REGULAR MEETING OF TOWNSHIP COUNCIL AGENDA

Monday, September 9, 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 – September 9, 2024

That Council adopt the agenda and receive all agenda items of the Regular Council meeting held September 9, 2024.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – July 15, 2024

That Council adopt the Minutes of the Regular Council meeting held July 15, 2024.

2. Public Hearing Meeting – July 15, 2024

That Council adopt the Minutes of the Public Hearing meeting held July 15, 2024.

C. DELEGATIONS

1. David Jonsson
File 0550-07

Request by David Jonsson, to appear before Council to request covered spaces for youth to skateboard and scooter during the winter months.

2. Justin Wood
File 0550-07

Request by Justin Wood, to appear before Council to discuss ballots for affected residents/property owners regarding traffic calming.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

1. Agricultural Land Commission Application
No. 100456 (Twin D Farms Ltd. / 1319 – 248 Street)
Report 24-169
File CD 10-10-0004

That Council advise the Agricultural Land Commission that the subdivision application and road dedications submitted on behalf of the owners of the property located at 1319 – 248 Street within the Agricultural Land Reserve complies with the minimum parcel size provisions of Rural Zone RU-2 of the Township's Zoning Bylaw and request consideration based on agricultural merits.

2. Telecommunication Tower Application No. 000011
(Rogers / Cypress Land Services / 27545 – 51A Avenue)
Report 24-170
File CD 14-05-0046

That Council consider Cypress Land Services' application to Innovation, Science and Economic Development Canada regarding a proposed 35.0 m (114.8 ft) high telecommunication tower and accessory compound at 27545 – 51A 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 35.0 m (114.8 ft) high telecommunication tower and accessory compound at 27545 – 51A Avenue.

or

b) That Council advise Innovation, Science and Economic Development Canada that it objects to Cypress Land Services' application to construct a 35.0 m (114.8 ft) high telecommunication tower and accessory compound at 27545 – 51A Avenue.

3. Official Community Plan Update
Terms of Reference
Report 24-171
File CPP LRP00026

That Council endorse the draft Terms of Reference for the Official Community Plan Update (Attachment A).

E. REPORTS TO COUNCIL

4. Langley Regional Airport Governance Review
Terms of Reference Endorsement
Report 24-173
File ENG 8400-01

That Council endorse the Terms of Reference for the Langley Regional Airport Governance Review in the form presented substantially as Attachment A to this report.

That Council authorize $32,500 from the Airport Reserve for the Langley Regional Airport Governance Review.

5. Langley Regional Airport 2045 Terms of Reference Endorsement
Report 24-172
File ENG 8400-01

That Council endorse the Terms of Reference for the Langley Regional Airport 2045 Strategic Plan in the form presented substantially as Attachment A to this report.

That Council authorize $74,000 from the Airport Reserve for the development of the Langley Regional Airport 2045 Strategic Plan.

6. Housing Accelerator Fund
Report 24-168
File ENG 1855-35

That Council authorize an application to Canada Mortgage and Housing Corporation's Housing Accelerator Fund.

7. 2024 Province of BC Disaster Resilience & Innovation Funding Program
Report 24-175
File ENG 1855-35

That Council authorize an application to the 2024 Province of BC Disaster Resilience & Innovation Funding program for $900,000 of funding for Stream 1 – Foundational & Non-Structural Projects.

That Council authorize an application to the 2024 Province of BC Disaster Resilience & Innovation Funding program $14,750,000 of funding for Stream 2 – Structural Projects.

E. REPORTS TO COUNCIL

8. Capital Request – Lane Closure North of 80 Avenue at 212 Street
Report 24-176
File ENG 5460-04-20-053

That Council authorize the use of up to $25,000 from the Capital Project Reserve for the implementation of Option 3, a locked gate including ancillary works with future development works as outlined in the report.

9. Capital Request – Smith Neighbourhood Detention and Associated Storm Works
Report 24-178
File ENG 5330-21-87

That Council approve the use of $25,723,750 for land and construction of Pond 7B and associated works for the Smith Neighbourhood Plan, funded $19,561,014 from external debt, $986,976 from Capital Projects Reserve, $2,298,700 Land Reserve, $2,476,750 internally borrowed from Prior Year Surplus, and $400,310 from Greenway Amenity Reserve.

