Covers		(151)
Balance, end of year	**$**	**23,058**

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Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2024 - REGULAR MEETING	**REPORT:**	24-130
FROM:	PUBLIC WORKS DIVISION	**FILE:**	6300-01
SUBJECT:	2024 – 2026 TREE PLANTING AND CANOPY EXPANSION		

RECOMMENDATIONS:

That Council approve the submission of a Grant Application to the Federation of Canadian Municipalities' Growing Canada's Community Canopies Program for $1,495,000 towards Tree Planting activities from 2024-2026.

That Council authorize the use of $1,695,000 of Non-Refundable deposits towards Tree Planting activities from 2024-2026.

EXECUTIVE SUMMARY:

A key initiative of achieving the Community Forest Management Strategy's objective, to expand the tree canopy, is for the Township of Langley (Township) to plant trees annually. In 2023, Council provided staff $700,000 to plant and establish 500 trees in the 2023/2024 planting season. Council also provided direction and funding to identify and remove dead trees and hedges throughout the Township. During this period staff planted over 800 trees and inspected the entire Township identifying over 1,600 dead trees and hedges.

The Federation of Canadian Municipalities is offering grant funding to support tree planting proposals within Canadian Municipal Governments. Funding covers up to 50% of eligible costs. Staff are proposing the following program utilizing Growing Canada's Community Canopies (GCCC) Program grant and Township funding to plant trees, expanding the canopy, between Q3 2024 and Q4 2026.

Item	No. of Trees	GCCC Share	TOL Share	Total Cost
Replanting Dead Trees	1,200	$960,000	$960,000	$1,920,000
Park Tree Planting	850	$510,000	$510,000	$1,020,000
Tree Voucher Program	500	$0	$175,000	$175,000
Inspection Truck	-	$25,000	$50,000	$75,000
Total	**2,550**	**$1,495,000**	**$1,695,000**	**$3,190,000**

To increase the success of the planting plan, staff will pre-order trees to ensure availability. A map of the proposed planting locations is provided as Attachment B. If the GCCC grant funding request were to be unsuccessful the planting plan would be adjusted to suite the Township funding only and the inspection truck would not be procured.

PURPOSE:

Request Council's approval to apply for grant funding from the Federation of Canadian Municipalities and for funding to implement the 2024 – 2026 tree planting plan.

BACKGROUND/HISTORY:

The Township's 2022 Community Forest Management Strategy (the Strategy) provides a comprehensive long-term plan for tree management within the Township. It captured the existing condition of the tree canopy and set goals, targets, and actions through an implementation plan intended to protect and grow the community forest for years to come. The Strategy identifies five (5) primary goals, with 80 supporting actions for the Township to achieve a 30-year vision. The goals are:

1. Plan for a more connected and climate resilient network of trees and natural assets.
2. Grow the community forest equitably and sustainability by planting more trees.
3. Protect the community forest to retain more trees and natural assets during development.
4. Manage trees to maintain a safer and healthier community forest.
5. Engage citizens to increase participation in community forest stewardship.

Following the adoption of the Strategy, 16 of 80 actions have been initiated or were already applied through current operations which include:

Action ID	Description
2C	Create an interdepartmental working group to support the implementation of the Community Forest Strategy.
2E	Explore Federal Government climate adaptation funding options to support implementation of the Community Forest Management Strategy.
3B	Inventory public natural assets to better evaluate their condition and to determine their replacement value in an effort to have these features considered in the Township's Asset Management Strategy.
5A	Expand the Township tree planting program to plant trees in established neighbourhood areas with the lowest tree equity scores and enable the use of cash-in-lieu to fund expanded tree planting on public land.
6D	Cooperate with the local nursery industry to obtain trees for streets and landscaped parks that will be well suited for future climate.
6F	Explore options to trial and monitor new species for climate suitability in the Derek Doubleday Arboretum.
8E	Review staffing structure, funding, and position descriptions in Urban Forestry to ensure adequate staffing levels to administer the Tree Protection Bylaw and Township tree protection services, in addition to the staff positions required to implement the Community Forest Strategy and support the core services of community forestry operations.
8G	Develop standard operating procedures and/or guidelines for staff to apply the updated Tree Protection Bylaw in a fair and consistent manner and to document bylaw infractions and prepare reports to support offence notices during the adjudication process.

Action ID	Description
9C	For any forested lands being transferred to Township ownership, require a windfirm assessment by an ISA Certified Arborist with TRAQ or Registered Professional Forester, mitigation before acceptance, monitoring, and a maintenance period.
9E	Explore options such as promissory notes, bonding that includes a maintenance budget allocation, or longer maintenance periods to require developers to address soil mitigation, tree risk and invasive species issues (as identified in professional reports) on any lands including natural or treed areas to be transferred to Township ownership before acceptance.
11A	Track poorly performing specimen tree species or cultivars and proactively replace those species.
11C	Review and/or prepare municipal response protocols for extreme damage or mortality event scenarios (storms, earthquakes, etc.), considering park and trail closure processes equipment and contractor options, incident command structure(s), interagency contacts, prioritization for cleanup/removal, etc.
11D	Develop a program to re-establish tree wells based on their inventoried condition.
11E	Develop an integrated pest management plan for key plant and animal pest species of concern such as European chafer and Japanese beetle, emerald ash borer, Asian longhorn beetle, sudden oak death, Asian giant hornet, hemlock looper, laminated root rots, and giant hogweed.
14C	Maintain regular contact with the Canadian Food Inspection Agency, Pacific Forestry Centre, and other stakeholders that track pests and diseases.
14H	Continue to collaborate with community organizations that can support the Township's implementation of the Community Forest Management Strategy.

In December 2023, staff implemented Action 2C and created an interdepartmental working group of key internal stakeholders and held its inaugural meeting on February 2, 2024. The group discussed the process of previously implemented actions and new actions that could be implemented in 2024.

New action items initiated or anticipated to be initiated in 2024 include the following:

Action ID	Description
7B	Consider updating the Subdivision and Development Servicing Bylaw and Zoning Bylaw to increase soil requirements for trees.
7C	Consider requiring watering services for boulevard trees under hard surfaced areas with structural soil mix and in grass boulevards (with the exception of single-family parcels) and update standard drawings for water services suitable for tree watering.

Action ID	Description
7D	Consider updating tree installation details to implement low maintenance alternatives to metal tree grates, such as flexible pavements, mulch, resin bonded surfacing or porous paving, for surface treatments in hardscape planting locations.
8A	Revise the Subdivision and Development Servicing Bylaw Schedule I to improve alignment with the goals and objectives of the Climate Action Strategy, Community Forest Strategy and Tree Protection Bylaw.
8D	Consider increasing the cash-in-lieu requirements in the Subdivision and Development Servicing Bylaw and the Tree Protection Bylaw consistently with the SPEA maintenance period to also cover 3 years of maintenance given that establishing trees now requires watering for at least 3 years.
15B	Develop a tree voucher program for private properties.

DISCUSSION/ANALYSIS:

At its Regular Meeting on July 24, 2023, Council adopted a Notice of Motion authorizing staff to utilize funding of $700,000 from cash-in-lieu fees collected from the tree protection bylaw and Non-Refundable Deposits (NRD's) from development to proactively plant and establish 500 trees. With the $700,000 to date, the Township has planted a total of 872 trees in various parks and streets. Approximately $230,000 remains to provide care and watering for the two-year establishment period.

Additional funding of $200,000 was provided to identify and remove dead trees and hedges throughout the Township. To date, staff have identified over 1,670 dead trees and hedges, 700 of which have been removed, and 126 trees replaced. There remains $90,000 for the continued removal of the dead trees and hedges.

Continuous management of dead trees will be required as climate change continues to challenge some species of trees. Mitigation strategies include sourcing hardy, alternative species that are more suited to our climate as well as continuing a robust maintenance and watering plan.

Locations of trees planted in the 2023/2024 season through the funding listed above are presented in Attachment A.

Proposed 2024 – 2026 Planting Plan

Aligned with Action 5A of the Strategy and building on the tree inspection program that was initiated by Council in 2023, staff are proposing that the following tree planting activities be undertaken from the fall of 2024 to the end of 2026.

Item	Estimated Cost per Tree	Number of Trees	Total Cost
Replacement of Dead Trees	$1,600	1,200	$1,920,000
Park Tree Planting	$1,200	850	$1,020,000
Tree Voucher Program	$350	500	$175,000
Inspection Truck	n/a	n/a	$75,000
Totals:		**2,550**	**$3,190,000**

The estimated costs for the replacement of identified dead trees are higher than park tree installation costs as many of the dead trees are street trees which typically require traffic control services and some degree of soil remediation due to their location. Additionally, the estimates include costs for a two-year monitoring and watering program.

Also proposed is the inclusion of a vehicle to support the proposed program. Staff are anticipating this will be required to facilitate regular inspections and maintenance of completed tree installations.

If approved by Council staff would pre-order trees from local nurseries to ensure the necessary supply is available for each season of planting.

Proposed planting locations are presented on the map included as Attachment B.

Tree Voucher Program

Staff are proposing a tree voucher pilot program for property owners be developed, as recommended in the Strategy under action 15B. The program would allow residents to receive a voucher of $350 towards an eligible tree species at a local nursery. Vouchers would be limited to one (1) per property owner over the length of the pilot program.

Staff propose that the program details, including eligible tree species, application process and participating nurseries would be implemented by Q1 2025.

Growing Canada's Community Canopies (GCCC) Grant Funding

The Federal Government, through the Federation of Canadian Municipalities, is offering grant funding to support ambitious tree planting proposals within Canadian Municipal Governments. Funding covers up to 50% of eligible costs, which includes street tree planting, urban tree planting, park tree planting, riparian planting, and reforestation plantings. Generally, any tree plantings where the Municipality owns the tree and is responsible for the long-term maintenance of the tree are eligible.

Projects can also include infrastructure activity costs, such as modification or removal of permanent physical infrastructure (e.g. sidewalks, irrigation, utilities). Also included is the purchase of planting or maintenance equipment and vehicles to a maximum of $50,000. Proposed plantings and activities must be completed within two (2) years of the project being approved and must also include at least a one-year monitoring and watering program.

Municipalities can apply during multiple intake windows of the program, but are limited to lifetime funding of:

- Up to a maximum of $10 million in project funding
- Up to a maximum of $1 million in infrastructure activity funding

All proposed planting activities align with the grant opportunity, with exception of the tree voucher program. Staff are recommending that an application for $1,495,000 of grant funding be submitted to GCCC.

Applications proposing spring 2025 plantings are due by July 12, 2024.

Financial Implications:

Currently, the Township collects NRD's for replacement trees. NRD's may relate to: Street Trees, Replacement Trees, or Tree Protection Cash-in-lieu. Currently the Township has approximately $1,000,000 of NRD funding available to implement this project and leverage grant funding.

Currently, an average of $300,000 of Tree Protection Cash-in-lieu funding is being received every six (6) months. Assuming this trend continues, sufficient NRD funding would be in place by mid 2025 to cover the Township's share of planting costs.

Staff are recommending that Council approve up to $1,695,000 of NRD funding towards the project with expenditures not to exceed current NRD funding received.

Should the Township be successful in receiving the GCCC grant, $1,495,000 of funding will be received towards the program. A summary of overall funding sources is presented below:

Item	GCCC Grant	NRD	Total Cost
Replacement of Dead Trees	$960,000	$960,000	$1,920,000
Park Tree Planting	$510,000	$510,000	$1,020,000
Tree Voucher Program	$0	$175,000	$175,000
Inspection Truck	$25,000	$50,000	$75,000
Totals:	**$1,495,000**	**$1,695,000**	**$3,190,000**

Should the Township be unsuccessful in receiving grant funding, tree planting plan would be scaled down to proceed within existing NRD budgets and the inspection truck would not be procured.

Respectfully submitted,

Aaron Ruhl
DIRECTOR, PUBLIC WORKS
for
PUBLIC WORKS DIVISION

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

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

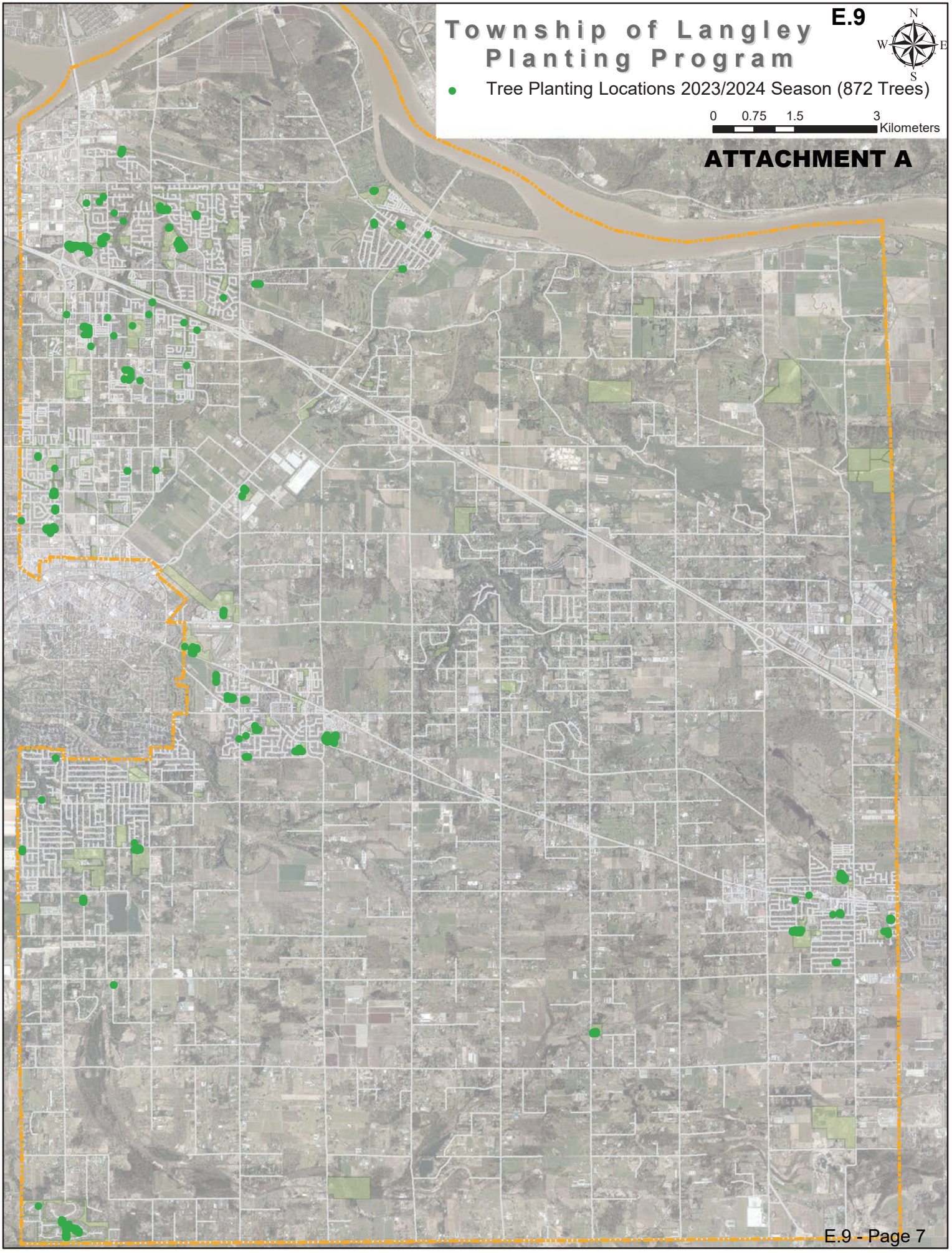
ATTACHMENT A 2023/2024 Season Tree Plantings
ATTACHMENT B 2024-2026 Tree Planting Plan

Township of Langley Planting Program

Tree Planting Locations 2023/2024 Season (872 Trees)

0 0.75 1.5 3 Kilometers

ATTACHMENT A



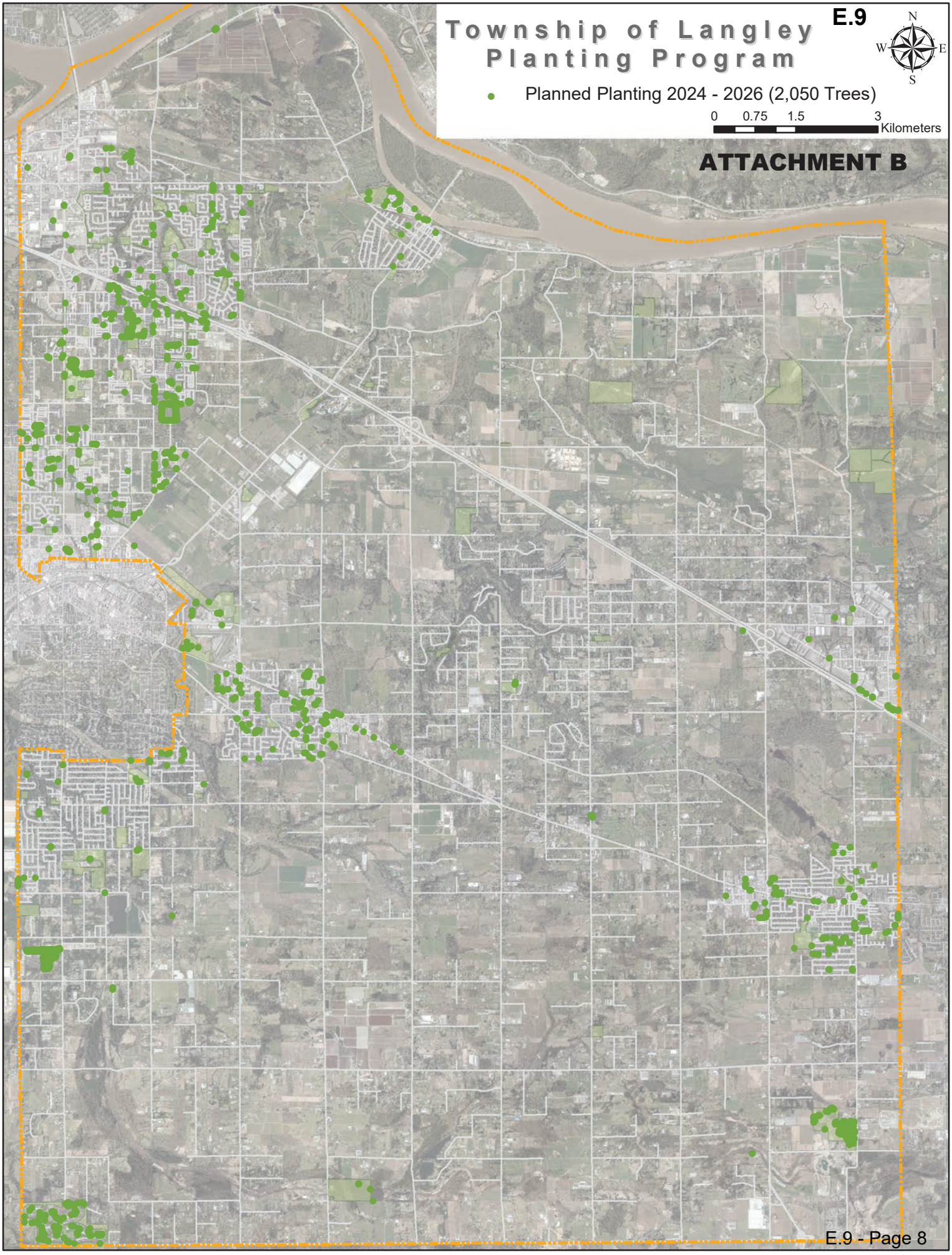
Township of Langley Planting Program

Planned Planting 2024 - 2026 (2,050 Trees)

0 0.75 1.5 3 Kilometers

N W E S

ATTACHMENT B



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2024 - REGULAR MEETING	**REPORT:**	24-131
FROM:	ENGINEERING DIVISION	**FILE:**	1855-35
SUBJECT:	FEDERATION OF CANADIAN MUNICIPALITIES 2024 SUSTAINABLE MUNICIPAL CONSTRUCTION GRANT SUBMISSION		

RECOMMENDATION:

That Council approve submission of a grant application to the Federation of Canadian Municipalities Sustainable Municipal Construction Capital Project Funding for up to $10 Million of funding comprised of up to a $1.5 Million Grant and $8.5 Million Loan towards the construction of the new Fire Hall 5 in Brookswood.

ANALYSIS:

The Federation of Canadian Municipalities (FCM) offers grant funding to Municipalities through the Sustainable Municipal Buildings Program (the Program). The Program supports Municipalities in constructing high performance buildings that are highly energy efficient, low carbon in operations, and that reduce long-term operating costs.

Under this Program, FCM offers a combined grant and loan up to a maximum of $10 Million, with the Grant being 15% of the total loan amount ($1.5 Million) covering 80% of eligible costs. Applicants are required to take the loan to receive the associated grant funding.

In general, successful projects are required to construct a building that meets or exceeds a benchmark of 25% better than the National Energy Code for Buildings (2020) for their unique heating and cooling demands.

As a result of the completion of Firehall Feasibility Studies in 2023, which were funded with assistance from FCM, the Township is well positioned to meet the requirements of the Program.

The Program is an open intake with no application deadline and submission of a grant application would cause no delays to the Fire Hall 5 construction schedule, as eligible costs for a successful grant award would accrue as of the grant application date.

Financial Implications:

If successful, the Township will receive up to $10 Million of funding towards the construction of the new Fire Hall 5 in Brookswood. The funding would be comprised of up to a $1.5 Million grant and a $8.5 Million repayable loan.

The loan component would be issued through a three-party agreement with the Township of Langley, FCM, and the Municipal Finance Authority (MFA) and would function similar to funding sourced solely through MFA. If the Township is successful in receiving the FCM Grant funding, it may allow for the reallocation of part of the original $25 Million of MFA debt for Fire Hall 5 to other Fire Hall related projects.

Respectfully submitted,

Ryan Chapman
MANAGER, ADMINISTRATION & BUSINESS SUPPORT
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff
FACILITIES DIVISION	H. Chohan
PROTECTIVE SERVICES - FIRE	J. de Roy

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2024 - REGULAR MEETING	**REPORT:**	24-135
FROM:	FACILITIES DIVISION	**FILE:**	0810-30
SUBJECT:	NEW BROOKSWOOD FIRE HALL FUNDING		

RECOMMENDATIONS:

That Council approve $6.9M, to be funded from Community Amenity Contributions as available, for a total project funding envelope of $31.9M for the construction of the new Fire Hall in Brookswood.

That Council approve the waiving of Township of Langley fees where applicable, or internally funding such fees from existing sources if required, for the new Brookswood Fire Hall project.

EXECUTIVE SUMMARY:

On May 1, 2023, Council approved the Fire Hall Loan Authorization Bylaw for the purposes of borrowing $25M towards the base facility construction of a new Fire Hall in Brookswood. This initial amount was tabled to begin the loan approval process with direction to staff to undertake further site assessments and design work to determine the actual cost to construct the Township's new fire hall that meets the current and future operational needs of the Fire Department, meets community needs, and adheres to modern standards.

A competitive procurement process was used to select an Integrated Project Delivery (IPD) team. The IPD team is comprised of representatives from the Township of Langley Fire Department (TFLD) including representation from the IAFF Local 4550, Township divisions/departments and an experienced consultant and contractor team.

Over the past few months, the IPD team has reviewed work done in the feasibility study stage, refined the required program, and developed the proposed concept and base target value for the construction of a new fire hall located at the southwest corner of 200 Street and 27 Avenue. The construction of a new fire hall is essential to enhance emergency response capabilities, accommodate modern firefighting equipment, and provide a functional and comfortable environment for firefighters.

This report presents a comprehensive analysis of the design and cost considerations for constructing a new fire hall. The aim is to create a facility that meets the community's needs, adheres to modern standards, and remains within an acceptable budget envelope. The fire hall will include essential areas such as apparatus bays, living quarters, training rooms, and administrative offices.

The new Brookswood Fire Hall will be the Township's first fire hall designed with a composite (career and paid-call) fire service delivery model active and in mind. The total project cost is estimated at $31.9M and includes space to accommodate 2.5 crews, four (4) drive-through bays, and scalability to accommodate future growth. The facility will be a post disaster facility with an adherence to the latest health and safety standards and be built targeting a high level of energy efficiency and Green House Gas (GHG) reductions. This is in line with other fire halls

currently being constructed in the region. The current schedule forecasts the full completion being January 2026, assuming no significant delays with site conditions, supply chain, third party utilities, or budget approval.

Within the budget envelope are the amounts required for external fees such as Metro Vancouver Water and Sanitary Fees, TransLink Fees, and project insurance costs. For fees within the Township's control, including Building Permit Fees, Development Cost Charges, utility connection fees, and others as required, staff recommend either waiving such fees if appropriate, or internally funding such fees from existing sources.

BACKGROUND/HISTORY:

At its meeting of May 29, 2023, Council approved $2.5M in funding for staff to proceed with the necessary site assessments and detailed planning for the new replacement Fire Hall 5 in Brookswood.

Staff have worked through a competitive procurement process to select an Integrated Project Delivery (IPD) team including consultants and contractors that are experienced in fire hall design and construction as listed in the table below.

Type	Company Name
General Contractor	Kinetic Construction Ltd.
Architect	Johnston Davidson Architecture Inc.
Mechanical Consultant	MCW Consultants Ltd.
Mechanical Trade Partner	Altac Mechanical Ltd.
Electrical Consultant	MCW Consultants Ltd.
Electrical Trade Partner	Canem Systems Ltd.
Structural Consultant	Read Jones Christoffersen Ltd.
Civil Consultant	ISL Engineering Ltd.

IPD is a construction project delivery method by which key parties involved in the design, fabrication, and construction aspects of a project are joined together under a single agreement. This allows for ongoing communication and collaboration throughout the project's phases which decreases waste while increasing efficiency, respect for team members, and project outcomes including profits. (*Source: Lean Construction Institute*)

DISCUSSION/ANALYSIS:

It has been 18 years since the last fire hall was constructed in the Township of Langley and this will be the first Township fire hall designed based on a composite (career and paid-call) fire service delivery model active and in mind.

The project team undertook a comprehensive validation process to ensure the fire hall design meets the needs of the TLFD, costs are reflective of current market conditions, identification of potential risk items, opportunities for cost-savings, and have identified a base target cost for project delivery.

The fire hall has been strategically designed and oriented to optimize response times. The building is located within the Brookswood/Fernridge service area, providing easy access to main roads, and minimizing travel distance to various parts of the community. Apparatus bays are designed with drive-through capabilities and quick-release door mechanisms, allowing fire apparatus to deploy rapidly. The layout of the fire hall prioritizes direct routes from living quarters and workspaces to the apparatus bays, reducing the time it takes for firefighters to mobilize. Additionally, advanced alerting systems and strategically placed equipment ensure that firefighters can gear up and respond to emergencies with minimal delay, ultimately enhancing their ability to save lives, protect property, and the environment.

The fire hall's design incorporates flexibility and scalability to accommodate future growth and meet the evolving community needs. The site layout includes space for potential expansion, allowing for additional apparatus bays and support facilities as the fleet and personnel increase. By integrating these forward-thinking elements, the fire hall remains a sustainable and functional facility capable of adapting to the demands of a growing and changing community.

Based on the extensive work undertaken, the following are some of the key design components that are being proposed for the new Brookswood Fire Hall.

- Location: The situating of a new fire hall is one of the most critical elements due to ensuring rapid emergency response. This fire hall location, at the Southwest corner of the intersection of 200 Street and 27 Avenue, is ideal because of its central position and proximity to the major roads within the Brookswood/Fernridge community.

- Post-Disaster Standard: The facility will meet the intent of latest post-disaster requirements to ensure that the fire hall structure is usable after an earthquake. This is achieved through increasing the design forces by 50% and limiting the allowable movement to 40% of what a typical structure might experience so that non-structural components such as windows, partitions, and mechanical/electrical experience limited damage.

- Emergency Power: To ensure the fire hall is fully operational (beyond just life safety systems) and self-sufficient during a power failure, an onsite generator has been incorporated into the design.

- Apparatus Bays: There are four (4) drive-through bays. Drive-through capability in a fire hall design minimizes the risk of accidents associated with driving fire apparatus in reverse and allows for rear exit if parked behind a front-line apparatus or the primary door is obstructed. The apparatus bays are perpendicular to 200 Street so that the wear and tear on the vehicles is not extensive upon exiting, and response time is as quick as possible. Further, the establishment of a 20m front apron located fully on the property is key to allow fire apparatus to exit the hall safely before entering a sidewalk or street.

- Energy and Emissions: The fire hall is aiming for a high level of energy efficiency and Green House Gas (GHG) reduction, with a target of exceeding the National Energy Code for Buildings (NECB) 2020 by 25%. This not only reduces the fire hall's environmental footprint but also translates to long-term operational cost savings. To achieve this, the project will explore innovative design strategies, high-performance building materials, and energy-efficient building systems.

- Decontamination Areas: The design of fire halls plays a crucial role in ensuring the health and well-being of firefighters. Modern fire halls are equipped with dedicated decontamination areas to remove hazardous substances from gear and equipment, minimizing exposure to toxic materials. For this hall a dedicated washdown area and washrooms are positioned directly off the apparatus bay to allow for the firefighters to perform a first stage decontamination when returning from a fire. WorkSafeBC requirements regarding worker safety have also evolved. The new fire hall must reflect current understandings of firefighter cancer exposures.

- Space: The size of the new fire hall building is approximately 18,500 square feet and has been designed to accommodate 2.5 crews.

- Vehicle and Truck Access: Secure staff parking is available both on the south and west side of the building. The secure gate on the north-west is for both staff’s personal vehicles and fire apparatus.

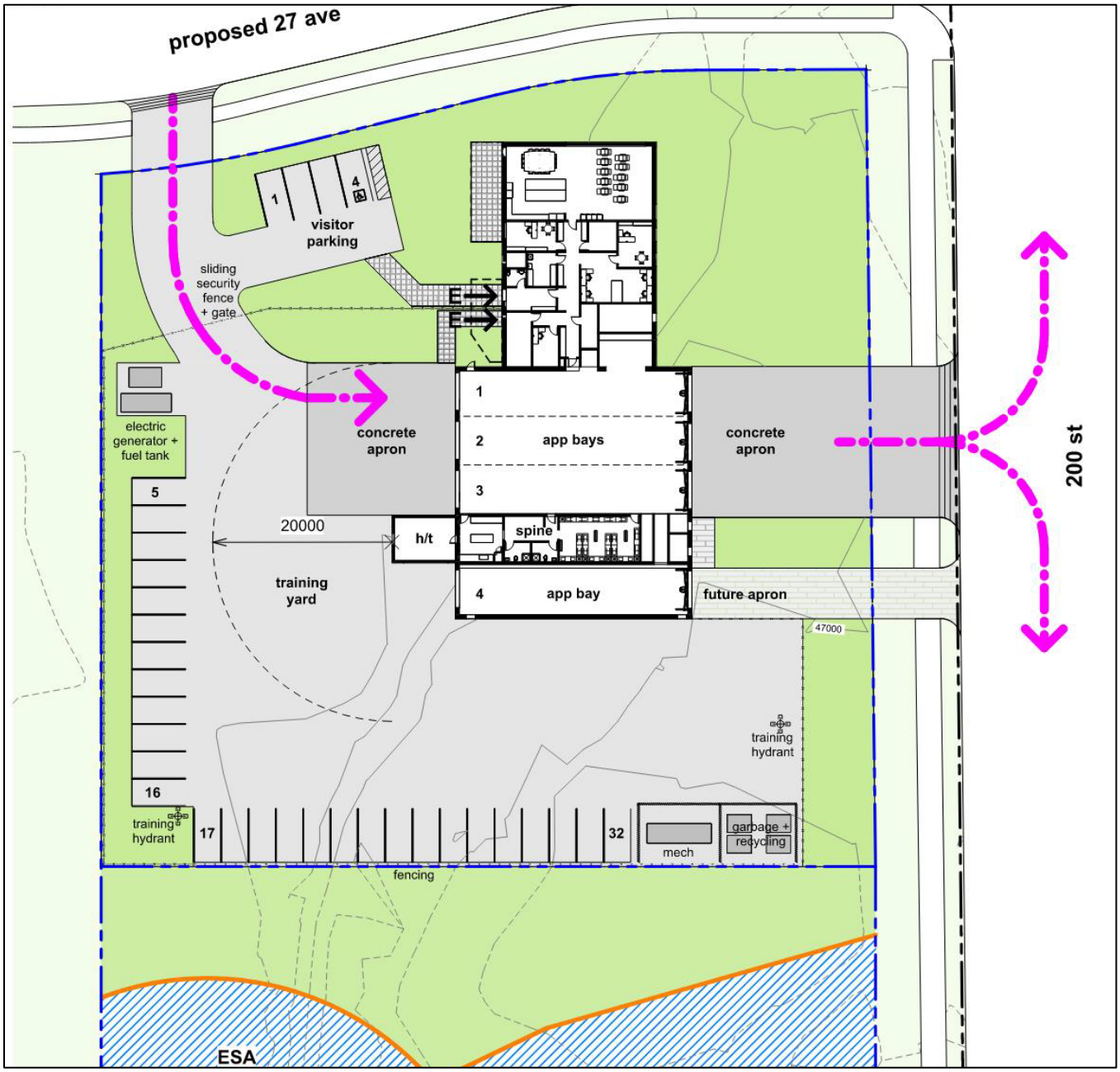
- Gender Neutrality: The design is focused on being inclusive and equitable through providing individual washrooms and sleeping quarters.

- Health and Wellness: Increased cancer rates and the risk of heart disease due to diet, sleep deprivation, and other factors are now better understood. Health and lifestyle considerations, including physical fitness areas, will be part of the fire hall design. Science has shown that health and wellness are not just related to physical health. Mental health challenges require facility spaces that can be used to support quiet and reflective areas for members to gather. Spaces for health and wellness have been incorporated into the design of the fire hall.

The following pages includes the project’s site plan and simple schematic images.

NEW BROOKSWOOD FIRE HALL FUNDING
Page 5 . . .

Site Plan



North-East View (Simple Schematic)



West View (Simple Schematic)



Schedule

The current schedule, assuming no significant delays with site conditions, supply chain, third party utilities, or budget approval, has full completion targeted for January 2026.

Offsite Works

Through the 2024 budget process Council authorized specific funding for offsite improvements to 200 Street and 27 Avenue, outside of the fire hall project budget. Staff are working with the IPD team to undertake both the design and construction of the work within the approved funding envelope. This coordination of effort through one team is to minimize any offsite and onsite conflicts.

The scope of work consists of widening 200 Street to its ultimate arterial width on the west side, incorporating a 3m wide multi-use path, constructing the south half of 27 Avenue (10m wide) with a boulevard and 3m wide multi-use path, installing an overhead flashing amber beacon at the 27 Avenue and 200 Street intersection, and adding street lighting on the south side of 27 Avenue and the west side of 200 Street.

Financial Implications:

Through the validation process the IPD team has determined the total project cost is estimated at $31.9M. This construction cost is in line with other fire halls currently being constructed in the region.

Fire halls cost more to construct than typical buildings due to their specialized design and functional requirements. They must accommodate large, heavy emergency vehicles and equipment, necessitating reinforced structures (post-disaster) and large apparatus bays. Additionally, fire halls include specialized features such as decontamination areas, robust communication infrastructure, vehicle exhaust extraction systems, need for redundancy power, living quarters, and extensive paved space for operations and onsite day-to-day training to ensure operational readiness during emergencies.

Staff will continue to explore opportunities for grants and rebates to support the construction of the fire hall and help offset project costs. The building of a new fire hall is a significant investment that will enhance emergency response capabilities and provide a safe and efficient working environment for firefighters for decades to come.

Respectfully submitted,

Harb Chohan
DIRECTOR, FACILITIES
for
FACILITIES DIVISION

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

CONCURRENCES	
Division / Department	**Name**
PROTECTIVE SERVICES - FIRE	J. de Roy
CORPORATE PROJECTS DIVISION	S. Groves
FINANCE DIVISION	S. Ruff
ENGINEERING DIVISION	R. Zwaag

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2024 - REGULAR MEETING	**REPORT:**	24-134
FROM:	FACILITIES DIVISION	**FILE:**	0810-30
SUBJECT:	FIRE HALL TRAINING CENTRE FEASIBILITY STUDY UPDATE		

RECOMMENDATIONS:

That Council endorse the proposed scope, programming, and site layout for a new Fire Hall Training Centre to be located at 20355 - 32 Avenue.

That Council direct staff to bring forward potential funding sources for the new Fire Hall Training Centre upon resolution of the final funding sources for the new Brookswood Fire Hall.

EXECUTIVE SUMMARY:

At its meeting of September 25, 2023, Council approved funding for staff to undertake a feasibility study to assess the potential to create a centralized fire hall training centre. For efficiencies, staff utilized the Integrated Project Delivery (IPD) team for the new Brookswood Fire Hall to undertake this work. Over the past few months staff have been working with the IPD team, Township of Langley Fire Department (TFLD), including representation from the IAFF Local 4550, and other Township departments/divisions to confirm the scope of the project, programming, siting, schedule, and estimated budget envelope.

The existing training yard, located at the Operations Centre works yard in Murrayville, was constructed over 24 years ago. A recent assessment revealed costly upgrades are required to the live fire burn building, classrooms, and training props to meet the training needs and comply with health and safety standards. The live fire burn building is fueled by Class A materials (ordinary combustibles). While this type of live fire training provides the most realistic fire conditions for firefighters, industry standards and environmental considerations have seen many fire departments in the region move towards alternative fuel sources like natural gas or propane for their live fire burn buildings. Concurrently, the Operations Centre works yard has been experiencing significant space constraints over the past decade of growth, and a recent study identified that relocating the fire training site would provide the opportunity for the works yard to expand, providing some temporary relief to the yard's congestion while a secondary satellite works yard can be developed elsewhere in the Township.

With the decision to construct the new Brookswood Fire Hall at 200 Street and 27 Avenue, and the Provincial requirement that the existing Fire Hall 5 (20355 - 32 Avenue) site must be used for fire hall purposes, staff focused the feasibility study on this specific site. The current Fire Hall 5 has existing truck bays to accommodate dedicated training apparatus, and space for a live fire burn building, training props, workspaces for staff, and training classrooms.

The proposed fire hall training centre concept is intended to provide comprehensive training for firefighters, emergency responders and other personnel. It will provide both hands-on training and classroom instruction. The scope of work consists of a 4-storey steel container training structure, natural gas training props, pumper engine test pit, on site fueling station, training classrooms, Self-Contained Breathing Apparatus (SCBA) air filling station, dedicated decontamination areas, mechanical and electrical upgrades, site security, and landscaping.

The estimated on-site cost for the new training centre is $9.5M (based on 2024 costs), with the anticipated design and construction duration to be approximately 12 months following project funding approval.

BACKGROUND/HISTORY:

The current fire training site is situated at the south end of the Operations Centre works yard, located at 4700 - 224 Street in Murrayville. The fire training area is approximately 1.5 acres and consists of a portable classroom, several training props, and a Class A burn building for live fire training.

The existing training yard was constructed over 24 years ago and a recent assessment revealed costly upgrades are required to the live burn building, classrooms, and training props. With the advancement of modern firefighter training requirements and new departmental training initiatives (e.g., high-rise fire fighting, high angle rescue, tower crane), the current training yard is unable to meet the TLFD's growing training requirements. The BC Office of the Fire Commissioner has implemented minimum training standards for fire departments in the province, based on National Fire Protection Association (NFPA) professional qualifications.

Existing Fire Training Centre Site at the Operations Centre:



The Operations Centre works yard has been experiencing space constraints for parking of Township vehicles and equipment as well as a lack of space for material storage. Vehicles and equipment without assigned stalls are being parked in storage areas, along travel lanes, and in corners. The lack of space also creates traffic congestion in the yard when employees begin and end their workday, which has led to safety concerns.

A 2019 Operations Centre and works yard study found that relocating the fire training site would provide the opportunity for the works yard to expand, providing some temporary relief to the congestion while a secondary satellite works yard can be developed elsewhere in the Township. The existing area would be repurposed for fleet parking, material storage, and other ancillary uses. Costs associated with improving and preparing this area, including demolition of any remaining fire training structures, is not known at this time, and would be presented to Council for approval later as a separate project if the new centralized fire training centre is approved.

DISCUSSION/ANALYSIS:

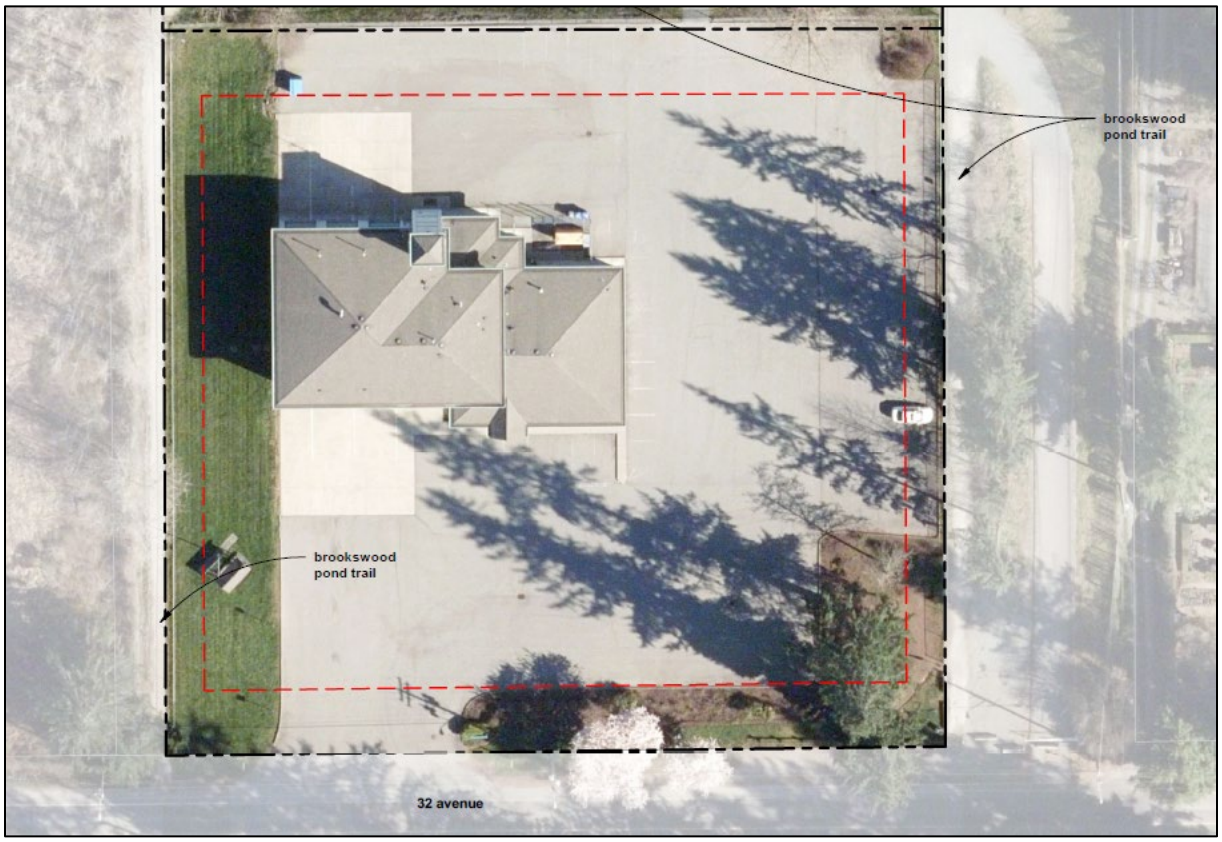
With the decision to construct the new Brookswood Fire Hall at 200 Street and 27 Avenue, the existing Fire Hall 5 (20355 - 32 Avenue) site presented a unique opportunity for a centralized fire training centre for the TLFD.

This site is situated on what once was an approximate nine (9) acre property owned by the Province of BC. In 1994, the Province of BC transferred ownership of the southern 2.03 acres of this property to the Township of Langley. The transfer of ownership was contingent on the site being used for *fire hall purposes.* Understanding this provision, staff advanced the feasibility study of the fire hall training centre to focus only on this site.

The existing hall was constructed in 1991 based on a paid call response model. It is comprised of three (3) drive through apparatus bays, hose tower connected to the main building, administration areas, meeting rooms, kitchen, and serves as a minor training yard.

The following page includes the existing site plan and facility photo.

Existing Fire Hall 5 in Brookswood:

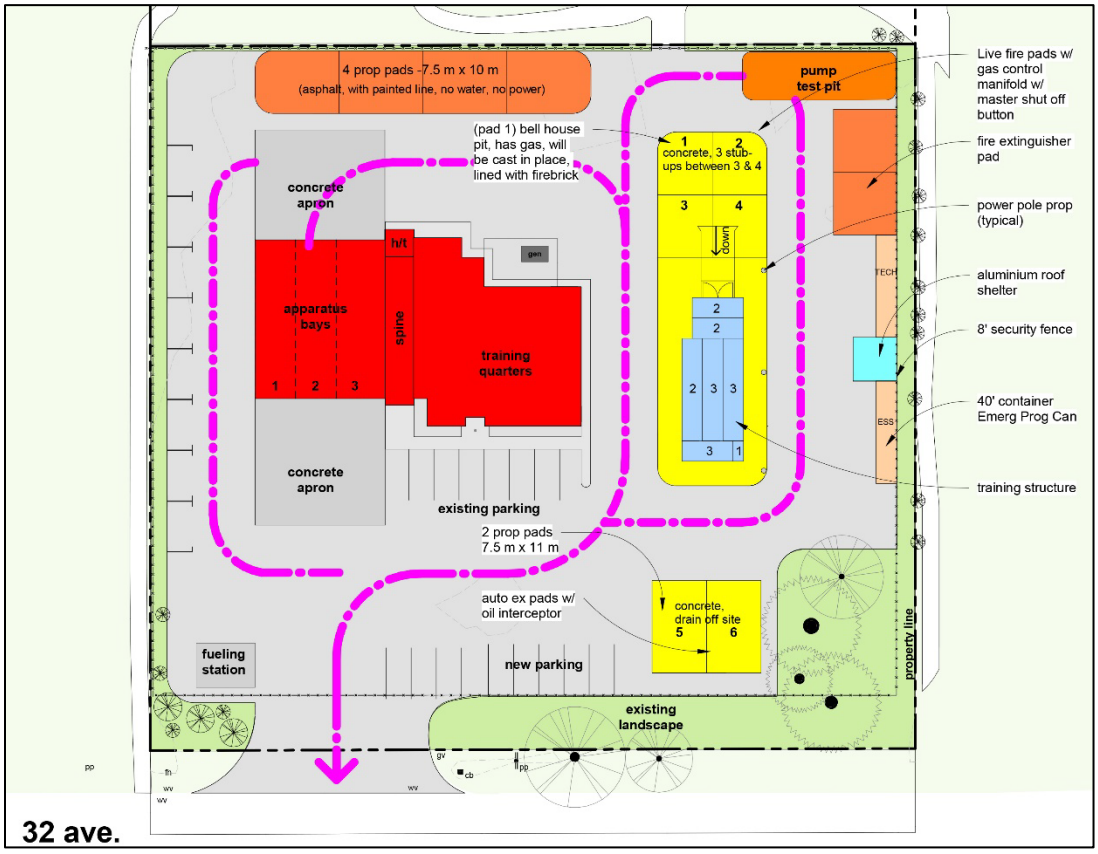




The proposed fire training centre concept is intended to provide comprehensive training for firefighters, emergency responders and other personnel. It will provide both hands-on training and classroom instruction. The following sections of the report identify key components being proposed for the fire training centre.

Exterior Training Yard

The site plan below shows the proposed layout of the exterior training elements in relation to the existing fire hall facility and property boundary.



The recommended program includes a 4-storey steel shipping container training structure consisting of: moveable walls to simulate different scenarios, burn rooms (simulating garage, living room, kitchen and other firefighting challenges) for live fire training, a roof deck with anchor points for high angle training, removable hatches for confined space training, a fourth level deck overhang for complex technical rope rescue scenarios, lobby and stairwells for high rise and low rise building fire operations training and a smoke machine on all levels to allow for enhanced training scenarios. There will be no Class A burning (using combustibles like wood products as fuel to generate realistic fire conditions and smoke in a controlled burn). This site will use a Class B system that relies on natural gas to generate the controlled fire.

This structure incorporates both residential and commercial components, consisting of:

- below grade fire garage, simulates below grade hazards, along with a window well like modern 3-storey homes,
- open concept front entry (2-storey),
- fire alarm panel,
- elevator door and control panel,

- working standpipe and sprinklers in stairway,
- second level staged as apartment complex with center hallway,
- 4-storey stairwells for high-rise/low rise operations with standpipe, and
- confined space training in stairwells, with removable hatches.

Example of a 4-Storey Steel Fabricated Fire Training Structure



A pumper engine test pit located at the north-east corner will not only allow for annually required pump testing, but also for firefighters to practice drafting from a static water source, while discharging large amounts of water back into this re-usable system.

For other exterior training elements, there are natural gas props that provide for real life situations like vehicle fires, garbage fires, and liquid fuel fires. These props are controlled from a gas manifold.

TLFD attends numerous serious motor vehicle incidents, therefore a dedicated auto extrication (vehicle prop) area has been included. Using actual vehicles allows for training of challenging motor vehicle rescue in a safe environment.
An onsite fuel station is being proposed, this would be the first fire dedicated fueling station in the Township. This will allow fire apparatuses to not only quickly refuel but would also allow crews to return to a state of operational readiness in an expeditious manner. Additionally, in the event of an emergency, external fuel sources may become inaccessible. An onsite station provides a more reliable fuel supply.

The perimeter of the site is secured with an 8ft. high fence, security cameras, and landscaping to ensure the site has reasonable aesthetics and privacy.

Other site improvements include an electrical power upgrade, removal of the septic field, paving select areas, drainage upgrades, oil separators, lighting improvements and other training pads (e.g., fire extinguisher pad).

Building Improvements

Utilizing the existing hall with modest renovations presents a significant cost and time savings compared to constructing a new training building. The following sections identify some of the proposed building improvements to fulfill the needs of the TLFD's training programs.

Self-Contained Breathing Apparatus (SCBA) air filling station is needed. This allows firefighters to fill this critical piece of equipment after use. Currently, only one unit exists in Murrayville at Fire Hall 6. Fire suppression operations require a quick turnaround of air cylinders to sustain ongoing operations. Additional air filling stations will assist with addressing this current challenge.

To host the number of trainee's, a large training room can be accommodated in the existing building and be designed so that can be divided into two separate rooms depending on the class sizes.

The current mechanical system is well past its useful life and needs replacement. Many of the mechanical units are residential grade and therefore a like for like replacement is not recommended. The proposed analysis recommends replacing most of the existing system (heating and cooling) to accommodate the new function of the training hall and avoid costly failures. Deferring this capital renewal work to a future date will likely result in increased costs, potentially limit the extent of improvements, and result in disruptions to the operations of the facility.

The electrical capacity for the site is insufficient and needs to be upgraded. The upgrades will be focused on capacity, lighting, and security.

Due to the number of hazards firefighters are being exposed to and new requirements from WorkSafeBC, there is a need for a dedicated decontamination washdown area and washroom. The current training ground at the Operations Centre has no shower facilities. Therefore, members need to return to a fire hall to wash/decontaminate themselves. A gear washer and dryer area has also been included in the programming of the new training centre. These do not exist at the current training yard.

Off-site Infrastructure Improvements

The current fire hall is connected to an onsite septic system that is located on the west side of the property and adjacent to the apparatus bays. To utilize this area for parking and vehicle movement around the site, the septic system needs to be removed and the building requires a connection to the municipal sanitary system. However, this area is not currently serviced by a municipal sanitary system. To permit this connection and future connections, as properties in the area are redeveloped, the sanitary system will need to be extended 320 meters east.

Engineering staff have completed a feasibility review and advised the extension is possible with a high-level cost estimate of approximately $650,000 (based on 2024 costs). As this will be an infrastructure upgrade for the area, there is an opportunity to recover costs from future development through a Latecomer Agreement for benefitting properties along 32 Avenue for the base cost and a Development Cost Charge Front Ending Agreement for the upsizing for the benefitting area.

Financial Implications:

Considering the significant population growth of the community and increased development, constructing a dedicated fire training centre offers decades of improved training opportunities for TLFD.

The project scope includes all proposed exterior yard and building improvements, removal of the septic field/system, and connection to off-site sanitary. The estimated cost to convert this site into a modern fire training centre is estimated at $9.5M (based on 2024 costs) with a large portion of the costs attributed to the exterior yard improvements. The sanitary system extension 320 meters east has a high-level cost estimate of approximately $650,000 (based on 2024 costs), with portions being able to be recovered from future development.

It is recommended that staff bring forward potential funding sources for the works upon resolution of the final funding sources for the new Brookswood Fire Hall.

Respectfully submitted,

Harb Chohan
DIRECTOR, FACILITIES
For
FACILITIES DIVISION

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

CONCURRENCES	
Division / Department	**Name**
PROTECTIVE SERVICES	J. de Roy
CORPORATE PROJECTS DIVISION	S. Groves
PUBLIC WORKS DIVISION	A. Ruhl

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2024 - REGULAR MEETING	**REPORT:**	24-128
FROM:	ENGINEERING DIVISION	**FILE:**	5260-26-015
SUBJECT:	CAPITAL REQUEST - NORTH LANGLEY TRUCK ROUTE		

RECOMMENDATIONS:

That Council authorize the use of $400,000 funded with $396,000 from Transportation Development Cost Charge's (DCCs) and $4,000 funded from Capital Projects Reserve for the design, regulatory approvals, and property impact assessments for the 232 Street and Rawlison Crescent intersection as well as archaeological impact assessments along the entire corridor of the North Langley Truck Route (NLTR) project.

That Council direct staff to include all other phases of the North Langley Truck Route project in the 2025–2029 financial plan for Council's consideration.

ANALYSIS:

In 2019, the Township of Langley engaged the services of a qualified engineering consulting firm to undertake a functional design project aimed at facilitating potential changes to the North Langley Truck Route (NLTR). The functional design focused on improvements required at several intersections and curves to accommodate trucks on new truck routes and to address the expected diversion of truck traffic caused by the proposed removal of other roads from the designated truck route network.

Subsequently, a report was presented to Mayor and Council on November 23, 2020 (Attachment A) which includes assessments of improvements needed at several intersections and curves. Functional designs were created that assessed road geometry, truck traffic, safety, lighting, geotechnical conditions, environmental impacts, archeological considerations, Agricultural Land Reserve (ALR), and other property impacts.

An initial cost estimate was prepared in 2019 for proposed upgrades to the truck route (if completed as a single-phase project), totaling $15,555,000, including a 40% contingency. This included capital improvements at several intersections and curves totaling $14,615,000 with an additional $940,000 for pavement rehabilitation for the expected increase in truck traffic and pavement degradation.

In 2023, the intersection at Glover Road and Rawlison Crescent was modified to improve the safety of the intersection and to accommodate the expected diversion of trucks resulting from the proposed removal of other roads from the truck route network. These improvements included the installation of a traffic signal and dedicated turn lanes, at a cost of approximately $1.3 million. This expenditure aligns closely with the 2019 cost estimate.

The remaining phases of the NLTR project are estimated to cost $14,067,000. Cost estimates for engineering services, construction, land, and contingency for each of the various locations are presented in the following table.

Location & Proposed Enhancements	Engineering Services	Construction	Land	Contingency (40%) Construction & Land	Total (Rounded)
Glover Road at Rawlison Crescent Signalized Intersection	Completed in 2023				
Rawlison Crescent at 232 Street Signalized Intersection	$717,800	$2,499,495	$64,000	$1,025,400	$4,307,000
Rawlison Crescent at 240 Street Intersection Widening, Including Horizontal Curve to the east	$358,900	$1,202,792	$79,000	$512,700	$2,153,000
240 Street at Horizontal Curve 1 Widening	$326,000	$1,133,358	$31,000	$465,800	$1,956,000
240 Street at Horizontal Curve 2 Widening	$423,400	$1,512,428	$0	$605,000	$2,541,000
River Road at 240 Street Intersection Widening	$96,000	$293,948	$49,000	$137,200	$576,000
Glover Road at 88 Avenue Intersection Widening & Signal Relocation	$265,600	$948,610	$0	$379,400	$1,594,000
240 Street Pavement Rehabilitation	-	$940,000	-	-	$940,000
Subtotal(s)	**$2,187,700**	**$8,530,631**	**$223,000**	**$3,125,500**	**$14,067,000**

Community Implications:
Fort Langley, renowned for its national historic significance and a popular destination for visitors, is affected by the truck route designation on Glover Road, which also serves as a vibrant main street with numerous shops, restaurants, and heavy pedestrian use. Major changes in the local transportation infrastructure have significantly reduced truck traffic on municipal roads in the area. In 2017, the Township began the process of revising the truck route network in north Langley. This initiative traces back to 2011, when residents of Fort Langley requested the removal of the truck route designation from Glover Road.

Financial Implications:
To complete the design, regulatory approvals, and property impact assessments for the intersection at 232 Street and Rawlison Crescent, along with the archaeological impact assessments for the entire NLTR corridor, $400,000 will be required. Funding of $396,000 is proposed to come from Transportation Development Cost Charges (DCCs) and $4,000 from the Capital Projects Reserve. Details are provided in the subsequent capital summary sheets.