That Council revise the previously approved capital project for Smith Athletic Park Detention Works from $9,292,929 to $6,092,929 funded by Borrowing Bylaw No. 5999.

10. Capital Request – Smith Neighbourhood Road Works
Report 24-177
File ENG 5330-23-160

That Council approve the use of $12,840,000 for the construction of 208A Street and 76 Avenue for the Smith Neighbourhood Plan, funded $11,706,442 from external debt, $106,358 from Capital Projects Reserve, $677,952 from Water DCC, $338,976 from Sewer DCC, $6,848 from Water Capital Works, and $3,424 from Sewer Capital Works.

That Council approve an additional $6,634,000 for the land and construction of the 212 Street Connector from 208 Street to 210 Street for the Smith Neighbourhood Plan, funded $5,772,642 from external debt, $6,431 from Capital Projects Reserve and $854,927 from Water Capital Works.

F. BYLAWS FOR FIRST AND SECOND READING

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. 212 Street Civic Infrastructure Loan Authorization Bylaw and Alternative Approval Process
Bylaw No. 6054
Report 24-181
File FIN 1760-20

That Council give first, second and third reading to 212 Street Civic Infrastructure Loan Authorization Bylaw No. 6054 for the purpose of borrowing funds in the amount of $5,830,952 for the Construction of 212 Street Civic Infrastructure within the 2025-2029 Capital Program.

That Council provide an Alternative Approval Process, in accordance with Section 86 of the *Community Charter*, for 212 Street Civic Infrastructure Loan Authorization Bylaw No. 6054 as outlined in items (a) to (e) below with respect to the Alternative Approval Process.

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

b) The deadline for the submission of elector responses forms shall be 4:30 PM on Thursday, January 9, 2025 (the “Deadline”).

c) The Township Clerk is authorized to prepare an Alternative Approval Process Notice which must be published as per Township of Langley Public Notice Bylaw No. 6003.

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

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

Explanation – Bylaw No. 6054

Bylaw No. 6054 authorizes the Township of Langley to borrow $5,830,952 towards the estimated cost of the 212 Street Civic Infrastructure.

2. 208A Civic Infrastructure Loan Authorization Bylaw and Alternative Approval Process
Bylaw No. 6053
Report 24-180
File FIN 1760-20

That Council give first, second and third reading to 208A Civic Infrastructure Loan Authorization Bylaw No. 6053 for the purpose of borrowing funds in the amount of $11,824,689 for the Construction of 208A Civic Infrastructure within the 2025-2029 Capital Program.

That Council provide an Alternative Approval Process, in accordance with Section 86 of the *Community Charter*, for 208A Civic Infrastructure Loan

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

Authorization Bylaw No. 6053 as outlined in items (a) to (e) below with respect to the Alternative Approval Process.

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

b) The deadline for the submission of elector responses forms shall be 4:30 PM on Thursday, January 9, 2025 (the "Deadline").

c) The Township Clerk is authorized to prepare an Alternative Approval Process Notice which must be published as per Township of Langley Public Notice Bylaw No. 6003.

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

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

Explanation – Bylaw No. 6053

Bylaw No. 6053 authorizes the Township of Langley to borrow $11,824,689 towards the estimated cost of the 208A Civic Infrastructure.

3. Smith Neighbourhood Storm Works Loan Authorization Bylaw and Alternative Approval Process
Bylaw No. 6052
Report 24-179
File FIN 1760-20

That Council give first, second and third reading to Smith Neighbourhood Storm Works Loan Authorization Bylaw No. 6052 for the purpose of borrowing funds in the amount of $19,758,600 for the Construction of Smith Neighbourhood Storm Works within the 2025-2029 Capital Program.

That Council provide an Alternative Approval Process, in accordance with Section 86 of the *Community Charter*, for Smith Neighbourhood Storm Works Loan Authorization Bylaw No. 6052 as outlined in items (a) to (e) below with respect to the Alternative Approval Process.