If the $400,000 is approved by Council in 2024, to complete the remaining phases of the NLTR, an additional $13,667,000 is required. All work is DCC eligible, except for 240 Street Road Rehabilitation, as noted in the following summary table. At Council's direction, future phases of work will be included the 2025-2029 Financial Plan for consideration of approval.

North Langley Truck Route (Subsequent Works)	
Transportation DCC's	$12,599,730
1% Municipal Assist	$127,270
240 Street Road Rehabilitation	$940,000
Total:	**$13,667,000**

Township of Langley Capital Project Description							
Project Title:	North Langley Truck Route						
	CFWD 2023	2024	2025	2026	2027	2028	2029
Requested Amount		$400,000	$3,907,000	$4,109,000	$3,117,000	$1,594,000	$940,000
Budget Remaining							
Total Projected Cost		$400,000	$3,907,000	$4,109,000	$3,117,000	$1,594,000	$940,000

Project Description *(Phased Project)	This project proposes to complete the design, regulatory approvals, and property impact assessments for the 232 Street and Rawlison Crescent intersection as well as archaeological impact assessments for the North Langley Truck Route. Alternatively, the project proposes to complete all phases, including design, regulatory approvals, property impact assessments, archaeological impact assessments, and construction for the entire North Langley Truck Route corridor.
Project Justification and Consequences of Not Proceeding *(Phased Project)	The existing truck route through Fort Langley competes with numerous shops, restaurants, and a heavy pedestrian corridor.

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):	6	Initial Year of Approval:	

Township of Langley Capital Project Description							
Project Title: North Langley Truck Route							
Proposed Funding Sources							
Proposed Funding Sources	CFWD 2023	2024	2025	2026	2027	2028	2029
Reserve Future Capital Expenditure							
Operating Revenue							
Prior Year's Surplus							
Federal/Provincial/ Other Grants							
Transportation Development Cost Charges		$396,000					
Reserve: Capital Projects		$4,000					
Debt							
TransLink							
ICBC							
Other:_____							
Total Currently Funded		**$400,000**					
Total Currently Unfunded			**$3,907,000**	**$4,109,000**	**$3,117,000**	**$1,594,000**	**$940,000**

Estimated Annual Operating Impact	$14,444

Respectfully submitted,

Michael Stang
ENGINEERING TECHNOLOGIST III
for
PUBLIC WORKS DIVISION

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

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

ATTACHMENT A November 23, 2020, Report to Council 20-149 - North Langley Truck Route Assessment and Functional Design

Township of Langley
Est. 1873

ATTACHMENT A

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 23, 2020- REGULAR MEETING	**REPORT:**	20-149
FROM:	ENGINEERING DIVISION	**FILE:**	5260-26-015
SUBJECT:	NORTH LANGLEY TRUCK ROUTE ASSESSMENT AND FUNCTIONAL DESIGN		

RECOMMENDATION:

That Council receive the North Langley Truck Route Assessment and Functional Design report for information.

EXECUTIVE SUMMARY:

Following studies of the North Langley Truck Route Network, submission to TransLink, approval of the TransLink Board, and approval of funding as part of the 2019 Budget, the Township engaged an engineering consulting firm to undertake a functional design of improvements needed to facilitate potential changes to the network, as requested by Council and endorsed by TransLink. On June 15, 2020 Council passed resolutions for staff to provide the latest cost estimates for improvements needed for the truck route network, information on the process to add these to the Development Cost Charge (DCC) program, and the potential timing for completion.

The final design report (Attachment A), completed in October 2020, consists of a geometric assessment, traffic and safety assessment, lighting warrant assessment, geotechnical assessment, environmental impact assessment, archaeological overview assessment, Agricultural Land Reserve (ALR) and property impacts, cost estimate, recommendations, and potential next steps. Functional designs were developed for several intersections and curves (Attachments B and C) with an estimated cost of approximately $15.6 M. Three of the potential improvement projects could reasonably be expected to be eligible for inclusion in the DCC program at a total estimated cost of approximately $7.4 M. The other potential improvement projects, that are not located within major arterial roads, would not be eligible for inclusion in the DCC program; and as such would have to be funded through (non-DCC) sources, if directed by Council to proceed. The non-DCC component of the costs have been estimated at approximately $8.2 M. Potential borrowing costs would also not be eligible for recovery through the DCC program.

If directed by Council, staff could begin the process of conducting stakeholder consultation, preparation of a new DCC program, to include the identified sections of road improvements, for Council and provincial Ministry of Municipal Affairs and Housing (MAH) approval. Such process is expected to take several months, following which funding could be included in future years' budgets for Council's consideration. Staff note, however, that subject to Council's direction, funding would also have to be included using non-DCC sources, for projects ineligible for DCC funding. Completion would therefore be subject to funding approval, land acquisition, ALC approval, environmental mitigation and approvals, archeological impact assessment, First Nations consultation, utility designs, detailed design work, confirmation of estimates, and road construction and traffic signal installation.

PURPOSE:

This report is in response to Council direction and is intended to provide Council with information and update regarding the North Langley Truck Route.

BACKGROUND/HISTORY:

As directed by Council, following completion of studies of the North Langley Truck Route Network, submission of proposed Truck Route amendments to TransLink, approval of the TransLink Board and approval of funding as part of the 2019 budget, the Township engaged the services of an engineering consulting firm, to undertake a functional design of improvements needed to facilitate the changes to the network endorsed by TransLink and Township Council, including:

- Removal of Glover Road from 88 Avenue to the Fraser River.
- Removal of 96 Avenue from 216 Street to Glover Road.
- Removal of Mavis Avenue from Glover Road to River Road.
- Removal of River Road from Mavis Avenue to 240 Street.
- Removal of 88 Avenue east of 264 Street.
- Addition of Rawlison Crescent from 232 Street to 240 Street.
- Addition of 240 Street from Rawlison to River Road.

DISCUSSION/ANALYSIS:

The objective for the project was to assess the existing road conditions of the proposed truck route additions and provide a functional design for upgrades to the existing roadways and intersections to provide safe passage of the newly introduced truck traffic from changes to the designated Truck Route Network. The improvements include works such as:

- Intersection widening and lane reconfiguration.
- Roadway widening at horizontal curves.
- Intersection signalization.
- Roadway and intersection lighting improvements.

The project included undertaking assessment of road geometry, traffic and safety, lighting, geotechnical conditions, environmental impacts, archeological considerations, Agricultural Land Reserve (ALR) and property impacts in the development of improvement options and cost estimates. Due to unexpected delays in First Nations consultation of the Archeological Overview Assessment, the final design report was recently received in October of 2020. Attachment A includes the main body of the report, and Attachment B includes concept drawings for each proposed improvement and Attachment C includes a key plan illustrating the locations of each proposed improvement. Due to its size, the attachments of the design report are not included, but are available for viewing upon request. The following sections summarize the findings in the report.

Geometric Assessment

The consultant reviewed the project site including the roadway and each intersection to determine roadway/intersection geometry, horizontal and vertical gradients, sight lines, and general conditions. Proposed improvements considered impacts to ditches, utilities, property, and existing roadway features such as sidewalks and islands. The geometric review assessed turning movements at the intersections and horizontal curves of the design vehicles: WB-20 and B-Train Double-truck.

Generally, the proposed improvements aim to accommodate turn movements within their lane.

Glover Road and 88 Avenue Intersection

At Glover Road and 88 Avenue, increased demand is anticipated for the northbound (NB) to westbound (WB) movement and the eastbound (EB) to southbound (SB) movement resulting from the removal of the truck route on Glover Road from 88 Avenue to the Fraser River. The report proposes to introduce a dedicated EB to SB right turn lane and widening for the WB travel lane at the west approach, requiring relocation of an existing signal traffic pole. A new delta island is proposed just to the north of the existing island to accommodate future truck movements, which requires widening the south approach and shifting the NB left turn lane further east and relocation of the existing traffic signal poles.

To better align the NB to WB left turn lane, the SB to EB left turn lane has been shifted one metre east. Widening on the east side of Glove Road, north of 88 Avenue is proposed to maintain the exiting width of NB through lane, requiring relocation of the traffic signal pole.

Glover Road and Rawlison Crescent Intersection

At Glover Road and Rawlison Crescent, increased demand is anticipated for the SB to EB movement, NB to EB movement, WB to NB and WB to SB movements resulting from the additional truck traffic along Rawlison Crescent and 240 Street. The proposed improvements include widening of the existing intersection at the north-east corner as well as wider shoulders and increased curb return radii on the south-east corner. Due to downhill grade and high running speed along Glover Road northbound approach, the WB to SB left turn movement from Rawlison Crescent is hard to maneuver and raises safety concerns, particularly with the horizontal curve along Glover Road, just prior to the intersection approach, which would be addressed by a traffic signal.

Rawlison Crescent and 232 Street Intersection

At Rawlison Crescent and 232 Street, increased demand is anticipated for the NB to EB, SB to EB and WB to SB and WB to NB truck turning movements. Due to the downhill grade, proximity of horizontal curve to the intersection and running speed along 232 Street on the northbound approach, there are concerns with the safety of WB to SB left turn movement from Rawlison Crescent. The existing intersection is narrow, constrained by hydro poles and existing ditches. It is proposed to widen the intersection at the north-east and south-east corners, and channelize the right turn lanes for NB to EB and WB to NB movements with new delta islands. To address the safety concerns noted above, signalization is proposed at this intersection.

Rawlison Crescent and 240 Street Intersection, and 240 Street Horizontal Curve

The existing stop bar along 240 Street, south of Rawlison Crescent, is set back significantly far from the intersection, thus limiting visibility and hindering sight lines. As part of the intersection review, a horizontal curve along 240 Street, just east of the intersection, was also reviewed for WB-20 design vehicle accommodation. To improve the sight lines at the intersection and to accommodate truck traffic along 240 Street just east of the intersection, it was determined that realignment of 240 Street is required at the south leg of the intersection and widening at the tight existing horizontal curve. With the intersection realignment, the stop bar was moved further north, thus improving sight lines.

River Road and 240 Street Intersection

At River Road and 240 Street, the demand for the NB to EB and WB to SB turning movement by trucks poses geometric challenges as the current lane configuration does not permit turning movements without affecting through traffic. Furthermore, the development of a potential industrial area just west of the intersection, will result in demand for EB to SB and NB to WB turning movement by truck. Additionally, the existing intersection is narrow, constrained by hydro poles, existing ditches, and tall vegetation. The report proposes widening of the existing intersection at the south-west and south-east corners to allow trucks to navigate turn movements without departing from their lane and impacting adjacent traffic.

240 Street - 600m North of Rawlison Crescent Horizontal Curve

The existing horizontal curve was reviewed for WB-20 design vehicle, and it was determined that improvements are required to accommodate truck traffic. The report proposes to widen the existing horizontal curve to provide horizontal alignment with 55 m radius that meets 30 km/h design speed.

240 Street at BC Hydro Right-of-Way Horizontal Curve

The existing horizontal curve was reviewed for a WB-20 design vehicle, and it was determined that minor widening of 240 Street is required to accommodate truck traffic. The proposed improvement includes 4.2 m wide lanes and 1.8 m wide shoulders, meeting 50 km/h design speed.

Traffic and Safety Assessment

Traffic counts were completed on Wednesday October 16, 2019 for the following five study intersections:

- Glover Road and 88 Avenue (existing signalized intersection).
- Glover Road and Rawlison Crescent.
- Rawlison Crescent and 232 Street.
- Rawlison Crescent and 240 Street.
- River Road and 240 Street.

To estimate year 2050 future traffic volumes, the 2019 traffic volumes were grown by an annual growth rate of 1.0%. The 2050 AM and PM peak hour traffic volumes with heavy truck redistribution are presented in the design report. Using the traffic data obtained, intersection signal warrants were completed to determine whether operations of the existing stop-controlled intersections could be improved through signalization. In both 2019 and 2050, signalization is warranted at Glover Road and Rawlison Crescent based on traffic volume projections.

A desktop safety assessment was conducted based on existing vehicle and truck volumes using ICBC collision data. Collisions occur most frequently at locations with higher traffic volumes such as Glover Road and 88 Avenue. The most common type of collision is a rear-end collision, followed by single vehicle and conflicted collisions at this intersection. It is also noted that side-impact collisions are significantly more common at the Glover Road and Rawlison Crescent. Signalizing this intersection, proposed in the Geometric Assessment section, would mitigate the more severe side-impact collisions but may result in an increase in less severe collisions, such as rear-end collisions.

An on-site safety assessment was conducted on February 2, 2020 to review the proposed truck route corridor. The on-site safety assessment confirmed the findings in the desktop safety review for Glover Road and Rawlison Crescent. With respect to 232 Street and Rawlison Crescent, a traffic signal is recommended to reduce the injury to crash ratio in addition to relocating a WB-1 Stop Ahead sign and trimming vegetation along the inside curve of 232 Street to improve sight lines.

Traffic operations analysis with the proposed intersection improvements was conducted for 2019 and 2050 traffic volumes with heavy vehicle redistribution, respectively. Both scenarios were analysed during the AM and PM peak periods. Operations of roadway facilities are described in terms of Level of Service (LOS), which is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to manoeuvre. Six service levels are defined, ranging from LOS A, the best operating conditions, to LOS F, the worst operating conditions. The typical criterion for acceptable operation is LOS D.

A summary of the 2019 AM and PM peak hour intersection results – volume to capacity (v/c) ratio, delay, LOS, and 95th percentile queue length - can be found in the report. All movements at all intersections are expected to operate at an acceptable LOS during the AM and PM peak hours with the redistributed traffic volumes and proposed intersection improvements.

A summary of the 2050 AM and PM peak hour intersection results is also listed in the design report. Traffic operations in 2050 are expected to degrade when compared to 2019 conditions. However, the majority of movements still operate at acceptable levels during the AM and PM peak hours.

Lighting Warrant Assessment

The requirements for lighting were examined at the five intersections within the proposed truck route. The existing lighting at the signalized Glover Road and 88 Avenue intersection needs to be improved to meet the current intersection lighting requirements. Llighting is warranted for all other intersections.

Geotechnical Assessment

Geotechnical exploration and pavement testing was completed for the project area. Geotechnical exploration encountered roadway fills over firm to stiff silt/compact to dense sand. Preload treatment should be considered along 240 Street, from area 100 m north/east of Rawlison Crescent to River Road, within any new substantial embankment fill areas as the silt/organics-rich silt is considered moderately compressible when subject to an increase in vertical stress.

The existing pavement for Glover Road: 88 Avenue to Rawlison Crescent, Rawlison Crescent: Glover Road to 240 Street, and 240 Street: Rawlison Crescent to 340 m north from the intersection, would be considered to be structurally adequate for the proposed use based on the test results. Rehabilitation using a conventional overlay or mill and overlay would be considered appropriate. However, pavement rehabilitation strategies may be considered for segment of 240 Street from 340 m north of the Rawlison intersection to River Road, including full depth reclamation or full depth reconstruction. Without pavement rehabilitation, the existing roadway would be expected to deteriorate within approximately five years of increased truck use.

Environmental Impact Assessment

An Environmental Impact Assessment (EIA) was completed to establish the existing environmental baseline conditions within the temporal, spatial, and scope boundaries of the project and to evaluate the potential for effects/impacts to baseline conditions, both qualitatively and quantitatively based on proposed improvements. The EIA assisted in identifying or describing proposed compensation, mitigation measures, or Best Management Practices (BMPs) to offset potential impacts/effects, and to determine the regulatory requirements for the work.

Multiple tributaries to the Salmon River cross or are located adjacent to the Project Sites. Characteristics of this watershed make it a suitable habitat for salmonids, Salish Sucker fish species, and amphibians. The proposed roadworks design to accommodate truck traffic requires multiple stream diversions and culvert replacements or extensions.

Due to their highly disturbed nature and proximity to active roadways, the Project Sites provide minimal habitat values and it is unlikely that terrestrial species inhabit the roadside areas near the Project Sites; however, to mitigate detrimental impacts to any incidental wildlife, it is recommended that Qualified Environmental Professionals (QEPs) conduct a wildlife sweep prior to commencement of works and the infilling of roadside ditches.

Archaeological Overview Assessment

A desktop Archaeological Overview Assessment (AOA) was completed, which identified a total of four areas of potential (AOP) that are considered to have high archaeological site potential. As the complete avoidance of the identified high potential areas is not feasible and impacts are expected to occur within them, it is recommended that an Archaeological Impact Assessment (AIA) study be conducted to further inspect the four AOPs. An AIA study would be carried out under an HCA Section 12.2 Heritage Inspection Permit and under involved First Nations permits. An AIA would involve subsurface testing and possibly a monitoring program to adequately assess the nature, distribution, and impact status of archaeological material, if present, and inform further management recommendation, if necessary.

The areas outside of the above noted AOP are considered by First Nations to have a high cultural significance rating and an elevated potential for traditional use activity within them. Three of these areas are designated as First Nation Management Areas (FNMA). During detailed design, ongoing communication between the proponent and involved First Nation agencies should be conducted to formulate an appropriate management plan for these FNMA.

Agricultural Land Reserve and Property Impacts

The existing road ROW of the proposed truck route along Rawlison Crescent and 240 Street is adjacent to ALR on both sides of the roadway. The functional design was developed with the goal to minimize or eliminate impact to adjacent properties. However, the existing ROW is not wide enough to accommodate all required widening at existing horizontal curves and intersections for the truck traffic. The proposed property acquisitions to accommodate road improvement require widening into the ALR, and thus will involve the approval of Agricultural Land Commission, which is a lengthy approval process.

As part of the detailed design development, it is recommended that further optimization of horizontal and vertical road geometry be reviewed, and consideration of utilizing retaining walls be implemented, where possible, to minimize encroachment on the ALR and impacts to private property.

Design Report Cost Estimates

A preliminary cost estimate was prepared for the proposed truck route improvements (entire project as one) with a total project cost of $15,555,000. The cost estimate prepared is a Class D estimate based on the functional Design and should be considered as an order of magnitude cost only for ±40% accuracy range. Additional items could include but are not limited to sub-excavation in soft soils, preloading, lightweight fill, additional haul for embankment materials or gravels, environmental mitigation, additional utility relocations, archaeological remediation, premium for individual sections as separate tender rather than whole project, COVID-19 impacts, and market escalation. The total Capital Improvement Cost for new infrastructure is $14,615,000.

However as noted in the design report, the impact of increased truck traffic will require additional pavement rehabilitation of existing roads estimate at $940,000 bring the total cost to $15,555,000. The following Table summarizes the estimated costs:

Road Improvement Segment - Location	**Cost Estimate ($M)**
Glover Road and 88 Avenue Intersection	$1.6
Glover Road and Rawlison Crescent Signalized Intersection	$1.5
Rawlison Crescent and 232 Street Signalized Intersection	$4.3
Rawlison Crescent and 240 Street Intersection	$2.2
240 Street Realignment	$2.2
240 Street at BC Hydro ROW	$2.2
River Road and 240 Street Intersection	$0.6
SUB-TOTAL CAPITAL IMPROVEMENT COST	**$14.6**
Future Road Rehabilitation	$1.0
TOTAL ESTIMATED COST	**$15.6**

Design Report Recommendations and Potential Next Steps

Based on the findings of the assessments, the following recommendations are included in the design report for consideration, depending on Council direction.

1. Conduct an AIA study to further assess the four areas of archaeological potential.
2. Obtain environmental permits.
3. Develop preliminary and detailed geometric upgrade design of all five intersections within the proposed truck route, including widening, and new signalization of two intersections.
4. Develop preliminary and detailed geometric upgrade design for widening of 240 Street to allow for passage of trucks at the tight horizontal curves.
5. Identify accurate property acquisition requirements, based on detailed design, and acquire property to accommodate proposed improvements.
6. Install a traffic signal at Glover Road/Rawlison Crescent intersection, complete with Advance Warning Flasher for all approaches, if warranted.
7. Install a traffic signal at Rawlison Crescent/232 Street intersection, complete with Advance Warning Flasher for all approaches, if warranted, along with anti-skid treatment.
8. Install lighting as recommended by GNEC’s report.

9. Undertake pavement rehabilitation, including full depth reclamation/reconstruction, for segment of 240 Street from 340 m north of the Rawlison intersection to River Road, to avoid deterioration due to heavy truck use within the five years.
10. Realign the 240 Street to provide a horizontal radius that meets 50 km/h design speed, as a long-term solution for the corridor.

Development Cost Charge Program

At its Regular Afternoon Meeting of June 15, 2020 Council passed the following resolution, directing staff to:

"... prepare a Report to Council as soon as practically possible which outlines:

1. *The latest estimated costs for all the necessary land acquisitions, intersection upgrades, and other roadway restoration improvements needed to complete the amendments of the designated truck route network as outlined in the Report to Council from June 25, 2018, 18-79, approved by TransLink on October 4, 2018; and*

2. *The process required to add the balance of these required improvements, including land acquisitions, to the Roads DCC program, and the potential timing of the completion of these improvements if funded from the Roads DCC program within the 2021 budget process, as subject to approval by the Province of British Columbia."*

The Township DCC bylaw, last updated in March of 2020, includes infrastructure anticipated to meet future growth as per the Township's Official Community Plan (OCP) and completed neighbourhood plans. The DCC program was developed to be consistent with Provincial Legislation and policy guidelines such as the Local Government Act and the Development Cost Charges Best Practices Guide prepared by the Ministry of Municipal Affairs and Housing (MAH).

DCC's are a means to assist local governments in paying the capital cost of installing infrastructure which is directly or indirectly affected by the development of lands and/or the alteration/extension of buildings. Future development in Fort Langley, Trinity Western University and areas to the south of Highway 1 may generate additional traffic on roads such as Glover Road, 88 Avenue, a portion of Rawlison Crescent west of 232 Street and 232 Street south of Rawlison Crescent. All of these roads are designated as major arterial roads in the Township Master Transportation Plan (MTP). As such, improvements to intersection capacity and safety on these roads would reasonably be expected to be funded through DCC's.

These projects, with a total estimated cost of $7,389,000 would include:

- Glover Road and 88 Avenue Intersection.
- Glover Road and Rawlison Signalized Intersection.
- Rawlison at 232 Street Signalized Intersection.

The portion of Rawlison Crescent north of 232 Street and 240 Street between Rawlison Crescent and River Road are designated as minor arterial roads in the Township MTP. The area serviced by these roads is in the Agricultural Land Reserve (ALR) with minimal future development potential. As such, the need for road improvements is primarily due to the diversion of trucks from an existing truck route and not to accommodate future growth. Inclusion of the proposed improvements on these segments of roads in the DCC program would not be appropriate and should be funded from non-DCC sources. These projects, with a total estimated cost of $8,166,000 would include:

- Rawlison Crescent and 240 Street Intersection.
- 240 Street realignment 600 metres north of Rawlison.
- 240 Street at BC Hydro ROW realignment.

- River Road and 240 Street Intersection.
- Future Road Rehabilitation.

The process required to include the DCC eligible improvements noted above in the DCC program, if directed by Council, would be to revise the existing Roads DCC program to include the three identified projects at a total cost of $7,389,000. The current Roads DCC program only includes $730,000 for the intersection of Glover Road at Rawlison, which would result in a net increase to the program of $6,659,000 or 1.2% to the program. As the DCC program expenditures and revenue must balance, there would have to be a corresponding increase to the Roads DCC rate, or alternatively a corresponding decrease, typically accomplished through elimination of some, more long-term, projects.

Upon development of the new program, a new DCC bylaw would have to be completed and presented for stakeholder consultation. Following the consultation, the new DCC bylaw would be submitted to Council for consideration and initial three readings. Once Council has given three readings to the new bylaw, staff would refer the bylaw and program to MAH for the mandatory provincial approval. Following approval by MAH, Council would then have to approve the final reading of the new DCC bylaw for adoption. The overall process is expected to take several months to complete and is subject to the timing needed for stakeholder consultation and review by MAH.

Subject to the approval of MAH and adoption of a new DCC Bylaw, if directed by Council, staff could include funding for the three DCC eligible projects in future Budgets for consideration. However, this would only fund three of the required projects for the North Langley Truck Route. If directed by Council, staff could include the other non-DCC eligible projects, to be funded through non-DCC sources for the consideration and approval of Council.

Subject to the approval of funding for both DCC eligible and non-DCC eligible projects as part of future Budgets, staff would begin the detailed design and construction process. As noted in the Next Steps section of the design report, there are numerous tasks required to move the projects forward. The timing of the completion of the works would be subject to factors such as land acquisition, ALC approval, environmental review, mitigation and approvals, archeological impact assessment and First Nations consultation, utility designs, detailed design work, confirmation of estimates, road construction and traffic signal installation.

Financial Implications

Subject to the approval of MAH and the adoption of a new DCC bylaw, if directed by Council, the following projects, at a total estimated cost of $7,389,000 could be considered for inclusion in the DCC program and funded by DCC's in future budgets for the consideration of Council:

- Glover Road and 88 Avenue Intersection.
- Glover Road and Rawlison Signalized Intersection.
- Rawlison at 232 Street Signalized Intersection.

Please note if these projects were included in the DCC program and included in future budgets, they would be ranked and prioritized along with other DCC projects, such as the widening of roads in Willoughby. Additionally, the cost of borrowing and other interim financing costs are not eligible for inclusion in the DCC program and as such ineligible for recovery through DCCs.

If directed by Council, the following remaining projects required for the north Langley Truck Route, at a total estimated cost of $8,166,00 could be included in future budgets to be funded through non-DCC sources for the consideration of Council:

- Rawlison Crescent and 240 Street Intersection.
- 240 Street realignment 600 metres north of Rawlison.
- 240 Street at BC Hydro ROW realignment.
- River Road and 240 Street Intersection.
- Future Road Rehabilitation.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION
for
ENGINEERING DIVISION

ATTACHMENT A "North Langley Truck Route Assessment: Design Report - Final"
ATTACHMENT B "Intersection and Curve Improvement Drawings"
ATTACHMENT C Key Plan

McElhanney

BEST MANAGED COMPANIES



North Langley Truck Route Assessment and Functional Design: Design Report – Final

October 26, 2020 | Final Report

Submitted to: Tammy Liu, Engineering Technologist, Township of Langley
Prepared by McElhanney Ltd.

Contact
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Director | Division Manager, Design-Build / P3
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Our file: 2111-05513-00

Township of Langley
Est. 1873

Your Challenge.
Our Passion.

Our File: 2111-05513-00

October 26, 2020

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

Attention: Tammy Liu, Engineering Technologist

North Langley Truck Route Assessment and Functional Design: Design Report – FINAL

McElhanney Ltd. (McElhanney) is pleased to provide our Final Draft Design Report for the North Langley Truck Route Assessment and Functional Design Project. This report presents the geometric and safety assessment of the proposed truck routes and its property impacts, as well as provides a preliminary cost estimate and recommended improvements based on the geometric and safety assessments.

Enclosed in the final report are the following documents:

- TAC Lighting Warrant Report
- Geotechnical Report
- Environmental Impact Assessment
- Archaeological Overview Assessment
- Preliminary Cost Estimate
- Functional Design Drawings
- Conceptual Design Options
- Path Tracking Details

Thank you for the opportunity of allowing us to assist you in developing solutions for this project.

We trust you will find the enclosed report acceptable. Should you have any questions or require any clarification, please contact us.

Sincerely,
McElhanney Ltd.

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G Environmental Impact Assessment
H Archaeological Overview Assessment
I Preliminary Cost Estimate
J Functional Design Drawings, Conceptual Laning Design Options and Path Tracking Details

1. Introduction

McElhanney has been retained by the Township of Langley (the Township) to undertake a detailed assessment and functional design of the proposed truck route additions in north Langley. This detailed assessment and functional design will help determine corridor improvements to make the route suitable for truck traffic. In carrying out this task, McElhanney obtained LiDAR data and base mapping; performed engineering survey; performed traffic counts at five intersections within the proposed route; identified site specific constraints; performed a traffic safety study; and considered geotechnical, environmental, and archaeological aspects.

This report details the project background; existing conditions and constraints; proposed corridor and intersection improvement options; and recommended improvements based on geometric and traffic and safety assessments.

1.1. BACKGROUND

Fort Langley is a national historic site and popular visitor destination. The truck route designation competes with Glover Road's function as a main street with shops, restaurants, and pedestrian traffic. Furthermore, significant changes to the road network, including the construction of the Golden Ears Bridge; discontinuation of the Albion Ferry service; completion of the Port Mann Highway 1 Project; and the South Fraser Perimeter Road, resulted in a reduction of truck traffic on municipal routes through the area. Additionally, there are also two "stubs" that no longer function as a truck route, and their removal will have a limited impact on the movement of goods in and through north Langley.

The Township initiated the process of modifying the truck route network in north Langley in 2017. The rationale for these changes date back to 2011, when residents in the Fort Langley area approached the Township about removing the truck route designation on Glover Road through Fort Langley. The Township performed an assessment and review process to seek TransLink Board approval of potential truck route network changes. At its October 3, 2018 meeting, the TransLink Board of Directors passed a resolution supporting the truck route removal changes requested by the Township that would be effective following upgrades and proposed additions to the Truck Route Network. These include:

- Rawlison Crescent from 232 Street to 240 Street
- 240 Street from Rawlison Crescent to River Road

Figure 1 below shows the proposed truck route additions and project area.

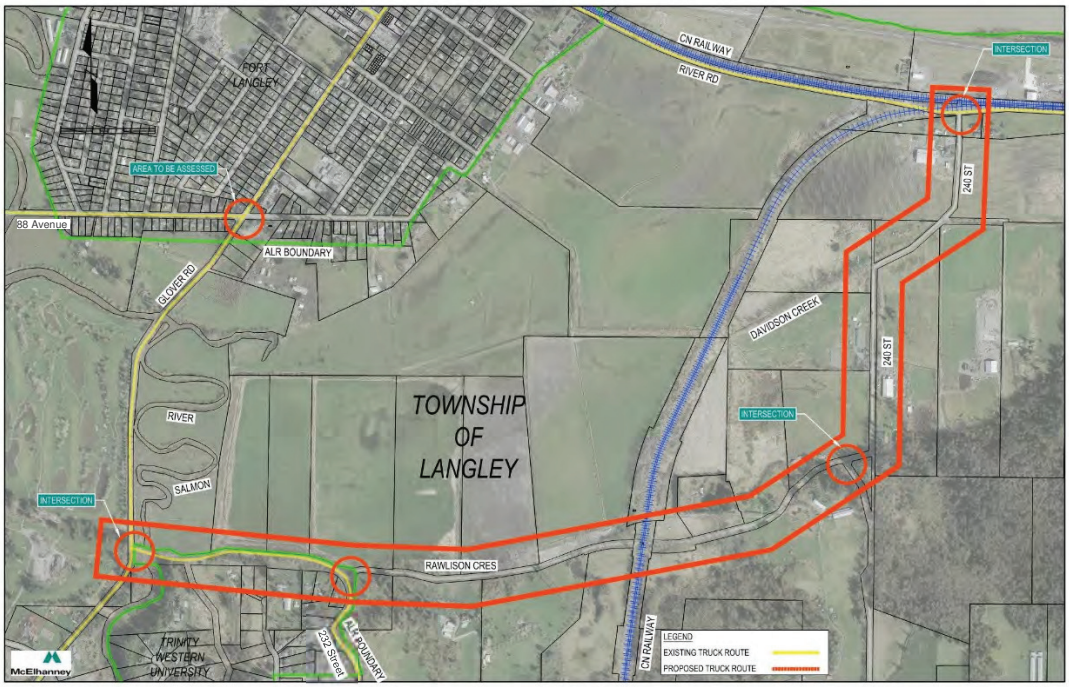


Figure 1 – Proposed Truck Route Additions and Assessed Intersections

These additions act as an essential link allowing trucks using River Road to continue on the truck route network to gain access to Highway 1 or to the rest of Langley. The following key connections and integrity of existing and future truck lines are maintained:

- East-west truck route north and south of Highway 1;
- East-north truck route north of Highway 1 as a bypass to 200 Street;
- East and west access to a potential Fort Langley industrial area; and
- Access to the Fort Langley potential industrial area via the nearest Highway 1 access.

Adding these roadways to the truck route network maintains its continuity, redundancy, and resilience.

The objective for this project is to provide a functional design which upgrades the existing roadways and intersections to provide safe passage of the newly introduced truck traffic from Glover Road to River Road. The improvements include works such as:

- Intersection widening and lane reconfiguration;
- Roadway widening at horizontal curves;
- Intersection signalization; and
- Roadway and intersection lighting improvements.

McElhanney's design process involved thoroughly examining site specific conditions to develop and implement efficient and cost-effective solutions.

1.2. PROJECT SCOPE

The scope of McElhanney's assignment includes the following services:

- Review existing roadway geometry, perform geometric assessment and prepare conceptual laning designs for geometric improvements required to provide safe passage of the truck traffic;
- Perform traffic and safety assessment, including development of traffic volumes and review of intersection signalization warrants;
- Perform geotechnical assessment and provide recommendations;
- Perform environmental impact assessment and identify concerns;
- Perform Archaeological Overview Assessment and identity potential archaeological sites;
- Provide recommendations on improvements based on geometric and safety assessments;
- Develop Functional Design with a cost estimate of recommended geometric and safety improvements; and
- Prepare a presentation to Township Council on the results and recommendation of the assessment, functional design, costs, and improvement priorities.

2. Geometric Assessment

The objective of the project is to accommodate trucks from River Road to Glover Road and vice versa along the proposed truck route addition, which includes Rawlison Crescent and 240 Street. The Township advised that roadway widening is to be considered only at the intersections and horizontal curves.

Furthermore, the Township noted that existing narrow lanes (approximately 3.4m wide) are acceptable provided they can accommodate truck traffic movements and thus there is no need to widen the entire existing roadway corridor to meet an agreed upon minimum typical section. Additionally, existing shoulder widths can be left as is, regardless of width, in areas where road widening is not required to accommodate truck traffic.

With above in mind, a preliminary geometric assessment was completed to determine what geometric improvements are required to meet the project objective.

It should be noted that the Township also advised that no geometric upgrade is required at the existing CN railway crossing, as part of this assignment, as the overpass height clearance meets legal requirements. As such, geometric assessment and potential upgrade was not considered by McElhanney for this rail crossing. Furthermore, as agreed with the Township, roundabouts were not considered as an intersection improvement option due to land, environmental, Agricultural Land Reserve (ALR) and cost considerations.

2.1. DESIGN METHODOLOGY AND DESIGN CRITERIA

This section describes general design methodology and design criteria used to develop the proposed geometric improvements within the study area. The design criteria for road widening was developed in consultation with the Township, considering its priorities and constraints within the existing site.

2.1.1. Geometry

McElhanney reviewed the project site including the roadway and each intersection to determine roadway / intersection geometry, horizontal and vertical gradients, sight lines, and general conditions. Proposed improvements considered impacts to ditches, utilities, property, and existing roadway features such as

sidewalks, islands, etc. The geometric review assessed turning movements at the intersections and horizontal curves of the design vehicles: WB-20 and B-Train Double-truck. Generally, the proposed improvements / widenings aim to accommodate all design vehicles within their lane.

Where widening / route realignment is required, the following design criteria was used:

- Minimum 3.5m wide lanes
- 1.5 to 1.8m wide paved shoulders
- Design speed: 60km/h, 50km/h or 30km/h

2.1.2. Drainage

The existing drainage regime generally consists of ditches along either side of Rawlison Crescent and 240 Street which convey runoff. McElhanney's proposed improvements aim to maintain existing drainage paths by realigning ditches and providing culverts as required. The proposed drainage concept at each improvement location is discussed in the sections below.

2.1.3. Utilities

McElhanney has reviewed the available record drawings, Township GeoSource data, and BC One Call data for the project area to evaluate the impacts of the proposed woks on existing Township and third-party utilities.

Township Utilities

The GeoSource data for the existing watermain, storm sewer and sanitary forcemain infrastructure was compiled and adjusted based on record drawings. It was then reviewed at each geometric improvement location to identify potential impacts to existing Township utilities.

Third Party Utilities

The BC One Call data for existing BC Hydro, Telus, FortisBC utility infrastructure was compiled and reviewed at each geometric improvement location to identify potential impacts to existing third party utilities.

Impacts to utilities at each improvement location are summarized in the sections below.

2.2. INTERSECTIONS

The study area for this project includes the following five intersections:

- Glover Road and 88 Avenue;
- Glover Road and Rawlison Crescent;
- Rawlison Crescent and 232 Street;
- Rawlison Crescent and 240 Street; and
- River Road and 240 Street.

Each intersection was reviewed, and findings are summarized below.

2.2.1. Glover Road and 88 Avenue Intersection

At Glover Road and 88 Avenue, we anticipate increased demand for the NB to WB movement and the EB to SB movement resulting from the removal of the truck route on Glover Road from 88 Avenue to the Fraser River (*Photo 1*).

Photo 1 – Glover Road and 88 Avenue Intersection



To allow trucks to navigate these movements without encroaching on adjacent lanes or other roadway features, McElhanney proposes the introduction of a dedicated EB to SB right turn lane and widening for the WB travel lane at the west approach, requiring relocation of existing signal traffic pole. The dedicated right turn lane allows trucks to move EB to SB without impacting through traffic. The WB lane widening provides additional width for trucks to navigate NB to WB turn.

The existing delta island on the south-west side of the intersection requires removal and relocation of existing signal pole to allow for truck movements. A new delta island is proposed just to the north of existing island, providing refuge for pedestrians, keeping the intersection's urban design, and maintaining a compact footprint to discourage speeding. Furthermore, to create room for the new island, the south

approach requires widening and shifting of NB to WB left turn lane further east, requiring relocation of the existing secondary signal traffic pole. To better align the NB to WB left turn lane, the SB to EB left turn lane has been shifted 1m east. Furthermore, widening on the east side of Glove Road, north of 88 Avenue is proposed to maintain the exiting width of NB through lane, requiring relocation of the existing secondary signal traffic pole. No property acquisition is required to achieve the proposed improvements. It is anticipated that existing trees along the east side of Glover Road, south of 88 Avenue located within the exiting ROW will be impacted by the proposed roadway widening. Also, existing hedges at the north west corner of the intersection will be impacted by the proposed works, while existing trees in this area should be reviewed as part of detailed design to confirm if they will be impacted by proposed widening It should be noted that the improvements maintain the existing WB to NB right turn turning movement, that appears not to accommodate the heavy single unit (HSU) deign vehicle, and thus property acquisition may be required to improve this movement. Improvement of this turning movement was not part of this assignment. For concept laning see *Sketch -1* in *Appendix J*.

Drainage

The existing drainage at the intersection consists of catch basins on the north side of the intersections, conveying water to the existing storm sewer with open shoulder and a swale along Glover Road, south of 88 Avenue. The existing drainage paths should be maintained. Relocation of the existing catch basin at the north-west corner is required to accommodate the proposed widening. As well, relocation of the swale on the south-east leg of Glover Road is required. The Township may want to consider using curb and gutter with catch basins to control the drainage in this area.

Township Utilities

A 1985 / 1986 existing ductile iron 350mm diameter watermain runs along the south side of the 88 Avenue, crosses Glover Road and continues south along the east side of Glover Road, outside the existing roadway surface. As well, the 1976 existing PVC 150mm / 200mm diameter watermain runs along the north side of 88 Avenue along with a 1976 existing PVC 250mm diameter watermain running along the west side of Glover Road, north of 88 Avenue.

An existing 1996 low pressure 100mm PVC sanitary forcemain runs along the east side of Glover Road, north 88 Avenue. In addition, a 1999 existing PVC 300mm / 350mm diameter storm sewer runs along the west side of 88 Avenue.

Based on the conceptual laning design for the intersection, the proposed widening generally matches the existing roadway grades; therefore, it is anticipated that a relocation of the existing watermain, sanitary forcemain, and storm sewer would not be required. However, adjustment to the existing fire hydrant, air valve, and watermain valve will be required. Additionally, as part of the detailed design stage, an inspection of the condition of the ductile iron watermain pipe should be performed. If corrosion is detected, the fittings of the PVC watermain should also be inspected. If the main and/or fittings are in poor condition, they should be replaced as part of the intersection improvements.

Third Party Utilities

Existing overhead BC Hydro lines and associated poles run along the south side of 88 Avenue and east side of Glover Road. Existing Telus only “critical cable” lines and associated poles are also running along the east side of Glover Road, south of 88 Avenue. Based on the conceptual laning design, to accommodate the proposed widening at the intersection, it is anticipated that five BC Hydro poles and two Telus poles will require relocation / adjustment.

Existing underground Telus communication and fibre optic lines run along the north side of 88 Avenue, west of Glover Road, and on the south side of 88 Avenue, east of Glover Road. Furthermore, underground Telus communication and fibre optic lines run along the west side of Glover Road, north of 88 Avenue, and on the east side south of 88 Avenue, where they connect to Telus only pole. Based on the conceptual laning design for the intersection, the proposed widening generally matches the existing roadway grades; therefore, relocating the existing underground Telus communication lines may not be required, except where they connect to Telus only pole, which requires relocation / adjustment.

Summary of Proposed Intersection Improvements

The proposed Glover Road and 88 Avenue intersection improvements to accommodate truck traffic include:

- Widening of 88 Avenue on the south-west side to provide dedicated EB to SB right turn lane;
- Widening of 88 Avenue on the north-west side to provide additional width for trucks to navigate NB to WB left turn;
- Widening on the east side of Glove Road, north of 88 Avenue to shift SB to EB left turn lane 1m east, while maintaining existing width of NB through lane;
- Removal of existing delta island on the south-west side of the intersection;
- Relocation of two existing signal poles and two secondary signal poles;
- New delta island just to the north of existing island;
- Widening of Glover Road on the south-east side to shift NB to WB left turn lane further east to provide room for the new delta island;
- Impact to existing trees along east side of Glover Road south of 88 Avenue located within the road ROW, and existing hedges at the north west corner of the intersection;
- Adjustment to the existing fire hydrant, air valve, and watermain valve; and
- Relocation of existing BC Hydro and Telus poles to accommodate the proposed widenings.

2.2.2. Glover Road and Rawlison Crescent Intersection

At Glover Road and Rawlison Crescent, we anticipate increased demand for the SB to EB movement, NB to EB movement, WB to NB and WB to SB movements resulting from the additional truck traffic along Rawlison Crescent and 240 Street. To allow trucks to navigate these movements without encroaching on adjacent lanes or other roadway features, McElhanney developed two options for the Township's consideration.

Option 1

Widening of the existing intersection at the north-east corner by introducing a free right turn, as well as wider shoulders and increased curb return radii on south-east corner. Wider shoulders and larger curb return radii allow trucks to navigate turn movements without departing their lane and impacting adjacent traffic. Property acquisition is required to allow for intersection improvements. For Option 1 concept laning see *Sketch-2A* in *Appendix J*.

Option 2

Reconfiguration of the intersection by making Glover Road north leg to Rawlison Crescent a dominant "through" movement, with Glover Road south leg as tee. This option also provides free right turn movements while allowing trucks to navigate turn movements without departing their lane and impacting adjacent traffic. This option requires property acquisition, while also impacting

the existing Salmon River culvert crossing at Rawlison Crescent. For Option 2 concept laning see *Sketch-2B* in *Appendix J*.

The Township's preferred option is Option 1 due to the reduced environmental impact, property impact, alignment, and costs.

Additionally, due to downhill grade and high running speed along Glover Road northbound approach, WB to SB left turn movement from Rawlison Crescent is hard to maneuver and has safety concerns (*Photo 2*). The Township has already implemented anti-skid treatment at the intersection to help with these safety issues. The safety is further compromised with a horizontal curve along Glover Road, just prior to the intersection approach. Signalization is required at the intersection to address the safety concerns and is further supported by the signal warrant assessment discussed in *Section 3.2*. Use of an advanced warning flasher potentially on all approach legs is subject to a warrant review in the detailed design stage.

Photo 2 – Glover Road and Rawlison Crescent Intersection



Drainage

The open shoulder allows the run-off to be collected via swale and drained to the Salmon River watershed. The existing drainage paths are to be maintained. As part of the detailed design stage, floodplain of Salmon River needs to be reviewed and setback must be satisfied.

Township Utilities

A 1985 existing ductile iron 350mm diameter watermain runs along the west side of Glover Road, crosses Glover Road and continues east along the north side of Rawlison Crescent. As well, a 2008 existing PVC 200mm diameter watermain runs along the west side of Glover Road, south of Rawlison Crescent, and teeing into the 350mm diameter watermain.

Based on the conceptual laning design for the intersection, the proposed widening for both Option 1 and Option 2 generally matches the existing roadway grade; therefore, it is anticipated that relocating the existing watermain is not required. However, as part of the detailed design stage, an inspection of the condition of the ductile iron watermain pipe should be performed. If corrosion is detected, the fittings of the PVC watermain should also be inspected. If the main and/or fittings are in poor condition, they should be replaced as part of the intersection improvements.

Third Party Utilities

Existing overhead BC Hydro lines and associated poles are running along the west side of Glover Road. Existing Telus only “critical cable” lines and associated poles are also running along the east side of Glover Road, while combined BC Hydro and Telus overhead lines on BC Hydro poles run along the north side of Rawlison Crescent. Based on the conceptual laning design for the intersection, it is anticipated that the proposed widening for Option 1 will require relocation of four existing Telus poles and one BC Hydro pole, while Option 2 will require relocation of two existing Telus poles and one BC Hydro pole.

The existing underground FortisBC 762mm and 324mm diameter transmission mains cross Glover Road north of Rawlison Crescent. Based on the conceptual laning design for the intersection, the proposed widening for both Option 1 and Option 2 generally matches the existing roadway grades; therefore, relocating the existing FortisBC transmission mains may not be required. However, modification of existing roadway over the existing transmission mains requires approval/permit from FortisBC.

Summary of Proposed Intersection Improvements for the Preferred Option

The proposed Glover Road and Rawlison Crescent intersection improvements to accommodate truck traffic include:

- Widening of the existing intersection at the north-east corner to provide a free right turn;
- New delta island at the north-east corner;
- Widening of the shoulder and increasing the curb return radii on south-east corner;
- Proposed pedestrian/cyclist crosswalk crossing Rawlison Crescent in the north-south direction, and crossing Glover Road in the east-west direction north of Rawlison Crescent;
- Proposed signalization of the intersection, complete with advanced warning flasher on all approach legs, if warranted;
- Relocation of existing BC Hydro and Telus poles to accommodate the proposed widenings;
- Property acquisition at the north east side of the intersection to accommodate WB to NB right turn movement and fill slopes; and
- ALR approval for property acquisition needed to accommodate road improvements.

2.2.3. Rawlison Crescent and 232 Street Intersection

Rawlison Crescent, east of 232 Street, is a proposed truck route addition. Currently, truck traffic travels along 232 Street, passing the Rawlison Crescent intersection as drivers connect to Glover Road or Highway 1. The proposed truck route additions would see truck traffic not only continuing to travel along 232 Street, but also turning to travel EB along Rawlison Crescent. Therefore, the addition of the truck route will see increased demand for the NB to EB, SB to EB and WB to SB and WB to NB truck turning movements. Due to the downhill grade, proximity of horizontal curve to the intersection and running speed along 232 Street on the northbound approach, there may be safety concerns with WB to SB left turn movement from Rawlison Crescent (*Photo 3*). As well, the existing intersection is narrow, constrained by hydro poles and existing ditches.

McElhanney reviewed realignment of the intersection and making 232 Street into a tee, however, due to the high traffic volumes along 232 Street, this option was not considered.

To allow trucks to navigate the NB to EB, SB to EB and WB to SB and WB to NB movements without encroaching on adjacent lanes or other roadway features, McElhanney proposes the widening of the existing intersection at the north-east and south-east corners, with channel right turn lanes for NB to EB and WB to NB movements. A retaining wall on the south east side of the intersection is proposed to minimize property acquisition, while additional property is needed on the north east side to allow for fill slopes. A retaining wall is also proposed on the north side along Rawlison Crescent west of 232 Street to minimize property acquisition and minimize impact to Class A(OD) ditch. McElhanney reviewed two options for the Township's consideration.

Option 1

Option 1 considers the above noted geometric improvements but does not propose intersection signalization. For Option 1 concept laning see *Sketch-3A* in *Appendix J*.

Option 2

To address the safety concerns noted above related to the downhill grade and proximity of horizontal curve to the intersection along 232 Street northbound approach, as well as, the proximity of horizontal curve to the intersection along Rawlison Crescent, the Township has requested McElhanney to review the option of intersection signalization. For Option 2 concept laning see *Sketch-3B* in *Appendix J*.

The signalization (Option 2) is the Township's preferred option and use of an advanced warning flasher on all approach legs is subject to a warrant review at detailed design stage. As well, anti-skid treatment at the intersection is proposed.

An existing driveway for 23174, 23180, 23182, 23196 Rawlison Crescent properties is proposed to be relocated to form a fourth leg of the intersection. Driveway will require no right turn on red due to its inside of a curve location and restricted sight lines. As well, the relocation of the driveway will require revision to the existing driveway easement over property 23182 Rawlison Crescent (plan number NWP62715). Additionally, to improve the intersection sight lines, vegetation trimming is recommended along the inside of the horizontal curve.

Photo 3 – Rawlison Crescent and 232 Street Intersection



Drainage

The existing drainage consists of ponds and water bodies to the south of the intersection, and Class A water channels, and Class A(OD) and Class C ditches along either side of Rawlison Crescent and 232 Street to convey road runoff. An existing 1994 750mm concrete culvert crosses Rawlison Crescent north of 232 Street and a 1994 existing 450mm concrete culvert crosses Rawlison Crescent east of 232 Street. Based on the conceptual laning design for the intersection, relocation of the existing culverts is required to accommodate the proposed widening. As part of the detailed design, proposed culverts will be required to undergo a hydraulic analysis, including climate change impacts, to confirm the replacement size.

Additionally, McElhanney's proposed drainage maintains the existing drainage paths, with proposed realignment of existing Class C ditches and minimized impact to Class A and Class A(OD) watercourses. Impact to Class A and Class A(OD) watercourses requires environmental approval and compensation.

Township Utilities

An existing 1989 PVC 200mm diameter watermain runs along the south side of Rawlison Crescent and continues south along the west side of 232 Street.

Based on the conceptual laning design for the intersection, the proposed widening is similar to existing roadway grade; therefore, it is anticipated that the relocation of existing watermain is not required. However, as part of the detailed design stage, an inspection of the condition of the watermain pipe should be performed. If corrosion is detected, the fittings of the watermain should also be inspected. If the main and/or fittings are in poor condition, they should be replaced as part of the intersection improvements.

Third Party Utilities

The existing BC Hydro and Telus lines and associated poles are running along the east side of 232 Street and on the east side of Rawlison Crescent, north-west of 232 Street. As well, the existing BC Hydro and Telus lines and associated poles are running along the south side of Rawlison Crescent, north-east of 232 Street. Based on the conceptual laning design for the intersection, it is anticipated that the proposed widening will require relocation of four existing poles.

The existing underground FortisBC gasmain runs along the south side of Rawlison Crescent and along the west side of 232 Street. Based on the conceptual laning design for the intersection, the proposed widening is similar to existing roadway grades; therefore, it is anticipated that the relocation of existing FortisBC gasmain is not required.

Summary of Proposed Intersection Improvements

The proposed Rawlison Crescent and 232 Street intersection improvements to accommodate truck traffic include:

- Widening of the existing intersection at the north-east and south-east corners, with channel right turn lanes for NB to EB and WB to NB movements;
- New delta islands at the north-east and south-east corners;
- A retaining wall on the south east side of the intersection to minimize property acquisition;
- A retaining wall on the north side along Rawlison Crescent to minimize property acquisition and minimize impact to Class A (OD) ditch;
- Barriers are proposed along the east side of 232 Street, and along the south and north-east side of Rawlison Crescent;
- Relocation of the existing driveway to form a fourth leg of the intersection;
- Proposed signalization of the intersection, complete with advanced warning flasher on all approach legs, if warranted, and anti-skid treatment with rumble strip on shoulder paint line;
- Relocation of the existing 450mm and 750mm concrete culverts,
- Relocation of existing BC Hydro and Telus poles to accommodate the proposed widenings;
- Vegetation trimming is recommended along the inside of the horizontal curve, to improve intersection sight lines;
- Property acquisition to accommodate road widening, fill slopes and drainage;
- ALR approval for property acquisition needed to accommodate road improvements; and
- Environmental approval and compensation for impact to Class A and Class A(OD) watercourse.

2.2.4. Rawlison Crescent and 240 Street Intersection, and 240 Street Horizontal Curve

The proposed truck route additions reroute traffic currently traveling through the Fort Langley core onto Rawlison Crescent and 240 Street, providing a connection to River Road. In the existing condition, there is only local truck traffic through the intersection of Rawlison Crescent and 240 Street as neither road is a truck route. Although trucks using this corridor will not be turning at this intersection, the addition of through truck traffic introduces geometric and traffic safety concerns as drivers making turning movements have restricted sight lines due to current intersection configuration (*Photo 4*).

The existing stop bar along 240 Street, south of Rawlison Crescent, is set back significantly far from the intersection, thus limiting visibility and hindering sight lines. As part of the intersection review, a horizontal curve along 240 Street, just east of the intersection, was also reviewed for WB-20 design vehicle accommodation. McElhanney developed two options for the Township's consideration for the horizontal curve improvement.

Photo 4 – Rawlison Crescent and 240 Street Intersection



Option 1

Realignment of 240 Street to provide horizontal alignment with 90m radius that meets 50km/h design speed. Property acquisition is required to accommodate the realignment. For Option 1 concept laning see *Sketch-4A* in *Appendix J*.

Option 2

Widening of the existing horizontal curve to provide horizontal alignment with 23.5m radius that meets 30km/h design speed. Property acquisition is proposed to accommodate the widening and ditch relocation. For Option 2 concept laning see *Sketch-4B* in *Appendix J*.

The Township's preferred option is Option 2 due to land, environmental and cost considerations.

To improve the sight lines at the intersection and to accommodate truck traffic along 240 Street just east of the intersection, it was determined that realignment of 240 Street is required at the south leg of the intersection and widening at the tight existing horizontal curve. With the intersection realignment, the stop bar was moved further north, thus improving sight lines. As well, vegetation trimming is recommended along the south side of Rawlison Crescent to further improve sight lines. Minor widening is also proposed along east side of 240 Street, south of Rawlison Crescent, and along north and south side of Rawlison Crescent. It should be noted that WB-20 design vehicle was used for design of the Rawlison Crescent / 240 Street through movement, while HSU design vehicle was used for intersection turning movements.

Retaining walls along the south side of Rawlison Crescent and 240 Street are proposed to minimize property acquisition. It should be noted that retaining wall along the south side of 240 Street will require tree clearing. Additionally, during detailed design stage, stability of the proposed wall and existing house at the top of the slope would need to be reviewed.

Drainage

The existing drainage regime consists of Class A streams and Class C ditches along either side of Rawlison Crescent and 240 Street to convey road runoff, with an existing 1953 900mm diameter concrete culvert crossing Rawlison Crescent. McElhanney's proposed drainage maintains the existing drainage paths, with the proposed realignment of existing Class A stream and Class C ditches. Impact to Class A stream requires environmental approval and compensation. Due to the age of the existing culvert, it is recommended that existing culvert be replaced as part of the intersection improvements. Existing 1996 375mm concrete driveway culvert will also require relocation to accommodate ditch re-alignment. As part of the detailed design, proposed culvert will be required to undergo a hydraulic analysis, including climate change impacts, to confirm the replacement size.

Township Utilities

There are no existing Township utilities present at this site.

Third Party Utilities

Existing BC Hydro and Telus lines and associated poles are running along the north side of Rawlison Crescent and on the east side of 240 Street, south of Rawlison Crescent. Based on the conceptual laning design for the intersection, it is anticipated that the proposed widening will require relocation of three existing poles.

Summary of Proposed Intersection Improvements for the Preferred Option

The proposed Rawlison Crescent and 240 Street intersection and 240 Street horizontal curve improvements to accommodate truck traffic include:

- Realignment of 240 Street at the south leg of the intersection with new stop bar moved further north than the existing;
- Minor widening along east and south side of 240 Street to accommodate south leg realignment;
- Minor widening along south side of Rawlison Crescent;
- Widening of existing horizontal curve along 240 Street, just east of the intersection;
- A retaining wall on the south side of Rawlison Crescent to avoid property acquisition;
- A retaining wall on the east and south sides of 240 Street to minimize property acquisition;
- Replacement of the existing 900mm concrete culvert, and relocation of existing 375mm concrete driveway culvert;

- Vegetation trimming along the south side of Rawlison Crescent to improve sight lines;
- Relocation of existing BC Hydro and Telus poles to accommodate the proposed widenings ;
- Property acquisition to accommodate widening and proposed ditch relocation;
- ALR approval for property acquisition needed to accommodate road improvements; and
- Environmental approval and compensation for impact to Class A stream.

2.2.5. River Road and 240 Street Intersection

In the current condition, trucks travel EB to WB along River Road and pass 240 Street as it is not a designated truck route (*Photo 5*). The proposed revisions to the truck route network will reroute all truck traffic currently traveling through the Fort Langley core onto 240 Street.

The demand for the NB to EB and WB to SB turning movement by trucks poses geometric challenges as the current lane configuration does not permit turning movements without affecting through traffic. Furthermore, the development of a potential industrial area just west of the intersection, will result in demand for EB to SB and NB to WB turning movement by truck. Additionally, the existing intersection is narrow, constrained by hydro poles, existing ditches, and tall vegetation.

To allow trucks to navigate NB to EB, WB to SB, EB to SB and NB to WB movements without encroaching on adjacent lanes or other roadway features, McElhanney developed two options for the Township's consideration.

Photo 5 – River Road and 240 Street Intersection



Option 1

Widening of the existing intersection at the south-west and south-east corners to allow trucks to navigate turn movements without departing from their lane and impacting adjacent traffic. Property acquisition and removal of existing trees and hedges is required to allow intersection improvements. For Option 1 concept laning see *Sketch-7A* in *Appendix J*.

Option 2

Reconfiguration of the intersection by making 240 Street north leg to River Road a dominant "through" movement, with River Road west leg as tee. This option also provides smart channel right turn movements and left turn lane for NB to WB movement, while allowing trucks to navigate turn movements without departing their lane and impacting adjacent traffic. This option requires additional property acquisition than Option 1. For Option 1 concept laning see *Sketch-7B* in *Appendix J*.

The Township's preferred option is Option 1 due to land, environmental and cost considerations.

Drainage

The existing drainage regime consists of ditches along either side of River Road and 240 Street to convey road runoff, with an existing 2004 450mm diameter concrete ditch culvert on the south east side of the intersection. McElhanney's proposed drainage maintains the existing drainage paths, with proposed realignment of existing ditches.

Township Utilities

There are no existing Township utilities present at this site.

Third Party Utilities

Existing BC Hydro and Telus lines and associated poles are running along the south side of River Road and on the west side of 240 Street. Based on the conceptual laning design for the intersection, it is anticipated that the proposed widening for Option 1 will require relocation of one existing pole and addition of one new pole, while Option 2 will require relocation of two existing poles and addition of one new pole.

An existing underground Telus communication line runs along the south side of River Road, east of 240 Street, and along the west side of 240 Street. Based on the conceptual laning design for the intersection, the proposed widening for both Option 1 and Option 2 is similar to existing roadway grades; therefore, it is anticipated that relocating the existing underground Telus ducts is not required.

Summary of Proposed Intersection Improvements for the Preferred Option

The proposed River Road and 240 Street Intersection improvements to accommodate truck traffic include:

- Widening of the existing intersection at the south-west and south-east corners and full depth pavement reconstruction of existing 240 street; Relocation of existing BC Hydro and Telus poles to accommodate the proposed widenings.
- Removal of existing trees and hedges to accommodate the intersection widening ;
- Statutory ROW or property acquisition of ROW, depending on the negotiations between Township and railway company, to accommodate works over railway property;
- Property acquisition to accommodate intersection widening and proposed ditch relocation; and
- ALR approval for property acquisition needed to accommodate road improvements.

2.3. HORIZONTAL CURVES

The proposed truck route additions reroute onto Rawlison Crescent and 240 Street, effectively bypassing the Fort Langley Core. Rawlison Crescent and 240 Street are narrow, two lane roadways with 50 km/h posted speed, and short-radius horizontal curves with advisable speed reduced to 30 km/h. The introduction of truck traffic to this corridor requires localized widening / realignment of road lanes and shoulders to allow for the safe navigation of trucks. Each horizontal curve was reviewed, and findings are summarized below.

2.3.1. 240 Street (600m North of Rawlison Crescent)

The existing horizontal curve was reviewed for WB-20 design vehicle, and it was determined that improvements are required to accommodate truck traffic (*Photo 6*).

Photo 6 – 240 Street, 600m North of Rawlison Crescent



McElhanney developed two options for the Township's consideration for the horizontal curve improvement.

Option 1

Realignment of 240 Street – The proposed improvement consists of 90m horizontal radius, 4.2m wide lanes and 1.8m wide shoulders, that meets 50km/h design speed. Property acquisition is required to achieve the proposed realignment. For Option 1 concept laning see *Sketch-5A* in *Appendix J*.

Option 2

Widening of the existing horizontal curve to provide horizontal alignment with 55m radius that meets 30km/h design speed. Retaining walls with moment slab and barrier are proposed to minimize property acquisition. For Option 2 concept laning see *Sketch-5B* in *Appendix J*.

The Township's preferred option is Option 2 due to reduced land and ALR impacts.

Drainage

The existing drainage regime consists of Class A ditches along either side of 240 Street to convey road runoff to Davidson Creek that runs in the south-west direction, north of 240 Street, along with an existing 2002 1200 x 1800 concrete box culvert crossing 240 Street. McElhanney's proposed drainage maintains the existing drainage paths, with proposed realignment of existing Class A ditches. Impact to Class A ditches requires environmental approval and compensation. As well, extension of existing culvert is required to allow for roadway widening. As part of the detailed design, proposed culverts will be required to undergo a hydraulic analysis, including climate change impacts, to confirm the size is adequate and upsizing is not required.

Township Utilities

There are no existing Township utilities present at this site.

Third Party Utilities

Existing BC Hydro and Telus lines and associated poles are running along the east side of 240 Street. Based on the conceptual laning design for the realignment of 240 Street, it is anticipated that the proposed widening will require relocation of one existing pole.

Summary of Proposed Horizontal Curve Improvements for the Preferred Option

The proposed 240 Street – 600m North of Rawlison Crescent horizontal curve improvements to accommodate truck traffic include:

- A retaining wall with moment slab and barrier on both sides of 240 Street to minimize property acquisition;
- Proposed culvert extension;
- Relocation of existing BC Hydro and Telus pole to accommodate the proposed widenings;
- Full depth pavement reconstruction for the roadworks within the limit of construction;
- Working easement for construction of the proposed retaining walls;
- Property acquisition to accommodate proposed ditch relocation;
- ALR approval for property acquisition needed to accommodate ditch relocation; and
- Environmental approval and compensation for impact to Class A ditches.

2.3.2. 240 Street at BC Hydro Right-of-Way (ROW)

The existing horizontal curve was reviewed for a WB-20 design vehicle, and it was determined that minor widening of 240 Street is required to accommodate truck traffic (*Photo 7)*. The proposed improvement consists of providing 4.2m wide lanes and 1.8m wide shoulders, meeting 50km/h design speed. A retaining wall with moment slab and barrier on both sides is proposed to achieve the proposed widening without property acquisition. For concept laning see *Sketch-6* in *Appendix J*.

Photo 7 – 240 Street at BC Hydro Right-of-Way



Drainage

The existing drainage consists of Class A and B ditches along either side of 240 Street to convey road runoff to Davidson Creek, along with Class C ditch on the east side of 240 Street, north of 88 Avenue. An existing 2006 450mm concrete storm sewer runs along the west side of 240 Street and ties to an existing 1987 steel arched (1650x1150) culvert that crosses 240 Street south of 88 Avenue and conveys Davidson Creek. As well, a 1987 existing 675mm diameter concrete pipe inlet crosses 88 Avenue, and ties into the arched culvert.

McElhanney's proposed drainage maintains the existing drainage paths, with proposed extension of existing 450mm concrete storm sewer up to the property pinch point to avoid property impact. As well, existing Class C ditch is proposed to be diverted into a storm sewer, to avoid property acquisition. As part of the detailed design, proposed and existing storm sewer will be required to undergo a hydraulic analysis, including climate change impacts, to confirm the size is adequate and upsizing is not required.

Furthermore, based on the conceptual laning design for the horizontal curve improvement, the proposed widening at the existing steel arched (1650x1150) culvert and 675mm diameter concrete pipe inlet is minor, while the proposed grades are similar to existing roadway grades; therefore, it is anticipated that the relocation of existing culvert and inlet is not required. However, as part of the detailed design, existing culvert condition should be assessed, and if it is in poor condition, it should be replaced as part of the horizontal curve improvements. Also, as part of the assessment, the remaining functional life should be evaluated, and even if the culvert is in good condition but with limited remaining functional life, it may be advantageous to replace it as part of the horizontal curve improvements. Additionally, if replacement is required, the culvert will be required to undergo a hydraulic analysis, including climate change impacts, to confirm the replacement size.

Township Utilities

Besides the above discussed drainage storm sewer and culvert pipes, there are no existing Township utilities present at this site.

Third Party Utilities

Existing BC Hydro transmission lines cross 240 Street at the horizontal curve. Based on the conceptual laning design for the realignment of 240 Street, it is anticipated that the proposed widening will not require relocation of the existing BC Hydro transmission lines.

Summary of Proposed Horizontal Curve Improvements

The proposed 240 Street at BC Hydro Right-of-Way (ROW) horizontal curve improvements to accommodate truck traffic include:

- Widening of existing horizontal curve;
- A retaining wall with moment slab and barrier on both sides of 240 Street to eliminate property acquisition;
- Working easement for construction of the proposed retaining walls;
- Proposed existing storm sewer extension;
- Proposed storm sewer to divert existing Class C ditch and eliminate property acquisition; and
- Full depth pavement reconstruction for the roadworks within the limit of construction.

3. Traffic and Safety Assessment

McElhanney has collected and developed traffic volumes, completed intersection signalization warrants, and conducted a desktop safety assessment of the project area to identify potential areas of concern for the existing road network. The study area for this project includes the following five study intersections:

- Glover Road and 88 Avenue;
- Glover Road and Rawlison Crescent;
- Rawlison Crescent and 232 Street;
- Rawlison Crescent and 240 Street; and
- River Road and 240 Street.

3.1. TRAFFIC VOLUME DEVELOPMENT

Traffic counts were completed by McElhanney using MioVision technology on Wednesday October 16, 2019 from 7:00 AM to 9:00 AM, 11:00 AM to 1:00 PM and 3:00 PM to 6:00 PM at the five study intersections (refer to *Appendix C* for the traffic count files). To develop the AM and PM peak hour traffic volumes, the highest one-hour period of traffic was extracted from the traffic data. The 2019 AM and PM peak hour traffic volumes are presented in *Figure 2*. Truck volumes are presented in *Figure 3.*



North Langley Truck Route Assessment and Functional Design
2019 AM and PM Peak Hour Traffic Volumes

McElhanney
2111-05513-00

FIGURE 2

Not to Scale



North Langley Truck Route Assessment and Functional Design

2019 Peak Hour Volumes without Redistribution - Trucks Only

McElhanney

2111-05513-00

FIGURE 3

Not to Scale

After developing the existing traffic volumes, heavy vehicle traffic was redistributed to account for the proposed changes to the Township truck routes. When completing this redistribution, the following methodology and assumptions were applied:

- Heavy vehicles travelling southbound on Glover Road (south of 96 Avenue) were assumed to be travelling to the west or south. Thus, heavy vehicles were redistributed onto River Road (westbound), 240 St (southbound) and Rawlison Crescent (westbound)
- Heavy vehicles travelling northbound on Glover Road (south of 88 Avenue) or completing an eastbound left-turn from Glover Road to 88 Avenue were redistributed onto Rawlison Crescent (eastbound), 240 Street (northbound) and eventually River Road (eastbound)
- Heavy vehicles travelling westbound on River Road (west of 240 Street) were redistributed onto 240 Street (southbound), Rawlison Crescent (westbound), and Glover Road (northbound)
- Heavy vehicles travelling eastbound on River Road (west of 240 Street) were redistributed onto 88 Avenue (eastbound), Glover Road (southbound), Rawlison Crescent (eastbound), 232 Street (southbound) and 240 Street (northbound)
- To be conservative, it was assumed that all trucks will be redistributed from the existing truck route to the proposed truck route. However, there will likely be some trucks (i.e. commercial delivery or postal trucks) that will continue to use the old route to travel to / from Fort Langley

The 2019 AM and PM peak hour traffic and truck volumes with heavy vehicle redistribution are presented in *Figure 4* and *Figure 5,* respectively.

To estimate year 2050 future traffic volumes, the 2019 traffic volumes were grown by an annual growth rate of 1.0%. The 2050 AM and PM peak hour traffic volumes with heavy truck redistribution are presented in *Figure 6*. The 2050 truck volumes are presented in *Figure 7*.

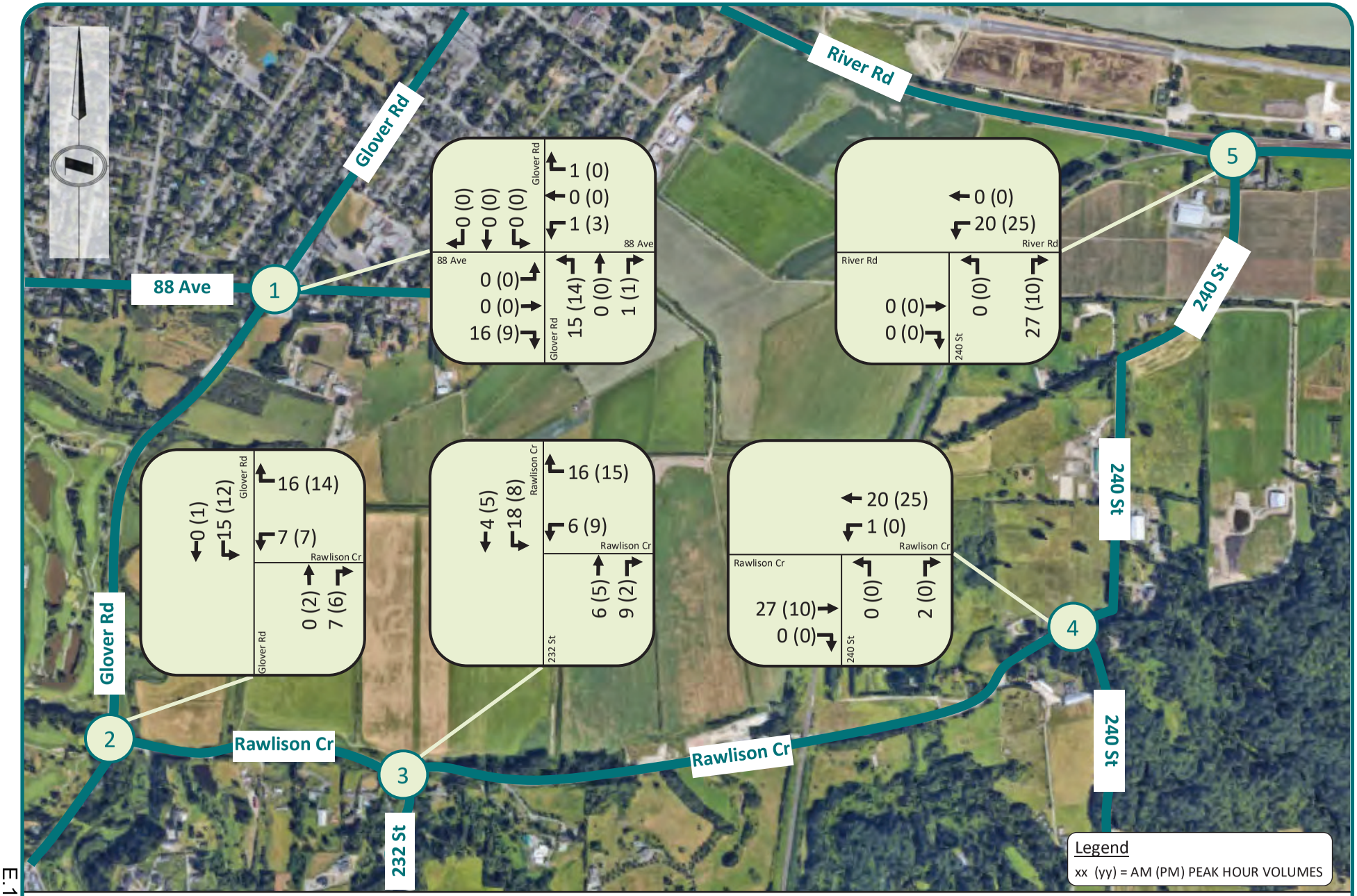


North Langley Truck Route Assessment and Functional Design
2019 AM and PM Peak Hour Traffic Volumes with Heavy Truck Redistribution

McElhanney
2111-05513-00

FIGURE 4

Not to Scale



North Langley Truck Route Assessment and Functional Design

2019 Peak Hour Volumes with Redistribution - Trucks Only

McElhanney

2111-05513-00

FIGURE 5

Not to Scale



North Langley Truck Route Assessment and Functional Design
2050 AM and PM Peak Hour Traffic Volumes with Heavy Truck Redistribution

McElhanney
2111-05513-00

FIGURE 6

Not to Scale



North Langley Truck Route Assessment and Functional Design

2050 Peak Hour Volumes with Redistribution - Trucks Only

McElhanney

2111-05513-00

FIGURE 7

Not to Scale

In addition to the development of peak hour traffic volumes, two-way annual average daily traffic (AADT) volumes were also developed.

AADT information was not collected; thus, AADT was developed by summing the seven-hour intersection turning movement data and comparing it to 24-hour traffic counts conducted within the study area. The following methodology was used to develop AADT volumes:

- 24-hour two-way traffic counts were conducted in September of 2016 by Creative Transportation Solutions Ltd (CTS). and provided by the Township.
- A review of the data collected by CTS suggests that the seven-hour vehicle volumes account for approximately 52% of daily vehicle volumes within the study area. Seven-hour truck volumes account for approximately 55% of daily truck volumes.
- As the seven-hour counts were conducted in October, seasonal and daily factors generated by the BC Ministry of Transportation and Infrastructure were used to convert volumes to AADT. A factor of 0.95 was applied to the Wednesday volumes to estimate the monthly average daily traffic (MADT) volumes for October. A factor of 0.98 was then used to convert October MADT to AADT.
- Based on the data above, a combined factor of 1.8 was used to convert seven-hour auto volumes to AADT volumes. Similarly, a factor of 1.7 was used to estimate truck AADT volumes.

2019 and 2050 two-way AADT volume estimates, which account for heavy truck redistribution, are presented in *Table 1*.

Table 1 – 2019 and 2050 Two-Way AADT Volumes

Road	Location	All Vehicles AADT	Proposed Truck Route Daily Truck %	Proposed Truck Route Truck AADT
Year 2019				
Glover Rd	North of 88 Ave	8,860	0.0%	0
Glover Rd	South of 88 Ave	12,910	2.4%	310
88 Ave	West of Glover Rd	8,990	3.1%	280
Rawlison Cr	East of Glover Rd	10,040	4.2%	420
Rawlison Cr	East of 232 St	1,970	20.9%	410
240 St	North of Rawlison Cr	1,400	30.8%	430
River Rd	West of 240 St	4,360	0.2%	10
Year 2050				
Glover Rd	North of 88 Ave	12,060	0.0%	0
Glover Rd	South of 88 Ave	17,580	2.4%	420
88 Ave	West of Glover Rd	12,240	3.1%	380
Rawlison Cr	East of Glover Rd	13,670	4.2%	570
Rawlison Cr	East of 232 St	2,680	20.9%	560
240 St	North of Rawlison Cr	1,900	30.8%	590
River Rd	West of 240 St	5,940	0.2%	10

3.2. INTERSECTION SIGNAL WARRANTS

Using the traffic data discussed in *Section 3.1*, intersection signal warrants were completed to determine whether operations of the existing stop-controlled intersections could be improved through signalization. The *Canadian Traffic Signal Warrant Matrix Procedure (2014)* authored by the Transportation Association of Canada (TAC) was used for these warrants. This procedure analyses traffic volumes, laning, and other factors to determine if intersection signalization is warranted. It is important to note that this process should not solely be used to justify whether or not an intersection should be signalized. Even if a signal warrant is not met for a location, signalization could still be used to improve other aspects of the intersection, such as safety for vehicles and/or vulnerable road users.

Using the procedure noted above, it was determined that by year 2050 signalization is **not** warranted at the following intersections:

- Rawlison Crescent and 232 Street,
- Rawlison Crescent and 240 Street, and
- River Road and 240 Street.

However, in 2019, signalization **is** warranted at Glover Road and Rawlison Crescent. Completed signal warrants is included in *Appendix A*.

3.3. DESKTOP SAFETY ASSESSMENT

A desktop safety assessment was conducted based on existing vehicle and truck volumes using Insurance Corporation of British Columbia (ICBC) crash data provided by the Township. Using this data, pertinent information including configuration, severity, time and year was extracted for each of the study intersections. The collision severity and configuration over the most recent 5-year period are provided in *Table 2* and *Table 3*. Bar graphs with additional information such as time of day, day of week, month, year, and crash configuration are provided in *Appendix B*. Note that the tables presented do not reflect traffic volumes and do not include collision rates.

Table 2 – ICBC Collision Data (2013 - 2017) - Collision Severity

Severity	Less Than $1000 in Damage	Greater Than $1000 in Damage	Injury	Fatality	Total	Collisions / Year
240 St & River Rd	3	7	5	0	15	3.0
240 St & 88 Ave	1	3	2	0	6	1.2
Glover Rd & 88th Ave	16	29	28	0	73	14.6
232 St & Rawlison Cres	8	10	12	0	30	6.0
Rawlison Cres & Glover Rd	4	18	24	0	46	9.2
Rawlison Cres & 240 St	1	1	1	0	3	0.6

Table 3 – ICBC Collision Data (2013 - 2017) - Collision Configuration

Configuration	Rear-End	Single Vehicle	Conflicted	Side Impact	Side Swipe - Opposite Direction	Side Swipe - Same Direction	Head On	Other
240 St & River Rd	5	5	2	1	0	0	1	1
240 St & 88 Ave	0	4	1	0	0	0	0	1
Glover Rd & 88th Ave	40	7	17	6	0	0	0	3
232 St & Rawlison Cres	9	11	2	0	3	0	0	5
Rawlison Cres & Glover Rd	16	5	10	6	2	2	0	5
Rawlison Cres & 240 St	0	3	0	0	0	0	0	0
TOTAL	**70**	**35**	**32**	**13**	**5**	**2**	**1**	**15**

Based on the information provided in *Table 2*, *Table 3*, and *Appendix B*, collisions occur most frequently at locations with higher traffic volumes such as Glover Road and 88 Avenue. The most common type of collision is a rear-end collision, followed by single vehicle and conflicted collisions.

Also of note, side-impact collisions are significantly more common at the Glover Road and Rawlison Crescent intersection. This is likely occurring because motorists are having difficulty judging vehicle gaps when turning onto Glover Road which features higher traffic volumes and a 60 km/h speed limit. Of the study intersections, this location has the highest injury to crash ratio. As the proposed truck route is expected to divert additional truck traffic to this stop-controlled approach, the number of collisions could further increase at this location as heavy trucks may experience difficulties when turning onto Glover Road. Signalizing this intersection could help to mitigate the more severe side impact collisions. However, it could also result in an increase in less severe collisions, such as rear-end collisions.

3.4. ON-SITE SAFETY ASSESSMENT

An on-site safety assessment was conducted on February 2, 2020 to review the proposed truck route corridor. The assessment was conducted between 11:00 AM and 2:00 PM and the weather was dry with overcast conditions.

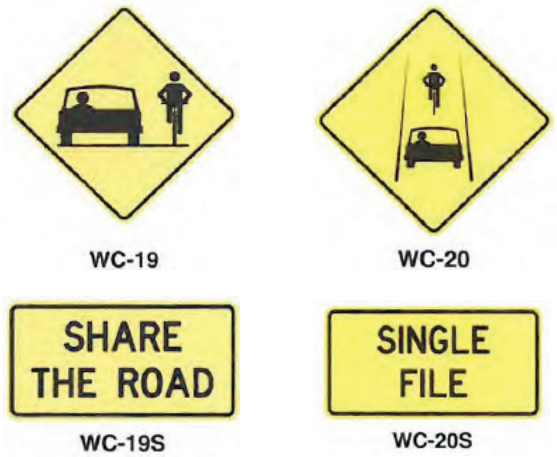
3.4.1. Cycling

The proposed truck route is identified as a future Commuter & Recreational cycling route as part of the Township's Ultimate Cycling Network (Township of Langley 2015 Cycling Plan). During the site visit, it was noted that certain sections of the route contain narrow to no shoulders which are not sufficient for cyclists. An example of this is shown in the photo below, which was taken on 240 Street, north of the horizontal curve near Rawlison Crescent. Motorists would need to drive behind the cyclist in single file or attempt to pass across the solid yellow dividing line, which increases the risk of collisions.

Photo 8 – Cyclist on 240 Street, North of Rawlison Crescent (Facing South)



In some areas, the proposed design will widen the roadway to include 1.5 to 1.8m paved shoulders. In areas where this widening does not occur, cyclists will be required to share the road with vehicles. Given the increase in truck traffic along these corridors, additional signage should be considered to help alert drivers of these conditions. This could include WC-19 *Share the Road* or WC-20 *Shared Use Lane Single File* signs (Manual of Uniform Traffic Control Devices for Canada, MUTCD, Fifth Edition, January 2014). Typically, this signage is used on designated bike routes. However, if there is evidence of cyclists using this corridor before it is designated as a Commuter & Recreational cycling route, consideration should be given to installing these signs to help warn motorists of the potential presence of cyclists.



3.4.2. Glover Road / Rawlison Crescent Intersection

This intersection is currently stop controlled along Rawlison Crescent and anti-skid pavement appears to have been installed recently to assist with traction on the approach to the intersection. A review of the recent 5-year collision data shows that 46 collisions occurred at this intersection, which was the second highest location of the five study intersections. Of these collisions, over 50% resulted in injuries and zero fatalities were recorded.

Based on the signal warrants conducted, this intersection is proposed to be signalized as part of the proposed improvements, which will impact collision trends at this location. A review of historical collision data from 1991 to 2008 collected by the BC Ministry of Transportation and Infrastructure showed that at unsignalized intersections, approximately 1.3% of collisions resulted in fatalities and 42% resulted in injuries. Conversely, at signalized intersections, only 0.6% of collisions resulted in fatalities and 45% involved injuries. Although these collisions were recorded at intersections located on provincial highways, the data suggests that signalizing an intersection is expected to result in fewer fatalities, which is an increase in overall benefit.

As noted previously, this location has experienced side impact collisions in the past, which could be reduced by installing a signal. However, the number of rear-end collisions, which are typically less severe, could increase at this intersection.

3.4.3. 232 Street / Rawlison Crescent Intersection

There is a horizontal curve on the WB approach to the 232 Street / Rawlison Crescent intersection which limits a driver's view to the intersection. There is currently a WB-1 *Stop Ahead* sign located on the WB approach, nearly 150m away, which is too far from the intersection. The WB-1 sign should be located about 60m east of the stop bar, in advance of the curve, so that motorists can remember the sign and come to a safe stop.

As this intersection is proposed to be signalized as part of the improvements, this sign should be replaced with a WB-4 *Signals Ahead* sign. The WB-4 signs may also need to be added for the NB and SB approaches along 232 Street. The MUTCD states that these signs should be installed where the signals at the intersection are not visible 120m in advance. However, this sign should not be used on any approach that also includes advanced warning flashers.



It was also noted during the site visit that when a driver is waiting at the WB stop line, sight lines to the south can be obstructed by the horizontal/vertical curves as well as trees/shrubs along the west side of 232 Street. As this intersection will be signalized under the proposed improvements, sight line issues for drivers will be mitigated. In the meantime, clearing of shrubs to improve sight line is recommended.

A review of the recent 5-year collision data shows that 30 collisions occurred at this intersection, which was the third highest location of the five study intersections. Of these collisions, 40% resulted in injuries

and no fatalities were recorded. This intersection is proposed to be signalized as part of the improvements, which should have a positive impact on the severe collision trends at this location. However, this improvement may result in an increase in less severe collisions (e.g. rear-end collisions).

3.5. TRAFFIC OPERATIONS ANALYSIS

Traffic operations analysis with the proposed intersection improvements was conducted for the following scenarios:

- 2019 Traffic Volumes with Heavy Vehicle Redistribution (*Figure 4*)
- 2050 Traffic Volumes with Heavy Vehicle Redistribution (*Figure 6*)

Both scenarios were analysed during the AM and PM peak periods.

3.5.1. Synchro Analysis Software

Synchro software, version 9, was used to report the level of service (LOS) and average delay at each of the study intersections. Synchro is a traffic software used to determine traffic conditions based on volumes, laning, and type of traffic control. Synchro calculates average delays and queue lengths for each movement at an intersection. Average delays are then translated into LOS. Detailed Synchro analysis reports can be found in *Appendix D*.

3.5.2. Intersection Level of Service Criteria

Operations of roadway facilities are described in terms of Level of Service (LOS), which is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to manoeuvre. Six service levels are defined, ranging from LOS A, the best operating conditions, to LOS F, the worst operating conditions. LOS E corresponds to “at or near capacity” operations. When volumes exceed capacity, it results in stop-and-go conditions, which is designated as LOS F. The delay thresholds and corresponding LOS are presented in *Table 4*. The typical criterion for acceptable operation is LOS D.

Table 4 – Intersection Level of Service Definitions

Level of Service	Delay Criteria (s/veh)		Description
	Signalized	Unsignalized	
A	≤ 10	≤ 10	Represents free flow. Individual users are virtually unaffected by others in the traffic stream. Usually no conflicting traffic
B	> 10 to 20	> 10 to 15	Stable flow, but the presence of other users in the traffic stream begins to be noticeable. Occasionally some delay due to conflicting traffic
C	> 20 to 35	> 15 to 25	Stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream. Delay is noticeable, but not inconveniencing.
D	> 35 to 55	> 25 to 35	Represents high-density, but stable flow. Delay is noticeable and irritating; increased likelihood of risk taking.
E	**> 55 to 80**	**> 35 to 50**	**Represents operating conditions at or near the capacity level. Delay approaching tolerance levels; risk taking behaviour is likely.**
F	**> 80 or v/c ratio > 1**	**> 50 or v/c ratio > 1**	**Represents forced or breakdown flow. Delay exceeds tolerance level; high likelihood of risk taking.**

Notes: **BOLD** = unacceptable operation.

3.5.3. 2019 Level of Service Results

Traffic analysis was conducted at the study intersections with proposed improvements for redistributed 2019 traffic conditions. Optimized signal timing plans were used for all signalized intersections. It is also noted that a WB right-turn lane with 35 m of storage has been assumed at the Glover Road / Rawlison Crescent Intersection.

A summary of the 2019 AM and PM peak hour intersection results – volume to capacity (v/c) ratio, delay, LOS, and 95th percentile queue length – can be found in *Table 5*. Detailed results can be found in *Appendix D*.

Table 5 – 2019 Level of Service Results – With Intersection Improvements

2019 Results – With Improvements															
Intersection	**Period**	**Attribute**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Overall**
Glover Road / 88 Avenue Signal Control	AM	v/c Ratio	0.43		0.52	0.44			0.63	0.29		0.01	0.72		-
		Delay (s)	23		6	22			14	7		16	27		16
		LOS	C		A	C			B	A		B	C		B
		95% Queue (m)	24		14	21			43	32		2	57		-
	PM	v/c Ratio	0.54		0.56	0.35			0.72	0.33		0.01	0.83		-
		Delay (s)	26		6	20			22	8		15	33		20
		LOS	C		A	C			C	A		B	C		B
		95% Queue (m)	32		16	19			49	37		2	92		-
Glover Road / Rawlison Crescent Signal Control	AM	v/c Ratio	-			0.31	-	0.60	-	0.47		0.67	0.31	-	-
		Delay (s)				20		7		8		16	7		10
		LOS				B		A		A		B	A		B
		95% Queue (m)				24		16		37		42	26		-
	PM	v/c Ratio	-			0.33	-	0.62	-	0.40		0.80	0.27	-	-
		Delay (s)				28		9		6		21	6		12
		LOS				C		A		A		C	A		B
		95% Queue (m)				46		46		38		94	29		-
Rawlison Crescent / 232 Street Signal Control	AM	v/c Ratio	-			0.29	-	0.29	-	0.30		0.09	0.35	-	-
		Delay (s)				8		8		6		5	6		6
		LOS				A		A		A		A	A		A
		95% Queue (m)				9		9		30		6	34		-
	PM	v/c Ratio	-			0.29	-	0.29	-	0.33		0.18	0.39	-	-
		Delay (s)				11		11		6		6	6		6
		LOS				B		B		A		A	A		A
		95% Queue (m)				11		11		35		11	40		-
Rawlison Crescent / 240 Street Stop Control	AM	v/c Ratio	-	0.05		0.01		-	0.10	-	0.10	-			-
		Delay (s)		0		1			10		10				
		LOS		A		A			A		A				
		95% Queue (m)		0		0			3		3				
	PM	v/c Ratio	-	0.05		0.01		-	0.10	-	0.10	-			-
		Delay (s)		0		2			10		10				
		LOS		A		A			A		A				
		95% Queue (m)		0		0			1		1				
River Road / 240 Street Stop Control	AM	v/c Ratio	-	0.06		0.04		-	0.11	-	0.11	-			-
		Delay (s)		0		2			10		10				
		LOS		A		A			A		A				
		95% Queue (m)		0		1			3		3				
	PM	v/c Ratio	-	0.19		0.06		-	0.13	-	0.13	-			-
		Delay (s)		0		2			12		12				
		LOS		A		A			B		B				
		95% Queue (m)		0		1			4		4				

Notes: **BOLD** = unacceptable operation.

As shown in *Table 5*, all movements at all intersections are expected to operate at an acceptable LOS during the AM and PM peak hours with the redistributed traffic volumes and proposed intersection improvements.

3.5.4. 2050 Level of Service Results

Traffic analysis was conducted at the study intersections with proposed improvements for redistributed 2050 traffic conditions. Optimized signal timing plans were used for all signalized intersections. Similar to the analysis for 2019, a WB right-turn lane with 35 m of storage has been assumed at the Glover Road / Rawlison Crescent Intersection.

A summary of the 2050 AM and PM peak hour intersection results can be found in *Table 6*. Detailed results can be found in *Appendix D*.

Table 6 – 2050 Level of Service Results – With Intersection Improvements

2050 Results – With Improvements															
Intersection	**Period**	**Attribute**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Overall**
Glover Road / 88 Avenue Signal Control	AM	v/c Ratio	0.68		0.62	0.64			0.84	0.35		0.02	0.88		-
		Delay (s)	41		8	36			33	8		20	44		27
		LOS	D		A	D			C	A		B	D		C
		95% Queue (m)	44		20	38			100	43		3	106		-
	PM	v/c Ratio	0.81		0.69	0.59			0.99	0.40		0.02	0.96		-
		Delay (s)	52		10	38			70	9		18	52		37
		LOS	D		B	D			**E**	A		B	D		D
		95% Queue (m)	71		35	38			109	57		3	164		-
Glover Road / Rawlison Crescent Signal Control	AM	v/c Ratio	-			0.51	-	0.73	-	0.48		0.87	0.32	-	-
		Delay (s)				42		11		7		31	7		16
		LOS				D		B		A		C	A		B
		95% Queue (m)				52		22		65		136	42		-
	PM	v/c Ratio	-			0.65	-	0.78	-	0.42		0.99	0.28	-	-
		Delay (s)				63		14		5		51	5		23
		LOS				**E**		B		A		D	A		C
		95% Queue (m)				48		23		56		216	38		-
Rawlison Crescent / 232 Street Signal Control	AM	v/c Ratio	-			0.39	-	0.39	-	0.45		0.17	0.52	-	-
		Delay (s)				9		9		7		6	8		8
		LOS				A		A		A		A	A		A
		95% Queue (m)				12		12		47		8	53		-
	PM	v/c Ratio	-			0.41	-	0.41	-	0.48		0.34	0.57	-	-
		Delay (s)				13		13		7		8	9		9
		LOS				B		B		A		A	A		A
		95% Queue (m)				16		16		55		18	66		-
Rawlison Crescent / 240 Street Stop Control	AM	v/c Ratio	-	0.07		0.01		-	0.14	-	0.14	-			-
		Delay (s)		0		1			10		10				
		LOS		A		A			B		B				
		95% Queue (m)		0		0			4		4				
	PM	v/c Ratio	-	0.11		0.02		-	0.08	-	0.08	-			-
		Delay (s)		0		2			10		10				
		LOS		A		A			B		B				
		95% Queue (m)		0		1			2		2				
River Road / 240 Street Stop Control	AM	v/c Ratio	-	0.08		0.05		-	0.16	-	0.16	-			-
		Delay (s)		0		2			11		11				
		LOS		A		A			B		B				
		95% Queue (m)		0		1			4		4				
	PM	v/c Ratio	-	0.26		0.09		-	0.24	-	0.24	-			-
		Delay (s)		0		2			16		16				
		LOS		A		A			C		C				
		95% Queue (m)		0		2			7		7				

Notes: **BOLD** = unacceptable operation.

As shown in *Table 6*, traffic operations in 2050 are expected to degrade when compared to 2019 conditions. However, the majority of movements still operate at acceptable levels during the AM and PM peak hours.

At Glover Road / 88 Street, the NB left movement is expected to operate at LOS E during the PM peak hour. The overall intersection remains within the acceptable threshold at LOS D. Similarly, the WB left at Glover Road / Rawlison Crescent is expected to operate at LOS E during the PM peak hour. However, the overall intersection operates at LOS C.

4. Lighting Warrant Assessment

Great Northern Engineering Consultants Inc. (GNEC) has examined the requirements for lighting at the five intersections within the proposed truck route. The following is a summary of recommendations:

- Glover Road and 88 Avenue intersection: The existing lighting at the signalized intersection needs to be improved to meet the current intersection lighting requirements. It is recommended that 3 new short davit lights be installed, along with upgrade of the existing light fixtures to LED.
- Glover Road and Rawlison Crescent Intersection: Full lighting is warranted. Lighting should extend on the approaches and the intersection to provide for full intersection and approach lighting. It is estimated that a total of 6 lights is required.
- Rawlison Crescent and 232 Street intersection: Lighting is warranted. Lighting is recommended on the raised north-east island, with additional two lights along the inside curve of 232 Street to illuminate the curvature of the road. It is estimated that a total of 3 lights is required.
- Rawlison Crescent and 240 Street intersection: Lighting is warranted. Delineation lighting along 240 Street at stop bar is recommended. It is estimated that a total of 1 light is required.
- 240 Street and River Road intersection: Lighting is warranted. Delineation lighting along 240 Street at stop bar is recommended, with additional light for the EB right-turn from River Road onto 240 Street. It is estimated that a total of 2 lights is required.

The TAC Lighting Warrant Report Dated March 11, 2020 and can be found in *Appendix E*.

5. Geotechnical Assessment

Braun Geotechnical Ltd. (Braun) has completed geotechnical exploration and pavement testing for the project area. Braun's geotechnical exploration encountered roadway fills over firm to stiff silt/compact to dense sand. Preload treatment should be considered along 240 Street, from area 100m north/east of Rawlison Crescent to River Road, within any new substantial embankment fill areas as the silt/organics-rich silt is considered moderately compressible when subject to an increase in vertical stress.

Stripping of vegetation, surficial topsoil, water softened soils is recommended below proposed pavement widening areas to reveal a natural mineral subgrade substantially free of organics. Stripping depths will vary based on actual conditions encountered during site preparation. Existing granular trench or embankment fills encountered at the design subgrade should be re-compacted to at least 95% Modified Proctor Density (MPD). Existing fills that cannot reach 95% MPD are to be removed and replaced. Subgrade restoration fills below proposed roadway areas should consist of clean, free draining well-graded pit run sand and gravel with less than 5% fines placed in 300mm loose lifts.

Permanent fill slopes consisting of suitably compacted import granular soils should not be steeper than 2H:1V. Permanent cuts may be sloped at up to 2H:1V for geotechnical considerations. All permanent slopes should be vegetated to reduce potential for erosion.

Engineered shop drawings should be provided to Braun for review and approval prior to construction of earth retaining structures. Prior to placement of wall facing materials or backfills, a qualified geotechnical engineer should be provided the opportunity to review the wall subgrade.

Asphalt pavement specifications were predicated on current and proposed Average Annual Daily (AADT), truck percentage, and compound annual growth rate. The pavement design life was taken to be 20 years and traffic information and calculated equivalent single axle loads (ESALs) were based on an assumed 1% growth rate. The following recommendations were made regarding construction of the asphalt pavement:

- Performance grade asphalt oil (PG 64-22 binder) should be used to improve pavement strength.
- The granular structure should extend past the final edge of pavement by a distance equal to the road structure thickness.
- Road construction materials should be placed and compacted in accordance with current MMCD specifications.

The existing pavement for Glover Road: 88 Avenue to Rawlison Crescent, Rawlison Crescent: Glover Road to 240 street, and 240 Street: Rawlison Crescent to 340m north from the intersection, would be considered to be structurally adequate for the proposed use based on the test results. Rehabilitation using a conventional overlay or mill and overlay would be considered appropriate. However, pavement rehabilitation strategies may be considered for segment of 240 Street between area 340m north of the Rawlison intersection to River Road, including full depth reclamation or full depth reconstruction. Without pavement rehabilitation the existing roadway would be expected to deteriorate within approximately 5 years of heavy truck use.

The Braun Geotechnical Report Dated May 06, 2020 and can be found in *Appendix F*.

6. Environmental Impact Assessment

McElhanney completed Environmental Impact Assessment (EIA) to establish the existing environmental baseline conditions within the temporal, spatial, and scope boundaries of the project and to evaluate the potential for effects / impacts to baseline conditions, both qualitatively and quantitatively based on proposed improvements. The EIA assisted in identifying or describing proposed compensation, mitigation measures, or Best Management Practices (BMPs) to offset potential impacts / effects, and to determine the regulatory requirements for the work.

Multiple tributaries to the Salmon River cross or are located adjacent to the Project Sites. The characteristics of this watershed make it a suitable habitat for salmonids, Salish Sucker fish species, and amphibians. The proposed roadworks design to accommodate truck traffic requires multiple stream diversions and culvert replacements or extensions.

Due to their highly disturbed nature and proximity to active roadways, the Project Sites provide minimal habitat values and it is unlikely that terrestrial species inhabit the roadside areas near the Project Sites; however, to mitigate detrimental impacts to any incidental wildlife, it is recommended that QEP conduct a wildlife sweep prior to commencement of works and the infilling of roadside ditches.

Unregulated invasive plant species were frequently observed within the Project Sites and occurrence of provincially noxious Japanese Knotweed were observed adjacent to the Project Sites. To prevent dispersal of Japanese Knotweed during routine mowing, the following Township control strategies should be implemented:

- Placing markers to direct maintenance crews to avoid areas with the Japanese Knotweed.
- Treating known occurrences in the ROW with a mild herbicide spray containing glyphosate.

Federal and Provincial environmental legislations that may be applicable to the project include:

- Federal – Fisheries Act, Species at Risk, and Migratory Birds Convention Action
- Provincial – Water Sustainability Act, Wildlife Act, Wildlife Act Designation & Exemption Regulation, Weed Control Act, Environmental Management Act, Heritage Conservation Act, and Agricultural Land Commission Act.

Detailed findings of McElhanney's Environmental Impact Assessment dated May 06, 2020 can be found in *Appendix G*.

7. Archaeological Overview Assessment

Kleanza Consulting Ltd. (Kleanza) has completed an Archaeological Overview Assessment (AOA) for the proposed truck route. The desktop AOA identified a total of four areas of potential (AOP) that are considered to have high archaeological site potential. The four AOP include:

- AOP 1: Along Glover Road from 88 Avenue to Rawlison Crescent, and Rawlison Crescent from Glover Road to approximately 200m east of 232 Street.
- AOP 2: Central section of Rawlison Crescent, approximately 650m east of 232 Street.
- AOP 3: Along Rawlison Crescent from approximately 500m west of 232 Street to approximately 150m east of 232 Street.
- AOP 4: Along 240 Street from approximately 600m north of Rawlison Crescent to River Road.

As the complete avoidance of the identified high potential areas is not feasible and impacts are expected to occur within them, Kleanza recommends that an Archaeological Impact Assessment (AIA) study be conducted to further inspect the four AOPs. An AIA study would be carried out under an HCA Section 12.2 Heritage Inspection Permit and under involved First Nations permits. An AIA would involve subsurface testing and possibly a monitoring program to adequately assess the nature, distribution, and impact status of archaeological material, if present, and inform further management recommendation, if necessary.

The areas outside of the above noted AOP are considered by First Nations to have a high cultural significance rating and an elevated potential for traditional use activity within them. These areas are designated as First Nation Management Areas (FNMA), for total of three areas. During detailed design, ongoing communication between the proponent and involved First Nation agencies should be conducted to formulate an appropriate management plan for these FNMA.

The AOA study also revealed that previously recorded archeological site DgRp-10 is located on the west side of Glover Road, near Rawlison Crescent intersection. The proposed intersection improvements are not anticipated to impact this known archaeological site. However, if impact within the site boundaries is proposed, archaeological monitoring under an HCA Section 12.4 Site Alteration Permit would be required.

Detailed findings of Kleanza's Archaeological Overview Assessment dated September 2, 2020 and can be found in *Appendix H*.

8. Agricultural Land Reserve and Property Impacts

The existing road ROW of the proposed truck route along Rawlison Crescent and 240 Street is adjacent to ALR on both sides of the roadway. The Functional Design was developed with the goal to minimize or eliminate impact to adjacent properties. However, the existing ROW is not wide enough to accommodate all required widenings at existing horizontal curves and intersections for the truck traffic. The following is a summary of additional road ROW required:

- Glover Road and Rawlison Crescent intersection: north-east corner property acquisition required to accommodate WB-NB right turn movement;
- Rawlison Crescent and 232 Street intersection east leg: property acquisition required on the north side to allow for fill slopes, along with property acquisition on the south side of Rawlison Crescent to allow for widening;
- Rawlison Crescent and 240 Street intersection: property acquisition required on the south side of Rawlison Crescent to accommodate widening and proposed ditch relocation;
- 240 Street (600m north of Rawlison): requires additional ROW to accommodate Class A ditch relocation; and
- River Road and 240 Street intersection: south-east and south-west corner property acquisition required to accommodate intersection widening for EB-SB and NB-EB movements.

The above noted property acquisitions to accommodate road improvement require widening into the ALR and thus will involve the approval of Agricultural Land Commission, which is a lengthy approval process. This approval will delay the construction start of the roadway upgrades.

As part of the Functional Design development, McElhanney investigated the potential to use fill slopes instead of walls since they are more cost-effective, easier to construct, suit existing surrounding topography, and provide landscaping opportunities. However, accommodating fill slopes in some areas requires property acquisition in addition to the property requirements noted above, with ALR impacts. As part of the detailed design development, it is recommended that further optimization of horizontal and vertical road geometry be reviewed, and consideration of utilizing retaining walls be implemented, where possible, to minimize encroachment on the ALR and impacts to private property.

9. Cost Estimate

A preliminary cost estimate was prepared for the proposed truck route improvements (entire project as one), based on known cost using recent projects from 2019 and 2020. The cost estimate prepared is a Class D estimate based on the Functional Design and should be considered as an order of magnitude cost only for ±40% accuracy range. Additional items could include but are not limited to sub-excavation in soft soils, preloading, lightweight fill, additional haul for embankment materials or gravels, environmental mitigation, additional utility relocations, archaeological remediation, premium for individual sections as separate tender rather than whole project, COVID 19 impacts, and market escalation. The summary of the Class D estimate is provided in *Table 7*, and details of the preliminary cost estimate can be found in *Appendix I*.

Table 7 – Class D Cost Estimate Summary

Description	Glover Road and 88 Avenue Intersection	Glover Road and Rawlison Crescent Intersection	Rawlison Crescent / 232 Street Signalized Intersection	Rawlison Crescent / 240 Street Intersection	240 Street Realignment (600m North of Rawlison)	240 Street at BC Hydro ROW	River Road and 240 Street Intersection	TOTAL
Plan No.	Sketch-1	Sketch-2A	Sketch-3B	Sketch-4B	Sketch-5B	Sketch-6	Sketch-7A	
SECTION 1: GENERAL	$53,000	$52,000	$52,000	$42,000	$37,000	$37,000	$52,000	$325,000
SECTION 2: SITEWORK	$341,460	$248,582	$789,935	$644,412	$475,318	$707,778	$187,948	$3,395,433
SECTION 3: STORM SEWER	$5,600	$0	$93,000	$59,000	$58,500	$129,000	$0	$345,100
SECTION 4: MISCELLANEOUS	$73,550	$10,100	$1,034,560	$372,380	$542,540	$608,650	$4,000	$2,645,780
SECTION 5: Electrical - (TRAFFIC SIGNALS)	$175,000	$290,000	$380,000	$15,000	$0	$20,000	$20,000	$900,000
SECTION 6: Utilities - (3rd PARTY UTILITY WORKS (BCH, TELUS, FORTIS & SHAW)	$290,000	$214,000	$140,000	$60,000	$10,000	$0	$20,000	$734,000
SECTION 7: Property	$0	$61,000	$64,000	$79,000	$31,000	$0	$49,000	$284,000
PROJECT RECORD DRAWINGS	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000	$70,000
SUB-TOTAL	**$948,600**	**$885,700**	**$2,563,500**	**$1,281,800**	**$1,164,400**	**$1,512,400**	**$342,900**	**$8,699,300**
ENVIRONMENTAL MITIGATION (10%)	$94,900	$88,600	$256,400	$128,200	$116,400	$151,200	$34,300	$870,000
ENGINEERING & CONSTRUCTION SERVICES (18%)	$170,700	$159,400	$461,400	$230,700	$209,600	$272,200	$61,700	$1,565,700
CONTINGENCY (40%)	$379,400	$354,300	$1,025,400	$512,700	$465,800	$605,000	$137,200	$3,479,800
STAGE 1 PROJECT TOTAL (ROUNDED)	**$1,594,000**	**$1,488,000**	**$4,307,000**	**$2,153,000**	**$1,956,000**	**$2,541,000**	**$576,000**	**$14,615,000**
STAGE 2 FUTURE REHABILITATION (ROUNDED)								**$940,000**
TOTAL								**$15, 555,000**

10. Functional and Conceptual Design Drawings

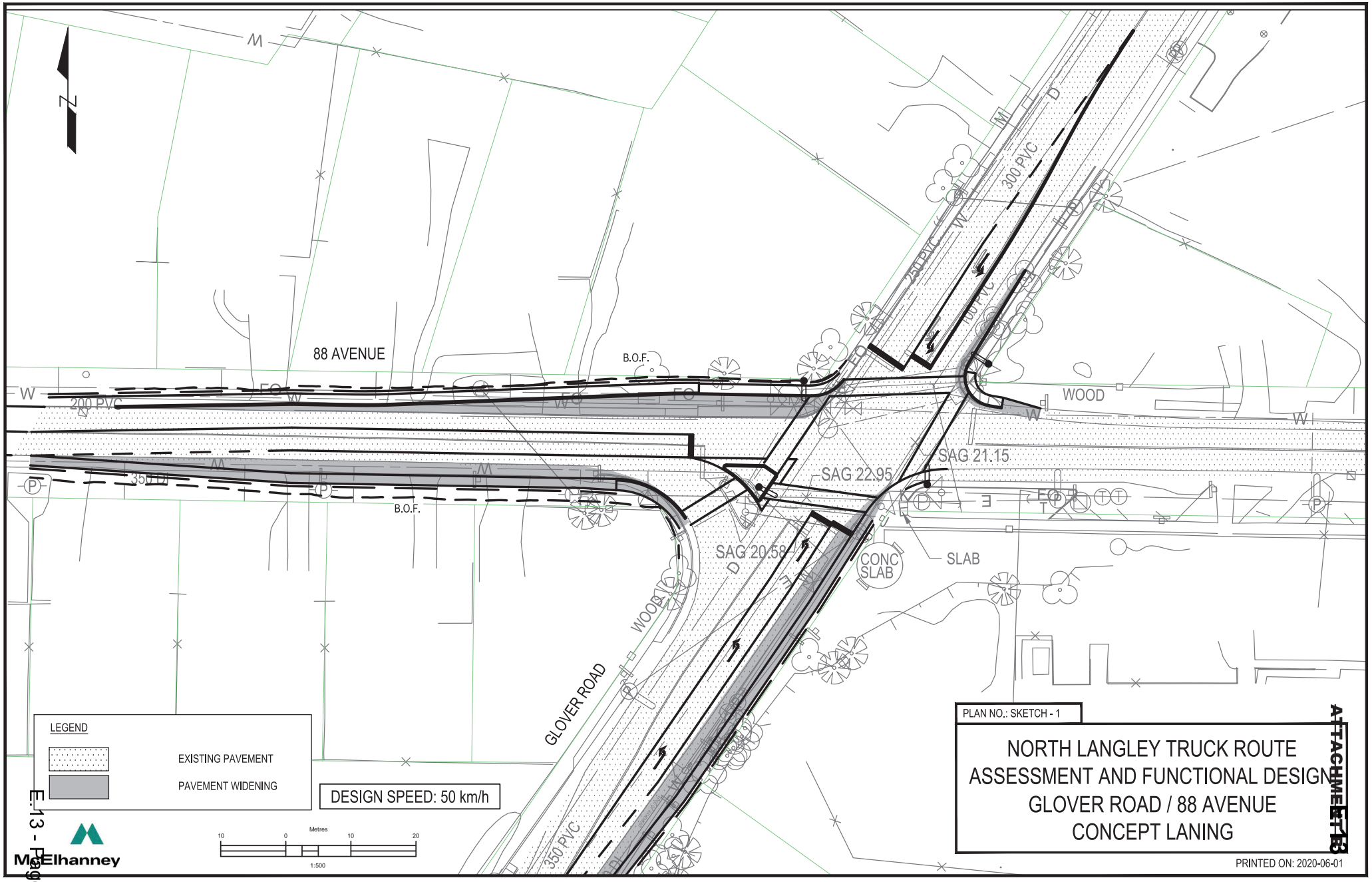
Functional design drawings and conceptual design options, along with WB-20 and B-Train Double path tracking details, can be found in *Appendix J*.