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

b) The deadline for the submission of elector responses forms shall be 4:30 PM on Thursday, January 9, 2025 (the "Deadline").

c) The Township Clerk is authorized to prepare an Alternative Approval Process Notice which must be published as per Township of Langley Public Notice Bylaw No. 6003.

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

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

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

Explanation – Bylaw No. 6052

Bylaw No. 6052 authorizes the Township of Langley to borrow $19,758,600 towards the estimated cost of the Smith Neighbourhood Storm Works.

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

1. Rezoning Application No. 100757 (1485767 BC Ltd. / Wonder and Grow Learning Center / B150 and B155, 20487 – 65 Avenue)
Bylaw No. 6041
Report 24-167
File CD 08-14-0241

That Council give first, second, third and final reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1485767 BC Ltd.) Bylaw No. 6041 amending Comprehensive Development Zone CD-103 to add group children's day care as a site-specific permitted use.

Explanation – Bylaw No. 6041

Bylaw No. 6041 amends Comprehensive Development Zone CD-103 to include group children's day care as a permitted use on a site-specific basis on a portion of property located at 20487 – 65 Avenue.

I. BYLAWS FOR CONSIDERATION AT THIRD READING AND FOR FINAL ADOPTION

1. Williams Neighbourhood Plan Update
Bylaw No. 5799
Report 24-120
File CPP LRP00012

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

I. BYLAWS FOR CONSIDERATION AT THIRD READING AND FOR FINAL ADOPTION

Explanation – Bylaw No. 5799

Bylaw No. 5799 amends the Willoughby Community Plan by incorporating the Williams Neighbourhood Plan and related and consequential amendments to land use of the Willoughby Community Plan.

Clerk's Note: Should Council grant third and final reading to the Williams Neighbourhood Plan, the following recommendation for the accompanying policy may also be considered:

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

Please note that the Community Amenity Contributions Policy 07-166, adopted on June 10, 2024, is included in the agenda package for information.

J. BYLAWS FOR FINAL ADOPTION

1. Highway and Traffic Bylaw and
Bylaw Notice Enforcement Bylaw Amendments –
Commercial Vehicle Program
Bylaw No. 6029
Bylaw No. 6030
Report 24-155
File ENG 3900-02

That Council give final reading to "Highway and Traffic Bylaw 2010 No. 4758 Amendment Bylaw No. 6029", and

"Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6030".

Explanation – Bylaw No. 6029

Bylaw No. 6029 amends the Highway and Traffic Bylaw 2010 No. 4758 bylaw for incorporating harmonized regulations between municipalities and the Province related to commercial vehicles.

Explanation – Bylaw No. 6030

Bylaw No. 6030 amends the Bylaw Notice Enforcement Bylaw 2008 No. 4703 to provide updates relating to new offenses in Highway and Traffic Bylaw 2010 No. 4758.

J. BYLAWS FOR FINAL ADOPTION

2. Temporary Borrowing Bylaws (Jericho Water Booster Station Loan, Civic Infrastructure Loan, Yorkson Community Park Loan and Ice and Dry Arenas Loan) and Municipal Security Issuing Resolution
Bylaw No. 6035
Bylaw No. 6036
Bylaw No. 6037
Bylaw No. 6038
Report 24-141
File FIN 1760-30

That Council give final reading to "Temporary Borrowing (Jericho Booster Station Loan) Bylaw No. 6035",

"Temporary Borrowing (Civic Infrastructure Loan) Bylaw No. 6036",

"Temporary Borrowing (Yorkson Community Park Loan) Bylaw No. 6037", and

"Temporary Borrowing (Ice and Dry Arenas Loan) Bylaw No. 6038".

Explanation – Bylaw No. 6035

Bylaw No. 6035 provides for temporary borrowing pending the issuance of debenture securities to complete Jericho Booster Station Construction, in the amount of $18,720,000 pursuant to Jericho Booster Station Loan Authorization Bylaw No. 5921.