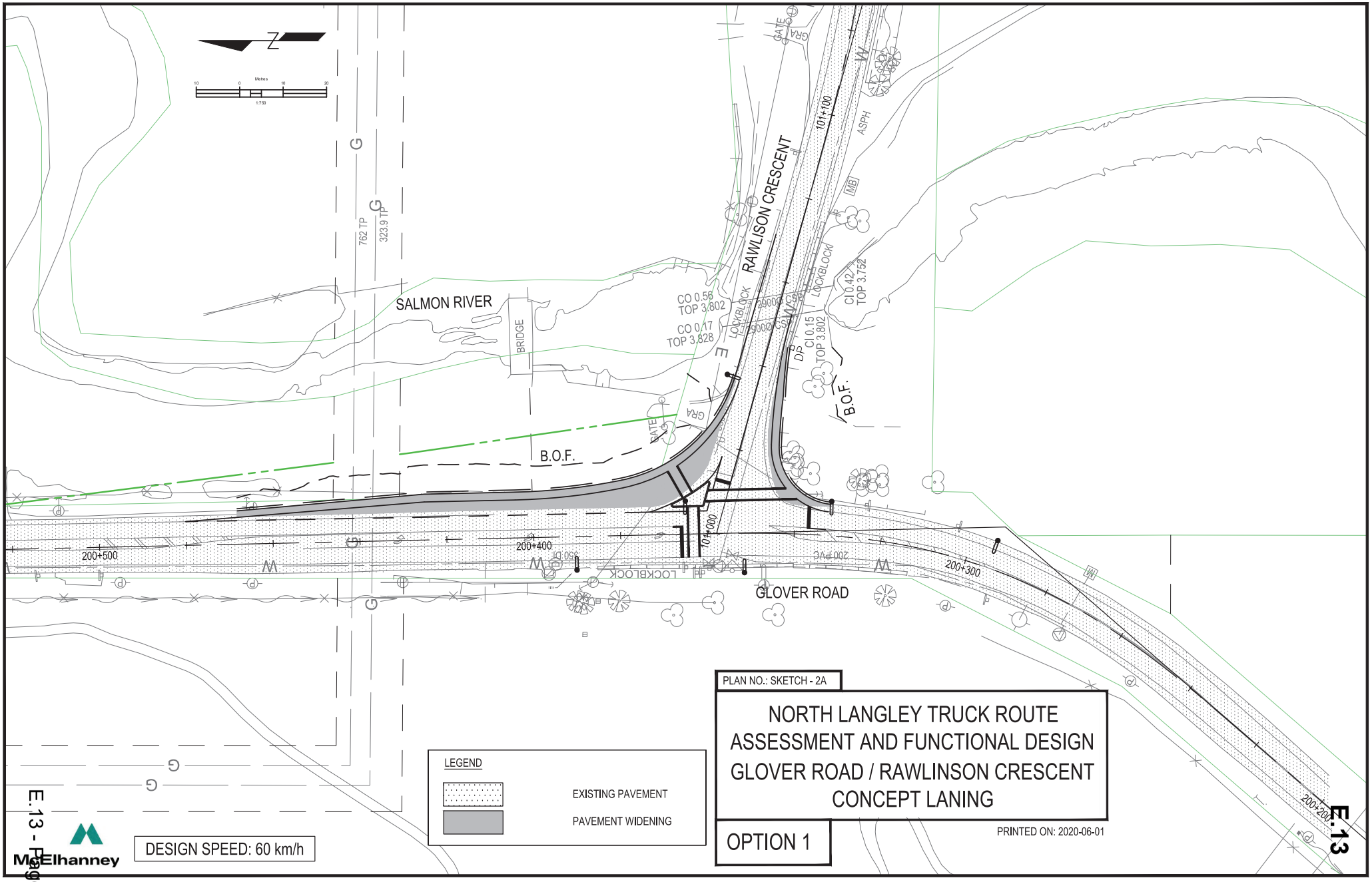
11. Recommendations and Next Steps

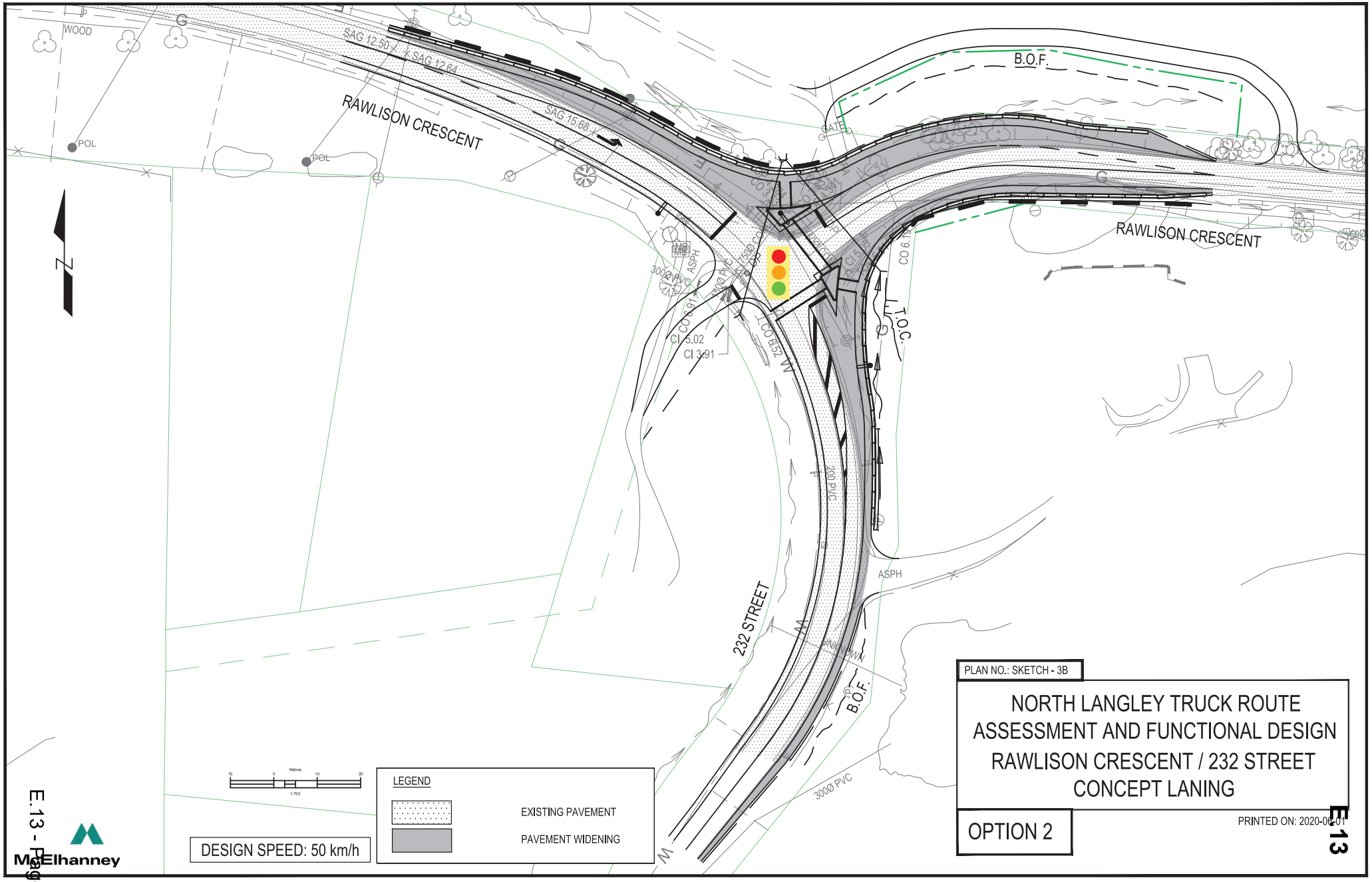
Based on the findings of the identified discipline assessments, the following recommendations are provided for the Township's consideration for future upgrade of existing roadways and intersections along the proposed truck route:

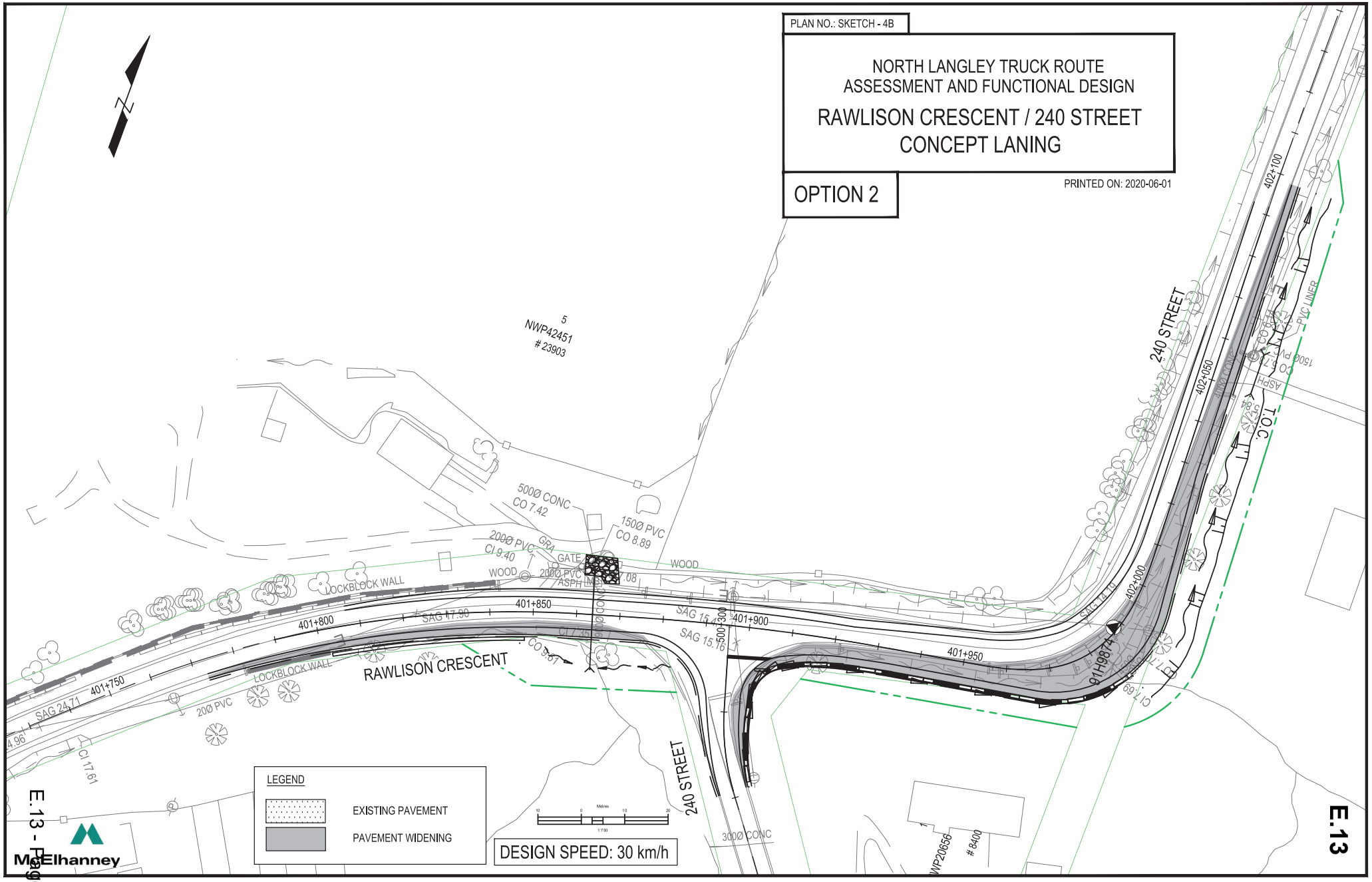
1. Conduct AIA study to further assess the four areas of archaeological potential;
2. Obtain environmental permits;
3. Develop preliminary and detailed geometric upgrade design of all five intersections within the proposed truck route, including widening, and new signalization of two intersections;
4. Develop preliminary and detailed geometric upgrade design for widening of 240 Street to allow for passage of trucks at the tight horizontal curves;
5. Identify accurate property acquisition requirements, based on detailed design, and acquire property to accommodate proposed improvements;
6. Install signal at Glover Road / Rawlison Crescent intersection, complete with Advance Warning Flasher for all approaches, if warranted;
7. Install signal at Rawlison Crescent / 232 Street intersection, complete with Advance Warning Flasher for all approaches, if warranted, along with anti-skid treatment;
8. Install lighting as recommended by GNEC's report;
9. Undertake pavement rehabilitation, including full depth reclamation / reconstruction, for segment of 240 Street between area 340m north of the Rawlison intersection to River Road, to avoid deterioration due to heavy truck use within the 5 years; and
10. Realign the 240 Street to provide a horizontal radius that meets 50km/h design speed, as a long-term solution for the corridor.

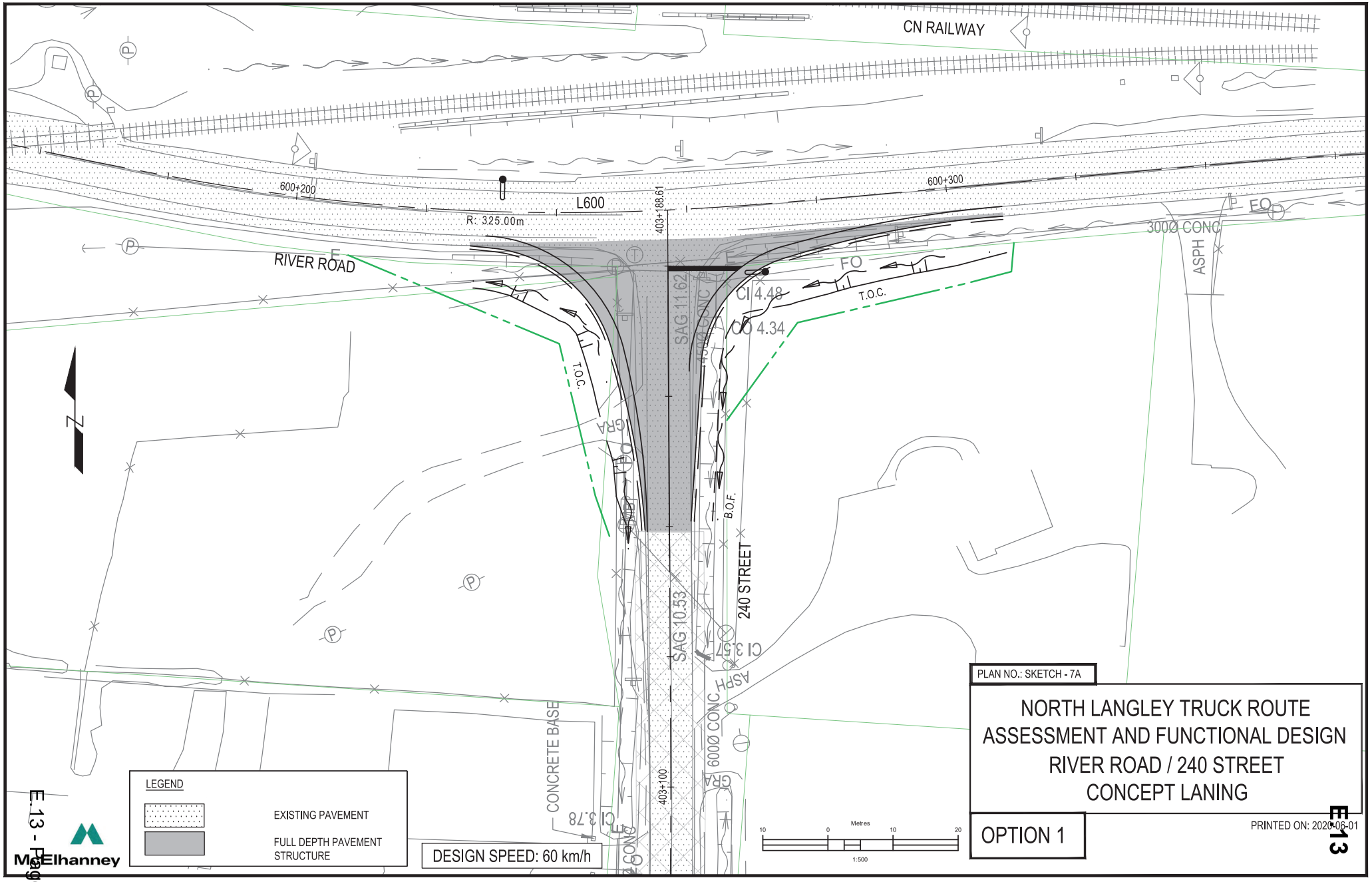
This Final Report and Functional Design drawings represent the final stage of McElhanney's work on the truck route assessment. Next step: McElhanney to assist the Township with its presentation to Council on route upgrade recommendations, as required.

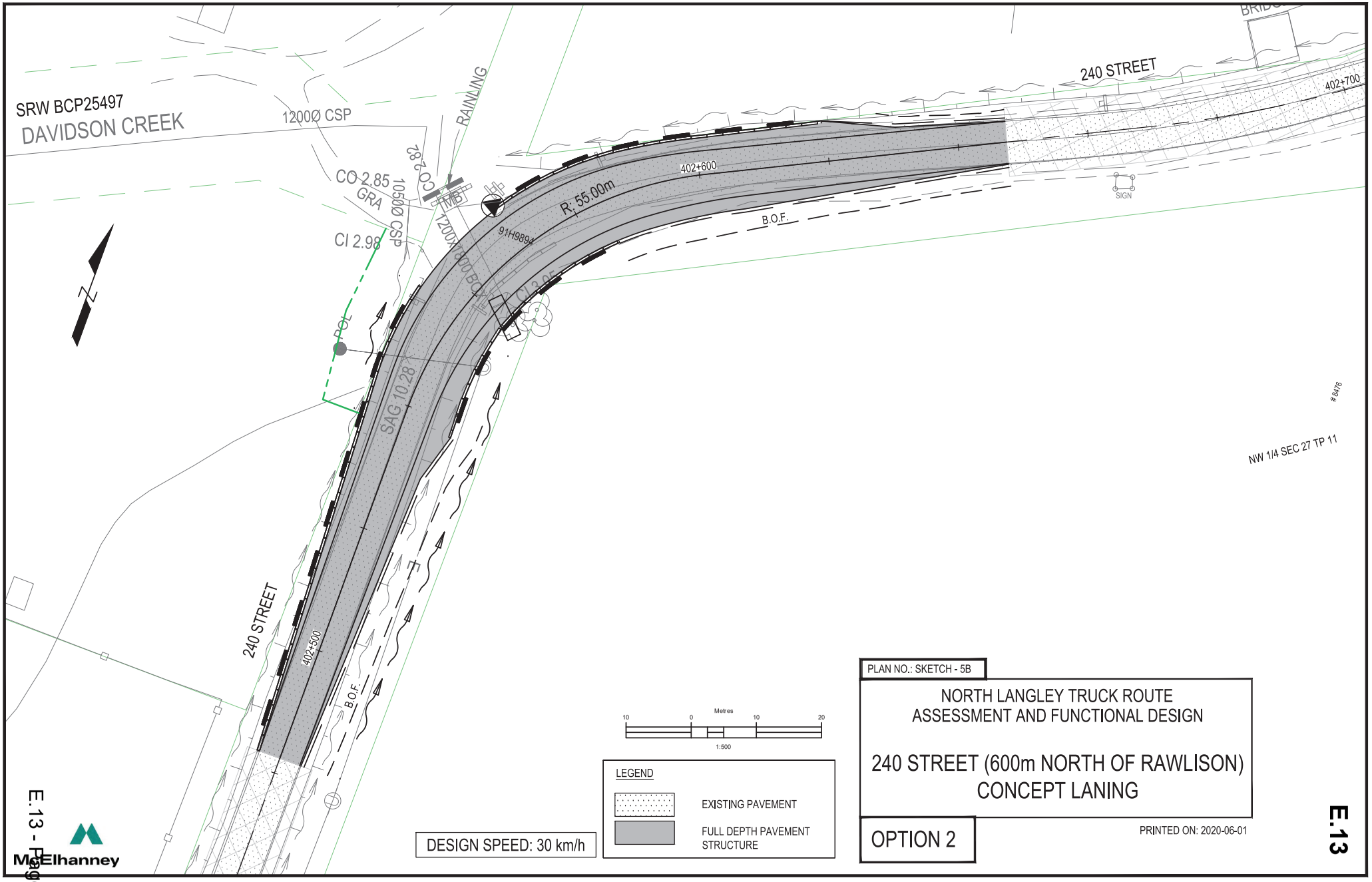

88 AVENUE
B.O.F.
200 PVC
350 PVC
300 PVC
150 PVC
WOOD
SAG 22.95
SAG 21.15
SAG 20.58
CONC SLAB
SLAB
GLOVER ROAD
LEGEND
EXISTING PAVEMENT
PAVEMENT WIDENING
DESIGN SPEED: 50 km/h
Metres
1:500
PLAN NO.: SKETCH - 1
NORTH LANGLEY TRUCK ROUTE
ASSESSMENT AND FUNCTIONAL DESIGN
GLOVER ROAD / 88 AVENUE
CONCEPT LANING
PRINTED ON: 2020-06-01
ATTACHMENT 1.13

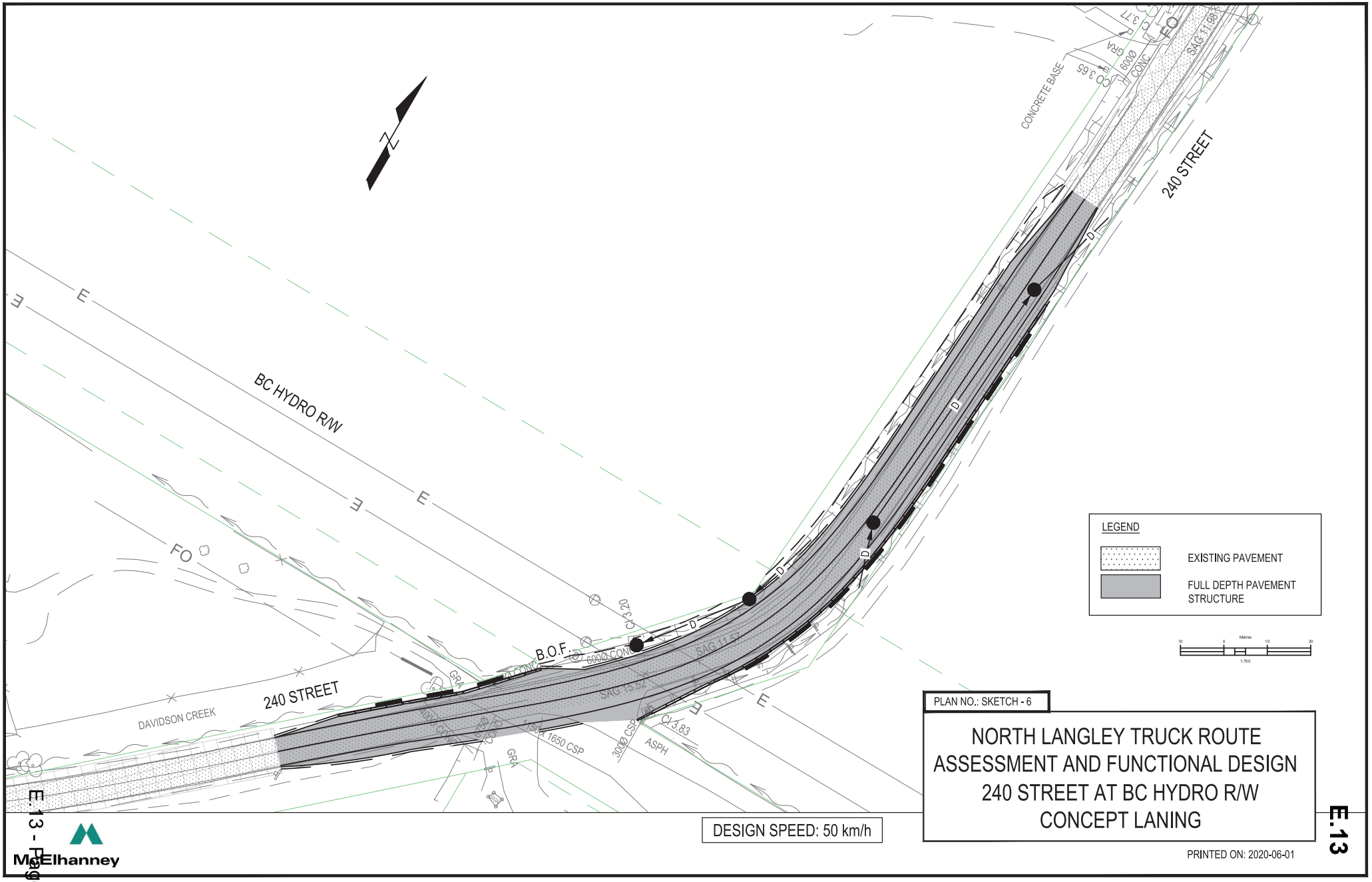

SALMON RIVER
BRIDGE
RAWLISON CRESCENT
GLOVER ROAD
B.O.F.
B.O.F.
762 TP
323.9 TP
CO 0.56
TOP 3.802
CO 0.17
TOP 3.828
CI 0.15
TOP 3.802
CI 0.42
TOP 3.752
101+100
101+000
200+500
200+400
200+300
200+200
LOCKBLOCK
ASPH
GATE
DP
MB
LEGEND
EXISTING PAVEMENT
PAVEMENT WIDENING
PLAN NO.: SKETCH - 2A
NORTH LANGLEY TRUCK ROUTE
ASSESSMENT AND FUNCTIONAL DESIGN
GLOVER ROAD / RAWLINSON CRESCENT
CONCEPT LANING
OPTION 1
PRINTED ON: 2020-06-01
DESIGN SPEED: 60 km/h
MacElhanney
E.13


RAWLISON CRESCENT
SAG 12.50
SAG 12.64
SAG 15.68
WOOD
POL
POL
B.O.F.
GATE
RAWLISON CRESCENT
T.O.C.
232 STREET
ASPH
B.O.F.
3000 PVC
N
LEGEND
EXISTING PAVEMENT
PAVEMENT WIDENING
DESIGN SPEED: 50 km/h
PLAN NO.: SKETCH - 3B
NORTH LANGLEY TRUCK ROUTE
ASSESSMENT AND FUNCTIONAL DESIGN
RAWLISON CRESCENT / 232 STREET
CONCEPT LANING
OPTION 2
PRINTED ON: 2020-06-01
E13
McElhanney


PLAN NO.: SKETCH - 4B
NORTH LANGLEY TRUCK ROUTE
ASSESSMENT AND FUNCTIONAL DESIGN
RAWLISON CRESCENT / 240 STREET
CONCEPT LANING
OPTION 2
PRINTED ON: 2020-06-01
N
RAWLISON CRESCENT
240 STREET
240 STREET
LOCKBLOCK WALL
LOCKBLOCK WALL
500Ø CONC
CO 7.42
150Ø PVC
CO 8.89
200Ø PVC
CI 9.40
GATE
WOOD
WOOD
200Ø PVC
ASPH
401+800
401+850
401+900
401+950
402+000
402+050
402+100
SAG 17.90
SAG 15.16
SAG 15.16
SAG 24.71
401+750
CI 17.61
CO 9.67
CI 7.69
91H9874
5
NWP42451
23903
T.O.C.
PVC LINER
ASPH
200Ø PVC
300Ø CONC
WP20656
8400
LEGEND
EXISTING PAVEMENT
PAVEMENT WIDENING
DESIGN SPEED: 30 km/h
MacElhanney
E.13
E.13


CN RAILWAY
600+200
R: 325.00m
L600
403+188.61
600+300
RIVER ROAD
SAG 11.62
CI 4.48
CO 4.34
T.O.C.
FO
3000 CONC
ASPH
B.O.F.
240 STREET
SAG 10.53
CI 3.57
CONCRETE BASE
CI 3.78
403+100
6000 CONC
N
LEGEND
EXISTING PAVEMENT
FULL DEPTH PAVEMENT STRUCTURE
DESIGN SPEED: 60 km/h
Metres
1:500
PLAN NO.: SKETCH - 7A
NORTH LANGLEY TRUCK ROUTE
ASSESSMENT AND FUNCTIONAL DESIGN
RIVER ROAD / 240 STREET
CONCEPT LANING
OPTION 1
PRINTED ON: 2020-06-01
E13
McElhanney


SRW BCP25497
DAVIDSON CREEK
1200Ø CSP
RAINLING
CO 2.82
CO 2.85
GRA
1050Ø CSP
CI 2.98
240 STREET
402+600
R: 55.00m
B.O.F.
91H9894
1200x1200 BOX
CI 3.05
P.O.L.
SAG 10.28
240 STREET
402+500
B.O.F.
402+700
SIGN
8476
NW 1/4 SEC 27 TP 11
Metres
10 0 10 20
1:500
LEGEND
EXISTING PAVEMENT
FULL DEPTH PAVEMENT STRUCTURE
DESIGN SPEED: 30 km/h
PLAN NO.: SKETCH - 5B
NORTH LANGLEY TRUCK ROUTE
ASSESSMENT AND FUNCTIONAL DESIGN
240 STREET (600m NORTH OF RAWLISON)
CONCEPT LANING
OPTION 2
PRINTED ON: 2020-06-01
E.13
MacElhanney


N
BC HYDRO R/W
240 STREET
240 STREET
DAVIDSON CREEK
B.O.F.
CONCRETE BASE
SAG 11.98
SAG 11.52
SAG 15.52
C/L 3.20
C/L 3.66
C/L 3.77
C/L 3.83
600Ø CONC
900Ø CONC
1500 x 1650 CSP
300Ø CSP
ASPH
GRA
FO
E
D
LEGEND
EXISTING PAVEMENT
FULL DEPTH PAVEMENT STRUCTURE
Metres
1:750
DESIGN SPEED: 50 km/h
PLAN NO.: SKETCH - 6
NORTH LANGLEY TRUCK ROUTE
ASSESSMENT AND FUNCTIONAL DESIGN
240 STREET AT BC HYDRO R/W
CONCEPT LANING
PRINTED ON: 2020-06-01
E.13
MacElhanney



NOTES

Metres
100 0 100 200
1:4000

ENGINEER
McElhanney
Suite 2300 13450-102 Ave.,
Surrey, B.C. V3T 5X3
Tel. 604-596-0391
Fax 604-584-5050

Approved Sealed

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

EXCEPTIONS: WASTEWATER FACILITIES, WATER TREATMENT FACILITIES & PUMP STATIONS

Rev	Date	Description
A	2020/06/01	FUNCTIONAL DESIGN SUBMISSION

GENERAL

DESIGNED BY	TS / SK
DRAWN BY	SK
APPROVED BY	DD
DATE	2020/06/01
SCALE HORZ.	1:4000
VERT.	

MUNICIPAL PROJECT No. 20-26-015

The Corporation of the Township of Langley

KEY PLAN

NORTH LANGLEY TRUCK ROUTE ASSESSMENT - FUNCTIONAL DESIGN

DESIGN FILE No.	PLAN No.	2111-0010
AS BUILT No.	SHEET NO.	2 14 REV. A

ATTACHMENT C
E.13

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2024 - REGULAR MEETING	**REPORT:**	24-133
FROM:	ENGINEERING DIVISION	**FILE:**	5330-23-163
SUBJECT:	CAPITAL FUNDING REQUEST - 86 AVENUE FROM 200 STREET TO 202 STREET		

RECOMMENDATIONS:

That Council endorse the conceptual design of 86 Avenue from 200 Street to 202 Street that includes four (4) vehicle travel lanes, bicycle lanes, sidewalks, and Multi-Use Paths.

That Council authorize $3,400,000 in funding utilizing $2,097,000 from Transportation DCC's and $1,303,000 from Capital Project Reserve to construct 86 Avenue from 200 Street to 202 Street.

That Council endorse modifying the design of 86 Avenue between 200 Street and 201 Street to replace the unprotected bicycle lanes and sidewalk with a Multi-Use Path by reconstructing the north and south boulevards.

That Council authorize $400,000 from the Capital Project Reserve for the reconstruction of the north and south boulevards on 86 Avenue between 200 Street and 201 Street.

EXECUTIVE SUMMARY:

At the November 06, 2023, Regular Meeting of Council, staff was directed to report to Council with a road widening project plan to complete:

(1) 203 Street /202A Street / 202B Street from 62 Avenue to 80 Avenue;
(2) 202 Street from 80 Avenue to 86 Avenue; and
(3) 86 Avenue from 200 Street to 202 Street.

A preliminary conceptual design for the widening of 86 Avenue from 200 Street to 202 Street has been prepared for the Township of Langley (Township) and is included as Attachment A. The conceptual design of 86 Avenue includes widening to a four-lane arterial road standard with curb, gutter, multi-use paths (MUP's), protected bike lanes, sidewalks, raised medians/left turn lanes, street lighting.

The preliminary design has been reviewed by staff, and subject to Council endorsement of the concept, will be revised to include the following amendments:

- A traffic signal design with crosswalks on 86 Avenue at 201 Street.
- Restricted vehicle movements to right-in-right-out by extending the centre median at 86 Avenue and 201B Street intersection.
- A two-stage pedestrian Special Crosswalk on 86 Avenue at 201B Street.
- Extend the eastbound left-turn lane at 86 Avenue and 202 Street intersection to accommodate anticipated high demand for this movement.

- Additional bike lane marking with green surface treatment on all sides of the intersection to provide additional visibility for drivers and cyclists at conflict areas.

- Reconfigure 86 Avenue between 202 Street and 202B Street to include a buffered bike lane along the north side of the roadway to match the proposed lane configuration on the west side of the intersection.

The preliminary (Class D) construction cost estimate for the preliminary conceptual design of 86 Avenue between 200 Street and 202 Street is $3,400,000.

All remaining undeveloped properties along this section of 86 Avenue have submitted development applications and are at different stages of the development process. Even with advancing the road construction ahead of development, staff anticipate being able to acquire the necessary property acquisition and/or road dedication at minimal cost to the Township.

Staff note that the section of 86 Avenue between 200 Street and 201 Street does not have sufficient width to implement protected bike lanes. This section currently consists of a 2.5 metre concrete sidewalk and 2.0 metre grass boulevard with plantings and trees. The current curb to curb width provides only enough space for 1.5 metre painted bicycle lanes. An option has been identified to reconstruct the boulevards on both the north and south sides of 86 Avenue to provide wider MUP’s at an additional construction cost of $400,000.

PURPOSE:

To provide Council with updated information on the design of 86 Avenue from 200 Street to 202 Street and seek endorsement of a draft conceptual design and authorize the required funding.

DISCUSSION/ANALYSIS:

86 Avenue is designated as a Major Arterial Road in the 2009 Master Transportation Plan and in the Carvolth Neighbourhood Plan and serves to provide east-west connectivity into the Carvolth Business Park from the east and west sides of 200 Street. The intersection of 86 Avenue at 202 Street connects to the Carvolth Transit Exchange, Park and Ride, and underpass of Highway 1 to Walnut Grove and to the High Occupancy Vehicle (HOV) ramps connecting to Highway 1.

The Township is collaborating with TransLink on the proposed Langley to Haney Bus Rapid Transit (BRT) line that may be utilizing 86 Avenue from 200 Street to 202 Street for access to the Carvolth Transit Exchange. The conceptual plan for the BRT has yet to be determined, however, the 86 Avenue design includes four (4) vehicle travel lanes with the potential to convert two (2) of the lanes to dedicated bus lanes or HOV/Bus Lanes. The BRT may also include transit priority measures on 86 Avenue.

The preliminary conceptual design for the widening of 86 Avenue from 200 Street to 202 Street has been submitted to the Township for review (Attachment A). The preliminary conceptual design has been reviewed by staff, and subject to Council endorsement of the concept, will be revised to include the following amendments:

- A traffic signal design with crosswalks on 86 Avenue at 201 Street.
- Restricted vehicle movements to right-in-right-out by extending the centre median at 86 Avenue and 201B Street intersection.
- A two-stage pedestrian activated Special Crosswalk on 86 Avenue at 201B Street.
- Extend the eastbound left-turn lane at 86 Avenue and 202 Street intersection to accommodate anticipated high demand for this movement.
- Additional bike lane marking with green surface treatment on all sides of the intersection to provide additional visibility for drivers and cyclists at conflict areas.
- Reconfigure 86 Avenue between 202 Street and 202B Street to include a buffered bike lane along the north side of the roadway to match the proposed lane configuration on the west side of the intersection.

The addition of a new traffic signal at 201 Street and the pedestrian signal at 201B Street were not in the preliminary scope of the project but have been added due to the anticipated high-density development and future demand for enhanced active transportation facilities.

The scope of work for 86 Avenue includes a functional design for the road widening from a two-lane to a four-lane arterial road standard including improved vehicle, pedestrian, and cycling facilities, curbs and gutters, MUPs, protected bike lanes, raised medians/left turn lanes, and street lighting.

A preliminary (Class D) cost estimate has been prepared and the completion of works for 86 Avenue from 200 Street to 202 Street is estimated to cost $3,400,000 for road and site improvement, utilities upgrades, earthwork, roadway lighting, and traffic signals. This includes a 40% contingency due to the conceptual nature of the design undertaken without a topographical survey.

Optional Recommendations/Alternatives:

Due to the constraints of the existing curb-to-curb road width of 86 Avenue between 200 Street and 201 Street, on-street protected bicycle lanes cannot be accommodated. This portion of 86 Avenue was designed and constructed prior to changes in guidelines for active

transportation facilities and currently consists of a 2.5 metre concrete sidewalk and 2.0 metre grass boulevard with plantings and trees.

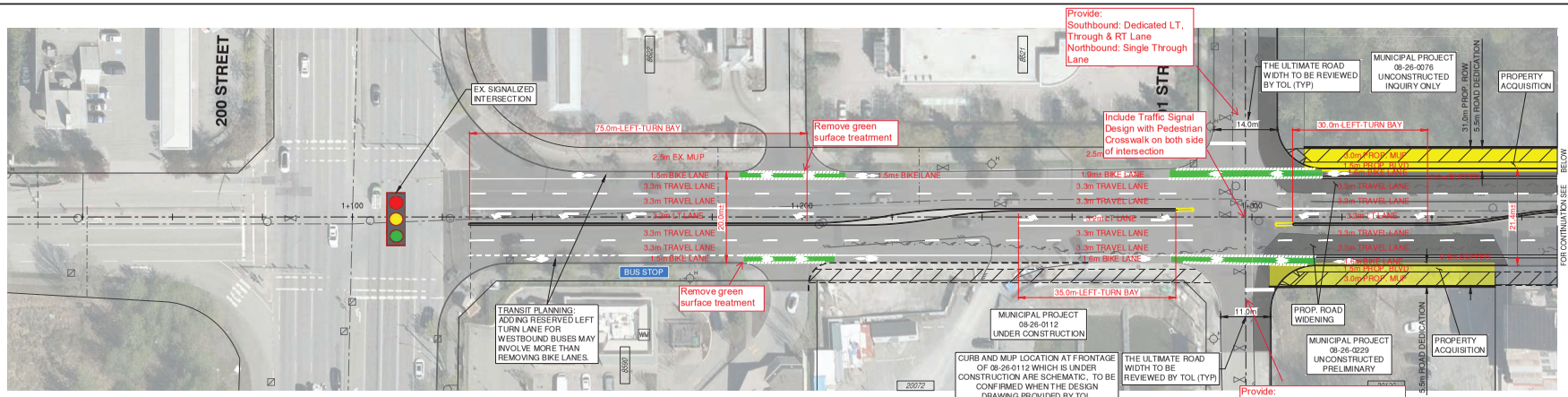
The preliminary concept design between 200 Street and 201 Street includes a 1.5 metre painted bike facility on either side of the road segment as well as retaining the 2.5 metre concrete MUP. Although this design would result in the cheapest and quickest option, this is not considered as the preferred standard based upon best practices.

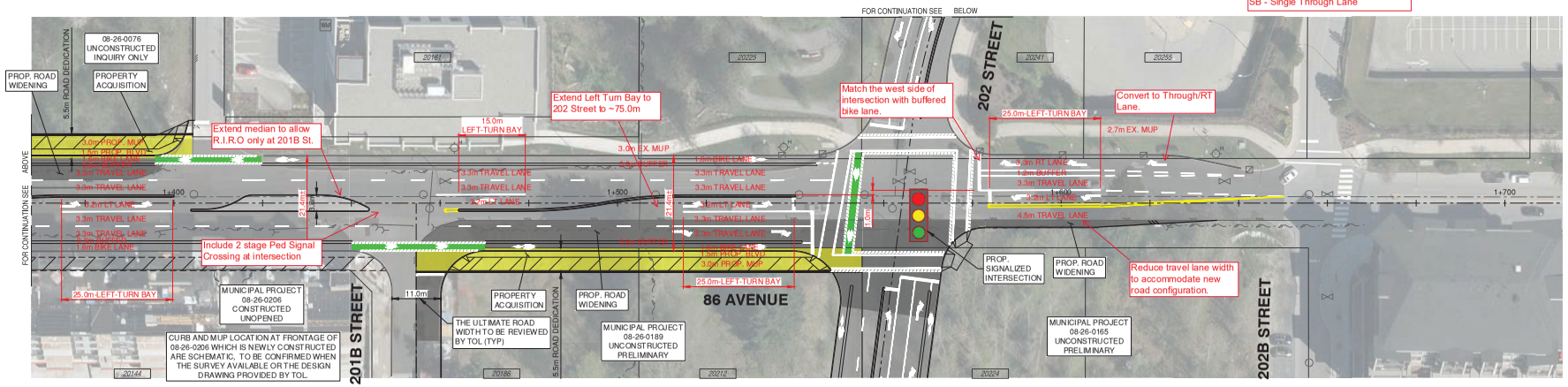
Staff recommend reconstructing the north and south boulevard between 200 Street and 201 Street to include a 3.0 metre wide MUP and 1.5 metre grass boulevard. This would require extensive work to reconstruct the boulevard, including the removal of several existing mature trees, and possible relocation of existing utilities such as streetlights, manholes, catch basins, and third-party infrastructure. This option has an estimated cost of $400,000.

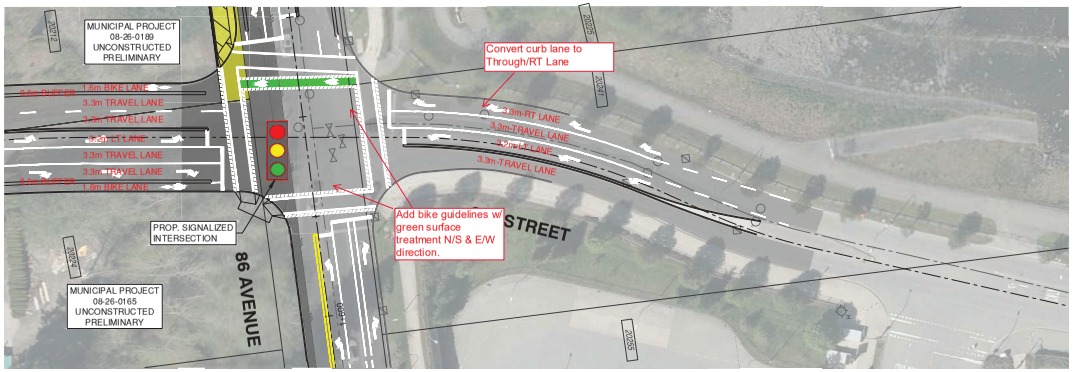
Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

ATTACHMENT A 86 Avenue Conceptual Design









NOTES:

1. ALL EXISTING CURBS, SIDEWALKS,MUPS ARE SHOWN BASED ON THE ORTHOGRAPHIC IMAGE - DIMENSIONS OF BIKE LANE AT EXISTING CURBS AND WIDTHS OF EXISTING MUPS ARE APPROXIMATE AND SUBJECT TO VERIFICATION BY SURVEY AT NEXT DESIGN STAGES.
2. ALL EXISTING ABOVE-GROUND UTILITIES ARE SHOWN BASED ON GIS DATA.
3. LIMITS OF ROADWORKS TIE-INS ARE SHOWN SCHEMATICALLY AND TO BE REVIEWED AND CONFIRMED AT NEXT DESIGN STAGES.
4. ALL LANE DIMENSIONS ARE SHOWN FROM AND/OR TO THE FACE OF THE CURB, WHERE APPLICABLE.
5. VEHICULAR TURNING MOVEMENTS AT INTERSECTIONS TO BE VERIFIED AT SUBSEQUENT DESIGN STAGES - TOWNSHIP TO PROVIDE DESIGN VEHICLES TO CONFIRM DESIRED MOVEMENTS.

DRAFT

NOTES	BENCHMARK	OWNER	ENGINEER	SEAL
CONTRACTOR TO CONTACT TELUS, BC HYDRO, FORTISBC AND BC ONE CALL PRIOR TO CONSTRUCTION TO CONFIRM LOCATIONS OF UTILITIES AND APPURTENANCES REQUIRING ADJUSTMENT.	BM1 MONUMENT BM1 LOCATION VALUE BM1 ELEV LEGAL	TOWNSHIP OF LANGLEY 20338-65 AVENUE, LANGLEY, BC, V2Y 3J1 Value Value	BINNIE The people behind your infrastructure. TEL 604 420 1721 BINNIE.com	

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

EXCEPTIONS: _____

EGBC PERMIT TO PRACTICE NUMBER: 1001128

No	Date	REVISIONS
1	2024-05-09	CONCEPTUAL DESIGN

PLAN

DESIGN BY: GZ
DRAWN BY: SV
APPROVED BY: NM
DATE: 2024-05-03
SCALE: HORIZ. 1:500 VERT.

MUNICIPAL PROJECT No.

The Corporation of the Township of Langley

86 AVENUE (200 STREET - 202B STREET)

CONCEPTUAL PLAN

DESIGN FILE No | PLAN No 24-0014 - CP1

AS BUILT No. | SHEET NO. 01 OF 01 | REV. 1

ATTACHMENT A

E.14 Page 5

E.14

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 24, 2024 - REGULAR MEETING	**REPORT:**	24-123
FROM:	LEGISLATIVE SERVICES DIVISION	**FILE:**	3900-25
SUBJECT:	COUNCIL PROCEDURE BYLAW AMENDMENT		

RECOMMENDATION(S):

That Council give first, second and third reading to Council Procedure Bylaw 2016 No. 5199 Amendment Bylaw No. 6027.

DISCUSSION/ANALYSIS:

At the June 10, 2024 Regular Council meeting, Council adopted the following resolution directing amendments to *Council Procedure Bylaw 2016 No. 5199*.

> Be it resolved that Council direct staff to prepare draft amendments for Council to consider to *Bylaw No. 5199 Council Procedure Bylaw*, as amended, to further amend the bylaw to:
>
> 1. Include that Council members are not permitted to have nor use cellular devices during Closed Meetings of Council to record audio or visual images of the meeting, staff or other Members of Council, at the discretion of the Chair;
>
> 2. Add provisions for the Chair to set seating for Members of Council at Regular and Closed meetings of Council; and
>
> 3. Update section 13.02 for Delegation Application Management that in-person public input in the form of a Public Hearing is not permitted by provincial legislation for rezoning bylaws consistent with the Official Community Plan.
>
> **CARRIED**

As directed, staff are providing an amending bylaw to the *Council Procedure Bylaw* for Council's consideration.

Respectfully submitted,

Wendy Bauer
TOWNSHIP CLERK
for
LEGISLATIVE SERVICES DIVISION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

COUNCIL PROCEDURE BYLAW 2016 NO. 5199

AMENDMENT BYLAW 6027

EXPLANATORY NOTE

Bylaw No. 6027 amends the Council Procedure Bylaw to concur with the *Community Charter* and the *Development Application Procedures Bylaw No. 5760* in regards to delegation opportunities. The Amending Bylaw also includes further direction for arrangement of Council seating, and the storage and use of cellular devices during Closed and Special Closed Council meetings.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

COUNCIL PROCEDURE BYLAW 2016 NO. 5199

AMENDMENT BYLAW NO. 6027

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

1. This Bylaw may be cited for all purposes as "*Council Procedure Bylaw 2016 No. 5199 Amendment Bylaw No. 6027*".

2. The "*Council Procedure Bylaw 2016 No. 5199*" as amended is further amended:

   a) Add Section 4.04:

      Council Seating Assignments

      Prior to the Inaugural Meeting, as Chair, the Mayor will assign the seating arrangement of Council members for all Regular and Closed Council meetings. The Mayor may amend the seating order from time to time.

   b) Add Section 9.21:

      Cellular Devices Prohibited in Closed Council Meetings

      Council members are not permitted to have or use cellular devices during Closed or Special Closed meetings. Allowance for use of the devices is at the discretion of the Chair.

      Council members will provide their cellular devices to the Township Clerk prior to the commencement of the meeting for storage should they bring the device to the meeting location.

      The Township Clerk will act as the emergency contact for Council members during the Closed Council meeting.

   c) Section 13.02 (a)(ii) – Delete the text:

      ";and further, Council may direct public input at a later date".

   d) Section 13.02 (a)(iii) – Delete the text:

      ";and further, Council may direct public input at a later date".

PUBLIC NOTICE GIVEN THE 17 OF JUNE, 2024

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

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 10, 2024 - REGULAR MEETING	**REPORT:**	24-127
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	BA000048
SUBJECT:	2024 DEVELOPMENT COST CHARGES BYLAW AMENDMENT		

RECOMMENDATION:

That Council give first, second and third reading to Langley Development Cost Charges Bylaw No. 5897 Amendment Bylaw No. 6024.

EXECUTIVE SUMMARY:

In a letter dated May 21, 2024 (Attachment A), the Inspector of Municipalities advised the Township to remove the Highway 1 at 232 Street Infrastructure Project (the Project) from the Development Cost Charges (DCC) Program. Accordingly, an amendment to the Langley Development Cost Charges Bylaw is required to remove the Project from the Roads DCC Program.

PURPOSE:

To request Council's consideration of three readings of Langley Development Cost Charges Bylaw No. 5897 Amendment Bylaw No. 6024 to remove the Highway 1 at 232 Street Infrastructure Project from the Development Cost Charges Program prior to it being forwarded to the Ministry of Municipal Affairs for approval.

BACKGROUND/HISTORY:

The Local Government Act Section 564(1) provides the legislative authority for local governments to establish DCCs to assist them in recovering a portion of the capital infrastructure cost associated with supporting new growth such as roads, drainage, water and sanitary facilities as well as the purchase and development of parkland.

A DCC Program is one tool used by municipalities to finance growth-related infrastructure that allows them to collect monies from developers, at time of subdivision approval or building permit issuance, to support infrastructure needs throughout the municipality in an efficient and sustainable manner.

In a letter dated May 21, 2024 (Attachment A), the Township was advised to remove the Project from the DCC Program and send receipt of an amendment bylaw at third reading to adjust the Roads DCCs from Council by June 28, 2024. Accordingly, Bylaw No. 6024 is being advanced to Council for consideration.

DISCUSSION/ANALYSIS:

Staff note the existing DCC program, adopted by Council in January 2024, contains a total gross cost of approximately $1.3B in Road DCCs. The Project is currently included in the DCC Roads Program with a total DCC recoverable of $23,374,500.

Based on the above, the DCC Bylaw is recommended to be amended to account for the $23,274,500 decrease in the Roads component of the Program. The following table summarizes the 2023 rates under the current DCC Program in comparison to the proposed 2024 rates:

Land Use	Unit	2023 Road DCC Rates (Current)	2024 Road DCC Rates (Proposed)
Res 1 (< 15 units/ha) (< 6 units/ac)	edu	$30,825	$29,997
Res 2 (16-44 units/ha) (6-18 units/ac)	edu	$21,858	$21,270
Res 3 (45-74 units/ha) (19-30 units/ac)	edu	$19,055	$18,543
Res 4 (> 75 units/ha) (> 30 units/ac)	edu	$16,814	$16,362
Comm 1 (< 3,700 m^2)	m^2 gfa	$112.09	$109.08
Comm 2 (> 3,700 m^2)	m^2 gfa	$87.43	$85.08
Comm 3 (2^{nd} floor & up)	m^2 gfa	$40.35	$39.27
Industrial	m^2	$17.38	$16.92
Institutional	m^2 gfa	$53.81	$52.36

Staff recommend that Council give first, second and third reading to Langley Development Cost Charges Bylaw No. 5897 Amendment Bylaw No. 6024 prior to it being advanced to the Ministry of Municipal Affairs for approval.

Respectfully submitted,

Dave Anderson
MANAGER, DEVELOPMENT ENGINEERING
for
COMMUNITY DEVELOPMENT DIVISION

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

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

ATTACHMENT A Letter from the Ministry of Municipal Affairs, dated May 21, 2024

ATTACHMENT A

May 21, 2024

Ref: 274763

Sandra Ruff
Director of Finance
Township of Langley
20338 - 65 Avenue
Langley BC V2Y 3J1

Dear Sandra Ruff:

I have been provided with, and have reviewed, the letter of January 30, 2024, from Mayor Eric Woodward to the Ministry of Transportation and Infrastructure (MOTI). That letter informs the Minister of Transportation and Infrastructure that the Township of Langley will not proceed with its arrangement with MOTI and would not contribute $27 million to the Highway 1 Widening Project at the 232nd Street Overpass.

On January 19, 2024, I approved bylaw 5897 of the Township which established development cost charges (DCCs). This DCC bylaw includes charges for roads. Appendix A in the report from Urban Systems, dated July 14, 2023, contains the projects whose costs are used to calculate that road's DCCs. Among those projects is that with "DCC ID" 23 R 325 for Highway 1 at 232nd Street. The DCC recoverable from that project is $23.37 million and I understand that those DCCs would be contributed to MOTI under what was the proposed arrangement.

If, as a result of Council's decision not to proceed with its arrangement with MOTI on this, or any other project in the roads DCC program will not be completed and contributions not made to MOTI, these projects must be removed from the DCC calculations immediately. Staff in my ministry have advised me that the Township does not plan on amending the DCC bylaw until late 2024 or in 2024. As this timeline is not adequately responsive, and an amendment to the DCC is straightforward, I anticipate receiving a bylaw at third reading to adjust the roads DCC from Council by June 28, 2024. If this bylaw is not received, I will use my authority under section 560 (3) of the *Local Government Act* to revoke the roads DCCs established by bylaw 5897.

If there are factors that I am not aware of I would welcome a conversation. In the meantime, I trust the Township will proceed to resolve this matter in an expedited manner.

Ministry of Municipal Affairs Local Government

Mailing Address:
PO Box 9490 Stn Prov Govt
Victoria BC V8W 9N7
Phone: 250 356-6575
Fax: 250 387-7973

Location:
6th Floor, 800 Johnson Street
Victoria BC V8W 1N3

www.gov.bc.ca/muni

Sincerely,



Tara Faganello
Inspector of Municipalities

pc: Chanpreet Kooner, Acting Administrator, Township of Langley
Joshua Craig, Director of Local Government Finance, Ministry of Municipal Affairs

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 5897

AMENDMENT BYLAW NO. 6024

EXPLANATORY NOTE

Bylaw No. 6024 amends Langley Development Cost Charges Bylaw No. 5897 by removing the Highway 1 at 232 Street Interchange Project from the Roads Development Cost Charges (DCC) and amending the Roads DCC rates accordingly.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 5897

AMENDMENT BYLAW NO. 6024

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 Development Cost Charges Bylaw No. 5897 Amendment Bylaw No. 6024”.

2. The “Langley Development Cost Charges Bylaw No. 5897” is amended by:

   i. Amending Schedule “A” Residential Development Cost Charges by replacing the Road column with the following:

Road
$ 29,997
$ 21,270
$ 18,543
$ 16,362

   ii. Amending Schedule “B” Commercial and Institutional Development Cost Charges by replacing the Road column with the following:

Road
$109.08
$ 85.08
$ 39.27
$ 52.36

   iii. Amending Schedule “C” Industrial Development Cost Charges by replacing the Road column with the following:

Road
$ 16.92

READ A FIRST TIME the	day of	, 2024
READ A SECOND TIME the	day of	, 2024
READ A THIRD TIME the	day of	, 2024
RECEIVED THE APPROVAL OF THE MINISTRY OF MUNICIPAL AFFAIRS the	day of	, 2024
ADOPTED the	day of	, 2024

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SMITH ATHLETIC PARK DETENTION WORKS LOAN AUTHORIZATION

BYLAW NO. 5999

EXPLANATORY NOTE

Bylaw No. 5999 authorizes the Township of Langley to borrow $9,292,929 towards the estimated cost of the Smith Athletic Park Detention Works capital project.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SMITH ATHLETIC PARK DETENTION WORKS LOAN AUTHORIZATION

BYLAW NO. 5999

WHEREAS it is deemed desirable and expedient to prepare the Smith Athletic Park Detention Works servicing the Township of Langley.

AND WHEREAS the *Community Charter*, Section 179 authorizes local governments to borrow money for any purpose of a capital nature.

AND WHEREAS the estimated cost of the Smith Athletic Park Detention Works Capital Project including incidental thereto is equal to the sum of $9,292,929 (Nine million two hundred ninety-two thousand nine hundred and twenty-nine dollars) which is the amount of debt created by this bylaw.

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 “Smith Athletic Park Detention Works Loan Authorization Bylaw No. 5999”.

2. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the construction of the Smith Athletic Park Detention Works Capital Project generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and without limiting the generality of the foregoing:

    a. To borrow upon the credit of the Municipality a sum not exceeding $9,292,929 (Nine million two hundred ninety-two thousand nine hundred and twenty-nine dollars).

    b. To acquire all such real property, easements, rights-of-way, licenses, rights or authorities as may be requisite or desirable for or in connection with construction of the said Smith Athletic Park Detention Works Capital Project.

3. The maximum term for which debentures may be issued to secure the debt created by this bylaw is 25 years.

READ A FIRST TIME the	11	day of	March	, 2024
READ A SECOND TIME the	11	day of	March	, 2024
READ A THIRD TIME the	11	day of	March	, 2024
RECEIVED THE APPROVAL of the INSPECTOR of MUNICIPALITIES this	22	day of	April	, 2024
ADOPTED the		day of		, 2024

_____ Mayor _____ Township Clerk

Township of Langley

Est. 1873

CERTIFICATE OF ALTERNATIVE APPROVAL PROCESS RESULTS

SMITH ATHLETIC PARK DETENTION WORKS LOAN AUTHORIZATION

BYLAW NO. 5999

I, Wendy Bauer, Corporate Officer for the Corporation of the Township of Langley, hereby certify the results of the alternative approval process that was conducted to obtain the approval of the electors for the *Smith Athletic Park Detention Works Loan Authorization Bylaw No. 5999*, as follows:

Estimated number of electors:	96,390
Number of valid, accepted elector response forms submitted prior to the deadline, June 13, 2024, 4:30pm:	10
Percentage of estimated electors who submitted valid elector response forms:	<1%

In accordance with sections 84 and 86 of the *Community Charter*, the approval of the electors was obtained to proceed with the *Smith Athletic Park Detention Works Loan Authorization Bylaw No. 5999,* the borrowing of funds to undertake the Detention Works at the Smith Athletic Park.

Declared at the Corporation of the Township of Langley, British Columbia
This 14th day of June, 2024.

Wendy Bauer
Township Clerk

20338 – 65 Avenue | Langley | British Columbia | Canada | V2Y 3J1 | 604.534.3211 | tol.ca

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SMITH ATHLETIC PARK SITE LOAN AUTHORIZATION

BYLAW NO. 5998

EXPLANATORY NOTE

Bylaw No. 5998 authorizes the Township of Langley to borrow $19,696,970 towards the estimated cost of the Smith Athletic Park Site Preparation capital project.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SMITH ATHLETIC PARK SITE LOAN AUTHORIZATION

BYLAW NO. 5998

WHEREAS it is deemed desirable and expedient to prepare the Smith Athletic Park Site servicing the Township of Langley.

AND WHEREAS the *Community Charter*, Section 179 authorizes local governments to borrow money for any purpose of a capital nature.

AND WHEREAS the estimated cost of the Smith Athletic Park Preparation Capital Project including incidental thereto is equal to the sum of $19,696,970 (Nineteen million six hundred ninety-six thousand nine hundred and seventy dollars) which is the amount of debt created by this bylaw.

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 “Smith Athletic Park Site Loan Authorization Bylaw No. 5998”.

2. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the construction of the Smith Athletic Park Site Capital Project generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and without limiting the generality of the foregoing:

    a. To borrow upon the credit of the Municipality a sum not exceeding $19,696,970 (Nineteen million six hundred ninety-six thousand nine hundred and seventy dollars).

    b. To acquire all such real property, easements, rights-of-way, licenses, rights or authorities as may be requisite or desirable for or in connection with construction of the said Smith Athletic Park Site Capital Project.

3. The maximum term for which debentures may be issued to secure the debt created by this bylaw is 25 years.

READ A FIRST TIME the	11	day of	March	, 2024
READ A SECOND TIME the	11	day of	March	, 2024
READ A THIRD TIME the	11	day of	March	, 2024
RECEIVED THE APPROVAL of the INSPECTOR of MUNICIPALITIES this	22	day of	April	, 2024
ADOPTED the		day of		, 2024

_____ Mayor _____ Township Clerk

Township of Langley

Est. 1873

CERTIFICATE OF ALTERNATIVE APPROVAL PROCESS RESULTS

SMITH ATHLETIC PARK SITE LOAN AUTHORIZATION

BYLAW NO. 5998

I, Wendy Bauer, Corporate Officer for the Corporation of the Township of Langley, hereby certify the results of the alternative approval process that was conducted to obtain the approval of the electors for the *Smith Athletic Park Site Loan Authroization Bylaw 5998*, as follows:

Estimated number of electors:	96,390
Number of valid, accepted elector response forms submitted prior to the deadline, June 13, 2024, 4:30pm:	10
Percentage of estimated electors who submitted valid elector response forms:	<1%

In accordance with sections 84 and 86 of the *Community Charter*, the approval of the electors was obtained to proceed with the *Smith Athletic Park Site Loan Authroization Bylaw 5998*, the borrowing of funds to undertake the site preparation at the Smith Athletic Park.

Declared at the Corporation of the Township of Langley, British Columbia
This 14th day of June, 2024.

Wendy Bauer
Township Clerk

20338 – 65 Avenue | Langley | British Columbia | Canada | V2Y 3J1 | 604.534.3211 | tol.ca

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SMITH ATHLETIC PARK DEVELOPMENT LOAN AUTHORIZATION

BYLAW NO. 6000

EXPLANATORY NOTE

Bylaw No. 6000 authorizes the Township of Langley to borrow $30,596,970 towards the estimated cost of the Smith Athletic Park Development capital project.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SMITH ATHLETIC PARK DEVELOPMENT LOAN AUTHORIZATION

BYLAW NO. 6000

WHEREAS it is deemed desirable and expedient to prepare the Smith Athletic Park Development servicing the Township of Langley.

AND WHEREAS the *Community Charter*, Section 179 authorizes local governments to borrow money for any purpose of a capital nature.

AND WHEREAS the estimated cost of the Smith Athletic Park Development Capital Project including incidental thereto is equal to the sum of $30,596,970 (Thirty million five hundred ninety-six thousand nine hundred and seventy dollars) which is the amount of debt created by this bylaw.

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 “Smith Athletic Park Development Loan Authorization Bylaw No. 6000”.

2. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the construction of the Smith Athletic Park Development Capital Project generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and without limiting the generality of the foregoing:

    a. To borrow upon the credit of the Municipality a sum not exceeding $30,596,970 (Thirty million five hundred ninety-six thousand nine hundred and seventy dollars).

    b. To acquire all such real property, easements, rights-of-way, licenses, rights or authorities as may be requisite or desirable for or in connection with construction of the said Smith Athletic Park Development Capital Project.

3. The maximum term for which debentures may be issued to secure the debt created by this bylaw is 30 years.

READ A FIRST TIME the	11	day of	March	, 2024
READ A SECOND TIME the	11	day of	March	, 2024
READ A THIRD TIME the	11	day of	March	, 2024
RECEIVED THE APPROVAL of the INSPECTOR of MUNICIPALITIES this		day of		, 2024
ADOPTED the		day of		, 2024

_____ Mayor _____ Township Clerk

Township of Langley

Est. 1873

CERTIFICATE OF ALTERNATIVE APPROVAL PROCESS RESULTS

SMITH ATHLETIC PARK DEVELOPMENT LOAN AUTHORIZATION

BYLAW NO. 6000

I, Wendy Bauer, Corporate Officer for the Corporation of the Township of Langley, hereby certify the results of the alternative approval process that was conducted to obtain the approval of the electors for the *Smith Athletic Park Devolopment Loan Authorization Bylaw No. 6000*, as follows:

Estimated number of electors:	96,390
Number of valid, accepted elector response forms submitted prior to the deadline, June 13, 2024, 4:30pm:	10
Percentage of estimated electors who submitted valid elector response forms:	<1%

In accordance with sections 84 and 86 of the *Community Charter*, the approval of the electors was obtained to proceed with the *Smith Athletic Park Devolopment Loan Authorization Bylaw No. 6000,* the borrowing of funds to undertake the Development at the Smith Athletic Park.

Declared at the Corporation of the Township of Langley, British Columbia
This 14th day of June, 2024.

Wendy Bauer
Township Clerk

20338 – 65 Avenue | Langley | British Columbia | Canada | V2Y 3J1 | 604.534.3211 | tol.ca

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JUNE 24, 2024
FROM:	ENGINEERING DIVISION	**FILE NO:**	8330-20-003
SUBJECT:	TRANSPORTATION AND MOBILITY STRATEGY ROUND ONE ENGAGEMENT UPDATE		

The purpose of this memorandum is to provide Mayor and Council with an update on the progress of the Transportation and Mobility Strategy (TMS), particularly on the first round of public engagement undertaken. As per the work plan proposed by the consultant, Urban Systems Ltd. (USL), the TMS is divided into five (5) phases.

Phase 1 (Lay the Foundations) of the TMS was completed in November of 2023. The purpose of Phase 1 is to ensure the TMS starts on the right track and the Township of Langley (Township) and consultant project teams are set up for success. Township staff have organized project meetings to clarify project goals and objectives, and reviewed relevant background information such as reports, studies, and planning documents. Staff have also conducted an extensive data collection process including GIS information, traffic volumes, and collision data from both ICBC and the RCMP.

Phase 2 (Deeper Dive) of the TMS was initiated in December of 2023. The purpose of Phase 2 is to document the Township's existing transportation system. This includes identifying current issues and challenges and to identify potential opportunities and challenges the Township's transportation system will face over the next 25 years and beyond. Staff have been working with the consultant team on developing a Travel Demand Model, assessing existing conditions, developing community profiles, undertaking network screening for a Road Safety Strategy, and conducting the first round of public engagement, and presenting the engagement results to Mayor and Council.

Staff previously advised Mayor and Council of the comprehensive TMS Communication and Engagement Plan in a project update memorandum dated January 29, 2024. The first round of engagement began in early March of 2024. The following engagement activities have been undertaken as part of Phase 2:

- one (1) community survey
- three (3) pop-up events
- one (1) Trinity Western University sustainability networking event
- one (1) Road Safety Strategy workshop
- two (2) open houses
- three (3) interest group roundtable meetings
- one (1) presentation to Agricultural Advisory Committee
- one (1) agency meeting

As of May 1, 2024, the project team had 1,615 interactions with individual community members. Details on the public engagement activities and results are summarized in the “What We Heard” report (Attachment A).

Phase 3 of the TMS (Looking forward) will begin in July of 2024. The purpose of Phase 3 is to begin envisioning the future of the Township’s transportation system. This includes developing a transportation system that is consistent with local and regional plans and strategies, identifies and establish goals and objectives, and monitors progress of the TMS. Other tasks include identifying ways to achieve the vision, goals, and objectives of the TMS, developing an existing conditions report, and analyzing top 10 high-collision intersections.

Phase 4 is the ‘what’ of the TMS, with the purpose of exploring the possibilities for each mode, network, or element within the Township individually before developing an integrated plan that reflects the aspirations and directions for each mode. Tasks include identifying network and infrastructure gaps, developing urban and rural road cross sections, identifying support programs and policies, developing long-term network maps, developing a Road Safety Strategy, conducting the second and third rounds of engagement, and presenting the engagement results to Council. This phase is scheduled to span over six (6) months from October 2024 to February 2025.

ATTACHMENT A What We Heard Report, Round One Engagement



What We Heard: Round 1 Engagement

Transportation and Mobility Strategy

Township of Langley
Est. 1873

July 2024

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Transportation and Mobility Strategy

Round 1 Engagement Executive Summary

Engaging with those who live, work, play, learn, and do business in the Township is an important part of this process. Between March 4 – May 1 2024, the Township of Langley launched Round 1 Engagement for the TMS. The purpose of this round was to inform community members about the project and collect broad input on transportation needs, challenges, and opportunities. This feedback will be used to inform project objectives, draft policies, and network plans.

As of May 1, 2024

1,615

total interactions

1 community survey

1,210

Respondents

3 pop-up events

226

People engaged

2 open houses

38

Attendees

1 road safety strategy workshop

31

Attendees

3 interest group roundtables

51

Attendees

3 external organization events

59

Attendees

Top three priorities for the TMS (based on survey results)



Transit
(e.g., bus or SkyTrain)

Driving / carpooling

Walking
(including travelling by wheelchair or motorized assistive device)

Top themes about walking:

- More walking infrastructure overall (connections to schools, amenities, Willowbrook Mall, the City of Langley)
- Improved sidewalk conditions (repairs needed for comfort and accessibility)
- Increased safety (crosswalks, lighting, separation from vehicles)

Survey respondents were most interested in:



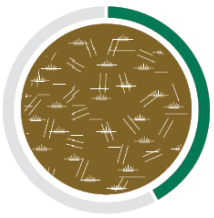
61%

Sidewalks, walkways, curb ramps, paved shoulders



50%

Multi-use pathways



42%

Unpaved trails

Top themes about cycling and micromobility devices:

- Safer cycling infrastructure (especially on rural roads)
- Bike parking and end-of-trip facilities
- Better connectivity (to grocery stores, amenities, other cycling routes)

Survey respondents were most interested in:



50%

Bike lanes that are physically separated from traffic



36%

Multi-use pathways

Top themes about transit:

- More frequent transit (to TWU, to employment hubs, to other communities, to rural areas of the Township)
- Increased safety at transit stations and on transit
- Safe access to transit stations (including SkyTrain and BRT stops)



55% of survey respondents were more likely to use transit with the new SkyTrain and BRT routes.

Top themes about driving/carpooling:

- Managed congestion (especially with increasing development)
- Improved road conditions (expanded road network, wider roads, road repairs)
- Increased road safety (more enforcement, driver education, traffic calming)

Survey respondents were most interested in:



54%

New road connections and widen existing roads



46%

Enhance transportation infrastructure overall



43%

Improving walking, cycling, and transit to reduce congestion



1.0 Introduction

1.1 Project Background

The Township of Langley (Township) is updating its current Master Transportation Plan from 2009. The existing plan provides limited guidance on active and sustainable transportation, and it does not consider the arrival of the Surrey-Langley SkyTrain (SLS) and Bus Rapid Transit (BRT) to the Township and neighbouring municipalities. The Township 2015 Cycling Plan also needs to be updated to meet current Transportation and Association of Canada (TAC) guidelines for cycling infrastructure. The new Transportation and Mobility Strategy (TMS) will use Vision Zero principles to identify safety issues and recommend improvements including infrastructure for persons of all ages and abilities. The TMS will also consider issues such as equity and climate change. The new TMS will become a comprehensive guide to renewing and enhancing transportation infrastructure that will keep pace with our dynamic, growing community.

The plan will incorporate multiple modes of transportation including:

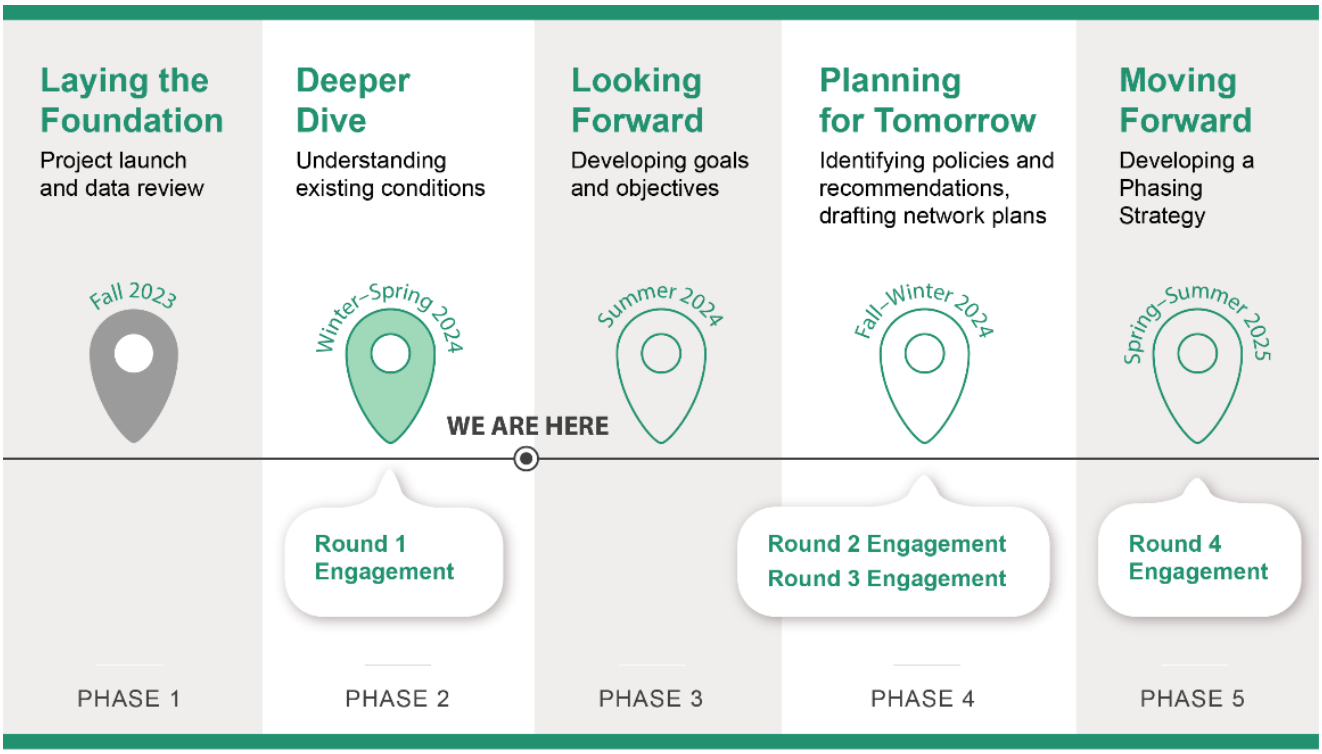
- walking (including travelling by wheelchair or motorized assistive device)
- cycling and micromobility devices (e.g. e-scooters and other one-person electric devices)
- transit (e.g. bus, SkyTrain and BRT)
- driving / carpooling

It will also integrate related Township policies and strategies such as Transportation Demand Management (TDM), road safety, curbside management, and urban and rural street design guidelines.

1.2 Project Process

There are five project phases, and four rounds of engagement. Figure 1 below shows the project timeline.

Figure 1: Project timeline



1.3 Engagement Round 1 Purpose

Engaging with those who live, work, play, learn, and do business in the Township is an important part of this process. The purpose of Round 1 Engagement was to inform community members about the project and collect broad input on transportation needs, challenges, and opportunities. This feedback will be used to inform project objectives, draft policies, and network plans.

1.4 First Nations Engagement

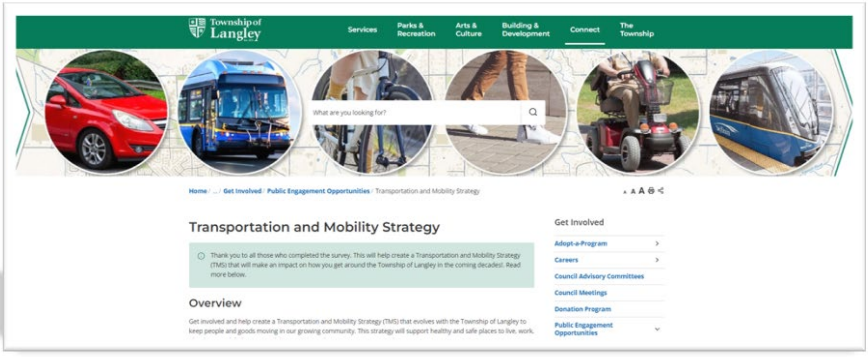
Ahead of the first round of public engagement, Township staff sent letters to leadership of q̓ʷɑ:ƛ̓ən̓, (Kwantlen), q̓ic̓əy̓ (Katzie), Máthxwi (Matsqui) and Se'mya'me (Semiahmoo) First Nations providing information of the scope of the project and the proposed opportunities for participation and engagement. In subsequent rounds of engagement and throughout the project, staff will continue outreach to these Nations, on whose traditional unceded territories the Township of Langley exists.



2.0 How We Engaged

The TMS Round 1 Engagement launched on March 4, 2024. In the lead up to, and throughout the process, engagement activities were communicated through several channels, including:

- The Township of Langley website
- Press releases
- Social media campaigns
- Newspaper advertisements
- Community signs
- E-newsletters
- Rack cards (informational pamphlets
- Direct outreach to interested groups
- Direct outreach to agencies
- Project posters
- Bus shelter advertisements
- Direct mail



Screenshot of project page

Figure 2 below provides a snapshot of the Round 1 engagement activities. More details about the format and purpose of the events are described below, and the input collected during the events is summarized in Section 3.0.

Figure 2: Engagement by the numbers

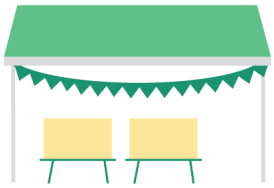
AS OF MAY 1, 2024 **1,615** Total interactions

1 COMMUNITY SURVEY



1,210
Respondents

3 POP-UP EVENTS



226
People engaged

2 OPEN HOUSES



38
Attendees

1 ROAD SAFETY STRATEGY WORKSHOP



31
Attendees

3 INTEREST GROUP ROUNDTABLES



51
Attendees

3 EXTERNAL ORGANIZATION EVENTS



59
Attendees

2.1 Community Survey

The community survey was open from March 9 until April 18, 2024. The survey asked respondents to provide their opinions on key opportunities, challenges, and priorities for the future of Transportation in the Township. In total, the online survey received 1,210 responses.

2.2 Pop-up Events

Township staff hosted three pop-up engagement events. The events were used to raise awareness about the project, provide information about other engagement opportunities, and collect information on transportation patterns. Locations for the pop-ups were selected with the intention of reaching key audiences (transit users, youth, families etc.) who may not otherwise participate due to time constraints or other barriers. Staff members were onsite to discuss the project and answer questions. Key engagement documents were made available (including rack cards, public handouts, etc.). Display boards were set up to share information on the TMS and collect input about key destinations throughout the community. Staff also encouraged passersby to fill out the online community survey. Table 1 below provides an overview of the interactions at each pop-up event.

Table 1: Summary of passerby interactions at pop-up events

Destination	Date	Number of Attendees
Trinity Western University	Tuesday March 12, 2024	85
Carvolth Transit Exchange	Thursday March 13, 2024	97
Willowbrook Mall	Saturday March 16, 2024	44
	Total	**226**

2.3 Trinity Western University Sustainability Networking Event

At the request of Trinity Western University (TWU), staff attended a sustainability networking event on March 21, 2024, to raise awareness about the TMS and the online community survey. Staff engaged 12 people in a discussion about transportation challenges they were facing.

2.4 Road Safety Strategy Workshop

On March 21, 2024, community partners and agencies were invited to a Road Safety Strategy Workshop. The workshop consisted of a presentation, which provided attendees with an introduction to the Road Safety Strategy, an overview of transportation trends in the Township today, and information about the safe systems approach. The discussion included a question-and-answer period and a visioning activity.

The invitation was sent to over 50 representatives from different organizations who contribute to road safety in the Township, 31 individuals attended the workshop. The following organizations sent one or more representative to the workshop:

- RoadSafetyBC
- Langley RCMP
- BC Trucking Association
- Fraser Health
- Township Seniors Advisory Committee
- Township Bylaw Enforcement
- Township Corporate Communications
- Langley Healthier Community Partnership
- TransLink
- Langley Emergency Program
- WorkSafeBC
- Coast Mountain Bus Company

- Township Engineering Services
- Township Fire Operations
- School District #35
- BC Ambulance Services
- Insurance Corporation of British Columbia

2.5 Public Open Houses

On April 3 and April 10, 2024, Township staff hosted two community open houses at the Mountainview Alliance Church and Langley Fundamental Elementary School. Thirty-eight community members visited the open house events. All project documents (rack cards, hardcopy surveys, etc.) were available, and staff were on hand to answer questions. The events included interactive display boards where participants could provide input on key issues and opportunities for the transportation system in the Township.

2.6 Interest Group Roundtable Meetings

Staff hosted three meetings for interest groups across the Township. The sessions involved a presentation on the TMS, a question-and-answer period, and an interactive mapping activity to discuss transportation issues and opportunities in the Township today.

The invitation was sent to over 100 representatives from different organizations, 51 individuals attended the meetings. The following organizations sent one or more representatives to the meetings:

- HUB Cycling
- Township Parks Design and Development
- Township Recreation, Culture, and Parks Advisory Committee
- Langley Farmers Institute
- Langley Sustainable Agriculture Foundation
- Fort Langley Community Association
- Langley Heritage Society
- Greater Langley Chamber of Commerce
- Township Community and Policy Planning
- Township Community Development
- Rotary Club of Langley
- Aldergrove Business Association
- Langley Pos-Abilities Society
- Langley Local Immigration Partnership
- Steppingstone Community Services Society
- Aldergrove Legion
- New Directions English Language School
- Tourism Langley
- Langley Seniors Resource Society
- Glen Valley Dyking and Drainage District
- Langley Environmental Partners Society
- Inclusion Langley Society
- Encompass Support Services Society
- Langley Community Services Society
- Pacific Developmental Pathways
- Township Roads Operations
- Township Corporate Communications

Table 2 below provides an overview of the attendees at each meeting.

Table 2: Summary of interest group roundtable meetings

Interest Groups	Date	Number of Attendees
Recreation and active transportation	April 17, 2024	11
Community organizations	April 18, 2024	13
Equity and accessibility	April 25, 2024	27
	Total	**51**

2.7 Agency Meeting

Township staff hosted a virtual agency meeting on May 1, 2024. This meeting consisted of an overview presentation about the TMS, what had been heard from the community engagement to date, and next steps for the project. There was also a collaborative discussion about important transportation-related initiatives being undertaken by key agencies or neighbouring municipalities.

The invitation was sent to 49 representatives from different agencies, organizations, and local governments, with 36 individuals attending the meeting. The following groups sent one or more representatives to the meeting:

- School District #35
- Southern Railway of BC
- Fraser Health
- Trinity Western University
- Canadian Pacific Railway
- City of Surrey
- City of Langley
- WorkSafeBC
- BC Ambulance Service
- Langley Emergency Program
- Township Fire Operations
- Insurance Corporation of British Columbia
- TransLink
- Metro Vancouver
- Coast Mountain Bus Company
- Canadian National Railway
- Ministry of Transportation and Infrastructure
- RoadSafetyBC
- BC Transit
- City of Abbotsford

2.8 Presentation to Agricultural Advisory Committee

Approximately 75% of the Township land is in the Agricultural Land Reserve (ALR). The TMS will explore opportunities to improve the transportation network to support agricultural activities such as agritourism.

Township staff presented to the Agricultural Advisory Committee at their request on April 24, 2024, to inform the Committee of the project and collect input regarding the key issues and opportunities for transportation from an agricultural lens. A presentation was followed by a question-and-answer period, and an interactive mapping activity. The meeting was attended by 11 individuals.



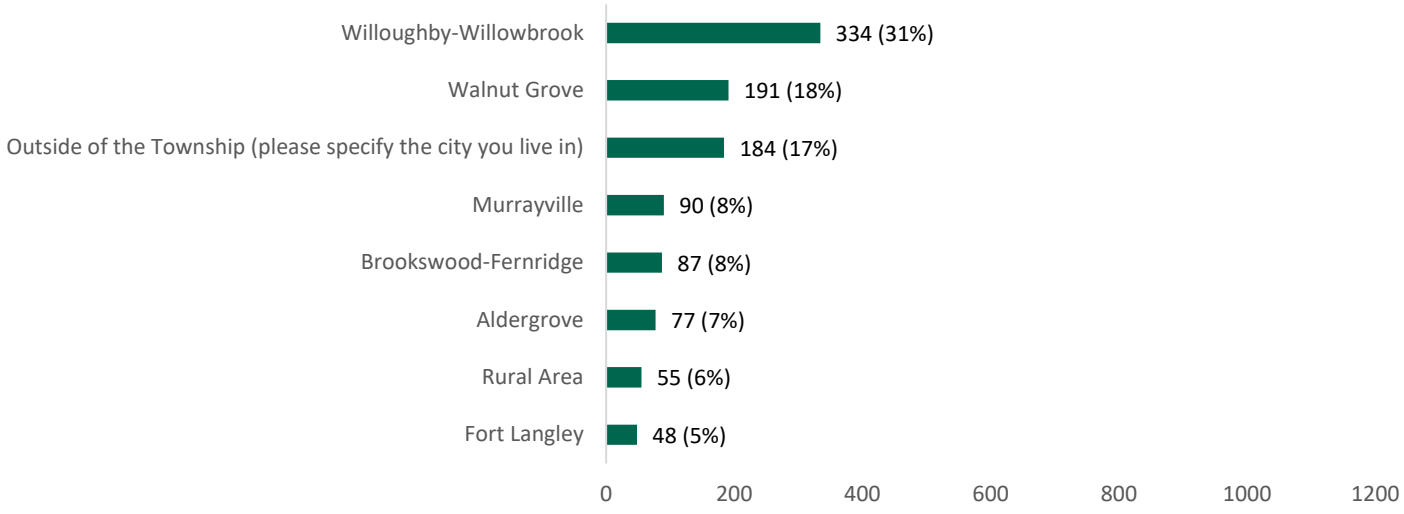
3.0 What We Heard

3.1 What We Heard: Community Survey

Between March 9 and April 18, 2024, 1,210 community members took the online survey to share their ideas and concerns for transportation across the Township. The following section summarizes the findings.

Who We Heard From

Question 1: What community do you live in? (optional)



Total respondents: 1,066

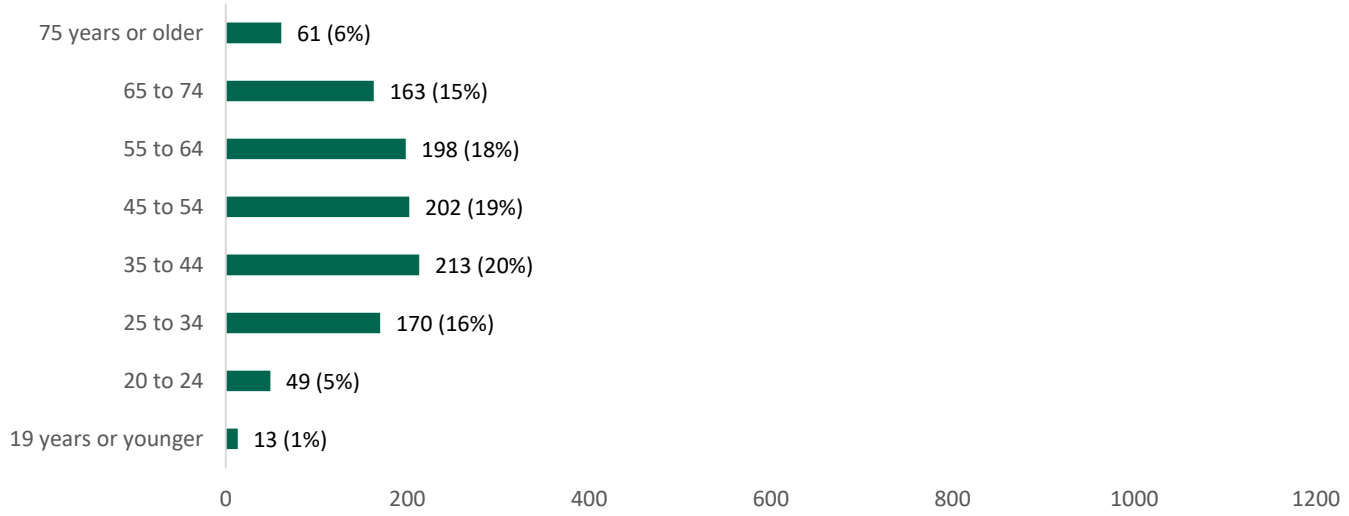
The top three communities that survey respondents live in include:

- Willoughby-Willowbrook (31%)
- Walnut Grove (18%)
- Outside of the Township (17%)
- Other areas within the Township (34%)

Those who live outside of the Township were invited to leave a comment. The top cities are listed below:

- Surrey (42)
- City of Langley (39)
- Abbotsford (14)
- Cloverdale (8)
- New Westminster (7)
- Vancouver (6)
- Maple Ridge (5)

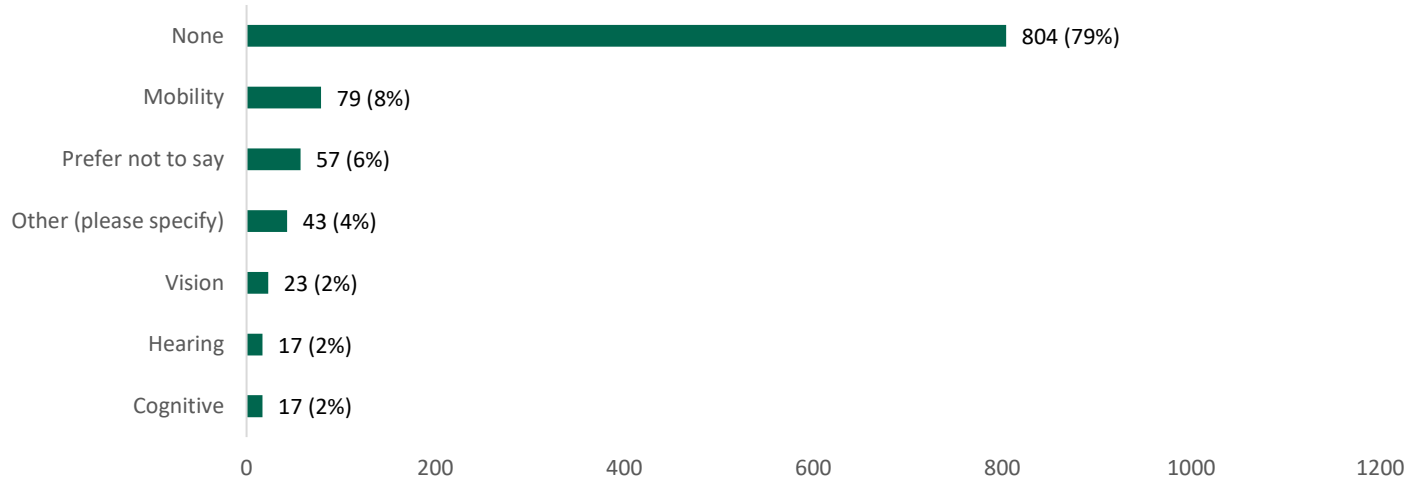
Question 2: Which of the following age groups are you in? (optional)



Total respondents: 1,069

The highest number of survey respondents were between the ages of 35 to 44 (20%), 45 to 55 (19%), or 55 to 64 (18%).

Question 3: Do you have any limitations that impact the way you travel (Select all that apply)



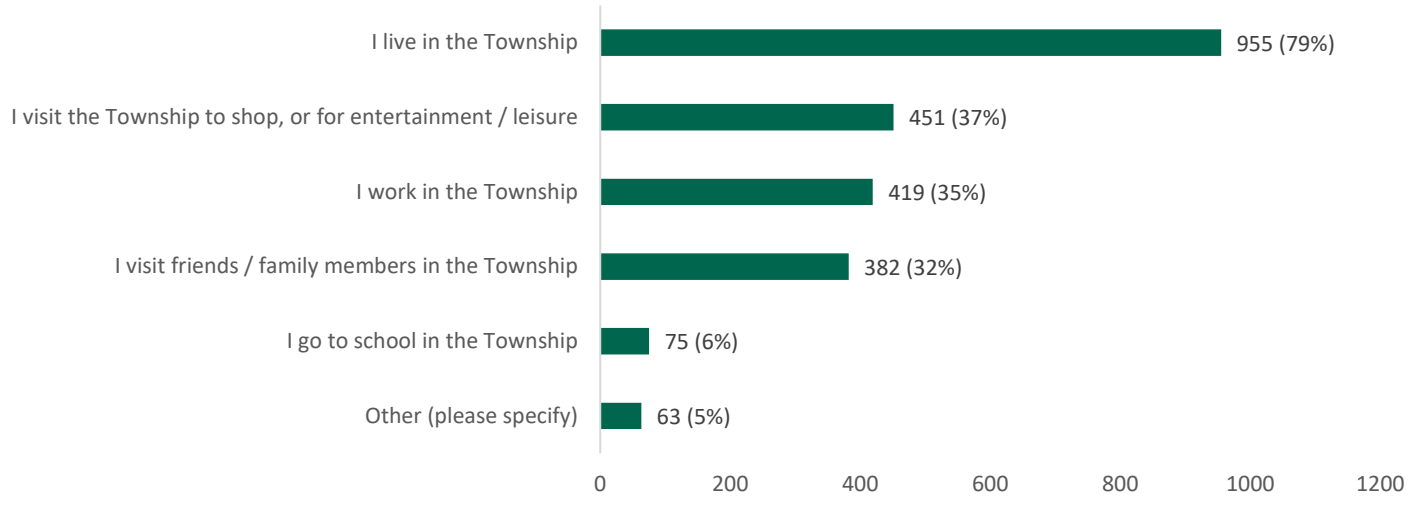
Total respondents: 1,017

While the majority (79%) of respondents stated that they did not have any limitations that impact travel, 8% do have mobility limitations.

Those who selected “other” were invited to leave a comment. The top comments are listed below:

- Medical (chronic fatigue, arthritis, immunocompromised) (4)
- Mental health constraints (4)
- Financial constraints (3)
- Partner with mobility issues (3)

Question 4: What is your connection to the Township of Langley? (Select all that apply)



Total respondents: 1,210

The majority (79%) of respondents live in the Township. Over 37% visit the Township for shopping, entertainment, or leisure, while 35% work in the Township.

Respondents were invited to leave a comment if they selected “other”. The top comments are listed below:

- Work (run a business, drive through Township to get to work, teach at TWU) (12)
- Access recreation (9)
- Live in the City of Langley (8)
- Volunteer (6)
- Access medical services (3)

Question 5: Which of the following transportation and mobility outcomes are most important to you? (Rank these in order of importance from 1 (most important) to 5 (least important).



Total respondents: 1,210

The survey responses were scored based on the order of options ranked by respondents. When asked which transportation and mobility outcomes were the most important, reducing travel times and congestion were the most important (2.6), followed by improving road safety for all users (2.7), and providing more transportation choices (3.0). Respondents were invited to leave a comment for Question 5. Comments were analyzed and themed. The top comments are listed below:

Transit (9 comments)

- Better transit connections (6)
- More transit for students (3)

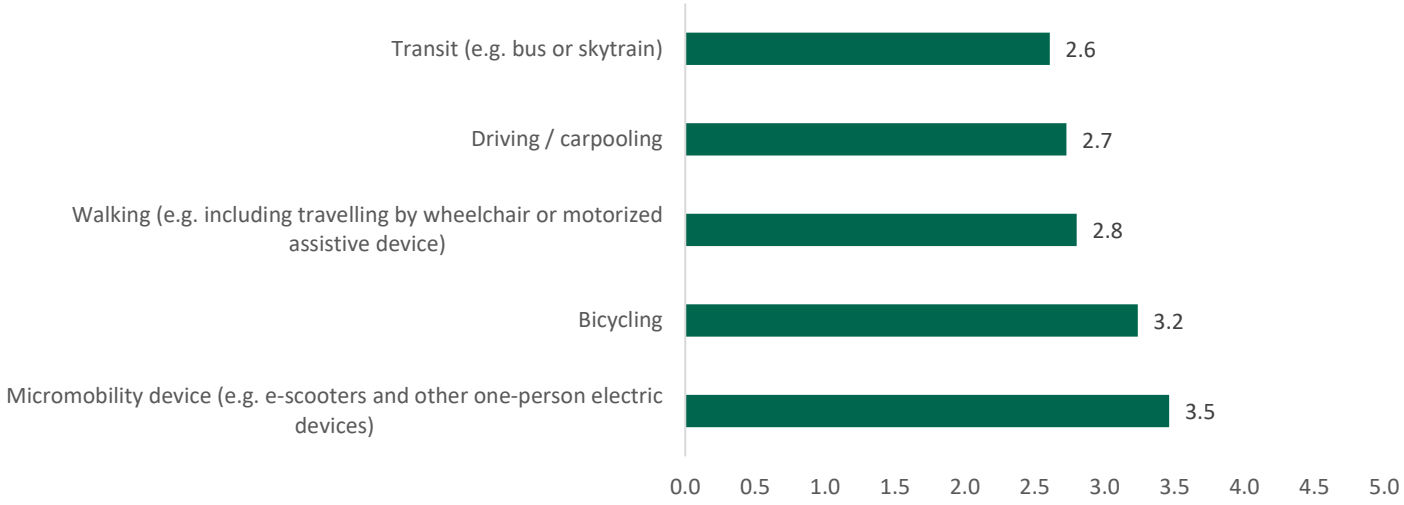
Road work (8 comment)

- Improved road network (5)
- Improved road conditions (3)

Other (29 comment)

- Safe cycling infrastructure (8)
- Accessible transportation (8)
- Safety (4)
- Health (3)
- Access to amenities (3)
- Trees and green spaces (3)

Question 6: To accommodate the growing transportation and mobility needs of all residents, what aspects of the Township's transportation system should be considered the highest priority? (Rank these in order of priority from 1 (most important) to 5 (least important).



Total respondents: 1,210

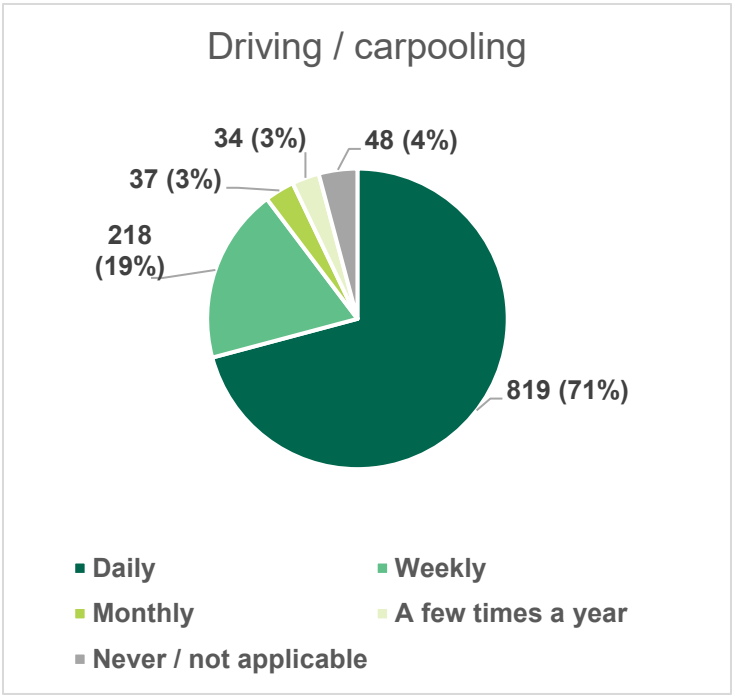
The survey responses were scored based on the order of options ranked by respondents. When asked which aspects of the Township's transportation system should be considered the highest priority, respondents ranked transit as the highest (2.6), and driving and carpooling as the second highest (2.7).

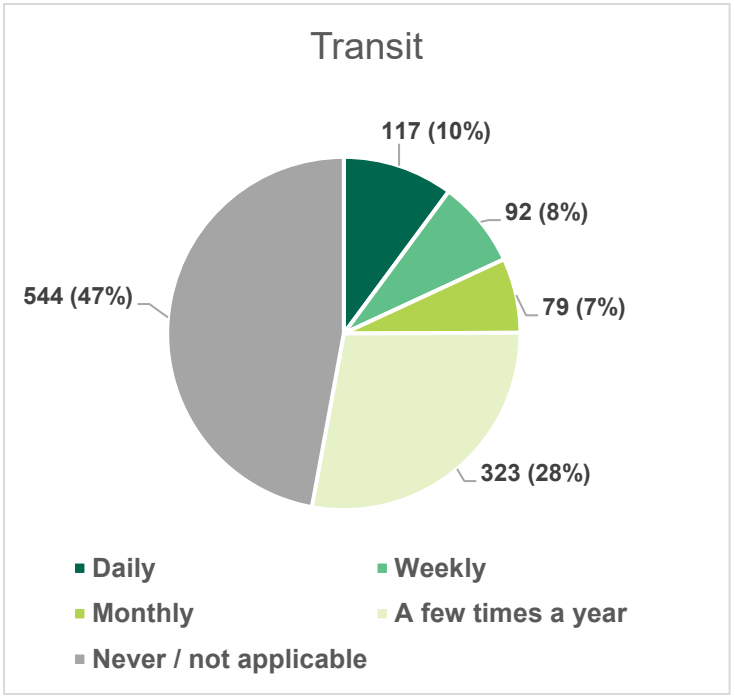
Respondents were invited to leave a comment for this question. The top comments are listed below:

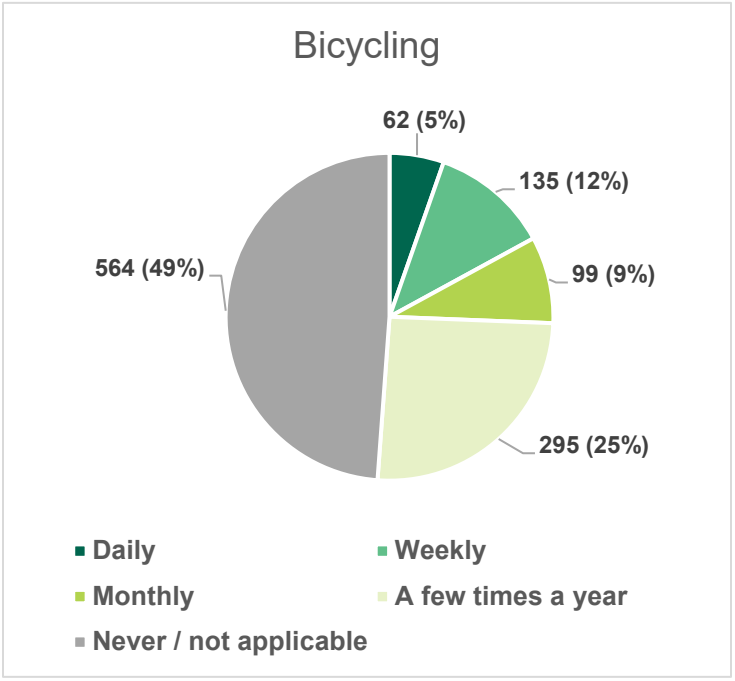
- Car share / ride hailing (7)
- Transit (6)
- Rail (5)

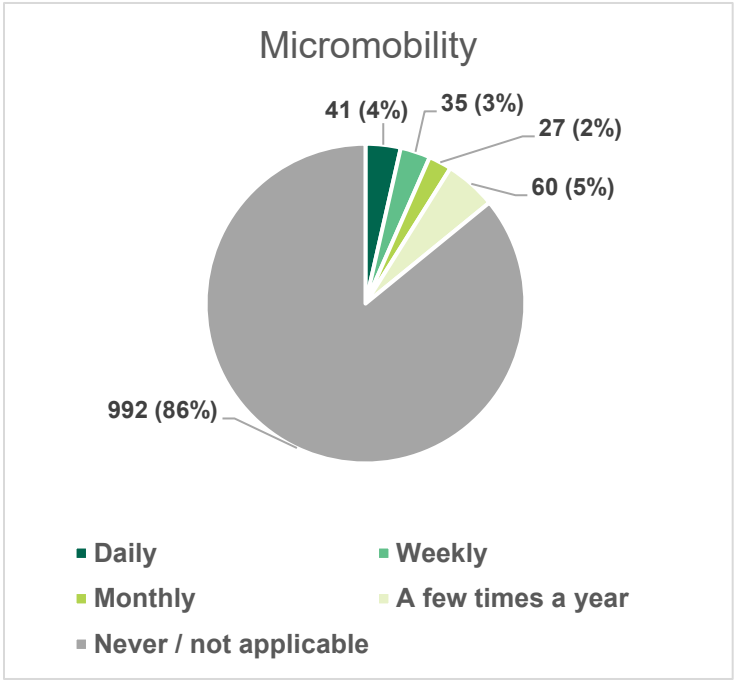


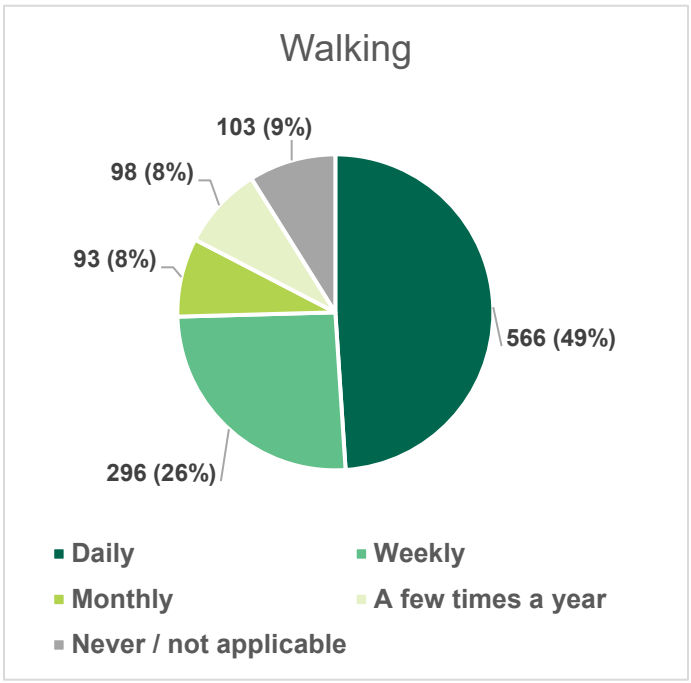
Question 7: How often do you currently travel in the Township using each of the following travel methods?

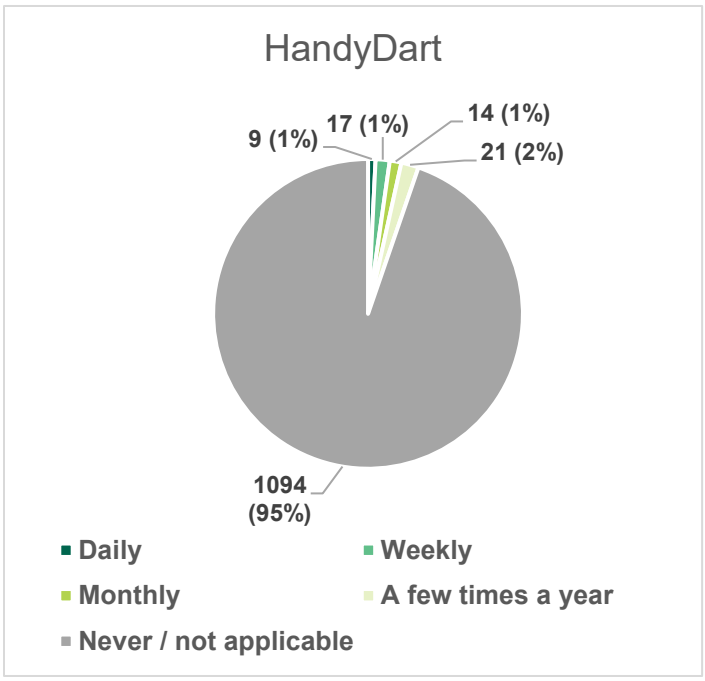












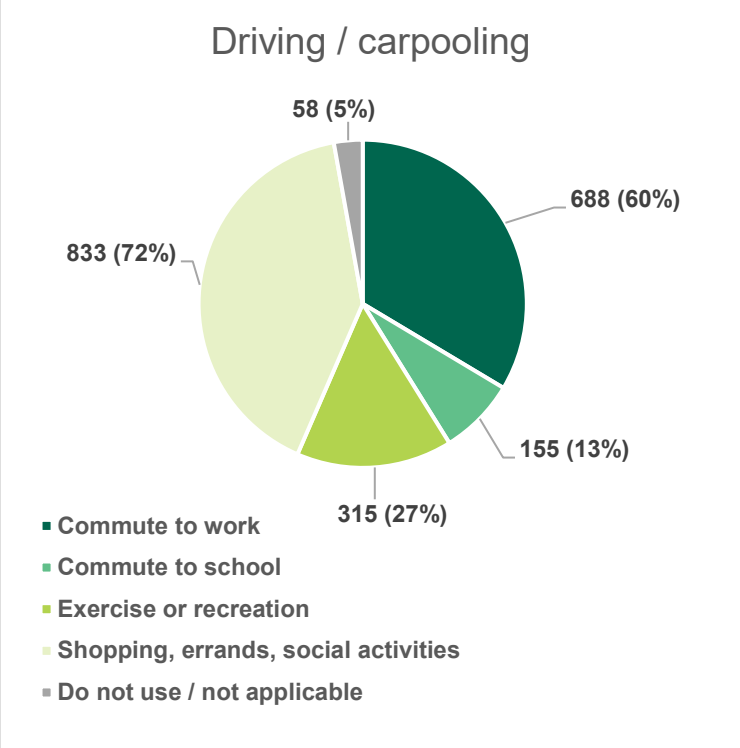
Total respondents: 1,156

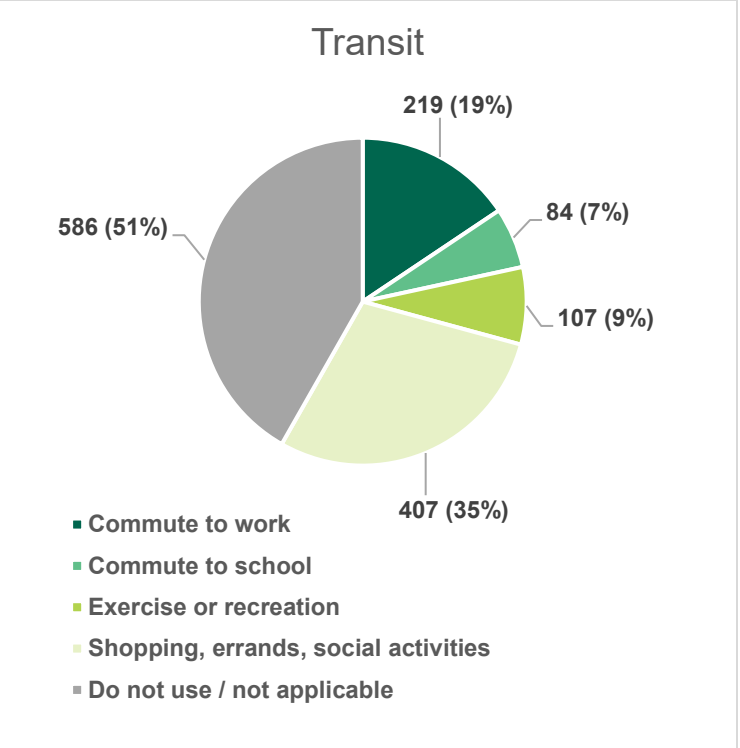
Survey respondents were most likely to travel in the Township by driving/carpooling (71% use this mode daily) or walking (49% use this mode daily). The least common modes of transportation based on survey responses were micromobility (4% use this mode daily) and HandyDart (1% use this mode daily).

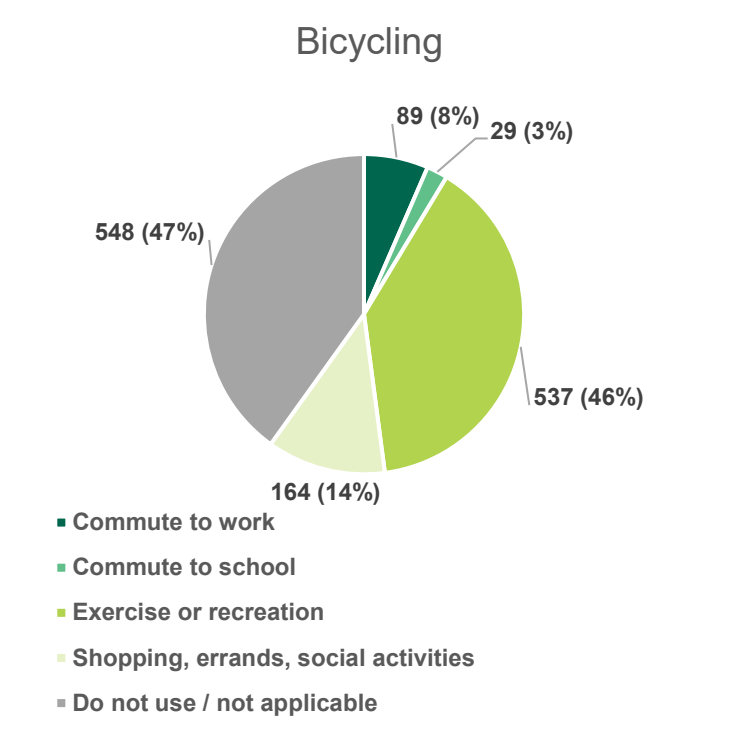
Respondents were invited to leave a comment for Question 7. The top comments are listed below:

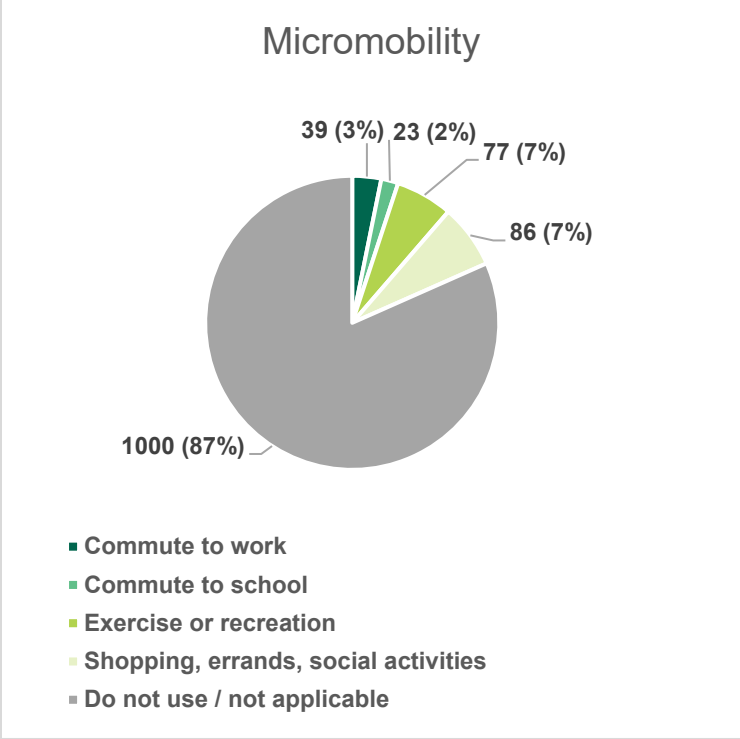
- Would take transit more often but there is a lack of adequate service (11)
- Uber or taxi (3)
- Lack of safety on public transportation (2)
- Lack of safety for cyclists (2)

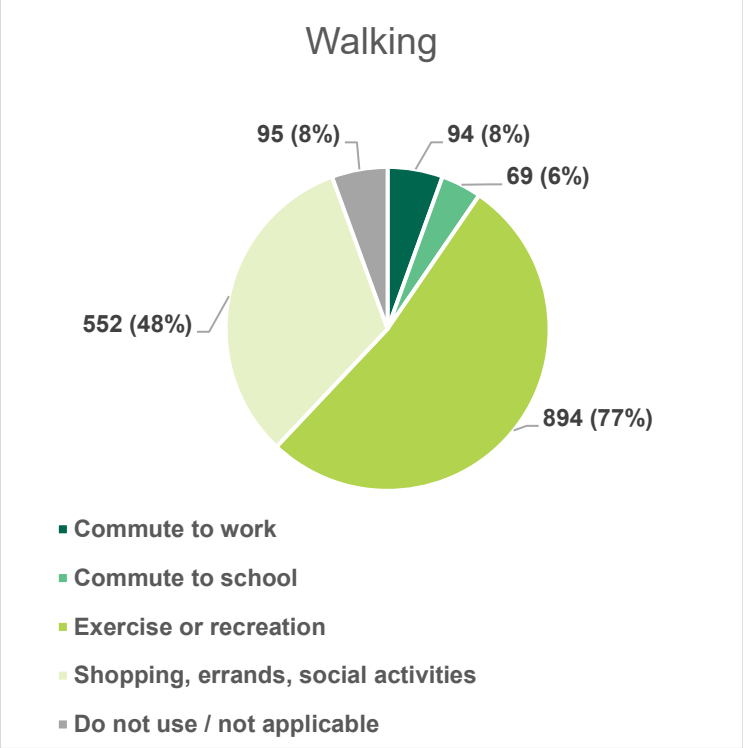
Question 8: What is the main purpose of your trips by each mode of transportation? (Select the most applicable travel modes by destination).