Explanation – Bylaw No. 6036

Bylaw No. 6036 provides for temporary borrowing pending the issuance of debenture securities to complete Civic Infrastructure Capital Works, in the amount of $29,492,000 pursuant to Civic Infrastructure Loan Authorization Bylaw No. 5922.

Explanation – Bylaw No. 6037

Bylaw No. 6037 provides for temporary borrowing pending the issuance of debenture securities to complete Yorkson Community Park Capital Works, in the amount of $14,645,000 pursuant to Yorkson Community Park Loan Authorization Bylaw No. 5938.

Explanation – Bylaw No. 6038

Bylaw No. 6038 provides for temporary borrowing pending the issuance of debenture securities to complete Ice and Dry Arenas Capital Works, in the amount of $49,490,000 pursuant to Ice and Dry Arenas Loan Authorization Bylaw No. 5968.

J. BYLAWS FOR FINAL ADOPTION

3. 2024 Development Cost Charges Bylaw Amendment
Bylaw No. 6024
Report 24-158
File CD BA000048

That Council give final 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 at 232 Street Interchange Project from the Roads Development Cost Charges (DCC) and amending the Roads DCC rates accordingly.

4. Strategic Land Loan Authorization Bylaw and Alternative Approval Process
Bylaw No. 6011
Report 24-96
File FIN 1760-20

That Council give final reading to "Strategic Land Loan Authorization Bylaw No. 6011".

Explanation – Bylaw No. 6011

Bylaw No. 6011 authorizes the Township of Langley to borrow $74,906,665 towards the estimated cost of the Strategic Land purchases.

K. ITEMS FROM PRIOR MEETINGS

The following item was deferred at the July 15, 2024 Regular Council meeting:

1. 200 Street 2040
Report 24-151
File CPP LSP00020

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council endorse the vision and policy recommendations in *200 Street 2040: Transit-Oriented Development Vision, Feasibility, and Implementation Study* (Attachment B) to guide transformation of 200 Street into a rapid transit growth corridor and to use this study as an interim policy guide for the review of development applications within the 200 Street corridor until such time as existing Township plans and policies are updated.

K. ITEMS FROM PRIOR MEETINGS

That Council direct staff to report back with an implementation strategy for advancing the study's policy recommendations including required amendments to Township plans and policies and a new development permit area designation for transit-oriented development.

DEFERRAL
Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That 200 Street 2040 be deferred to the September 9, 2024 Regular Council Meeting.
CARRIED

Mayor Woodward has directed reconsideration of the following item from the July 15, 2024 Regular Meeting of Council in accordance with Section 131 of the Community Charter:

2. Potential Pedestrian Improvements for 88 Avenue and 208 Street

Be it resolved that Council direct staff to report to Council with potential option(s) for an updated, pedestrian-oriented design for the intersection of 88 Avenue and 208 Street in Walnut Grove that includes, but is not necessarily limited to, the removal of slip lanes for pedestrian safety, to potentially be completed concurrently with the 216 Street corridor upgrades, if so approved by Council to proceed.

L. MAYOR AND COUNCIL REPORT

M. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

N. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

The following item was brought forward from the July 15, 2024 Closed Council meeting for public information:

1. Accessibility Committee Selection
Report C24-20
File CPP LSP00018

That Council appoint the following community members to the Accessibility Committee:

Zosia Ettenberg
Michele Damjanovic
Melissa Mykle

N. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

Jacqueline Bay
David Lyons-Black
Louella Vincent
Adam Taylor
Graham Koshman
Sherry Baker
Heidi Feenstra
CARRIED

Section 90(1) (a) Personnel

O. FOR INFORMATION

1. **Provincial Housing Legislation for Small-Scale Multi-Unit Housing**
   Memorandum – Community and Policy Planning Division
   File LRP00026

2. **Train Whistle Cessation at Grade Railway Crossings**
   Memorandum – Engineering Division
   File 5400-16-004

3. **52 Avenue Speed Humps**
   Memorandum – Engineering Division
   File 5460-40-20-001

P. MOTIONS ARISING FROM INFORMATION

Q. OTHER BUSINESS

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

1. **Township of Langley MFA Debt Redemptions 2025/2026**

   Whereas:

   1. The Township of Langley has multiple MFA debt issuance and bylaws serviced from Universal Services and/or User Utilities with the financial ability to redeem them earlier than their ultimate maturity;

   2. The Municipal Finance Authority has indicated an ability and willingness to consider some earlier redemptions without penalty, if they are able to do so; and

Q. OTHER BUSINESS

3. Early redemption of MFA debt service by Universal Services supported by property taxes or by user utilities that can support repayment is generally desirable and a sound financial consideration.