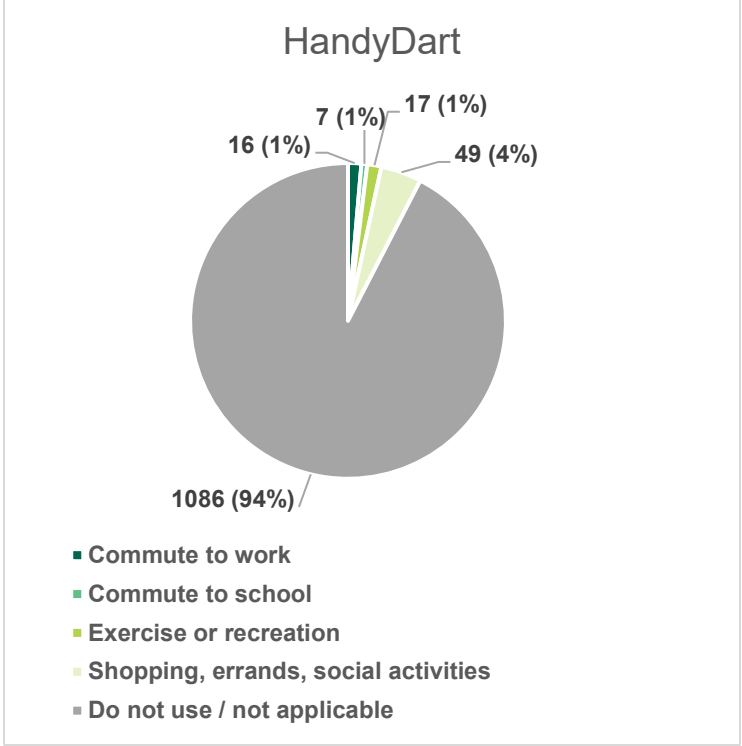












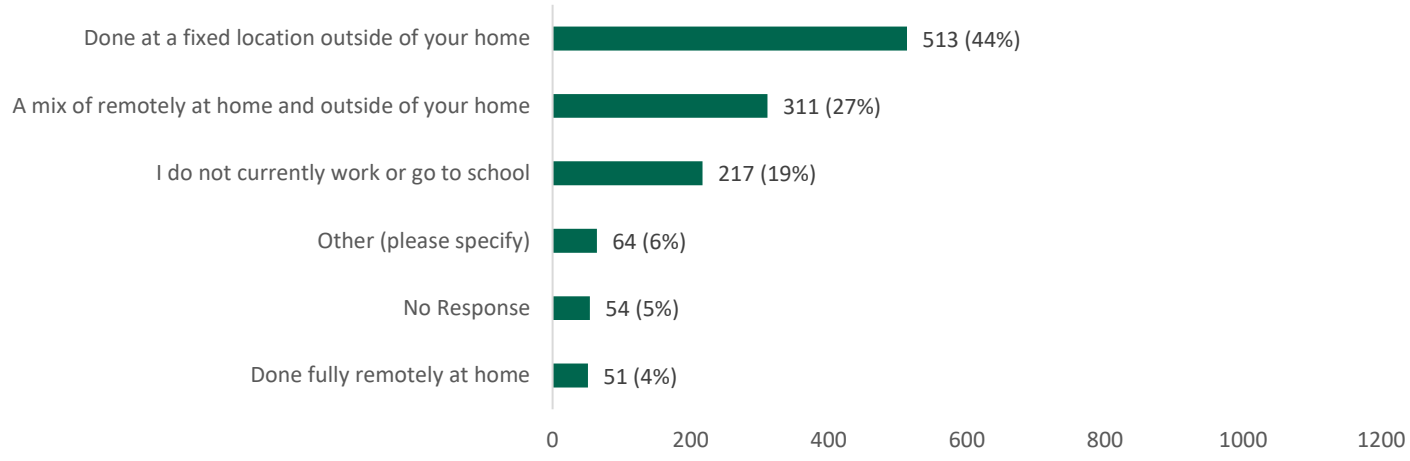
Total respondents: 1,156

Survey respondents were most likely to drive/carpool when commuting to work or for shopping, errands, or social activities. Respondents were most likely to walk or bike for recreational purposes.

Respondents were invited to leave a comment for Question 8. The top comments are listed below:

- Would take transit more often but there is a lack of adequate service (11)
- Travel for medical appointments (3)
- Travel to church using a wheelchair, HandyDart or carpool (2)
- Attend volunteer positions using transit (2)

Question 9: Which of the following best describes your current working or learning arrangement in a typical week?



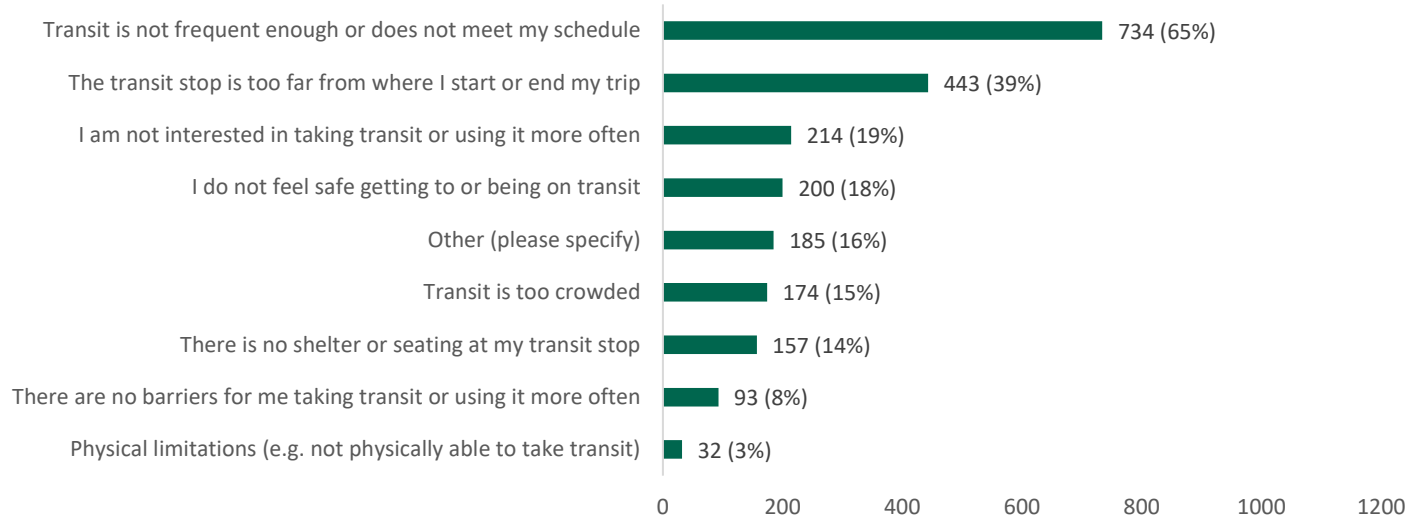
Total respondents: 1,156

The highest number (44%) of survey respondents noted that they work or learn at a fixed location outside of their home. Over 27% noted that they sometimes work from home.

Respondents were invited to leave a comment if they selected “other”. The top comments are listed below:

- Retired (21)
- Work at multiple locations (12)
- Work on the road (delivery driver, truck driver) (7)

Question 10: What are the barriers to you taking public transit in the Township, or using it more often? (Select up to three choices)



Total respondents: 1,126

Based on responses to the survey, the top barriers to taking public transit in the Township are:

- Transit is not frequent enough or does not meet users' schedules (65%)
- The transit stop is too far from where the users start or end their trips (39%)

Respondents were invited to leave a comment if they selected "other". Comments were analyzed and themed. The top themes are listed below:

Lack of transit efficiency (146 comments)

- Transit inefficiency (limited options, slow travel times) (93)
  - To Vancouver (6)
  - To TWU (4)
- Driving is more convenient (38)
- No access to interregional connections (5)

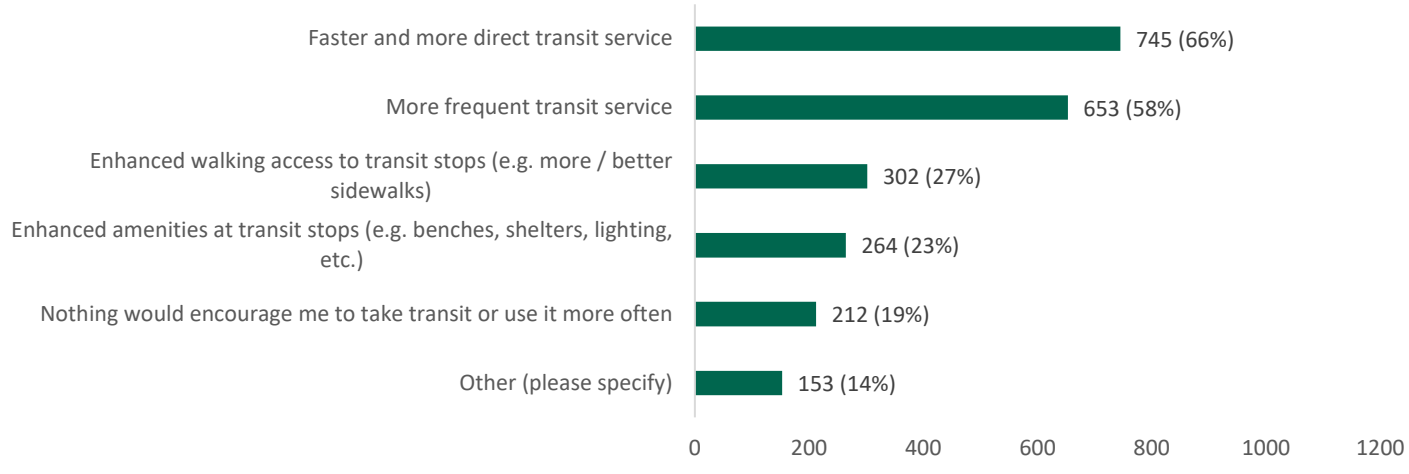
Safety concerns (13 comments)

- Transit safety (concerns with crime, and access during inclement weather) (8)
- Concerns with unhoused populations (5)

Other (27 comments)

- Space for baggage (work tools, strollers, shopping) (10)
- Costs (5)
- No pedestrian access to transit (5)
- Lack of cleanliness (4)
- Lack of information about routes (3)

Question 11: What would encourage you to take public transit, or use it more often? (Select up to 3 choices)



Total respondents: 1,126

Respondents noted that the top three approaches that would encourage more transit use were:

- Faster and more direct transit service (66%)
- More frequent transit service (58%)
- Enhanced walking access to transit stops (27%)

Respondents were invited to leave a comment if they selected “other”. Comments were analyzed and themed. The top themes are listed below:

Convenience (89 comments)

- More transit routes (24)
    - To TWU (5)
    - To Gloucester (3)
    - To Vancouver (3)
- Transit stops closer to where I live (20)
- More transit connections to the SkyTrain (12)
- More frequent service (10)
- More reliable service (5)
- Earlier / later operating times (4)
- Park and ride options (3)

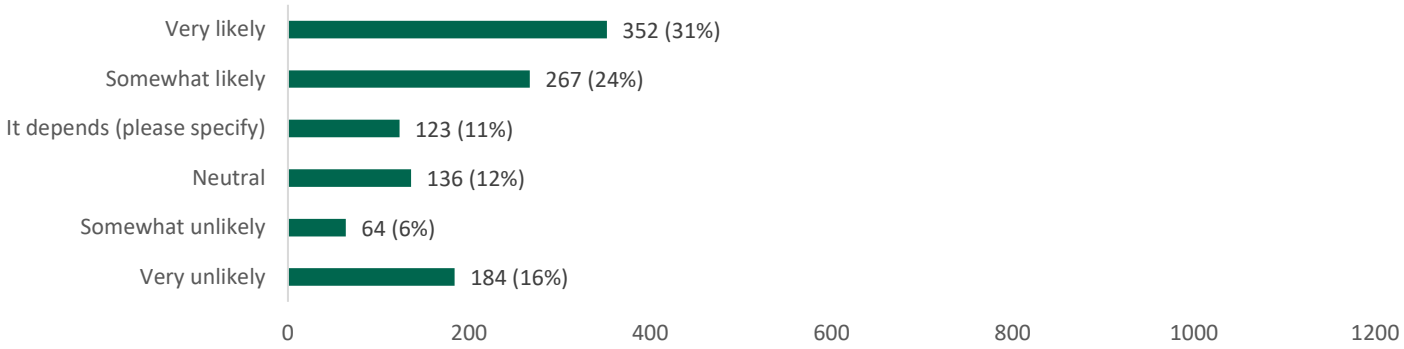
Safety (35 comments)

- Improved safety (26)
- Cleanliness (5)
- Accessible infrastructure (for seniors, for wheelchairs) (4)

Other (21 comments)

- Lower costs (8)
- Better bike access (bike parking, protection against theft, cycling access to transit stations) (5)
- Commuter trains (5)
- Public washrooms (3)

Question 12: When the planned Bus Rapid Transit and Surrey Langley SkyTrain lines open in Langley (completion is still to be finalized), how likely are you to use transit?



Total respondents: 1,126

A total of 55% of respondents noted that they would be very likely or somewhat likely to use transit when the Bus Rapid Transit and Surrey Langley SkyTrain lines are open. However, 22% of respondents noted that they would be very unlikely or somewhat unlikely to use transit.

Respondents were invited to leave a comment if they selected “it depends”. Comments were analyzed and themed. The top themes are listed below:

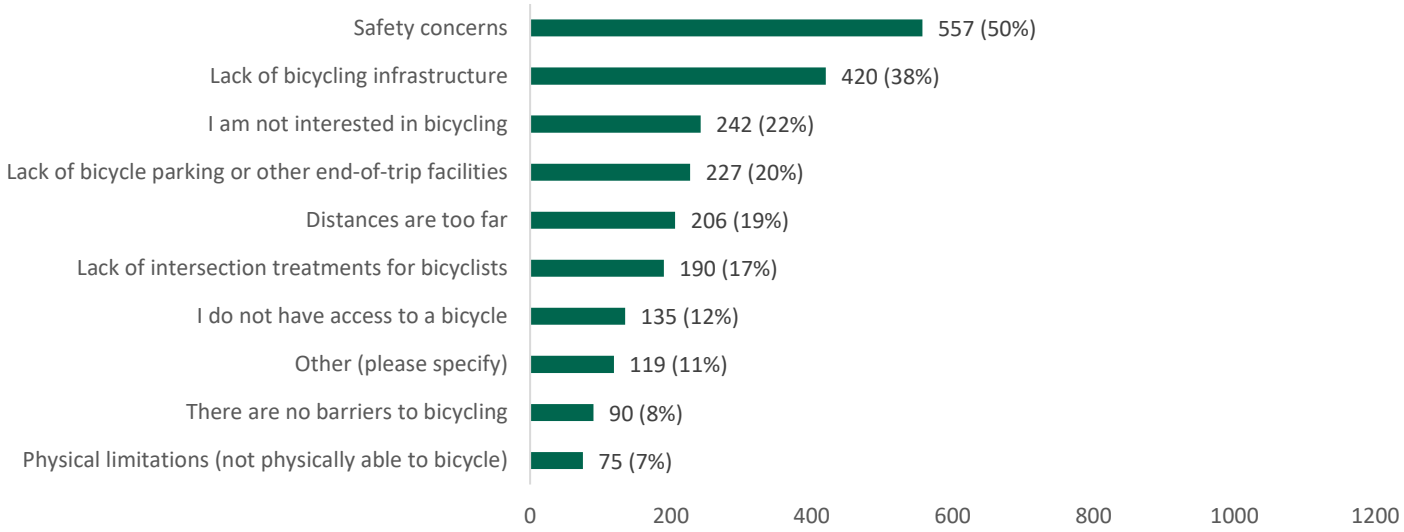
Convenience (46 comments)

- Access to transit stops (16)
  - In Walnut Grove (4)
  - In Willoughby (3)
  - In Aldergrove (3)
- Transit time (8) / If it’s faster than driving (5)
- Hours of operation (7)

Safety (15 comments)

- If it feels safe (11)
- If it is clean (4)

Question 13: What are the main barriers to bicycling in the Township? (Select up to 3 choices)



Total respondents: 1,113

Survey respondents identified the top barriers to bicycling in the Township as:

- Safety concerns (50%)
- Lack of bicycling infrastructure (38%)

Respondents were invited to leave a comment if they selected “other”. Comments were analyzed and themed. The top themes are listed below:

Lack of infrastructure (31 comments)

- Poor cycling infrastructure (no separated lanes, lack of paved shoulders, no medians from trucks) (22)
    - Lack infrastructure on 96 Avenue (3)
- Lack of maintenance of bike lanes (3)
- Routes are not continuous (3)

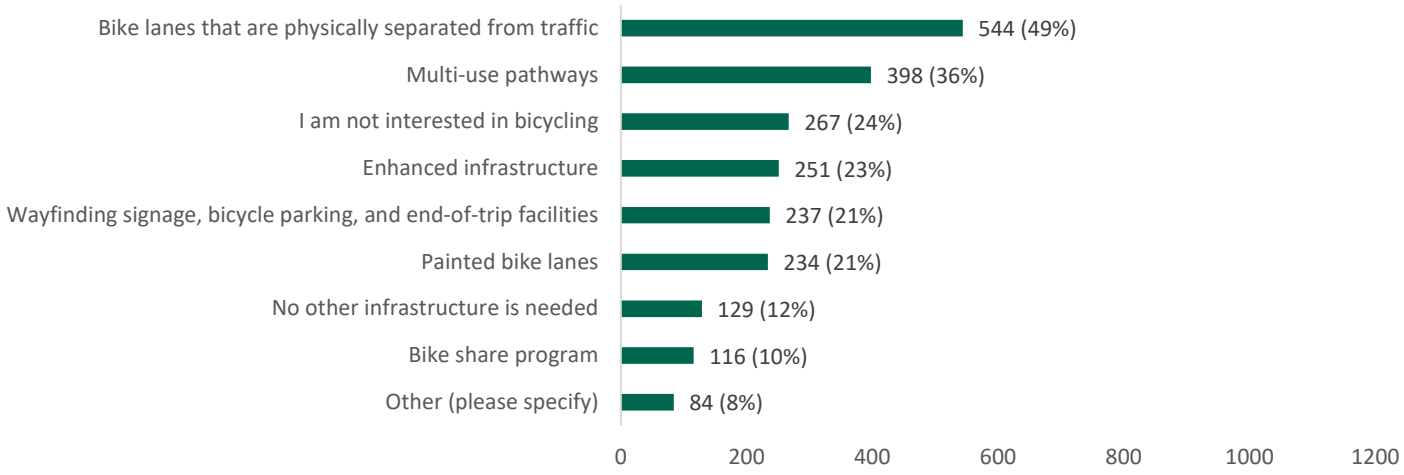
Safety (31 comments)

- Feel unsafe due to drivers (speeding, aggressive driving) (15)
    - Safety concerns in Walnut Grove (3)
- Risk of bike theft (15)

Convenience (23 comments)

- Weather limits cycling (10)
- Not practical with young kids (6)
- Too many hills (3)
- Distances are too far (4)

Question 14: What types of bicycling infrastructure would you like to see more of in the Township? (Select up to 3 choices)



Total respondents: 1,113

The most desired types of bicycling infrastructure for the Township were:

- Bike lanes that are physically separated from traffic (49%)
- Multi-use pathways (36%)

Respondents were invited to leave a comment if they selected “other”. Comments were analyzed and themed. The top comments are listed below:

Additional facilities (25 comments)

- Better bicycling routes (connect to amenities, fewer hills, connect to the City of Langley) (10)
- Better maintenance (7)
- Secure bike storage (5)
- Green space/nature (3)

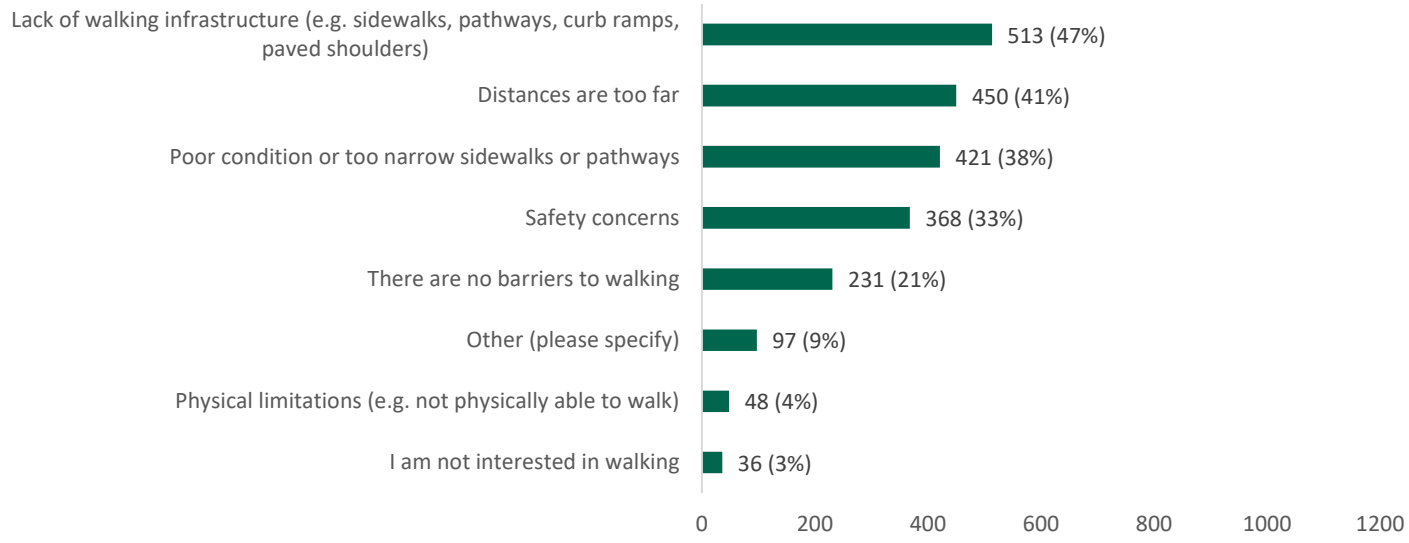
Opposition to bike lanes (21 comments)

- Bike lanes waste of space (10)
- Oppose painted bike lanes (7)
- Bike lanes are not used (4)

Safer infrastructure (14 comments)

- Separated bicycling lanes (9)
- Safer bicycling routes (8)

Question 15: What are the main barriers to walking in the Township? (Select up to 3 choices)



Total respondents: 1,099

Survey respondents identified the top barriers to walking in the Township as:

- Lack of walking infrastructure (47%)
- Distances are too far (41%)
- Poor condition or too narrow sidewalks or pathways (38%)

Respondents were invited to leave a comment if they selected “other”. Comments were analyzed and themed. The top themes are listed below:

Safety (38 comments)

- Safety concerns (17)
- Unsafe drivers (speeding, texting) (10)
- Lack of lighting (3)
- Poor condition of sidewalks (5)
- Lack of crosswalks (3)

Infrastructure (30 comments)

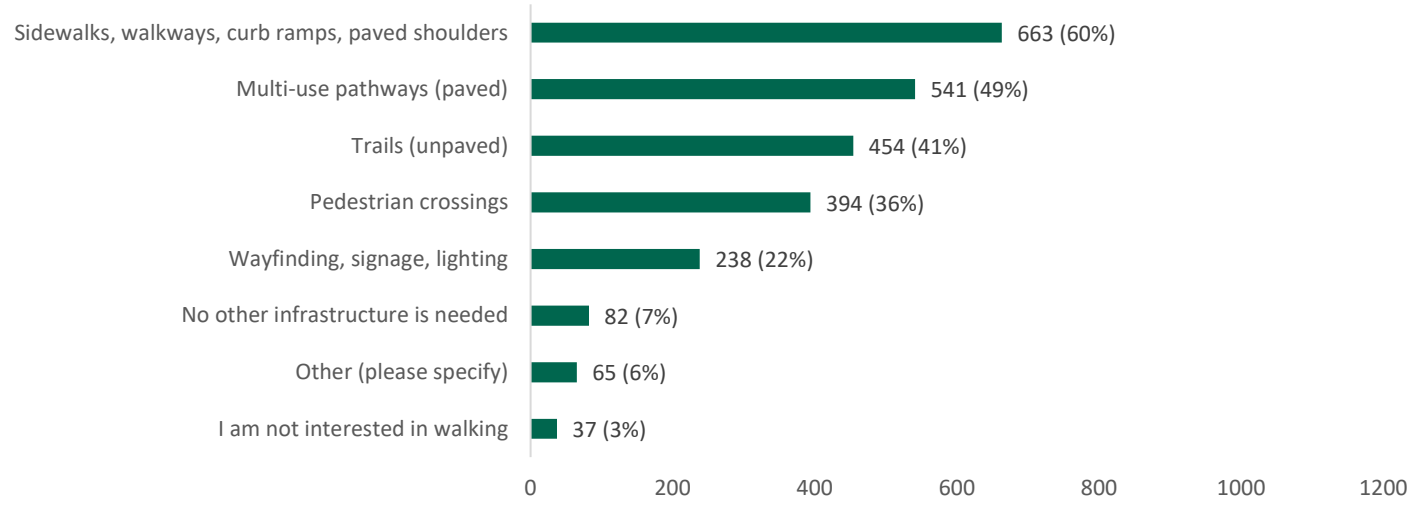
- Lack of sidewalks (15)
- Lack of trails (8)
- Lack of walking access to amenities (4)
- Lack of sidewalks that connect schools (3)

Other (24 comments)

- Noise from cars (8)
- Bad weather (7)
- Mobility limitations (5)

- Distances are too far (4)

Question 16: What types of walking infrastructure would you like to see more of in the Township? (Select up to 3 choices)



Total respondents: 1,099

The most desired types of walking infrastructure for the Township were:

- Sidewalks, walkways, curb ramps, paved shoulders (60%)
- Multi-use pathways (paved) (49%)
- Trails (unpaved) (41%)

Respondents were invited to leave a comment if they selected “other”. Comments were analyzed and themed. The top comments are listed below:

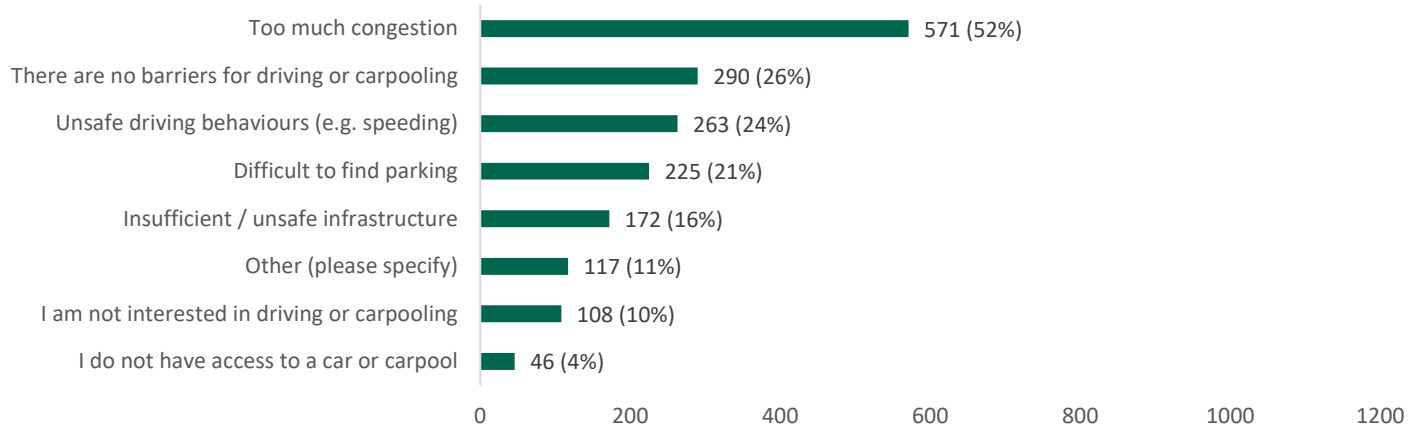
Infrastructure (23 comments)

- Sidewalks (11)
- Barriers from traffic (6)
- Overpasses (3)
- Lower speed limits (3)

Amenities and features (17 comments)

- Green spaces and nature (8)
- Access to amenities (5)
- Streetlighting (4)

Question 17: What are the main barriers for driving or carpooling in the Township? (Select up to 3 choices)



Total respondents: 1,096

Survey respondents identified the top barriers to driving/carpooling in the Township as:

- Too much congestion (52%)
- There are no barriers for driving or carpooling (26%)
- Unsafe driving behaviours (e.g., speeding) (24%)

Respondents were invited to leave a comment if they selected “other”. Comments were analyzed and themed. The top comments are listed below:

Infrastructure challenges (33 comments)

- Poor road conditions (12)
- A lack of parking spaces (9)
- Narrow roads (4)
- Bad transportation infrastructure design (4)
- Traffic lights (4)

Carpooling challenges (18 comments)

- Finding people to carpool with (9)
- Inconsistent schedules for carpooling (9)

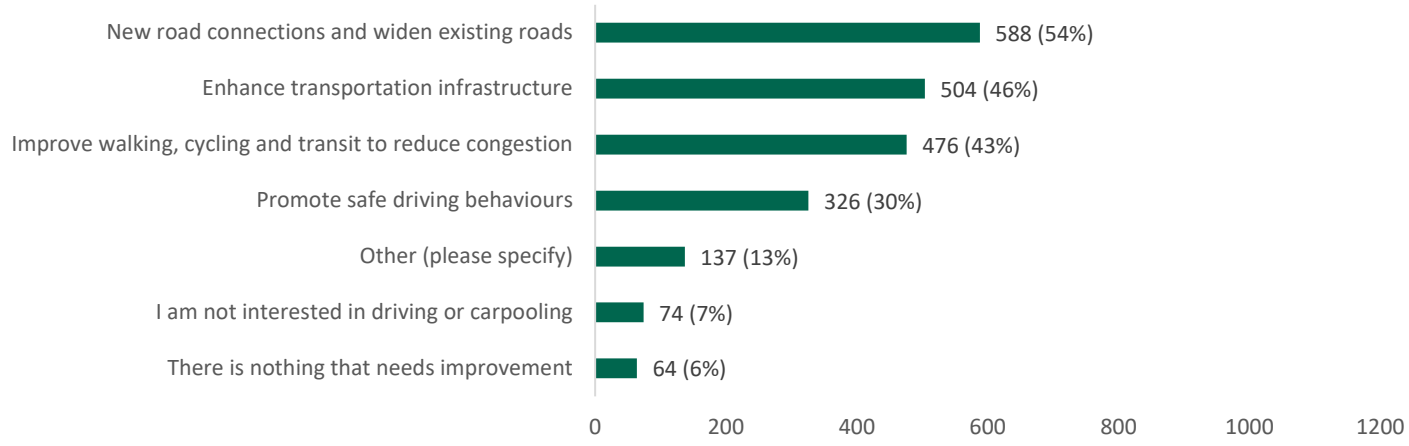
Congestion (7 comments)

- Congestion (especially on 200 Street) (4)
- Truck traffic (3)

Other (18 comments)

- No issues (10)
- Prohibitive costs (8)

Question 18: What could the Township do to improve driving or carpooling in the Township? (Select up to 3 choices)



Total respondents: 1,096

Survey respondents identified the following approaches to improving driving or carpooling in the Township:

- New road connections and widen existing roads (54%)
- Enhance transportation infrastructure (46%)
- Improving walking, cycling, and transit to reduce congestion (43%)

Respondents were invited to leave a comment if they selected “other”. Comments were analyzed and themed. The top comments are listed below:

Infrastructure improvements (39 comments)

- Improve road conditions (potholes) (12)
- More parking spaces (11)
- Timed traffic lights (8)
- Wider roads (5)
- Overpasses (3)

Safety improvements (26 comments)

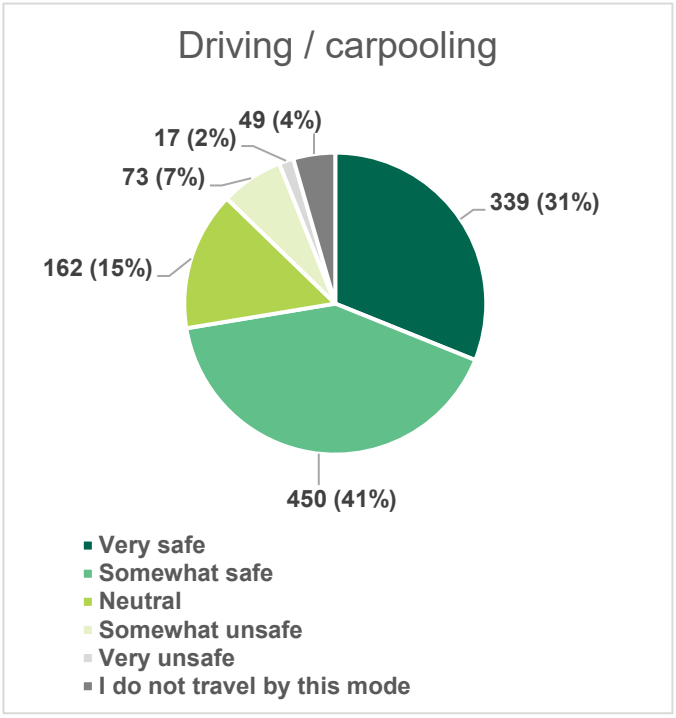
- More enforcement needed (12)
- Traffic calming (medians, speed humps) (10)
- Safety improvements (visibility, crosswalks) (4)

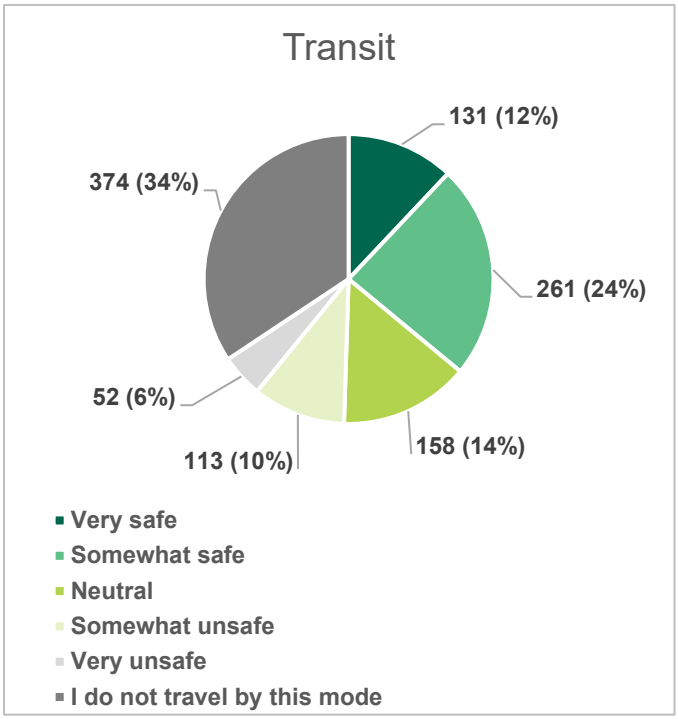
Other (42 comments)

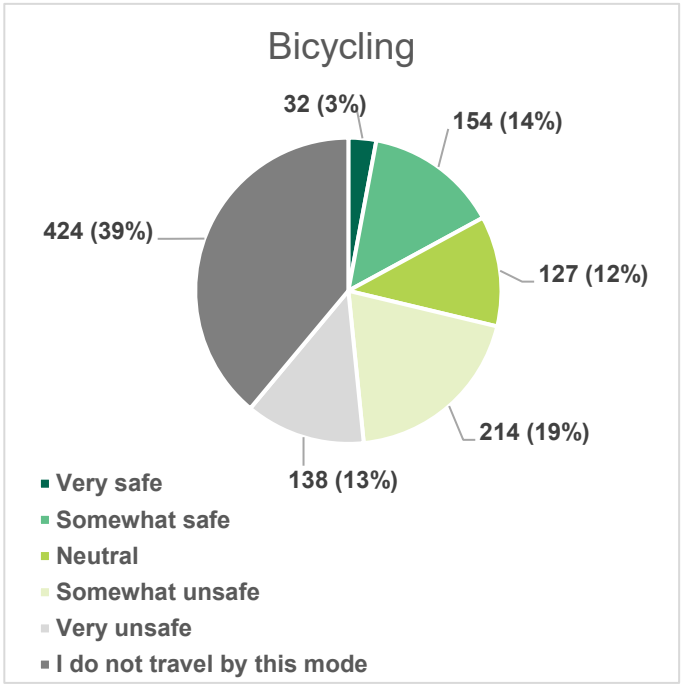
- Carpooling tools (carpool parking lots, resources to connect with other carpoolers) (10)
- Slow the pace of new development (12)
- Oppose planning for cars (5) / More transit needed (4)
- Well planned construction (4)
- Oppose widening roads (4)

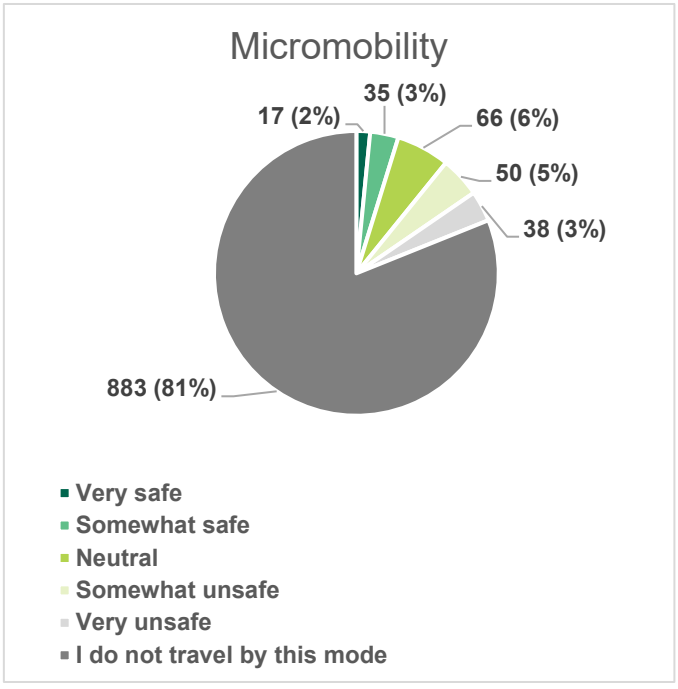
- Oppose bike lanes (3)

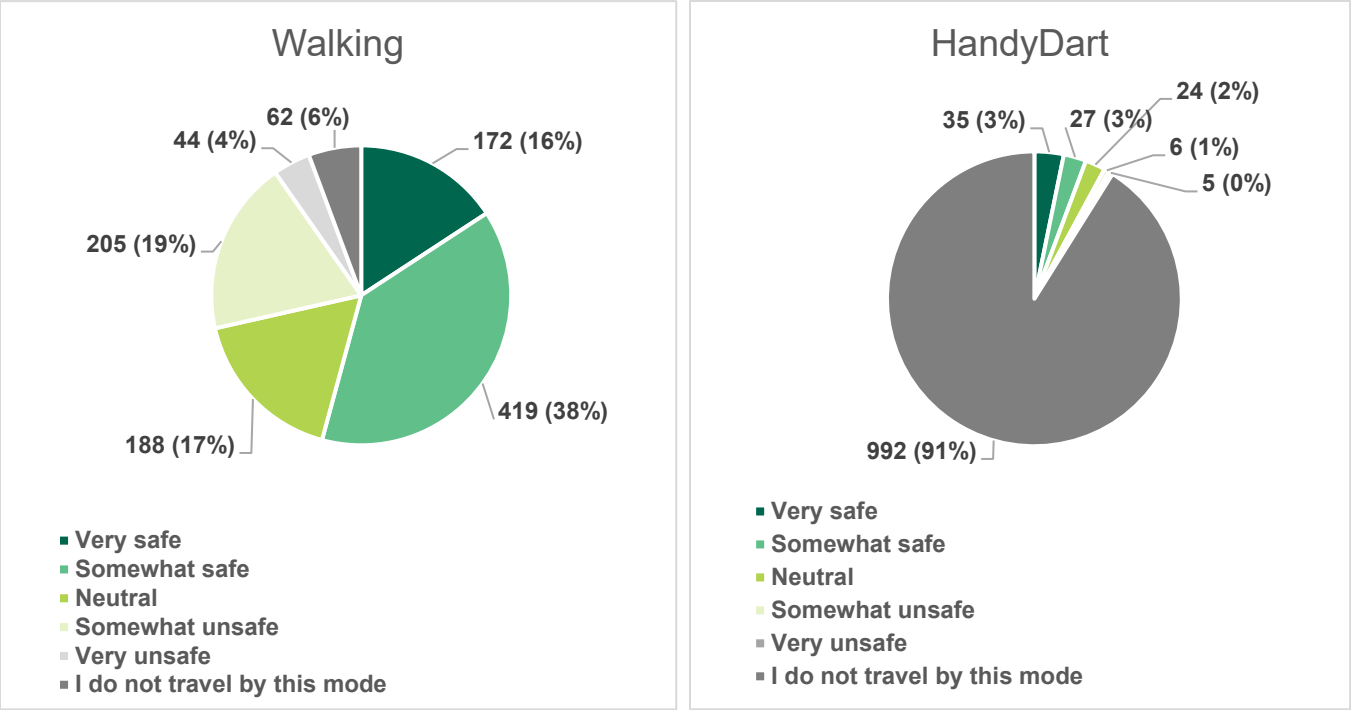
Question 19: How safe do you feel when travelling by the following modes in the Township? (Provide an answer for each row)











Total respondents: 1,089

For most transportation modes, survey respondents felt very safe or somewhat safe. The two modes where respondents felt the least safe included walking (23% felt somewhat unsafe or very unsafe) and bicycling (33% felt somewhat unsafe or very unsafe).

Question 20: Is there anything else you want us to know about this topic as we compile information to update the Transportation and Mobility Strategy?

Respondents were invited to leave a comment for Question 20. Comments were analyzed and themed. The top themes are listed below:

Transit (145 comments)

- More transit (55)
  - To TWU (20)
  - To Aldergrove (6)
  - To Willoughby (4)
  - To rural areas (4)
  - Along 200 Street (3)
  - To Gloucester (3)
  - For route 562 (3)
- More frequent transit options (11)
  - Expand the new SkyTrain further (8)
- More interregional transit (8)
- Transit connections to the SkyTrain (7)

- Bigger buses needed (5)
- More commuter trains (5)
- More parking at SkyTrain (3)

Driving (91 comments)

- Cars are necessary (15)
- Widen roads (19)
- Concerns with congestion (13)
    - Along 200 Street (5)
    - In Willoughby (5)
- Improve road conditions (12)
- More parking needed (11)
- Plan for EVs (4)
- More roads needed (4)
- Better truck planning (3)

Walking (81 comments)

- More sidewalks / sidewalk repairs at key locations (29)
    - Along 200 Street (3)
- Prioritize pedestrians (14)
- Wheelchair accessible sidewalks needed (12)
- More crosswalks needed (11)
- Connect schools to active transportation (11)

Transportation planning (65 comments)

- Less car-centric planning (25)
- Growth of community does not match the rate of infrastructure upgrades (19)
- Support for the project (7)
- Poorly planned transportation system in the Township today (6)
- Slow any new development (8)

Bicycling (59 comments)

- Protected bicycling lanes needed (20)
- More bicycling infrastructure needed in general (19)
- Oppose bicycling lanes (12)
- More bike parking needed (5)
- Leverage e-mobility for mode share (3)

Safety (55 comments)

- More enforcement needed (16)
- Concerns over unsafe driving (7) / Speeding (6)
- Improve street lighting (9)
- Safety concerns due to unhoused populations (7)

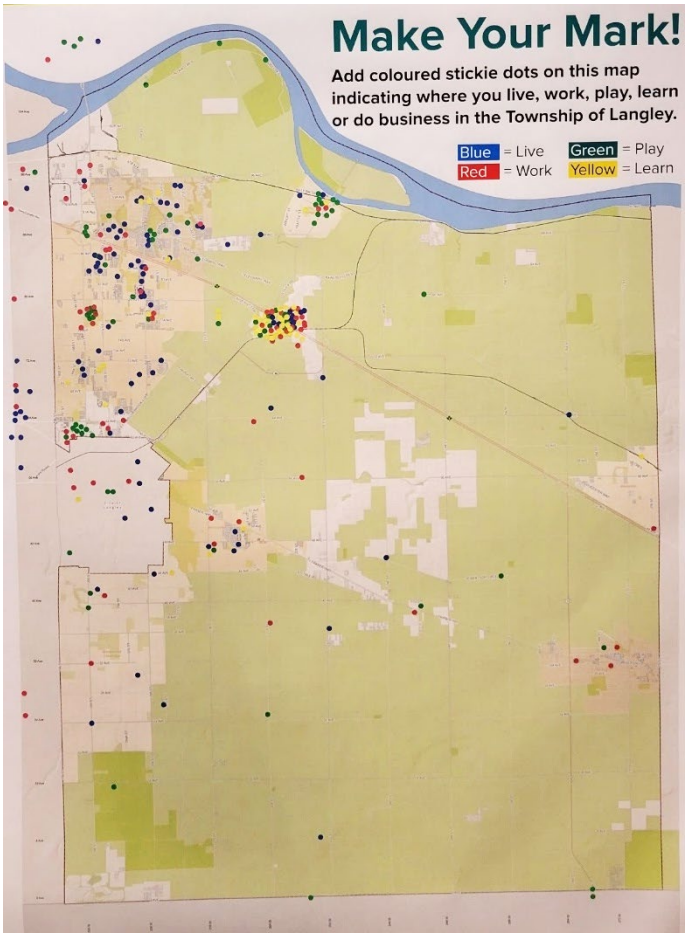
- Safety concerns at transit stops (6)
- Education needed for road users (4)

3.2 What We Heard: Pop-up Events

Township staff delivered a series of pop-up engagement events at three locations across the Township. The top themes from pop-up events are listed below.

- Challenges with the bus service to the TWU (community shuttle is not large enough for the volume of students, the schedule is not frequent enough)
- Overall lack of transit across the Township to access key destinations
- Interest in future transit improvements (such as the SkyTrain and new rapid transit corridors)
- Potential impacts to existing cross-jurisdictional service (555 Bus and Fraser Valley Express)
- Desire for more cycling connections

Staff provided an interactive activity board for the public to mark where they live, work, play and learn with colored stickie dots. This activity was designed to understand where the public's main destinations are throughout the community and engage passersby in a conversation.



3.3 What We Heard: TWU Sustainability Networking Event

At the request of TWU, staff attended a sustainability networking event to raise awareness about the TMS. Like the pop-up event at TWU, attendees expressed concerns about the lack of bus service to the University.

3.4 What We Heard: Road Safety Strategy Workshop

As part of the Road Safety Strategy Workshop, participants were asked about the top transportation concerns in the Township today. The top concerns are listed below:

Top Transportation Concerns

- Education for road usage and safety (cell phones, speeds, etc.) (4)
- Access to safe, affordable, and active transportation options for youth and people with mobility limitations like seniors (3)
- Safe systems approach (accounting for user error in transportation planning) (2)
- Considerations for agricultural lands and other land use plans (2)

- Truck safety and goods movement (2)
- Accessibility for emergency vehicles
- Access to active transportation near schools
- Affordable transportation options for the community
- Congestion
- Parking violations resulting in sightline issues

Attendees also participated in a visioning activity to create a Road Safety Strategy vision. Five draft vision statements were presented to discussion groups, and attendees were invited to identify what they liked and disliked about each. The top comments from this activity are listed below.

Top Suggestions for Vision

Based on the feedback, the proposed vision statement is:

"Township of Langley is a community that values safe and healthy mobility for all. We will work collaboratively to strive towards Vision Zero, the elimination of fatalities and serious injuries in our transportation system."

There was a follow-up survey conducted with all attendees which asked them to vote on their preferred guiding principles for the Road Safety Strategy. The top five guiding principles included:

- Keep safety as the top priority (13)
- Base all decisions on evidence (12)
- Take a proactive approach (10)
- Make the system inclusive and equitable (10)
- Protect the most vulnerable (7)



3.5 What We Heard: Public Open Houses

Two public open houses were hosted to solicit the public's input. A summary of the map activity feedback can be found in Appendix A. The top comments from both events are listed below:

Transit

- More transit connections in the Township needed (better transfer options, more routes, east-west connections, better Route 66 connections) (8)
- Improve bus stops (bike parking, Wi-Fi, live time displays, local art) (4)
- More frequent and faster transit service needed (4)
- Prioritize buses over cars (2)

Cycling and micromobility

- Improve cycling infrastructure (protected lanes, lighting) (7)
- Reduce cyclists' exposure to vehicles and pedestrians (6)
- Improve cycling network connectivity (5)
- Improve cycling infrastructure along rural roads (4)
- Desire to launch a micromobility pilot (3)
- Increase route options for commuter cyclists (3)
- Provide North to South connectivity (3)
- Remove cattle gates (2)



Walking

- Separate walking facilities from cars and cyclists (5)
- Increase crossing safety (lighting, pedestrian islands) (5)
- Improve safety on greenways (lighting) (3)
- Improve sidewalk infrastructure (benches, smooth surface material, lighting) (3)
- Increase connectivity to Willowbrook (2)
- Incorporate green space in walking routes (2)

Driving

- Promote the reduction of car usage (3)
- Decrease lane size (3)
- Implement traffic calming to reduce vehicle volumes and speeds on local roads (2)
- Increase road width (2)
- Restrict access for cars near schools (2)

Road safety

- Separation of motorists and active transportation modes (3)
- Provide more traffic calming infrastructure (3)
- Prioritize narrowing motor vehicle lane width (3)
- Restrict car access near schools (2)
- Reduce slip lanes (channelized right turn lanes) (2)

Attendees were also invited to write down their one wish for the future of transportation in the Township. Comments included:

- Separated bike lanes/parking near SkyTrain and rapid buses
- Better crosswalks on busy roads
- Less reliance on cars
- Fast, frequent, and accessible buses
- More transit routes and buses that travel more often
- Commuting to work on a bike
- Wide and smooth roads
- Elevated bikeways that connect across the entire Township



3.6 What We Heard: Interest Group Roundtable Meetings

The roundtables were designed to enable deeper conversations around the various experiences held by different interest groups and the communities they serve. A summary of the map activity feedback can be found in Appendix A). The discussion also focused on the current state for different transportation modes. The top comments from these workshops are listed below:

Roundtable Meeting #1 – Recreation and Active Transportation



Transit

- Transit is an important priority in the mode-shift away from cars
- Ensure people are able to walk and bicycle to future rapid transit stations
- More secure bike parking at transit stops and exchanges, and throughout the community are needed



Walking

- Safe pedestrian networks needed within residential areas (concerns with right turns on red lights, lack of user separation on 88 Avenue)
- Limited pedestrian connections between neighborhoods and with the City of Langley
- Lack of pedestrian connections through Willowbrook Mall
- More off-street trails and walking routes needed



Cycling and micromobility

- Old Yale Road between 216 Street and the Fraser Highway is a critical cycling connection to the SkyTrain
- More cycling connections to local schools needed
- Better bike parking (accommodating larger e-bikes and cargo bikes, covered, safe, located in areas with many lines of sight)
- Opportunities to work with commuter cyclists and road cyclists to plan for a network that meets the community's needs
- More greenways (40 Avenue from 208 Street eastbound through the Murray Creek Ravine at 212 Street)
- Concerns with cattle gates and gates / barriers along multi-use pathways



Driving

- Wider passing widths for cars and bikes (especially along the western boundary)
- Important to accommodate goods movement, emergency vehicles, agricultural access, and EV infrastructure

Roundtable Meeting #2 – Community Organizations



Transit

- More advocacy needed to TransLink for more frequent service
- Multi-modal connections needed to the new SkyTrain and rapid transit stations
- Need transit connections to employment hubs to support local business and employers
- Safety concerns taking transit (especially for youth)



Bicycling and micromobility

- Avoid too many let downs in the cycling network (at driveways)
- More end of trip facilities (bicycle parking)
- Better planned connections to key destinations like grocery stores



Walking

- Connect new and existing development to the pedestrian network (gap analysis needed)
- Lack of separation between pedestrians and vehicles (272 Street)
- Lack of pedestrian connections and crosswalks in Aldergrove and Fort Langley



Driving

- Driver education needed for cell phone usage and road sharing
- Focus on traffic calming
- Concerns with congestion from growth in the Township and in surrounding communities (highlighting the importance of integrating land use and transportation planning)
- Traffic light coordination (along 200 Street)

Roundtable Meeting #3 – Equity and Accessibility



Transit

- Importance of HandyDart for seniors
- Lack of accessibility on transit (for wheelchairs)
- Long travel times for interregional travel
- More transit after school hours for youth



Walking

- Safer pedestrian connections to schools and within neighbourhoods
- Separation between pedestrians and vehicles
- Better lighting along pedestrian networks (near Brookswood high school)
- Texture and color of pathways are a significant consideration for people rolling and people with sight loss
- Integrate facilities with the City of Langley, Surrey, and Abbotsford

Cycling and micromobility

- More end-of-trip facilities at markets and parks (safe bike lockers and bike racks)
- Lack of facilities to accommodate out of Township cyclists on rural roads
- Wider cycling infrastructure with rapid implementation features

Driving

- Accessible parking options needed



Following these meetings, the project team received follow-up emails from the public and agencies that provided some additional context to the comments received during the meetings and help to better understand existing conditions. This input will be incorporated into the existing conditions report.

3.7 What We Heard: Agency Meeting

On May 1, 2024, staff facilitated an inter-agency meeting. The presentation consisted of an overview of the TMS and a summary of what had been heard from Phase 1 Engagement. There was a facilitated discussion about each transportation mode, and an opportunity to discuss ongoing initiatives that are underway. The top themes from this meeting are listed below:



Transit

- Carvolth Exchange congestion (limited land to expand)
- Interest in updates to Route 66 (Fraser Valley Express)
- More service needed to TWU
- Incorporate Transportation Demand Management policies as part of the TMS
- Ensure the TMS considers planned transit projects including SkyTrain and BRT



Walking

- Desire for more walking infrastructure across the Township
- Importance of considering green infrastructure in transportation planning
- Interest in cross-jurisdictional integration of active transportation infrastructure
- Importance of using a health, climate, and equity lens for transportation planning



Cycling and Micromobility

- Opportunities to use TransLink's State of Cycling data to better understand existing conditions for cycling in the Township
- Integrate Strategy recommendations with active transportation infrastructure included as part of the Highway 1 widening project



Driving/carpooling

- Truck route integration with neighbouring communities
- Widening of Fraser Highway from Murrayville to Aldergrove
- Exploring at-grade and grade-separated rail crossings (200 Street Rail crossing)

3.8 What We Heard: Presentation to Agricultural Advisory Committee

On April 24, 2024, the project team provided an overview presentation to the Agricultural Advisory Committee. After the presentation, there was an opportunity for the Committee to ask questions and provide input into the Strategy. The key themes that were discussed are listed below:

- Active transportation infrastructure that considers the weather
- Increasing enforcement (speeding is a concern for farmers driving tractors and agri-tourism)
- Better planning for areas surrounding schools
- More parking for carpoolers
- More engagement with equestrian communities



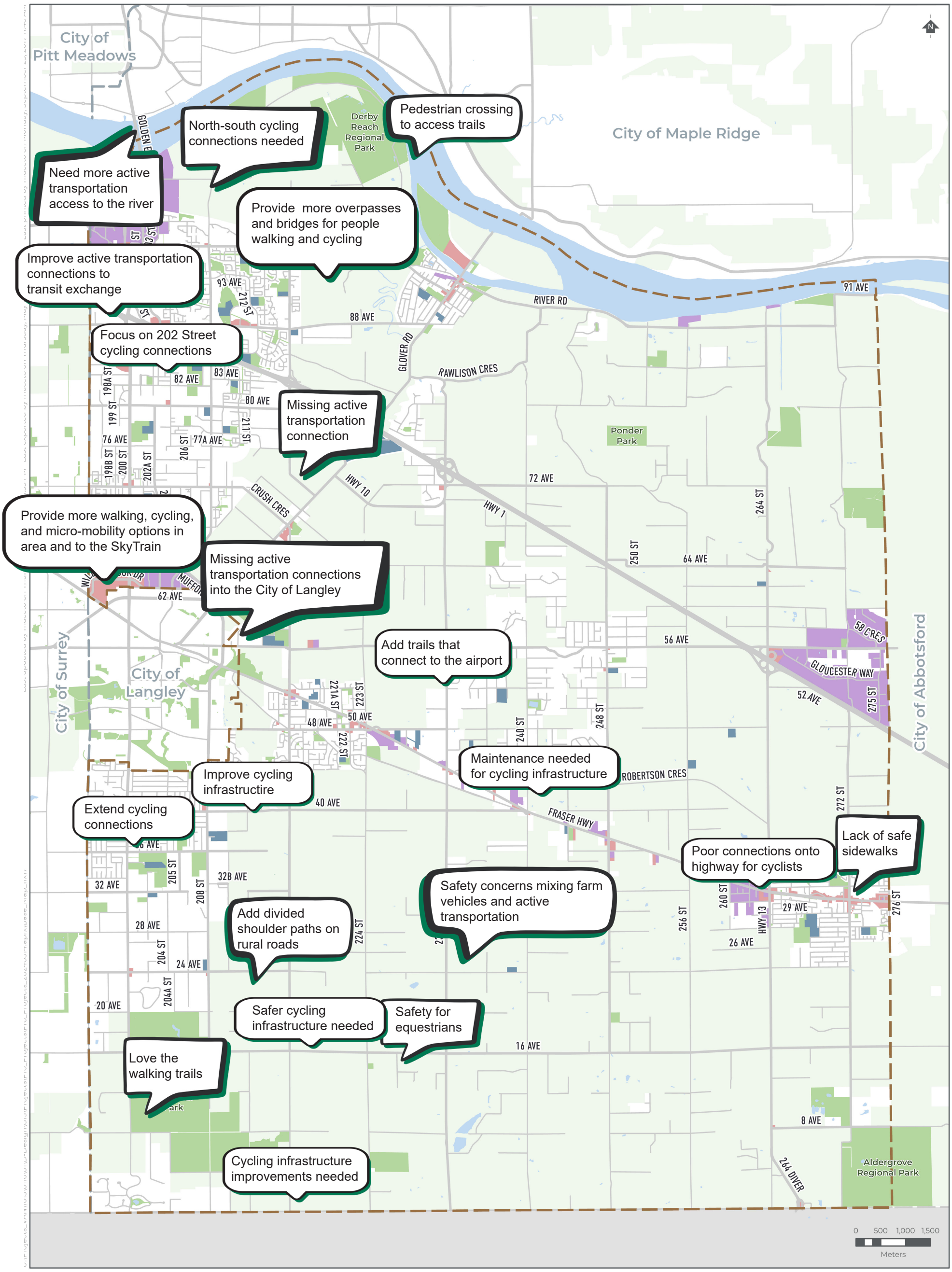
4.0 Next Steps

All feedback collected from Round 1 Engagement will be used, along with technical analysis, to develop project vision, goals, objectives, draft policies, and draft network plans. In the fall/winter of 2024, the Township will launch Round 2 Engagement to collect input from the First Nations, key interested groups, agencies, and the public on the draft materials.

Round 2 engagement will include:

- A community survey
- Additional interest group meetings
- Public events
- And more!

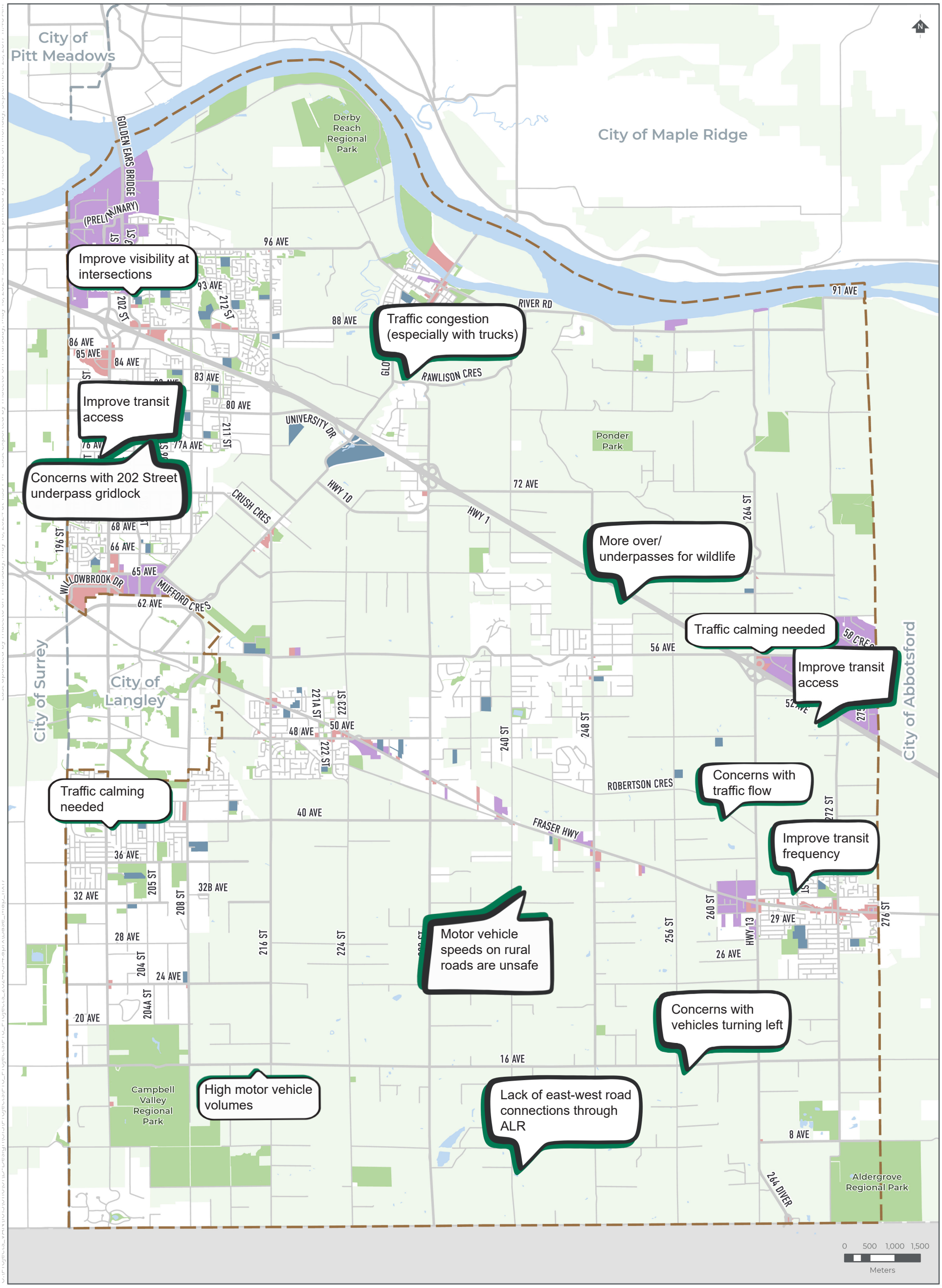
APPENDIX A: SUMMARY OF MAPPING FEEDBACK



ACTIVE TRANSPORTATION COMMENTS

- School
- Commercial
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873



DRIVING AND TRANSIT COMMENTS

- School
- Commercial
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

APPENDIX B: CYCLING GAP PRIORITY LIST

GAP IDENTIFICATION				GAP	GAP LOCATION AND JURISDICTION		PROGRESS TRACKING		
GAP #	NAME OF GAP		SCOPE / BOUNDARIES	STATUS	PRINCIPAL SEGMENT LOCALITY	PRINCIPAL SEGMENT JURISDICTION	LENGTH OF SEGMENT	PROGRESS NOTES	COMMENTS
	Top Level Route Name	Gap Segment Name	Start and End Points Max 50 characters	Select one	Select one	Select one	Length in km	Status, Committee Actions, etc.	Details, Anecdotes, Explanations
228	16 Ave Corridor	16 Ave	16 Ave from 196 St to 276 St	Identified	Township of Langley	Township of Langley	16	Proposals are being prepared for a 25 year Provincial plan to widen the road to 4 lanes to accomodate more truck traffic.	Currently, this road is not used a lot by cyclists as the shoulder width is not consistent and the road is narrow with high volume, high speed, large vehicle traffic.This could be a viable route if separated bike lanes are included in the planning. Would function more as a collector route than an arterial route.
232	208 Ave to Carvolth Connector	84 Ave west from 208 St, 206 St North to 86 Ave, to Carvolth Transit Centre	84 Ave west from 208 St, 206 St North to 86 Ave, to Carvolth Transit Centre	Construction In Progress	Township of Langley	Township of Langley	1.2	Some multi-family residential developments underway along 86 Ave. No bicycle infrastructure along 84 Ave ((inicluding along Yorkson Creek School frontage) or on 206 St, or on 86 Ave. However, a dirt/asphalt trail is available for part way from 208 St, on southside of Hwy 1, until west of 205B St.	84 Ave west from 208 St has been constructed in such a manner that it will be extremely difficult to add bicycle facilities. Yorkson Middle School is on 84 Ave with no safe bicycle access from the community east of 208 Ave. Need protected bicycle infrastructure along 84 Ave and 86, to service school, and connect 208 St school, and Carvolth.
257	208 St Corridor	208 St - Part 4	48 Ave to 44 Ave	Identified	City of Langley and Township of Langley	Multi-jurisdictional	0.8	Township shares 220 meters of boundary with the City in the 4500 block of 208 St.	Would provide a southern continuation of the 208 St bike route from the City into the Brookswood/Fernridge area of ToL and access to recreation facilities at George Preston. No route currently exists connecting the City and Township in that area west of 216 St. The ToL shares 0,23 km of roadway with the City at the south end of this segment.
258	208 St Corridor	208 St - Part 5	44 Ave to 40 Ave	Identified	Township of Langley	Township of Langley	0.8		
259	208 St Corridor	208 St - Part 6	40 Ave to 36 Ave	Identified	Township of Langley	Township of Langley	0.8	ToL has signed and installed some diverters, signage and road symbols	Using the road and sidewalks with mulitpe driveways on west side makes for a hazardous route. Not acceptable as a closed gap
260	208 St Corridor	208 St - Part 7	36 Ave to 24 Ave	Identified	Township of Langley	Township of Langley	2.4		Route is proposed in light of the future development housing of the Rinn Neighbourhood Plan, where 208 St has been identified as a major route and may be extended south at some point.
268	216 St Corridor	96 Ave to 88 Ave	96 Ave to 88 Ave	Identified	Township of Langley	Township of Langley	1.7		Currently has no bicycle infrastructure but wide road allowance and separated sidewalk so adding a painted shoulder or MUP should be possible.
269	216 St Corridor	80 Ave to Glover Rd	80 Ave to Glover Rd	Identified	Township of Langley	Township of Langley	1.9		Can connect large eastern Willoughby development to Glover Rd and to Kwantlen University
270	216 St Corridor	48 Ave Corridor to Fraser Hwy Corridor Connector	52 Ave to 48 Ave	Identified	Township of Langley	Township of Langley	0.925		The ToL has signed and marked the segment with Sharrows, however with the high volume, high speed traffic, these alternations have contributed little to enticing more cyclist to use the segment, so still far from being a AAA bike infrastructure.
264	24 Ave Corridor	24 Ave Part 1	196 St to 200 St	Identified	Township of Langley	Township of Langley	1.6	Local Committee provided input into the Township's consultation on the Brookswood - Fernridge Community Development Plans in 2022-23 in regard to needed cycling infrastructure.	Popular connecting route from South Surrey And White Rock with Sport and Recreational cyclists and likely with transportational cyclist. Opporunity for transportation cyclists accessing large warehouse development in Surrey. Fernridge area will be undergoing residential development in next few years and getting cycling infrastructure in place as part of the planning is critical. 24 Ave is mentioned in the Fernridge NP as a 4 lane arterial road with having a bike lane associated with it.
265	24 Ave Corridor	24 Ave Part 2	200 St to 204 St	Identified	Township of Langley	Township of Langley	0.8	See GAP#264 Comment	See GAP#264 Comment
266	24 Ave Corridor	24 Ave Part 3	204 St to 208 St	Identified	Township of Langley	Township of Langley	0.8	See GAP#264 Comment	See GAP#264 Comment
261	36 Ave Corridor	36 St - west	200 St to 196 St	Identified	Township of Langley	Township of Langley	0..8		Popular cycling route bypassing the busy 200 St corridor and connection to City of Surrey bike routes and the high employment Campbell Heights Warehouse District. Surrey-WR HUB has identifed 36th Ave from 192 St to 196 St as a Gap in their network.

GAP IDENTIFICATION				GAP	GAP LOCATION AND JURISDICTION		PROGRESS TRACKING		
GAP #	NAME OF GAP		SCOPE / BOUNDARIES	STATUS	PRINCIPAL SEGMENT LOCALITY	PRINCIPAL SEGMENT JURISDICTION	LENGTH OF SEGMENT	PROGRESS NOTES	COMMENTS
	Top Level Route Name	Gap Segment Name	Start and End Points Max 50 characters	Select one	Select one	Select one	Length in km	Status, Committee Actions, etc.	Details, Anecdotes, Explanations
253	40 Ave Corridor	Murray Creek Ravine	213 St to 216 St	Identified	Township of Langley	Township of Langley	0.56	Has been forth as a mjor barrier to east - west cycle transportaion in South Langley to multiple decision makers	Major barrier on a critical east-west route between Brookswood/Murrayville and connection to the Fraser Hwy Corridor at 240 St
248	56 Ave Corridor	56 Ave - Part 2	Langley Bypass to 211 St	Consultation In Progress	Multi-jurisdictional	Township and City of Langley	0.28	City will be undertaking consultations with Township on this matter. City plans to extend its 56 Ave design from Glover Rd through to 211 St.	Bike route from the Township disappears and cyclists either choose to ride on sidewalk or the two lane roadway with limited signage or pavement markings alerting drivers to prescense of cyclists. This is no man's land as this is also the boundary between City and Township so is a split responsiblity between the two jurisdictions
249	56 Ave Corridor	56 Ave - Part 3	211 St to east end of Bridge	Identified	Township of Langley	Township of Langley	0.18		MUP only extends to the bridge over the Nicomekl River where cyclists are directed unto the roadway to 211 St separated only by a painted line
251	56 Ave Corridor	56 Ave - Part 5	216 St to 276 St to Baynes St	Identified	Township of Langley	Township of Langley	13.3	Ravine stabilization work done in 2023, but no shoulder improvements done that could be seen as bicycle infrastructure	56 Ave east of 216 St is not on the OCP -- likely due to two significant ravines with narrow roadways. The road is important because it is a direct route between Langley City and Gloucester Industrial Park.
274	64 Ave Corridor	196 St to 204 St	196 St to 204 St	Identified	Township of Langley	Township of Langley	1.9		Major connection to Surrey and to Township commercial area.
272	72 Ave Corridor	203 St to 210 St	203rd St to 210 St	Identified	Township of Langley	Township of Langley	4.3		MUP and shoulder lane being constructed around 203 St and likely planned for continuing eastwards.
273	72 Ave Corridor	210 St/Worrel Cres	210 Street/Worrel Crescent to 216 St	Identified	Township of Langley	Township of Langley	1.9		Currently high useage area by walkers and runners due to low traffic volumes and scenic agricultural area. Also near low income housing complex that sees a lot of cyclists. Alterative to high speed, high volume traffic on Crush Crescent designated route. Biggest challenge would be to getting MOTI to install pedestrian crossing lights at Glover Road crossing.
271	80 Ave	216 St to 202a St	216 St to 202a St	Identified	Township of Langley	Township of Langley	2.7		Large rural properties zoned in early stages of development. Should link up MUP/bike shoulder lane from 216 St to 212 St.
277	88 Ave	216 St to 200 St	216 St to 200 St	Identified	Township of Langley	Township of Langley	6.2		This is the primary route to through Walnut Grove and should have bicycle infrastructure or an alternative convenient route to directly connect Walnut Grove commercial strip, 208 St, and Carvolth. Addressing 88 Avenue lack of at least a painted shoulder lane on both sides should be high priority to address (protected lanes would be appropriate given the high volume and speed of traffic).
276	88 Ave Corridor	Glover Rd to 216 Street	Glover Rd to 216 Street	Identified	Township of Langley	Township of Langley	6.2		Should start with review of narrow painted shoulder section and raised sidewalk conflicts such as on 88 Ave hill and painted shoulder lane on westbound lane east of 216 intersection.
225	96 Ave	96 Ave from 201 St to 208 St	96 Ave from 201 St to 208 St	Identified	Township of Langley	Township of Langley	7.3		North side of 96 Ave: combination of painted bicycle-only shoulder lane and painted shared shoulder lane, and signage. South side of 96 Ave: has painted strip and sidewalk. The segment of 96 Ave between 208 St and 200 St presumably does not meet BCATDG for speed and volume of traffic and should have a protected bike lane (and connecting the Langley Greenway to 200 St) and also to Port Kells Industrial area.
203	96 Ave Corridor	96 Ave - 198 St to 201 St	96 Ave - 198 St to 201 St	Construction In Progress	Township of Langley	Township of Langley	1.6	Continues eastward as GAP#225	North side of 96 Ave: has MUP, raised but no buffer to curb, and can be quite busy with pedestrians especially at bus stop South side of 96 Ave: has painted strip and sidewalk, presumably does not meet BCATDG for speed and volume of traffic, and should have protection, perhaps using sidewalk as a MUP.

GAP IDENTIFICATION				GAP	GAP LOCATION AND JURISDICTION		PROGRESS TRACKING		
GAP #	NAME OF GAP		SCOPE / BOUNDARIES	STATUS	PRINCIPAL SEGMENT LOCALITY	PRINCIPAL SEGMENT JURISDICTION	LENGTH OF SEGMENT	PROGRESS NOTES	COMMENTS
	Top Level Route Name	Gap Segment Name	Start and End Points Max 50 characters	Select one	Select one	Select one	Length in km	Status, Committee Actions, etc.	Details, Anecdotes, Explanations
278	City To Fort Corridor Part 3 Glover Rd	Glover Rd from Springbrook Rd to Glover Rd Hwy 1 Overpass	Glover Rd from Springbrook Rd to Glover Rd Hwy 1 Overpass	Identified	Township of Langley	Township of Langley			Due to speed and volume, painted side strip may not meet BCATDG. Particularly uncomfortable due to curves and drivers taking turning wide. Railway crossing on a curve is a pinch point as the crossing arms are close to the fogline, forcing cyclists unto the roadway
223	City To Fort Corridor Part 5 Glover Rd	Glover Rd from Hwy 1 Overpass to 88 Ave	Glover Rd from Hwy 1 Overpass to 88 Ave	Identified	Township of Langley	Township of Langley	2.3	Was marked as completed. However, protected lane (concrete barriers) is appropriate particularly on curved section by retaining wall south of Rawlinson intersection and near intersection with Telegraph Trail, and along curved sections north and south of the Salmon River.	Due to speed and volume, painted side strip may not meet BCATDG. Particularly uncomfortable due to curves and drivers taking turning wide. Should at least have concrete barriers on curves, particularly on hill portion and at Telegraph Trail intersection, and on both sides of the Salmon River bridge.
224	City To Fort Corridor Part 6	Glover Rd from 88 Ave to Billy Brown Rd	Glover Rd from 88 Ave to Billy Brown Rd	Identified	Township of Langley	Township of Langley	1		No infrastructure in place, only painted bicycles in middle of busy road. Road is wide but has parking on both sides.
214	Fraser Highway Corridor	Fraser Highway Part 1	Fraser Highway from 196 St to Langley Bypass West	Identified	Township of Langley	Township of Langley	0.4	Limited work has been done to make this a safer bike route.	Proximity to future Willowbrook Skytrain Station may mean additional attention will be paid to this route. This is a multijurisdictional issue as the boundary between the city and Township runs from 196 St to the Langley Bypass. Plans exist for a MUP under the Skytrain structure only to the Bypass intersection.
241	Fraser Highway Corridor	Fraser Hwy - Part 5	233 St to 246 St	Identified	Township of Langley	Township of Langley	2.5	Township has signed route and done some major intersection work at 248 St, including separated bike lanes. Off road, Multi Use Path installed between Langley Bypass (east) and 216 St	Mostly finished, some spot improvements needed. Still only comfortable for some on most of the route. Does not conform with BC Active Transportation Guidelines for speed and volume of traffic.
243	Fraser Hwy Corridor	Fraser Hwy - Part 7	Fraser Hwy - 249 St to 262 St	Identified	Township of Langley	Township of Langley	2.8		Arguably completed with signage and road markings, segments needing upgrading
244	Fraser Hwy Corridor	Fraser Hwy - Part 8	Fraser Hwy - 262 St to 264 St	Identified	Township of Langley	Township of Langley	0.4	Other than installing a MUP on the south side of the road between multiple driveways, no work done to improve safety	Poor infrastructure and limited to no delination on both sides of the road. Bike lanes, if they existed cross multiple driveways, particularly before accessing MUP on south side.
245	Fraser Hwy Corridor	Fraser Hwy - Part 9	Fraser Hwy to 32 Ave	Identified	Township of Langley	MoTI and Township of Langley	0.12	MUP on east side of 264 St between intersection and 32 Ave, deliniators at 32 Ave, having to cross a high speed slip stream	Connection between Fraser Hwy and 32 Ave at 265 St/Hwy 15 is not clearly defined and due to multiple crossings of both Highways and high volume of traffic, is hazardous
254	Golden Ears Bridge/South Langley Corridor Part 1	Golden Ears Bridge Underpass	100A Ave to 102B Ave	Identified	Township of Langley	Township of Langley	0.5		Easy access to 102B Ave from the Spiral on/off ramp to the Golden Ears Bridge
255	Golden Ears Bridge/South Langley Corridor Part 2	TransCanada Trail (Great Trail)	102B Ave from Golden Ears Bridge Underpass to 208 St	Identified	Township of Langley	Township of Langley	1.4		Township intends to pave the TransCanada (Great Trail) as identified in its Capital Budget discussions
256	Golden Ears Bridge/South Langley Corridor Part 3	208 St - Part 1	102B St to 96 Ave	Identified	Township of Langley	Township of Langley	1.4		Provides safer connection for families and road cyclists to 208 St/208 trail and west end of Fort to Fort Trail (and Allard Crescent for road cyclists)
204	Golden Ears Bridge/South Langley Corridor Part 4	208 St - Part 2	208 St - 96 Ave to 88 Ave	Identified	Township of Langley	Township of Langley	2.1		No bike infrastructure between 96 Ave and 88 Ave. Road is wide and has sidewalk. Could presumably add bike lane lines for most of this section. Even better and more appropriate would be painted bike lane and MUP using existing sidewalk particularly so kids can comfortably and safely ride to many schools, parks and playgrounds in area, and connect to Willoughby and Walnut Grove to Trans Canada Trail and Fort to Fort Trail.

GAP IDENTIFICATION				GAP	GAP LOCATION AND JURISDICTION		PROGRESS TRACKING		
GAP #	NAME OF GAP		SCOPE / BOUNDARIES	STATUS	PRINCIPAL SEGMENT LOCALITY	PRINCIPAL SEGMENT JURISDICTION	LENGTH OF SEGMENT	PROGRESS NOTES	COMMENTS
	Top Level Route Name	Gap Segment Name	Start and End Points Max 50 characters	Select one	Select one	Select one	Length in km	Status, Committee Actions, etc.	Details, Anecdotes, Explanations
275	Golden Ears Bridge/South Langley Corridor Part 5	208 St - Part 3	208 St - 88 Ave to Hwy 1 Overpass	Identified	Township of Langley	Township of Langley	2.1	Good bike shoulder lanes and/or MUP between overpass and 88 Ave. Shoulder lanes could use protection, such as north of 216 St overpass.	
206	Golden Ears Bridge/South Langley Corridor Part 7	208 St/Willoughby Connector	208 St/Willoughby Connector - Hwy1 to 204 St at 62 Ave	Construction In Progress	Township of Langley	Township of Langley	4.9	Bike lane/MUP constructed between Hwy 1 and approximately 76 Ave, and between 64 Ave and 62 Ave.	Current 208 St expansion, including bike lane/MUP infrastructure currently under construction between 76 Ave and 64 Ave/Mufford Crescent. Expected completion in mid-2025.
234	Golden Ears Bridge/South Langley Corridor Part 7	Langley Bypass Overpass	Intersection of 204 St and 62 Ave	Identified	Multi-jurisdictional	Township and City of Langley	0.07	City will be undertaking consultations with Township on this matter	Entrance unto and exit from overpass at intersection crosses high speed slip streams without any indication to driver that cyclist might be entering the intersection, especially north bound. This is a multi jurisdiction issue as 62nd Ave is the boundary between the City and the Township. All bike designated bike lanes crossing an intersection should be outlined with either elephants feet or a continuous green path way or both to alert motorists to the prescence of bicycles and other micromobility vechicles.
262	Old Yale Road Corridor	Township Segment	City Bdry to 216 St	Consultation In Progress	Township of Langley	Township of Langley	1.3		Included in LC's submission to ToL Public Hearing on Improvements to Heritage Section of Old Yale Rd
267	River Rd	Approximately 260 St to 272 St	Approximately 260 St to 272 St	Identified	Township of Langley	Township of Langley	2.3		This is a popular route for road cyclists, however a decent shoulder lane ends east of Fort Langley on River Rd at approximately 260 St. Shoulder lanes should be added east of 260 St to 272 St. Also part of Trans Canada Trail.
229	Zero Ave Corridor	Zero Ave Part 1	Zero Ave from 196 St to 264 St Diversion Pathway at Border Crossing	Identified	Township of Langley	Township of Langley	14.1	In the preparation of the Township's 2015 Cycling Plan, the than Advocacy Group, The Greater Langley Cycling Coalition lobbied for the inclusion of that route on the Ultimate Cycling Network. The Transportation Engineers declined the request, citing poor sight lines and hills, despite the City of Surrey section of Zero Ave having similiar topography, yet the City signed and declared their section as a bike route. Another opportunity will avail itself to HUB Langley when the ToL invites public input in its 2024 Master Transportation Planning stage.	Zero Ave is currently, primarily used by sport and recreational cyclists and some itinerate farm workers. The road has no shoulder but traffic volume has grown as traffic has moved from 16 Ave. Dispite traffic calming speed platforms and posted speed limit of 50 kms per hour, average speed is 60+ km/hr. More functional as an east west route than 16 Ave ever would be.
252	Zero Ave Corridor	Zero Ave Part 2	264 St Diversion to 276 St	Identified	Township of Langley	Township of Langley	2.1		Continuation unto Abbottsford as a potential Cycling Hwy to Central and Eastern Fraser Valley

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JUNE 24, 2024
FROM:	PERMITS, LICENCES AND INSPECTIONS DIVISION	**FILE NO:**	6300-01
SUBJECT:	UNAUTHORIZED TREE REMOVAL – 1033 - 251A STREET		

The purpose of this memorandum is to provide Mayor and Council information further to a Delegation Request for the June 24, 2024, Regular Meeting. The owner of the property located at 1033 - 251A Street, would like to appear before Council regarding the cost of the tree removal permit, TP001599, for a tree that was unlawfully removed from the property.

Please refer to the attached addendum for the chronological events surrounding the investigation of the removal of the one tree for the subject property.

As per the Tree Protection Bylaw 2019 No. 5478, the fees for the tree removal without a permit were calculated to be $10,650.00.

ATTACHMENT A Email received from owner and response from staff

ATTACHMENT B Bylaw investigation including photo’s

ATTACHMENT C Email from owner and staff response including copy of Enforcement Letter

ATTACHMENT D Email exchange advising owner of option to Present to Council

ADDENDUM

Chronology of Correspondence/Discussion/Contacts
Property Located at 1033 251A St – Unauthorized Tree Removal

Date	Event
June 4, 2024	Phone call received from Tax Department advising owner complaint regarding tree removal.
June 4, 2024	Bylaw Officers, Rai and Sheel attended the property to investigate complaint. Upon arrival, officer Rai attempted to contact the owners/occupants, no one responded. A business card belonging to staff (Diane Brown) was left at the door. Upon inspection, it was determined that one tree had been removed from the front yard. The tree stump remaining was tagged, **7851**, and the dbh was determined to be **51 cm**. While preparing their report offsite, officers Rai and Sheel were approached by a female who identified themselves as the registered property owner, Sarah Solotki. Officer Rai educated her on the bylaws and provided her with a copy of Diane Brown's business card and advise Mrs. Solotki to contact Ms. Brown as soon as possible.
June 4, 2024	Email received from Owner, Tyson Solotki, advising why he cut down tree and requesting leniency in the fines. Mr. Solotki advised that he had contacted several arborists companies that advised he did not need a tree removal permit, however no documentation was provided to verify this statement. Staff responded that once information from the Bylaw Officers investigation was completed, staff will be better able to respond. Advised owner **that a person must not cut or remove any protected tree without permit** as per the Tree Protection Bylaw. **ATTACHMENT A**
June 5, 2024	Bylaw Officers provided staff an email detailing their investigation, including pictures taken at the site of unauthorized tree removal. **ATTACHMENT B**
June 6, 2024	Owner, Tyson Solotki, emailed inquiring about status of the tree removal. Staff forwarded copy of tree removal letter outlining the fees required due to the unauthorized removal of one (1) tree. **ATTACHMENT C**
June 6, 2024	Owner called and spoke with staff regarding appearing before council, staff explained the process and provided email with link to ***Present to Council*** page on Township website. **ATTACHMENT D**

Diane Brown

From: Diane Brown
Sent: Tuesday, June 04, 2024 4:31 PM
To: Tyson Solotki
Cc: FOIPPA s. 22(1)
Subject: RE: Tree Removal

Good afternoon, Tyson,

Thank you for your email.

With regards to your inspection by Township Bylaw Officers today, I am unable to respond until I receive the report from our Officers.

Please note, that as per the Tree Protection Bylaw 2019 No. 5478:

A person must not cut or remove any protected tree, or cause, suffer or permit any protected tree to be cut or removed, except in accordance with the terms and conditions of a valid permit issued under this bylaw.

For more information with regards to the Tree Protection Bylaw, please refer to our website page, Tree Protection and Removal.

Once the report is submitted, you will receive further information.

Regards,

Diane

Diane Brown (she/her) | **Administration and Business Services Assistant**
PLI Administration
20338 – 65 Avenue, Langley, BC V2Y 3J1
Office: 604-533-6096
tol.ca | eNews | Social

Township of Langley

From: Tyson Solotki FOIPPA s. 22(1)
Sent: Tuesday, June 4, 2024 2:47 PM
To: Diane Brown <dbrown@tol.ca>
Cc: FOIPPA s. 22(1)
Subject: Tree Removal

External email. Verify sender and confirm content is safe.

Good Afternoon Diane,

I am writing about a tree that we had taken down in our front yard. We are the new home owners of 1033 251a street in Aldergrove BC. We finally saved up to become detached home owners. We got a visit from 2 bylaw officers today that we had taken a tree out that was too big in diameter according to the bylaw restrictions.

We had 4 arborist companies come by and take a look at 6 fir trees to limb the branches up. There was 2 of them that were quite a bit smaller, one of them all 4 companies advised could be taken out no problem without a permit and that one of them needed a permit which we were in the process of getting submitted so that the company that did the work today could come back and complete for us so we can widen our driveway.

My wife spoke to the one officer and he advised that we are being fined 10,500.00 because of our lack of due diligence in this regard. I can assure you that we were unaware of the need to reach out to the city to even find out the restrictions or regulations in place. We assumed the arborist companies would be licensed and informed on current policies in place.

FOIPPA s. 22(1)

FOIPPA s. 22(1) We had a 30 foot branch fall last week and dent my wife's vehicle. It was unsafe with the way it has been left when we took over possession.

Is there a way we can submit more information and pay for a permit to justify the one tree that was taken down?

Please, let me know if there is anything we can do,

Tyson Solotki
FOIPPA s. 22(1)

Diane Brown

From: Sandip Rai
Sent: Wednesday, June 05, 2024 9:30 AM
To: Trees
Cc: Nick Sheel
Subject: Unlawful Tree Removal - 1033 251A St - June 4
Attachments: 1033 251A St - Tree 7851 - June 4 (1).jpg; 1033 251A St - Tree 7851 - June 4 (2).jpg; 1033 251A St - Tree 7851 - June 4 (3).jpg; 1033 251A St - Tree 7851 - June 4 (4).jpg; 1033 251A St - Tree 7851 - June 4 (5).jpg; 1033 251A St - June 4 (1).jpg; 1033 251A St - June 4 (2).jpg; 1033 251A St - June 4 (3).jpg; 1033 251A St - June 4 (4).jpg; 1033 251A St - June 4 (5).jpg; 1033 251A St - June 4 (6).jpg

Hi Diane,

On 2024/06/04 at 13:51 hrs, BLEO RAI and BLEO SHEEL attended the location. It was determined that the tree removal was associated with 1033 251A St. The address is a dwelling located on the stratified lot 1018 250A St. The location was determined as a commercial vehicle with the decals for SUPERIOR TREE SERVICES LTD was observed leaving the general area.

Attending the site, RAI and SHEEL was observed that one tree in the front yard had been cut. Checking Tempest, RAI did not find any active tree removal permits associated with 1033 251A St. There was also no permit card posted at the site.

RAI and SHEEL knocked on the door of the dwelling in an attempt to make contact with the registered property owners or the occupants. No one responded. Diane BROWN's business card was left at the door.

RAI and SHEEL inspected the property. Only the tree in the front yard had been removed. Other trees on the property had their lower branches pruned.

The cut down tree in the front yard was measured at the stump as only a portion of the trunk was remaining on the property and it was cut into multiple portions. The stump was measured to be 51 cm in dbh. The stump was also tagged and identified as tree 7851.

After RAI and SHEEL left the property, RAI was parked along 10 Ave preparing the narrative. RAI was approached by a Caucasian female, who stated that she was the registered property owner of 1033 251A St, Sarah SOLOTKI.

RAI and SOLOTKI discussed the tree removal. SOLOTKI claimed that the arborist that her and her husband hired told them that they did not need a permit to remove the tree that had been cut down. RAI educated her on the bylaws and that trees with a dbh over 20 cm were considered protected trees and always required a permit to remove. SOLOTKI stated that they planned on getting a permit to remove the other trees near her driveway as well.

RAI provided SOLOTKI with his and Diane BROWN's business cards. She was advised to contact BROWN to discuss the issue as soon as possible.

A table with all of the information regarding the unlawful tree removal activity is below:

Tree	TOL Tree Number	DBH	Location: Boulevard or Private Property	State of Tree	Ticket number

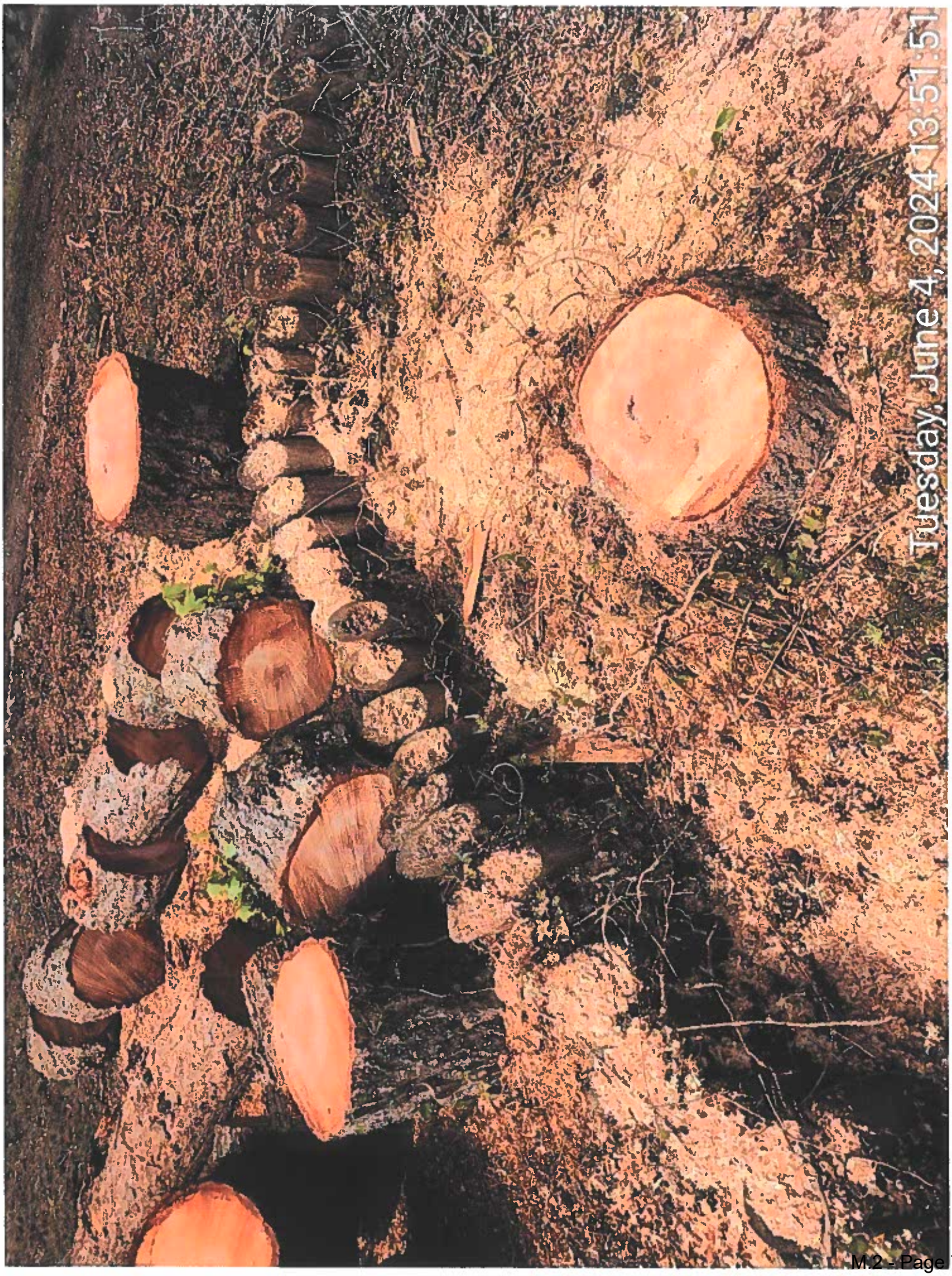
1	7851	51 cm	Private Property	Stump remaining. Most debris removed but sections of the trunk still on site.	No Ticket

Photos of the observation are attached.

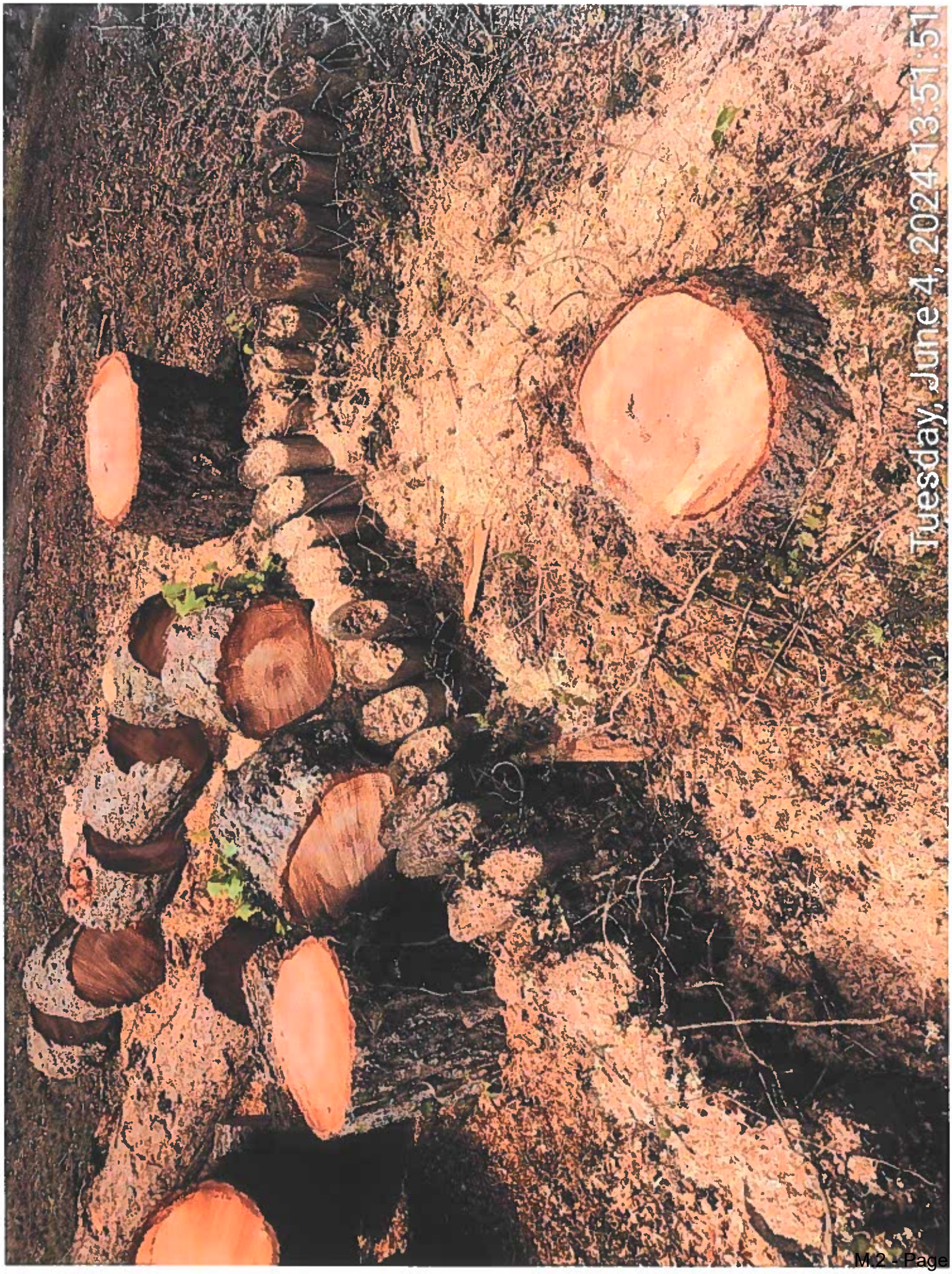
Regards,

Sandip Rai (he/him) | Bylaw Enforcement Officer
Bylaw Enforcement Department | Bylaw, Legal, and Strategic Implementation
Township of Langley
20338 - 65 Avenue, Langley, BC V2Y 3J1
Office: 604-532-3522
tol.ca | eNews | Social

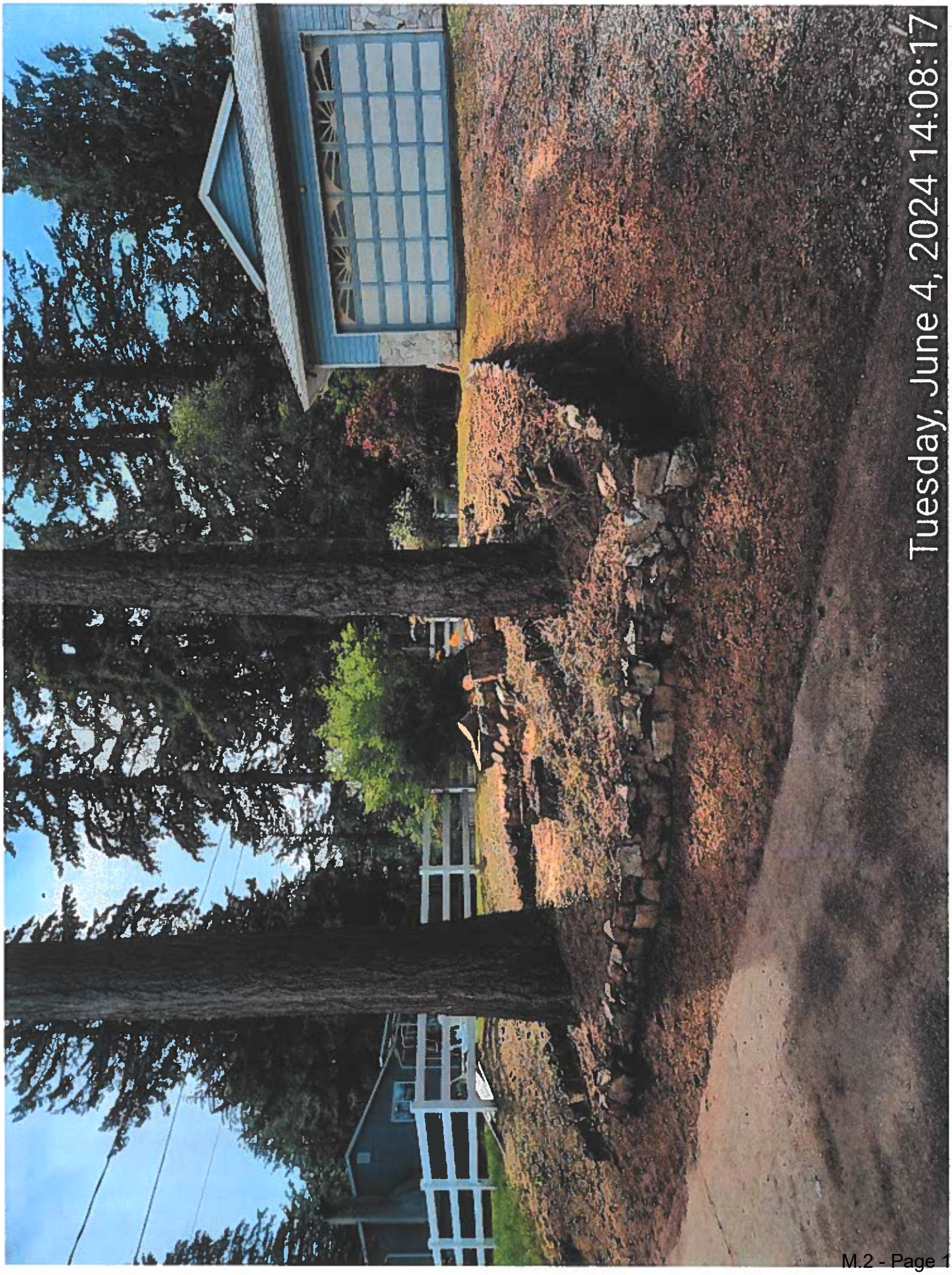
Township of Langley


Tuesday, June 4, 2024 13:51:51

Tuesday, June 4, 2024 13:51:46


Tuesday, June 4, 2024 13:51:51


Tuesday, June 4, 2024 13:56:11
LANGLEY TOWNSHIP
7851
URBAN FORESTRY


Tuesday, June 4, 2024 14:08:17

Tuesday, June 4, 2024 14:10:17


Tuesday, June 4, 2024 13:51:44


Tuesday, June 4, 2024 13:59:13


Tuesday, June 4, 2024 14:02:36

Diane Brown

From: Diane Brown
Sent: Thursday, June 06, 2024 12:08 PM
To: Tyson Solotki
Subject: RE: Tree Removal - 1033 251A St
Attachments: 1033 251A ST.pdf

Good morning, Tyson,

Please see attached letter.

Any questions, please respond to this email.

Thank you,

Diane

Diane Brown (she/her) | **Administration and Business Services Assistant**
PLI Administration
20338 – 65 Avenue, Langley, BC V2Y 3J1
Office: 604-533-6096
tol.ca | eNews | Social

Township of Langley

From: Tyson Solotki FOIPPA s. 22(1)
Sent: Thursday, June 6, 2024 9:48 AM
To: Diane Brown <dbrown@tol.ca>
Cc: FOIPPA s. 22(1)
Subject: Re: Tree Removal

External email. Verify sender and confirm content is safe.

Good Morning Diane,

Sorry just wanted to follow up to see if you've received the report.

We've been on pins and needles for days now with the unknown of the situation and what we can do to remedy what happened.

Any information would be much appreciated,

Have a good day,

Tyson Solotki

Township of Langley

Est. 1873

June 6, 2024

FOLDER NO.: TP001599

SOLOTKI TYSON J
SOLOTKI SARAH M
1033 251A ST
ALDERGROVE BC V4W 2S8

Dear Property Owners:

Re: Unauthorized Tree Removal
1033 251A ST, Langley BC (the "Lands")

We are writing regarding the unauthorized removal of one (1) tree from your property.

Upon Township's inspection conducted on June 4, 2024, it was confirmed that one (1) protected tree (which is a protected tree under the Township's Tree Protection Bylaw 2019 (the "Tree Bylaw")) was unlawfully removed from the Lands. This action was carried out on your part without a valid tree removal permit and in direct violation to the Tree Bylaw.

As a result, you are required to attend the Permits, Licences and Inspections Division by **June 28, 2024**, to submit payment for the removal of the tree. Fees were calculated as per the Fees and Charges Bylaw 2021 and are as follows:

Application Fee: $150.00

Permit Fee: to cut/remove protected tree without permit - $2,500.00 (1 tree x $2,500.00 per tree)

Cash-In-Lieu fee for protected tree removed without permit - $8,000.00 (1 tree x $8,000.00 per tree)

Total fees resulting from unauthorized tree removal is **$10,650.00.**

Failure to comply with the above noted request will result in the Township pursuing further legal action to bring the Lands into compliance with Township Bylaws.

For further information please contact Diane Brown at 604-533-6096 or by email at dbrown@tol.ca.

Regards,

Roberto Cesaretti
DIRECTOR – PERMITS, LICENCES & INSPECTIONS

20338 - 65 Avenue | Langley | British Columbia | Canada | V2Y 3J1 | 604.534.3211 | tol.ca

Diane Brown

From: Diane Brown
Sent: Thursday, June 06, 2024 12:48 PM
To: Tyson Solotki
Subject: RE: Tree Removal - 1033 251A St

Hi Tyson,

Please note that as per the Tree Protection Bylaw 2019 No. 5478, when owners are dissatisfied with the decision or requirements of the Bylaw, owners are permitted to apply to the Municipal Council for reconsideration of the matter within 30 days of the requirement or decision being communicated to you.

An application for reconsideration must be delivered in writing to the Municipal Clerk and must set out the grounds upon which the applicants consider the requirement or decision of the Municipality is inappropriate and what, if any, requirement, or decision the applicant or owners considers the Council ought to substitute.

If you wish to appear as a delegate before Township of Langley Council, please refer to our Present to Council page for further information and the delegation request form. The next opportunity to appear before Municipal Council will be **June 24, 2024**. The requirements of the Tree Permit, **TP001599**, will be adjusted to accommodate this date.

Any questions, please respond to this email.

Regards,

Diane

Diane Brown (she/her) | **Administration and Business Services Assistant**
PLI Administration
20338 –65 Avenue, Langley, BC V2Y 3J1
Office: 604-533-6096
tol.ca | eNews | Social
Township of Langley

From: Tyson Solotki FOIPPA s. 22(1)
Sent: Thursday, June 6, 2024 12:29 PM
To: Diane Brown <dbrown@tol.ca>
Subject: Re: Tree Removal -1033 251A St

External email. Verify sender and confirm content is safe

Good Morning Diane,

I do not know what to say, FOIPPA s. 22(1)
We didn't even want this tree removed from our property but the arborist company suggested you might as well because it's small enough it does not need a permit. We have a full Tree removal application filled out for the one tree we did want removed so we could widen our driveway.

FOIPPA s. 22(1)

We did not take any action with the intent to bypass or undermine the rules set in place.

Is there anything we can do to remedy the fee's you just sent over?
Can we plant some trees or pay the permit fee?

Tyson Solotki
FOIPPA s. 22(1)

From: Diane Brown <dbrown@tol.ca>
Sent: June 6, 2024 12:07 PM
To: Tyson Solotki FOIPPA s. 22(1)
Subject: RE: Tree Removal - 1033 251A St

Good morning, Tyson,

Please see attached letter.

Any questions, please respond to this email.

Thank you,

Diane

Diane Brown (she/her) | **Administration and Business Services Assistant**
PLI Administration
20338 – 65 Avenue, Langley, BC V2Y 3J1
Office: 604-533-6096
tol.ca | eNews | Social
Township of Langley

From: Tyson Solotki FOIPPA s. 22(1)
Sent: Thursday, June 6, 2024 9:48 AM

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JUNE 24, 2024
FROM:	PERMITS, LICENCES AND INSPECTIONS DIVISION	**FILE NO:**	6300-01
SUBJECT:	UNAUTHORIZED TREE REMOVAL – 7412 - 200 ST		

The purpose of this memorandum is to provide Mayor and Council information further to a Delegation Request for the June 24, 2024, Regular Meeting. The owner of the property located at 7412 - 200 Street, would like to appear before Council regarding the cost of the tree removal permit, TP001604, for a tree that was unlawfully removed from the property.

Please refer to the attached addendum for the chronological events surrounding the investigation of the removal of the one tree for the subject property.

As per the Tree Protection Bylaw 2019 No. 5478, the fees for the tree removal without a permit were calculated to be $199,500.00.

ATTACHMENT A	Email complaint received from neighbour
ATTACHMENT B	Email received from owner with arborist report and staff response
ATTACHMENT C	Email from owner apologizing for his and contractors actions
ATTACHMENT D	Bylaw investigation complete with photo’s
ATTACHMENT E	Email advising owner with copy of enforcement letter and option to Present to Council

ADDENDUM

Chronology of Correspondence/Discussion/Contacts
Property Located at 7412 200 St – Unauthorized Removal of Trees

Date	Event
June 12, 2024	Email received from neighbour regarding tree removal. **ATTACHMENT A**
June 12, 2024	Bylaw Officer, Rai, attended the property. While two workers were installing tree protection, there was a pile of stumps in the middle of the clearing and on the south side, Officer Rai, met with Calvin Van Hoepen, worker for Fairbank Construction, who was hired by owner. Mr. Van Hoepen stated they began tree removal the previous week. Mr. Van Hoepen provided Officer Rai with the arborist report to which they were following for the installation of a mobile home. Officer Rai advised that there was no tree removal permit, nor had the mobile home building permit been issued. Officer Rai was able to use the arborist report and determine which trees had been removed unlawfully. Officer Rai, then explained that a Stop Work Order would be in effect and no further construction could occur.
June 12, 2024	Owner sent email to staff, advising that the trees removed were as per his arborist report. Owner included a copy of the arborist report from **Woodridge Tree Consulting Arborists Ltd**. Staff responded to owner advising that as per the supplied arborist report, all **19 trees** removed are protected trees under the tree protection bylaw. The arborist report also advised that the **owner obtain government/municipal approval, which he did not follow**. Finally, the building permit, which is not issued for the mobile home had a **tree declaration that stated zero trees to be removed and that the owner understood that cutting/removal of protected trees requires a permit**. The stop work order remains in effect. **ATTACHMENT B**
June 12, 2024	Owner left voicemail regarding tree removal.
June 12, 2024	Owner sent in email apologizing for his and the contractor's action. **ATTACHMENT C**
June 13, 2024	Officer, Rai, provided email detailing his site investigation, complete with pictures. **ATTACHMENT D**
June 17, 2024	Staff prepared and emailed Emailed owner enforcement letter, outlining the fees required due to the unauthorized removal of 19 trees. Owner responded commenting on 'heavy punishment'. See staff response to owner advising of option to appear as a delegate before Township Council. **ATTACHMENT E**
June 17, 2024	Owner, Jas Mann, attended counter met with staff, Diane Brown, to apologize and explain his situation. Mr. Mann advised that he would be submitting a request to appear before Township Council.

Diane Brown

From: Rina Postma on behalf of Buildinginfo
Sent: Wednesday, June 12, 2024 9:11 AM
To: Diane Brown
Subject: FW: Parks, Trails, and Trees submitted by Kwonmu Lee - Ref # (2024-06-07-053)
Attachments: image001.jpg; 20240611_182853.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning, Diane,

Over to you for review/response.

Thanks,
Rina

Rina Postma | Clerk III
Permits, Licences and Inspections | 604-533-6083

From: Community Development Information <cdinfo@tol.ca>
Sent: Wednesday, June 12, 2024 9:06 AM
To: Buildinginfo <buildinginfo@tol.ca>
Subject: FW: Parks, Trails, and Trees submitted by Kwonmu Lee - Ref # (2024-06-07-053)

Good morning,

Please see email below from resident reporting tree cutting on a site with no active development or tree permit at 7412 200 Street.

Thank you,

Carri Masi | Clerk IV
Community Development | Township of Langley
Office: 604-533-6090 ext 3520

From: FOIPPA s. 22(1)
Sent: Tuesday, June 11, 2024 8:34 PM
To: Community Development Information <cdinfo@tol.ca>
Subject: Re: Parks, Trails, and Trees submitted FOIPPA s. 22(1)

External email. Verify sender and confirm content is safe.

Hi, thank you for responding.

This cutting trees and landscaping site is 7412 200st which is doesn't appear on Development Active Map.

If you know about what kind of construction working going on there , Please let me know.

I send picture of that site.

Thanks.

FOIPPA s. 22(1) Community Development Information <cdinfo@tol.ca FOIPPA s. 22(1)

Good afternoon,

Thank you for your email. To view active development applications in the Township, please see our Development Activity Map online. Development projects are delineated in red.

Please feel free to contact me with any further questions.

Kind regards,

Carri Masi | On behalf of CDinfo

Community Development | Township of Langley

20338 – 65 Avenue, Langley, BC V2Y 3J1

Office: 604-533-6034

tol.ca eNews Social

From: do_not_reply@notifications.tol.ca <do_not_reply@notifications.tol.ca>
Sent: Friday, June 7, 2024 5:42 PM
To: opsinfo <opsinfo@tol.ca>
Subject: Parks, Trails, and Trees submitted by FOIPPA s. 22(1)

Hello,

Please note the following response to Report a Problem has been submitted on Friday June 7th 2024 5:41 PM with reference number 2024-06-07-053.

- **Category**
  Parks, Trails, and Trees
- **Issues of parks, trails and trees**
  Trees
- **Full name**
  FOIPPA s. 22(1)
- **Phone number**
  FOIPPA s. 22(1)
- **Email address**
  FOIPPA s. 22(1)
- **Details**
  Hi, this is FOIPPA s. 22(1)
  I can see from FOIPPA s. 22(1) cutting trees and landscaping work now.
  What projects going on now?

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



Diane Brown

From: Diane Brown
Sent: Wednesday, June 12, 2024 5:03 PM
To: Jason Mann; Jean Makinen
Cc: Sandip Rai
Subject: 7412 200 St TP001602
Attachments: Tree Declaration 7412 200 St.pdf

Good afternoon, Jason,

Thank you for your email.

Please note that as per the Tree Protection Bylaw 2019 No. 5478, Section 5.1:

A person must not cut or remove any protected tree, or cause, suffer or permit any protected tree to be cut or removed, except in accordance with the terms and conditions of a valid permit issued under this bylaw.

Your arborist report indicates that all trees marked for removal are considered a protected tree, with a diameter at breast height (dbh) of 20 centimetres of more. The report also states "***that approvals from a municipal or senior government agency may be required in relation to certain recommendations and treatments provided in the report. The owner is responsible to make application for, pay related fees and meet all requirements and conditions for the issuance of such permits, approvals, or authorization".*** This process was not followed.

Finally, the building permit application submitted for the installation of the mobile home, BP148923, included a tree declaration that stated that zero trees would be removed (see attached).

The stop work order will remain in place until staff have completed their review of the unauthorized removal of the trees from the subject property. Once the review is complete, you will be notified.

Any questions with regards to this email, please respond to undersigned.

Regards,

Diane

Diane Brown (she/her) | **Administration and Business Services Assistant**
PLI Administration
20338 – 65 Avenue, Langley, BC V2Y 3J1
Office: 604-533-6096
tol.ca | eNews | Social

Township of Langley

From: Jason Mann FOIPPA s. 22(1)
Sent: Wednesday, June 12, 2024 3:05 PM
To: Jean Makinen <jmakinen@tol.ca>; Diane Brown <dbrown@tol.ca>
Subject: Re: Stop work order today at 12:30pm

External email. Verify sender and confirm content is safe.

Hi Jean and Diane,

Please find the Arborist Report that we are following for our new mobile home (with septic field) project. We have followed this report closely and Fairbank Construction has been in touch with the Arborist on any questions that have arisen. Tree protection barriers were installed beforehand. We thought that following the Arborist report was what was required. It sounds like we may have missed something if a bylaws fellow asked us to stop working. How can we remedy and satisfy the bylaws requirements? I appreciate your kind help.

Thank you both very much,
Jason

On Wed, Jun 12, 2024 at 2:17 PM Jason Mann FOIPPA s. 22(1) wrote:

Thank you, Jean. We are new to all of this. We followed the Tree Arborist's report closely and thought that is what we needed to do. I will call Diane Brown and explain/describe where we are at. Hope that we didn't do anything major wrong.

Take care, Jean.
Jason

On Wed, Jun 12, 2024 at 1:21 PM Jean Makinen <jmakinen@tol.ca> wrote:

Hi Jason,

I believe this is to do with tree removal – tree cutting permits are required to remove any trees on site. You can contact Diane Brown at 604-533-6096 to confirm.

Thank you,

Jean Makinen / Plan Reviewer

Permits, Licences & Inspections | Township of Langley

20338 – 65 Avenue, Langley, BC V2Y 3J1

Office: 604-533-6137

Township of Langley

From: Jason Mann[FOIPPA s. 22(1)]
Sent: Wednesday, June 12, 2024 1:13 PM
To: Jean Makinen <jmakinen@tol.ca>
Subject: Stop work order today at 12:30pm

External email. Verify sender and confirm content is safe.

Hi Jean,

Fairbank Construction has been preparing our site for the new mobile home. We have been working with you and followed your instructions to a tee. I'm not sure what the inspector is concerned about.

He said that we don't have a permit, apparently. I thought the building permit is issued once the mobile home is ready to move in.

May I please ask you to dialogue with Sandip Rai and see what he is concerned about?

Thank you kindly.
Jason Mann

Township of Langley

Est. 1873

Tree Cutting / Removal Declaration

Permit, Licence & Inspection Services

Building Permit Applications (for non ALR properties)

20338 65 Ave., Langley B.C. V2Y 3J1 Phone 604-533-6018

Please Complete All Sections:

Name of Property Owner : ANGGIE + ROSCO HOLDINGS and HARKIA HOLDINGS **Bldg. Permit No.:** BP148923

Address Of Building Permit : 7412-200 Street **Project No.:** _____

Type of Bldg. (SFD, Acc, Com, etc.): New MOBILE HOME **Building Size:** 924 sq.ft (14'x66') **(sq. m.)**

I hereby declare that:

A quantity of 0 (specify number) protected trees will be cut / removed from the property as a result of the building/site development (inclusive of driveway, septic field, and well installation).

Yes / No (check one)

☐ ☐ I have ensured that the site plan submitted as part of the building permit application is accurate and complete in showing the location of all existing protected trees on the site.

☑ ☐ For quantities of protected trees proposed to be cut /removed other than zero, I am aware that before a building permit can be issued, I need to contact Township of Langley Urban Forestry staff at 604.533.6111 or email trees@tol.ca to review the requirements of Tree Protection Bylaw No 5478.

☑ ☐ I understand that the cutting / removal of protected trees requires a permit as per Tree Protection Bylaw No 5478. If a tree cutting / removal permit is required and cannot be obtained under the requirements of Bylaw No 5478, the issuance of this building permit may not proceed.

I am the property **OWNER** / **BUILDER** / **ARCHITECT** / **ENGINEER** / **AGENT** (circle one)

Signature Jasminder Mann

Print Name JASMINDER MANN

Phone Number FOIPPA s. 22(1)

Address FOIPPA s. 22(1)

Date June 16 2022

Township use only

Current TOL development application: Y / N
Date sent to Urban Forestry: _____
Urban Forestry review by: _____
Permit issued to cut/remove tree(s): #_____
Approval to issue Building Permit: Y / N

This declaration is made pursuant to the requirements of The Township of Langley Tree Protection Bylaw 2019 No. 5478, as amended. All tree cutting / removal declared above will be undertaken in compliance with Bylaw No. 5478 (Tree Protection Bylaw), copies of which are available for inspection at the Municipal Hall during normal office hours.

WOODRIDGE TREE
CONSULTING ARBORISTS LTD

Arborist Report

Inventory and Assessment of Trees Associated to Mobile Home and Septic Field Installation at 7412 200 St, Langley

October 6, 2022

Terry Thrale, Diploma for Horticulture,
International Society of Arboriculture Certified Arborist PN 6766A

Adrian Szabunio, Diploma in Civil Engineering Technology
ISA Certified Arborist and Tree Risk Assessor PR 5079A

Prepared in the office of Woodridge Tree Consulting Arborists Ltd. at 13026 Crescent Road, Surrey. Business License 148843
Prepared for Jason Mann, 604-910-5313, jasonmann988@gmail.com

Assignment and Methodology

Woodridge Tree has been retained to undertake an inventory and assessment of trees associated with the installation of a mobile home and septic field at 7412 200 St, Langley. The objective is to make tree preservation and protection recommendations in the context of municipal permits, rules and regulations for development.

Associated trees were visually assessed to determine species, diameter at breast height (dbh) and characteristic description. Tree diameters were measured at 1.4 meters height with a diameter tape. Protection areas were calculated for all trees within range of the property. Tree hazards were assessed according to International Society of Arboriculture standards using the TRAQ (Tree Risk Assessment Qualification)method. Recommendations for removal or retention are based on assessment outcome and proximity of trees to structure and infrastructure. Soil testing, root exploration and internal probing of tissue have not been incorporated in the findings.

The observations recorded are based on inspections performed on October 6, 2022. The weather at the time of observation was sunny and approximately 15 degrees Celsius.



aerial image of property before redevelopment. Focus area is outlined in red

Findings

The property at 7412 200 St, Langley is located on the East side of 200 Street near the intersection of 76 Avenue. At the time of observation the lot was absent of any structure. Associated trees were comprised of native conifers and deciduous species. Trees located on the subject property, City and neighbors' trees close to the property lines are considered in the findings of this report.



Front of property looking South along 200 St



Front of property looking North along 200 St

images of property from street at time of field data collection

Tree Inventory and Assessment

- **DBH** - Diameter at 1.4m height measured in centimeters
  - on trees with multiple stems the 3 largest sections measured at 1.4m are combined to make up the total.
- **critical root zone (TPZ)** = dbh x 6 unless otherwise specified
- **ci** - City owned tree
- **CR** - Crown radius
- **LCR** = live crown ratio, percentage of live crown remaining
- **os** - off site tree
- **S** - Surveyed, y=yes, n=no

ID#	S	Common Name	Botanical Name	DBH (cm)	LCR (%)	CR (m)	Height (m)	Condition & Comments	Action	TPZ (m)
801	n	Cherry Tree	*Prunus avium*	41+ 21= 62	70	1.5	10-12	Multi Stem from base with inclusions. Canopy has light deadwood.	Retain Install a tree barrier 3.72m from the tree	3.72
802	n	Cherry Tree	*Prunus avium*	25	50	1.5	10-12	Single stem. Canopy has light deadwood.	Retain Install a tree barrier 1.50m from the tree	1.50
803	n	Cherry Tree	*Prunus avium*	20+ 22= 42	65	2	10-12	Multi Stem from base with inclusions. Canopy has light deadwood.	Retain Install a tree barrier 2.52m from the tree	2.52
804	n	Cherry Tree	*Prunus avium*	29+ 25= 54	65	2	10-12	Multi Stem from base with inclusions. Canopy has light deadwood.	Retain Install a tree barrier 3.24m from the tree	3.24
805	n	Black Cottonwood	*Populus trichocarpa*	39	70	1.5	10-12	Single stem. Canopy has light deadwood.	Retain Install a tree barrier 2.34m from the tree	2.34

M.3

ID#	S	Common Name	Botanical Name	DBH (cm)	LCR (%)	CR (m)	Height (m)	Condition & Comments	Action	TPZ (m)
806	n	Western Red Cedar	*Thuja plicata*	40	40	1.5	10-12	Single stem. Canopy is sparse and has light deadwood.	Retain Install a tree barrier 2.40m from the tree	2.40
807	n	Red Alder	*Alnus rubra*	22	40	1.5	5-8	Single stem. Canopy has light deadwood.	Retain Install a tree barrier 1.50m from the tree	1.50
808	n	Red Alder	*Alnus rubra*	15+ 16= 31	30	1	5-8	Codominant stem from the base with inclusions. Canopy has light deadwood.	Retain Install a tree barrier 1.86m from the tree	1.86
809	n	Red Alder	*Alnus rubra*	24	30	1	5-8	Single stem. Canopy has light deadwood. Tree conflicts with the proposed trailer, road, or septic placement	Remove	1.50
810	n	Red Alder	*Alnus rubra*	23	30	1	5-8	Single stem. Canopy has light deadwood. Tree conflicts with the proposed trailer, road, or septic placement	Remove	1.50
811	n	Red Alder	*Alnus rubra*	24	30	1.5	5-8	Single stem. Canopy has light deadwood.	Retain Install a tree barrier 31.50m from the tree	1.50
812	n	Red Alder	*Alnus rubra*	21	30	1	5-8	Single stem. Canopy has light deadwood. Tree conflicts with the proposed trailer, road, or septic placement	Remove	1.50
813	n	Cherry Tree	*Prunus avium*	27	70	3	5-8	Single stem. Canopy has light deadwood.	Retain Install a tree barrier 1.62m from the tree	1.62

ID#	S	Common Name	Botanical Name	DBH (cm)	LCR (%)	CR (m)	Height (m)	Condition & Comments	Action	TPZ (m)
814	n	Black Cottonwood	*Populus trichocarpa*	28	40	1	5-8	Single stem. Canopy has light deadwood. Tree conflicts with the proposed trailer, road, or septic placement	Remove	1.68
815	n	Black Cottonwood	*Populus trichocarpa*	28	40	1	5-8	Single stem. Canopy has light deadwood. Tree conflicts with the proposed trailer, road, or septic placement	Remove	1.68
816	n	Red Alder	*Alnus rubra*	18+ 14+ 14= 46	50	2	5-8	Multi Stem from base with inclusions. Canopy has light deadwood.	Retain Install a tree barrier 2.76m from the tree	2.76
817	n	Red Alder	*Alnus rubra*	34+ 31= 65	60	3	5-8	Single stem, splitting to codominant leaders around 1.2m. Tree has East lean. Base has observed decay, and cavity. Canopy has light deadwood.	Remove	3.90
818	n	Red Alder	*Alnus rubra*	39	40	3	5-8	Single stem with East lean. Top of tree bows East. Canopy has top down dieback with large and light deadwood. Tree conflicts with the proposed trailer, road, or septic placement	Remove	2.34
819	n	Red Alder	*Alnus rubra*	34	60	2	5-8	Single stem with South lean and self correction. Canopy has light deadwood. Tree conflicts with the proposed trailer, road, or septic placement	Remove	2.04
820	n	Red Alder	*Alnus rubra*	51	50	3	5-8	Single stem with West lean. Canopy has top down dieback, with observed decay in the upper canopy and trunk.	Remove	3.06

M.3

ID#	S	Common Name	Botanical Name	DBH (cm)	LCR (%)	CR (m)	Height (m)	Condition & Comments	Action	TPZ (m)
821	n	Red Alder	*Alnus rubra*	46	50	3	5-8	Single stem with a top that kinks East and corrects to vertical. Canopy has light deadwood. Tree has a large North growing scaffold branch. Tree conflicts with the proposed trailer, road, or septic placement	Remove	2.76
822	n	Red Alder	*Alnus rubra*	44	40	2	5-8	Single stem with a West lean. Canopy is dying from the top down. Canopy has large and light deadwood.	Remove	2.64
823	n	Vine Maple	*Acer circinatum*	19+ 14+ 16= 49	70	3	3-5	Multi Stem from base with inclusions. Canopy has light deadwood.	Retain Install a tree barrier 2.94m from the tree	2.94
824	n	Paper Birch	*Betula papyrifera*	16+ 15+ 15= 46	80	1.5	5-8	Multi Stem from base with inclusions. Canopy has light deadwood.	Retain Install a tree barrier 2.76m from the tree	2.76
825	n	Common Beech	*Fagus sylvatica*	17+ 13+ 25= 55	75	3	1-3	Multi Stem from base with inclusions. Tree leans West. Canopy has light deadwood.	Retain Install a tree barrier 3.30m from the tree	3.30
826	n	Red Alder	*Alnus rubra*	46	70	2	5-8	Single stem with a West lean. Canopy has large and light deadwood. Tree conflicts with the proposed trailer, road, or septic placement	Remove	2.76
827	n	Red Alder	*Alnus rubra*	47	75	2	5-8	Single stem with a West lean. Tree has been previously topped. Canopy has large and light deadwood. Trunk has vigorous epicormic growth along it.	Remove	2.82
828	n	Red Alder	*Alnus rubra*	58	0	1.5	5-8	Single stem dead tree.	Remove	3.48

ID#	S	Common Name	Botanical Name	DBH (cm)	LCR (%)	CR (m)	Height (m)	Condition & Comments	Action	TPZ (m)
829	n	Red Alder	*Alnus rubra*	21	30	1	5-8	Single stem. Canopy has light deadwood. Tree conflicts with the proposed trailer, road, or septic placement	Remove	1.50
830	n	Black Cottonwood	*Populus trichocarpa*	29	70	1.5	10-12	Single stem with North lean. Canopy has light deadwood. Tree conflicts with the proposed trailer, road, or septic placement	Remove	1.74
831	n	Black Cottonwood	*Populus trichocarpa*	70	75	3	18-20	Single stem. Canopy has light deadwood. Tree conflicts with the proposed trailer, road, or septic placement	Remove	4.20
832	n	Black Cottonwood	*Populus trichocarpa*	48	75	1	10-12	Single stem with previously failed codominant stem and top. Canopy has light deadwood.	Remove	2.88
833	n	Black Cottonwood	*Populus trichocarpa*	72	75	3	18-20	Single stem with North lean. Canopy is sparse and has light deadwood.	Retain Install a tree barrier 4.32m from the tree	4.32
834	n	Red Alder	*Alnus rubra*	24	60	1	10-12	Single stem. Canopy has light deadwood.	Retain Install a tree barrier 1.50m from the tree	1.50
835	n	Red Alder	*Alnus rubra*	32	70	1.5	10-12	Codominant stem fused from the base with a long inclusion. Canopy has light deadwood.	Retain Install a tree barrier 1.92m from the tree	1.92
836	n	Red Alder	*Alnus rubra*	25	30	1	10-12	Single stem with top down canopy die back. Canopy has light deadwood.	Remove	1.50

ID#	S	Common Name	Botanical Name	DBH (cm)	LCR (%)	CR (m)	Height (m)	Condition & Comments	Action	TPZ (m)
837	n	Red Alder	*Alnus rubra*	21	25	1	5-8	Single stem. Canopy has light deadwood.	Retain Install a tree barrier 1.50m from the tree	1.50

Images



IMAGE 1- Interior of property, as seen looking North.



IMAGE 2- Property, as seen looking Southwest



IMAGE 3- Property, as seen looking South



IMAGE 4- Property, as seen looking Southwest

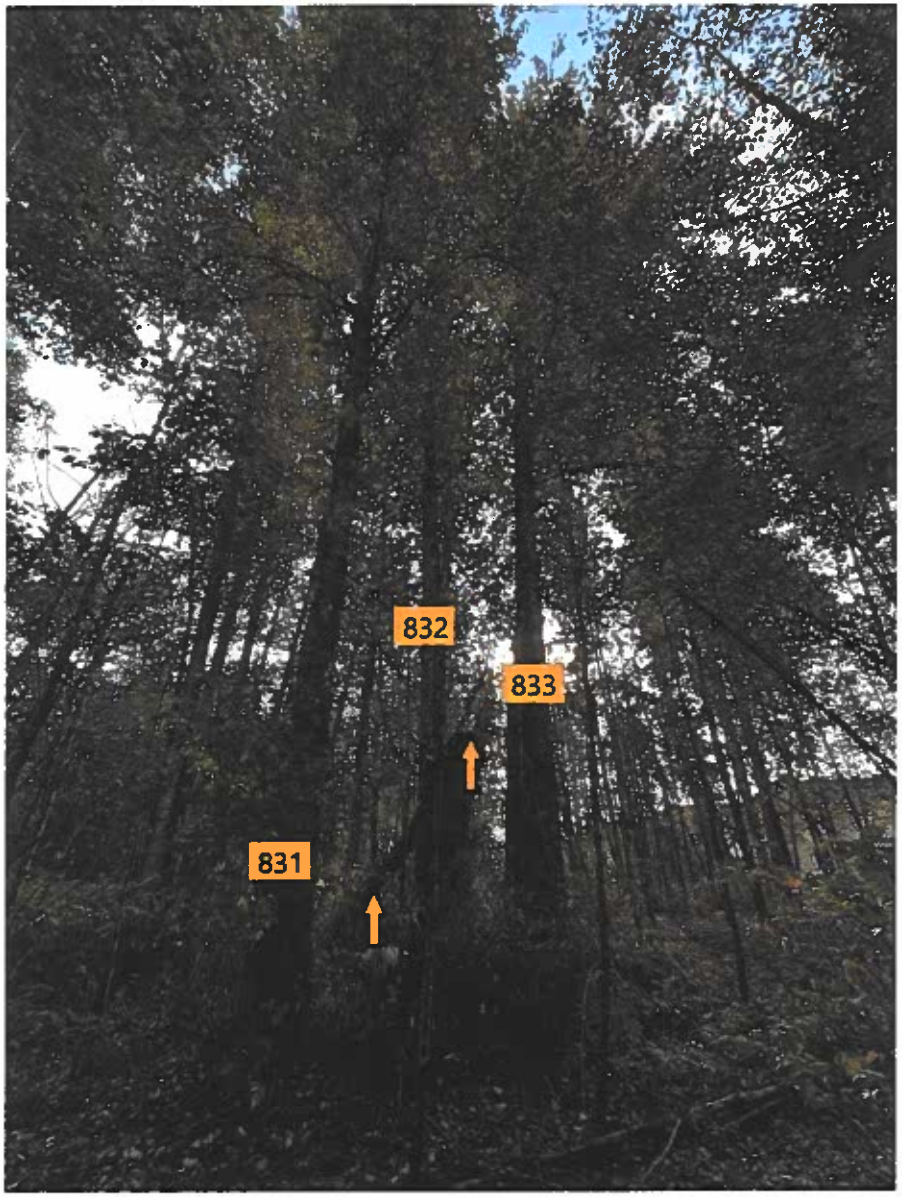


IMAGE 5- Trees 831-833, arrows point to failed stem

Conclusion

Property, plans and trees have been assessed by arborist to determine tree management recommendations for construction. Those recommendations follow:

Summary Table

	subject property	off-site	City property
# of trees in total	37	0	0
# to be removed	**19**	-	-
# to be protected	**18**	-	-

Recommended Tree Removals:

- All tree locations are approximate.
- Tree #817- Base has observed decay with a large cavity at the base. Tree is a poor candidate for retention.
- Tree #820- Tree is in decline with observed top down dieback and decay in the upper main trunk.
- Tree #822- Tree is in decline with observed top down dieback.
- Tree #827- Tree has been previously topped. Tree is a poor candidate for retention.
- Tree #828- The tree is dead
- Tree #832- The tree exhibits previous large stem failures, including a failed top. Tree is a poor candidate for retention, future failures are likely.
- Tree #836- Tree is in decline with observed top down dieback.
- The following trees conflict with the proposed trailer, road, or septic placement;
    - Tree #809, 810, 812, 814, 815, 818, 819, 821, 826, 829, 830, 831

Recommended Tree Protection:

- Tree barriers shown on the "Tree Plan for Construction" are to be installed and kept in place during the entire duration of construction.

Limitations and Assumptions

- This report was prepared for and on behalf of the client and it is intended solely for their use. Woodridge Tree Consulting Arborists Ltd. shall not accept any liability derived from the partial, unintended, unauthorized or improper use of this report.
- This report is restricted to the subject trees as detailed in the report. No other trees were inspected or assessed as part of the work related to the preparation of this report.
- The accuracy and ownership of the locations of trees, property lines and other site features were not verified by Woodridge Tree. Third party information to the consultant may have been relied upon in the formation of the opinion of the consultant in the preparation of this report, and that information is assumed to be true and correct.
- The use of maps, sketches, photographs and diagrams are intended only as a reference for the readers use in understanding the contents and findings of this report, and are not intended as a representation of fact.
- Approvals from a municipal or senior government agency may be required in relation to certain recommendations and treatments provided in this report. The owner is responsible to make application for, pay related fees and meet all requirements and conditions for the issuance of such permits, approvals or authorizations.

I certify to the best of my knowledge or belief that:

- staff from this firm have performed site inspections on the dates as stated herein.
- the findings are based on information known to the consultant at that time.
- the statements of fact determined by the consultant are true and correct.

If there are questions regarding the contents of this report please contact our office.

Terry Thrale ISA Certified Arborist and Tree Risk Assessor PN 6766A Woodridge Tree Consulting Arborists Ltd terry@woodridgetree.com	Adrian Szabunio Diploma in Civil Engineering Technology ISA Certified Arborist ISA Tree Risk Assessment Qualified PR 5079A Woodridge Tree Consulting Arborists Ltd. adrian@woodridgetree.com



WOODRIDGE TREE
CONSULTING ARBORISTS LTD

Tree Plan for Construction at 7412 200 Street, Langley

Date: October 6, 2022

Tree Inventory

Tag	Species	DBH (cm)	TPZ (m)
801	Cherry Tree	62	3.72
802	Cherry Tree	25	1.50
803	Cherry Tree	42	2.52
804	Cherry Tree	54	3.24
805	Black Cottonwood	39	2.34
806	Western Red Cedar	40	2.40
807	Red Alder	22	1.50
808	Red Alder	31	1.86
809	Red Alder	24	1.50
810	Red Alder	23	1.50
811	Red Alder	24	1.50
812	Red Alder	21	1.50
813	Cherry Tree	27	1.62
814	Black Cottonwood	28	1.68
815	Black Cottonwood	28	1.68
816	Red Alder	46	2.76
817	Red Alder	65	3.90
818	Red Alder	39	2.34
819	Red Alder	34	2.04
820	Red Alder	51	3.06
821	Red Alder	46	2.76
822	Red Alder	44	2.64
823	Vine Maple	49	2.94
824	Paper Birch	46	2.76
825	Beech	55	3.30
826	Red Alder	46	2.76
827	Red Alder	47	2.82
828	Red Alder	58	3.48
829	Red Alder	21	1.50
830	Black Cottonwood	29	1.74
831	Black Cottonwood	70	4.20
832	Black Cottonwood	48	2.88
833	Black Cottonwood	72	4.32
834	Red Alder	24	1.50
835	Red Alder	32	1.92
836	Red Alder	25	1.50
837	Red Alder	21	1.50

Notes
ALL TREE LOCATIONS ARE APPROXIMATE

Legend
x = remove tree
tree barrier
N
1m 1:1000 10m



WOODRIDGE TREE
CONSULTING ARBORISTS LTD

Tree Plan for Construction at 7412 200 Street, Langley

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811	Red Alder	24	1.50
812	Red Alder	21	1.50
813	Cherry Tree	27	1.62
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815	Black Cottonwood	28	1.68
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817	Red Alder	65	3.90
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819	Red Alder	34	2.04
820	Red Alder	51	3.06
821	Red Alder	46	2.76
822	Red Alder	44	2.64
823	Vine Maple	49	2.94
824	Paper Birch	46	2.76
825	Beech	55	3.30
826	Red Alder	46	2.76
827	Red Alder	47	2.82
828	Red Alder	58	3.48
829	Red Alder	21	1.50
830	Black Cottonwood	29	1.74
831	Black Cottonwood	70	4.20
832	Black Cottonwood	48	2.88
833	Black Cottonwood	72	4.32
834	Red Alder	24	1.50
835	Red Alder	32	1.92
836	Red Alder	25	1.50
837	Red Alder	21	1.50

Legend

x = remove tree

tree barrier

N

1m 1:1000 10m

Notes
ALL TREE LOCATIONS ARE APPROXIMATE

Diane Brown

From: Jason Mann FOIPPA s. 22(1)
Sent: Wednesday, June 12, 2024 5:36 PM
To: Diane Brown
Cc: Jean Makinen; Sandip Rai
Subject: Re: 7412 200 St TP001602

External email. Verify sender and confirm content is safe.

Thank you, Diane, for your email and explanation of the stop work-order and the reasoning behind it On behalf of Fairbanks Construction and myself, we sincerely apologize for the predicament we unintentionally find ourself in. We hope that there is a reasonable resolution. Thank you Sandip for your follow-up at the job-site.
We respectfully await your staff's feedback.

The property (7432 and 7412) that our extended family has owned since 1998 has had more than a few challenges, the biggest one being an arson fire in 1998 on FOIPPA s. 22(1) house at 7432 200 street. A total loss of over FOIPPA s. 22(1) from which we are trying to recover. We are trying to install a mobile home at 7412 to help pay part of the taxes. As you can see, we are not experienced builders but are learning the hard way. Again, very sorry for the mess.

Thank you All,
Jason

On Wed, Jun 12, 2024 at 5:03 PM Diane Brown <dbrown@tol.ca> wrote:

Good afternoon, Jason,

Thank you for your email.

Please note that as per the Tree Protection Bylaw 2019 No. 5478, Section 5.1:

A person must not cut or remove any protected tree, or cause, suffer or permit any protected tree to be cut or removed, except in accordance with the terms and conditions of a valid permit issued under this bylaw.

Your arborist report indicates that all trees marked for removal are considered a protected tree, with a diameter at breast height (dbh) of 20 centimetres of more. The report also states "***that approvals from a municipal or senior government agency may be required in relation to certain recommendations and treatments provided in the report. The owner is responsible to make application for, pay related fees and meet all requirements and conditions for the issuance of such permits, approvals, or authorization".*** This process was not followed.

To: Jean Makinen <jmakinen@tol.ca>; Diane Brown <dbrown@tol.ca>
Subject: Re: Stop work order today at 12:30pm

External email. Verify sender and confirm content is safe.

Hi Jean and Diane,

Please find the Arborist Report that we are following for our new mobile home (with septic field) project. We have followed this report closely and Fairbank Construction has been in touch with the Arborist on any questions that have arisen. Tree protection barriers were installed beforehand. We thought that following the Arborist report was what was required. It sounds like we may have missed something if a bylaws fellow asked us to stop working. How can we remedy and satisfy the bylaws requirements? I appreciate your kind help.

Thank you both very much,

Jason

On Wed, Jun 12, 2024 at 2:17 PM Jason Mann <jasonmann988@gmail.com> wrote:

> Thank you, Jean. We are new to all of this. We followed the Tree Arborist's report closely and thought that is what we needed to do. I will call Diane Brown and explain/describe where we are at. Hope that we didn't do anything major wrong.
>
> Take care, Jean.
>
> Jason
>
> On Wed, Jun 12, 2024 at 1:21 PM Jean Makinen <jmakinen@tol.ca> wrote:
>
> > Hi Jason,
> >
> > I believe this is to do with tree removal – tree cutting permits are required to remove any trees on site. You can contact Diane Brown at 604-533-6096 to confirm.
> >
> > Thank you,

Diane Brown

From: Sandip Rai
Sent: Thursday, June 13, 2024 8:59 AM
To: Trees
Cc: Diane Brown
Subject: Trees - BP148923 7412 200 St - June 12
Attachments: BP148923 7412 200 St - June 12 (1).jpg; BP148923 7412 200 St - June 12 (2).jpg; BP148923 7412 200 St - June 12 (3).jpg; BP148923 7412 200 St - June 12 (4).jpg; BP148923 7412 200 St - June 12 (5).jpg; BP148923 7412 200 St - June 12 (6).jpg; BP148923 7412 200 St - June 12 (7).jpg; BP148923 7412 200 St - June 12 (8).jpg; BP148923 7412 200 St - June 12 (9).jpg; BP148923 7412 200 St - June 12 (10).jpg; BP148923 7412 200 St - June 12 (11).jpg; BP148923 7412 200 St - June 12 (12).jpg; BP148923 7412 200 St - June 12 (13).jpg; BP148923 7412 200 St - June 12 (14).jpg; BP148923 7412 200 St - June 12 (15).jpg; BP148923 7412 200 St - June 12 (16).jpg; BP148923 7412 200 St - June 12 (17).jpg; BP148923 7412 200 St - June 12 (18).jpg; BP148923 7412 200 St - June 12 (19).jpg; BP148923 7412 200 St - June 12 (20).jpg; BP148923 7412 200 St - June 12 (21).jpg; BP148923 7412 200 St - June 12 (22).jpg; BP148923 7412 200 St - June 12 (23).jpg; BP148923 7412 200 St - June 12 (24).jpg; BP148923 7412 200 St - June 12 (25).jpg; BP148923 7412 200 St - June 12 (26).jpg; BP148923 7412 200 St - June 12 (27).jpg; BP148923 7412 200 St - June 12 (28).jpg; BP148923 7412 200 St - June 12 (29).jpg; BP148923 7412 200 St - June 12 (36).jpg

Hi Diane,

On 2024/06/12 at 12:10 hrs, BLEO RAI attended the site. RAI observed that there were two workers installing tree protection fencing around several trees. The rest of the site showed signs of recent clearing. There was also a pile of stumps in the middle of the clearing and a large pile of logs on the south side of the site.

RAI met with Calvin Van HOEPEN (604-819-0379) on site. Van HOEPEN explained that he worked for a company called FAIRBANK CONSTRUCTION which was owned by a Frank Van HOEPEN (604-819-3388; frank@fairbankconstruction.ca). FAIRBANK CONSTRUCTION was hired by the owner, Jason MANN, to remove the trees, install the tree protection fencing and install the modular dwelling. RAI questioned the timeline of the work and Van HOEPEN stated that they started the tree removal the previous week and had finished earlier in the morning. Van HOEPEN stated that the modular dwelling would be brought onto the property in July.

RAI questioned Van HOEPEN on how they knew which trees to cut down and which to save. Van HOEPEN produced an arborist report from 2022 and stated that all the trees in the area were tagged. Van HOEPEN stated that they removed the trees that the arborist report stated to remove. RAI reviewed the arborist report and compared to the files associated with the site on Tempest.

On Tempest, RAI found that there were no development permits but there was a building permit (BP) application for a modular dwelling currently under review by PLI and a completed tree permit with building permit (TPB), which was associated with the modular dwelling permit application Both permits contained a tree declaration that stated that 0 trees would be removed in relation to the construction of the modular dwelling. The TPB was completed due the lack of trees being removed. RAI noted that the permit application was submitted in 2022.

RAI spoke with Van HOEPEN and explained that the work being conducted was being done without a permit. RAI explained that a Stop Work Order would be placed in effect at the site and that further construction could not begin until the BP was issued.

RAI discussed the debris left on site with Van HOEPEN. RAI was informed that the pile of logs was composed of the trunks of the trees that had been cut down but they had but cut down to be shorter as well. This meant RAI couldn't easily count the logs to determine the number of trees cut down.

RAI then reviewed the site. It was observed that the following tagged trees were still standing:

- 813
- 823
- 825
- 827
- 833
- 834
- 835
- 837

The following tagged trees were indicated to remain but RAI was unable to find the tag and/or tree:

- 801
- 902
- 802
- 804
- 805
- 806
- 807
- 808
- 811
- 816
- 824

The table below contains the information on the trees to be removed as per the arborist report. The tag number are from the arborist and not the Township. The dbh was measured in 2022 and have increased in size since then.

Tree	Tree Number	DBH	Location: Boulevard or Private Property	State of Tree	Ticket number
1	809	24	Private Property	Cut down and stump removed.	Undecided
2	810	23	Private Property	Cut down and stump removed.	Undecided
3	812	21	Private Property	Cut down and stump removed.	Undecided
4	814	28	Private Property	Cut down and stump removed.	Undecided
5	815	28	Private Property	Cut down and stump removed.	Undecided
6	817	65	Private Property	Cut down and stump removed.	Undecided
7	818	39	Private Property	Cut down and stump removed.	Undecided
8	819	34	Private Property	Cut down and stump removed.	Undecided
9	820	51	Private Property	Cut down and stump removed.	Undecided
10	821	46	Private Property	Cut down and stump removed.	Undecided
11	822	44	Private Property	Cut down and stump removed.	Undecided
12	826	46	Private Property	Cut down and stump removed.	Undecided
13	827	47	Private Property	Cut down and stump removed.	Undecided
14	828	58	Private Property	Cut down and stump removed.	Undecided

15	829	21	Private Property	Cut down and stump removed.	Undecided
16	830	29	Private Property	Cut down and stump removed.	Undecided
17	831	70	Private Property	Cut down and stump removed.	Undecided
18	832	48	Private Property	Cut down and stump removed.	Undecided
19	836	25	Private Property	Cut down and stump removed.	Undecided

Photos of the observation and the arborist report are attached.

Regards.

Sandip Rai (he/him) | Bylaw Enforcement Officer
Bylaw Enforcement Department | Bylaw, Legal, and Strategic Implementation
Township of Langley
20338 - 65 Avenue, Langley, BC V2Y 3J1
Office: 604-532-3522
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Township of Langley

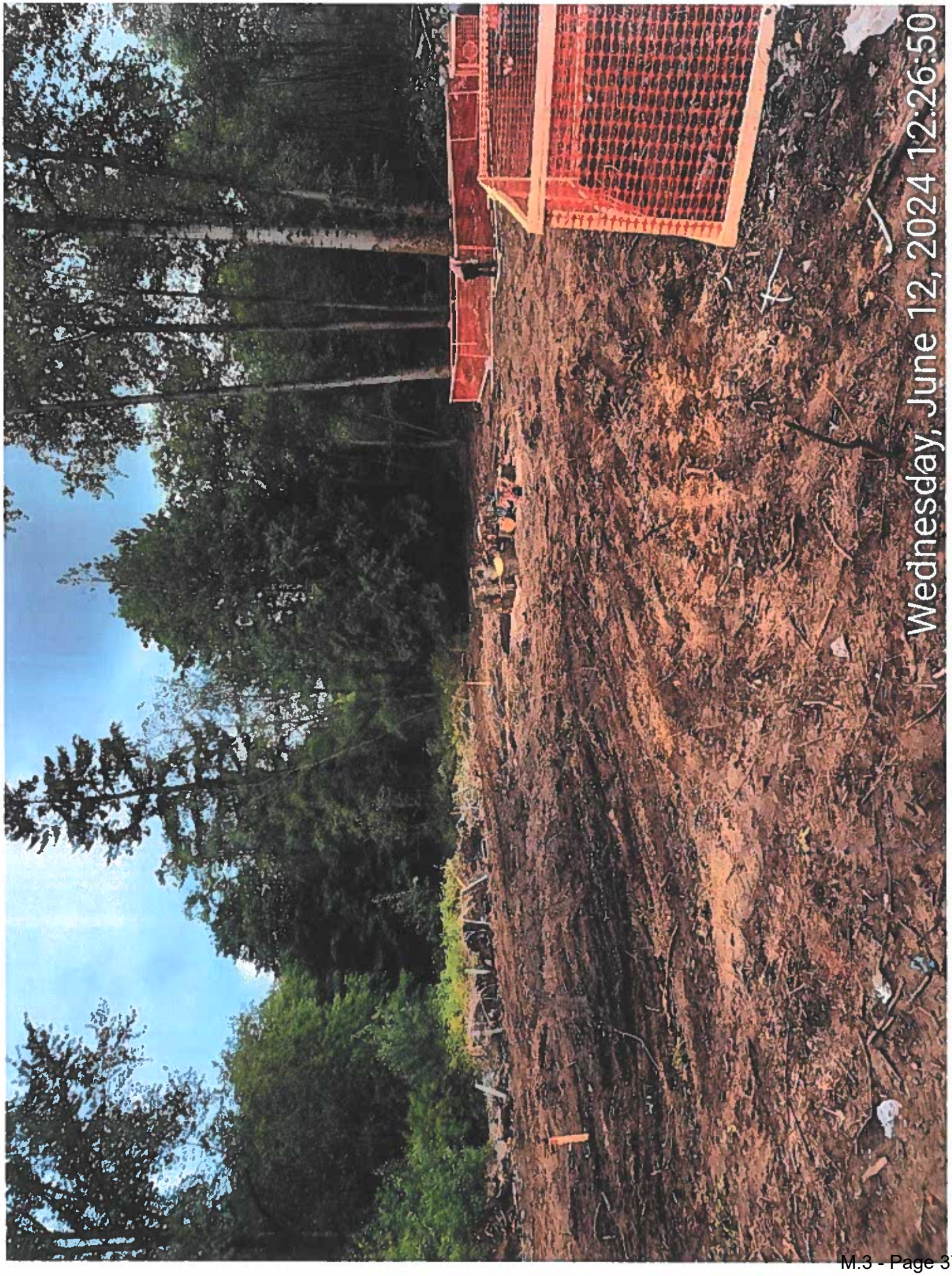
Sandip Rai (he/him) | Bylaw Enforcement Officer
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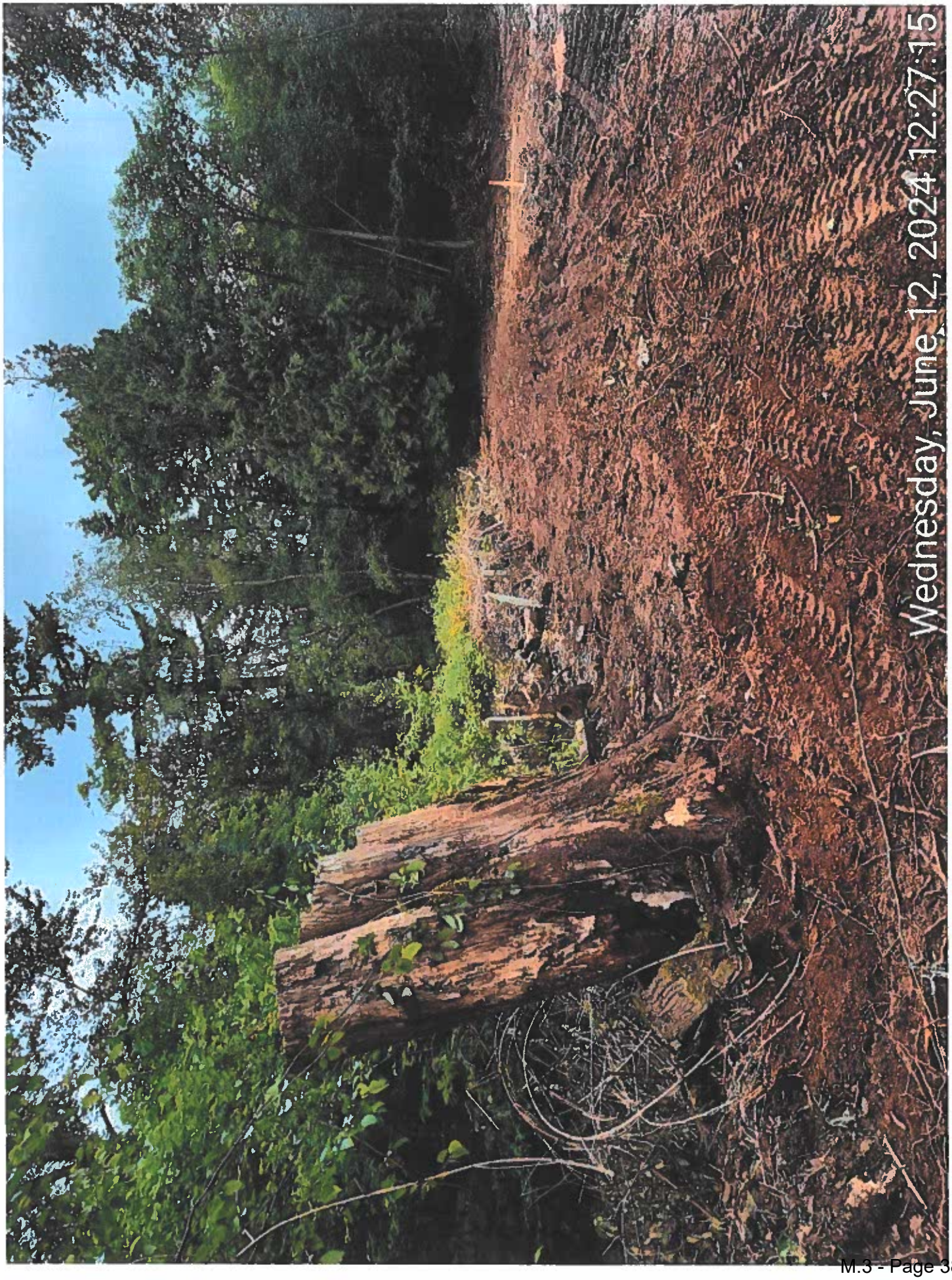
Township of Langley

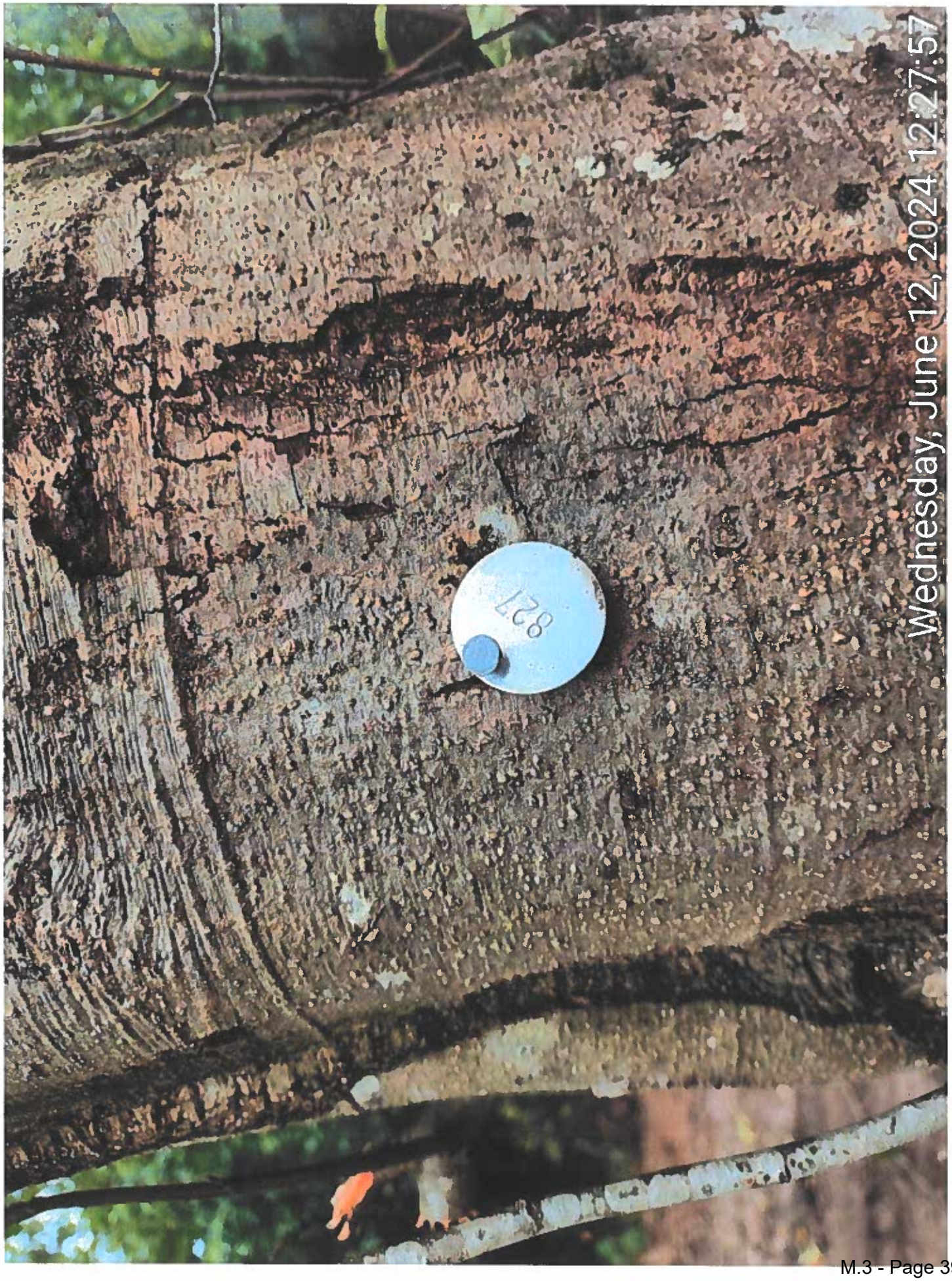
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2230
THIS VEHICLE MAKES
FREQUENT STOPS
BYLAW ENFORCEMENT
VD-1004
Wednesday, June 12, 2024 12:26:37


Wednesday, June 12, 2024 12:26:44


Wednesday, June 12, 2024 12:26:50


Wednesday, June 12, 2024 12:27:15

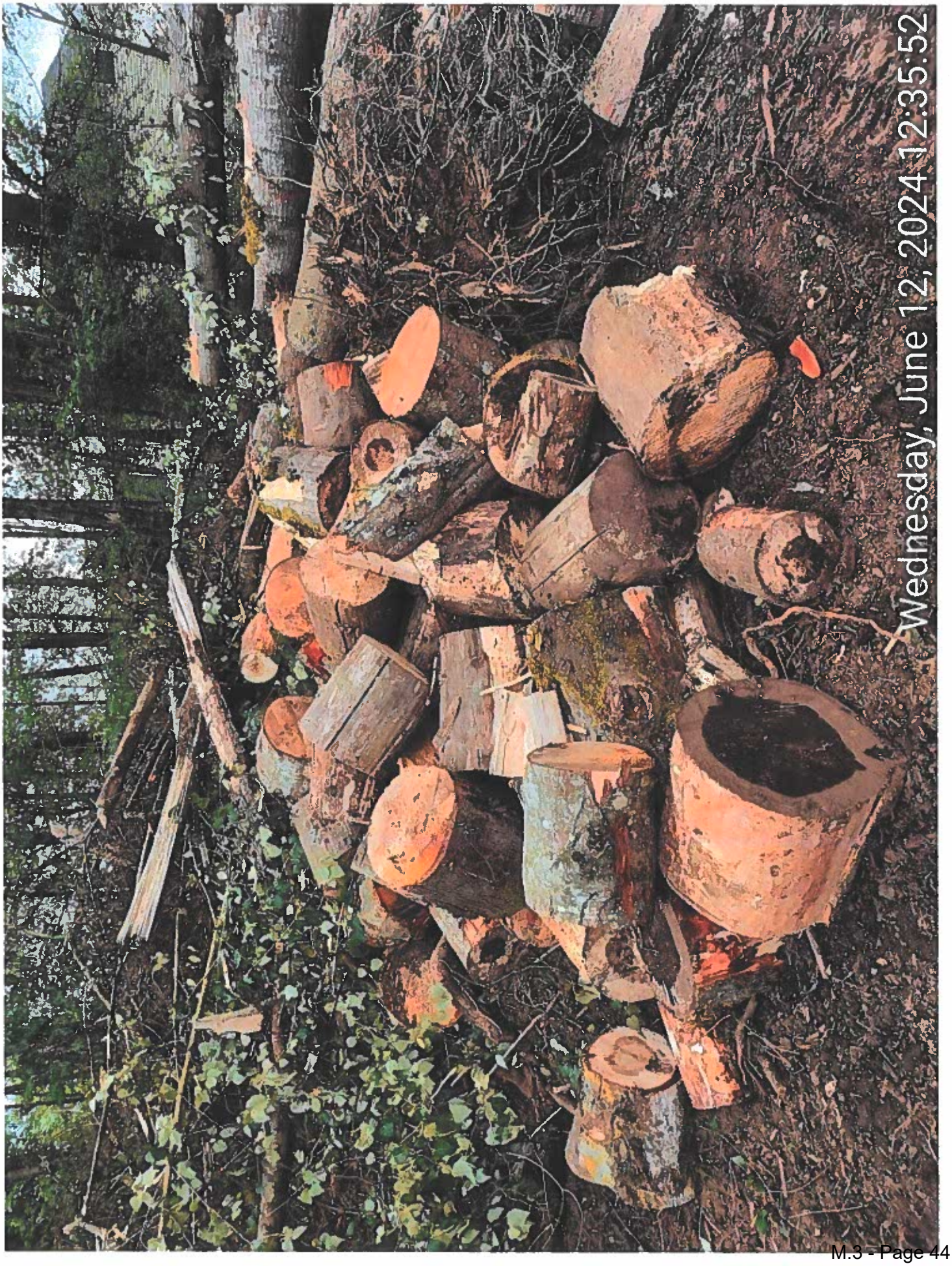

821
Wednesday, June 12, 2024 12:27:57

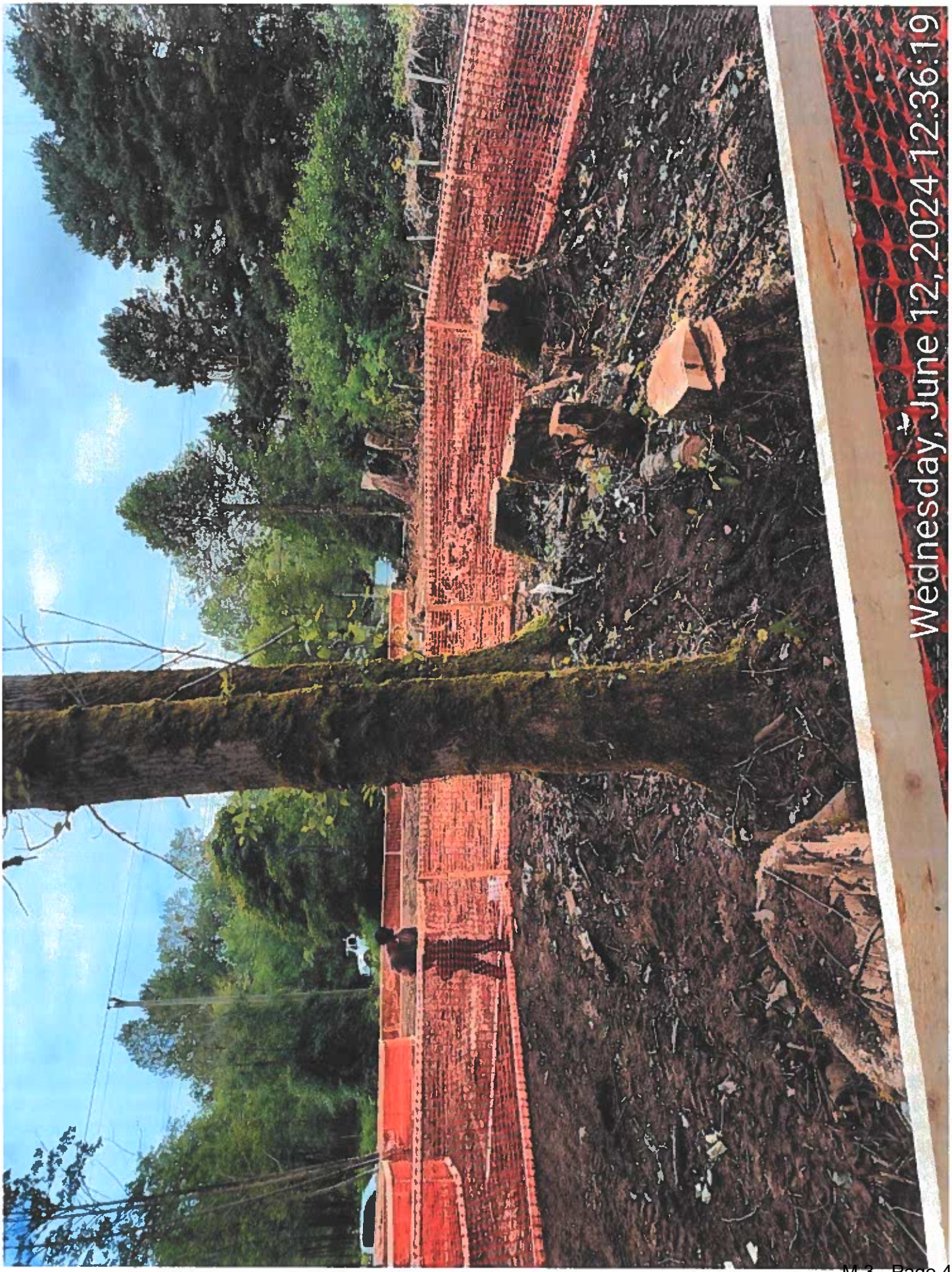

Wednesday, June 12, 2024 12:33:36


Wednesday, June 12, 2024 12:34:01


Wednesday, June 12, 2024 12:35:16

DIA. INCHES TO 100THS.
DIAMETER CM
Wednesday, June 12, 2024 12:35:20


Wednesday, June 12, 2024 12:35:52


Wednesday, June 12, 2024 12:36:19

Diane Brown **ATTACHMENT E**

From: Diane Brown
Sent: Monday, June 17, 2024 10:54 AM
To: Jason Mann
Cc: Roberto Cesaretti
Subject: RE: 7412 200 St TP001602
Attachments: TP001604.pdf

Good morning, Jason,

Attached see attached letter. Original to follow in mail.

If you have any questions, please respond to this email.

Thank you,

Diane

Diane Brown (she/her) | **Administration and Business Services Assistant**
PLI Administration
20338 – 65 Avenue, Langley, BC V2Y 3J1
Office: 604-533-6096
tol.ca | eNews | Social

Township of Langley

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To: Diane Brown <dbrown@tol.ca>
Cc: Jean Makinen <jmakinen@tol.ca>; Sandip Rai <ssrai@tol.ca>
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Thank you, Diane, for your email and explanation of the stop work-order and the reasoning behind it On behalf of Fairbanks Construction and myself, we sincerely apologize for the predicament we unintentionally find ourself in. We hope that there is a reasonable resolution. Thank you Sandip for your follow-up at the job-site.
We respectfully await your staff's feedback.

The property (7432 and 7412) that our extended family has owned since 1998 has had more than a few challenges, the biggest one being an arson fire in 1998 on our FOIPPA s. 22(1) house at 7432 200 street. A total loss of over FOIPPA s. 22(1) from which we are trying to recover. We are trying to install a mobile home at 7412 to help pay part of the taxes. As you can see, we are not experienced builders but are learning the hard way. Again, very sorry for the mess.

Thank you All,
Jason

Township of Langley

Est. 1873

June 14, 2024

FOLDER NO.: TP001604

HARKIA HOLDINGS LTD
13410 CRESCENT RD
SURREY BC V4P 1K4

Dear Property Owners:

Re: Unauthorized Tree Removal
7412 200 ST, Langley BC (the "Lands")

We are writing regarding the unauthorized removal of 19 trees from your property.

Upon Township's inspection conducted on June 12, 2024, it was confirmed that nineteen protected trees (all of which are protected trees under the Township's Tree Protection Bylaw 2019 (the "Tree Bylaw")) were unlawfully removed from the Lands. This action was carried out on your part without a valid tree removal permit and in direct violation to the Tree Bylaw.

As a result, you are required to attend the Permits, Licences and Inspections Division by **July 12, 2024**, to submit payment for the removal of the trees. Fees were calculated as per the Fees and Charges Bylaw 2021 and are as follows:

Permit Fee: to cut/remove protected trees without permit - $47,500.00 (19 trees x $2,500.00 per tree)

Cash-In-Lieu fee for protected trees removed without permit - $152,000.00 (19 trees x $8,000.00 per tree)

Total fees resulting from unauthorized tree removal is **$199,500.00.**

As noted in the Tree Bylaw, when owners/applicants are dissatisfied with the decision or requirements of the Bylaw, owners are permitted to apply to the Municipal Council for reconsideration of the matter within 30 days of this letter. Please refer to our Present To Council page on the Township of Langley website (tol.ca).

Failure to comply with the above noted request will result in the Township pursuing further legal action to bring the Lands into compliance with Township Bylaws.

For further information please contact Diane Brown at 604-533-6096 or by email at dbrown@tol.ca.

Regards,

Roberto Cesaretti
DIRECTOR – PERMITS, LICENCES & INSPECTIONS

Diane Brown

From: Diane Brown
Sent: Monday, June 17, 2024 12:40 PM
To: Jason Mann
Cc: Roberto Cesaretti
Subject: RE: 7412 200 St TP001602

Good afternoon, Jason,

As mentioned in my June 12, 2024, email, the arborist's report advises to obtain permits. Your signed Tree Declaration indicated that no trees would be removed and acknowledged that cutting, or removing protected trees requires a permit as per the Tree Protection Bylaw (tree bylaw).

Removing trees without a permit, is in violation of the Tree Protection Bylaw 2019 No. 5478. Penalties for violations are regulated by the Fees and Charges Bylaw, Schedule 15, Tree Protection.

If you wish to have this matter reconsidered, you can appear before Township Council. Please complete a Delegation request to appear before Township Council. Further information on this process can be found on our Present to Council page. The next council meeting is scheduled for June 24, 2024.

Regards,

Diane

Diane Brown (she/her) | **Administration and Business Services Assistant**
PLI Administration
20338 – 65 Avenue, Langley, BC V2Y 3J1
Office: 604-533-6096
tol.ca | eNews | Social
Township of Langley

From: Jason Mann <jasonmann988@gmail.com>
Sent: Monday, June 17, 2024 11:02 AM
To: Diane Brown <dbrown@tol.ca>
Cc: Roberto Cesaretti <rcesaretti@tol.ca>
Subject: Re: 7412 200 St TP001602

External email. Verify sender and confirm content is safe.

Hi Diane and Roberto,

I am in shock and disbelief. We made an honest, sincere mistake. Is there no way to make amends or a compromise without such a very heavy punishment?