Therefore be it resolved that Council hereby pre-approves the early redemption of Township of Langley external MFA debt within Issues 110, 116 and 151 as follows:

1. $2,754,067 within the Sewer Utility for Sewer Works, maturing April 8, 2025;
2. $583,214 within Universal Services for Stormwater Capital Works, maturing April 8, 2025;
3. $1,507,986 within Universal Services for McLeod Athletic Park, maturing June 1, 2025; and
4. $742,626 within Universal Services for Drainage Works, maturing April 4, 2026.

That the above redemptions be confirmed with the Municipal Finance Authority and included within the 2025-2029 Five Year Financial Plan; and further

That the above redemptions be funded from the Sewer Utility Capital Works and Prior Year Surplus.

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

2. Use of Township of Langley Personnel within Campaign Advertising

Be it resolved that Council hereby amends Council Policy 01-025 Code of Ethics, Conduct, Confidentiality, and Conflict of Interest for Council Members and Appointees as follows:

1. Section 3.1.1.6 be updated to read: "not use public resources that are not available to the public in general, such as equipment, or supplies, for personal gain or election campaigning purposes, including any and all assets provided by and paid for by Township of Langley taxpayers."; and

2. A new Section 3.1.1.8 be added to read: "to ensure that there is no perception of support by the Township of Langley for a sitting member of Council campaigning for local, provincial or federally elected office, the use of Township of Langley management, staff, firefighters, and RCMP Detachment members in paid political advertising is strictly prohibited, unless express written permission is obtained from the individual(s) prior to."

Q. OTHER BUSINESS

3. Valley West Stampede Society

Be it resolved that Council authorize $15,000 from Council Contingency to the Valley West Stampede Society towards the Valley West Stampede for 2024, one-time, due to the Provincial Government's grant denial for 2024.

R. MOTION TO RESOLVE INTO CLOSED MEETING

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

Item A.1 - Section 90(1) (n) Consideration
Item E.1 - Section 90(1) (a) Personnel
Item E.2 - Section 90(1) (c) Labour Relations
Item E.3 - Section 90(1) (e) Property
Item E.4 - Section 90(1) (e) Property, (k) Negotiations
Item G.1 - Section 90(1) (g) Legal
Item G.2 - Section 90(1) (g) Legal
Item G.3 - Section 90(2) (b) Intergovernmental Relations
Item G.4 - Section 90(1) (i) Solicitor-Client Privilege
Item G.5 - Section 90(1) (a) Personnel

S. TERMINATE

REGULAR MEETING OF TOWNSHIP COUNCIL MINUTES

Monday, July 15, 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, A. Marsden, S. Richardson, S. Ruff, A. Ruhl, and J. Winslade

W. Bauer and K. Stepto

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

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

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – July 15, 2024

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council adopt the agenda and receive all agenda items of the Regular Council meeting held July 15, 2024, as amended.
CARRIED

Clerk's Note: Items E.11 and E.12 were reversed, and Item E. 13 was moved after Item E.18.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – June 24, 2024

Moved by Councillor Ferguson,
Seconded by Councillor Baillie,
That Council adopt the Minutes of the Regular Council meeting held June 24, 2024.
CARRIED

B. ADOPTION OF MINUTES

2. Public Hearing Meeting – June 24, 2024

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council adopt the Minutes of the Public Hearing meeting held June 24, 2024.
CARRIED

C. DELEGATIONS

1. Amanda Smith
Langley Farmers' Institute
File 0550-07

Amanda Smith, Langley Farmers' Institute (LFI), provided an overview of the Institute and presented their 2022-2025 Work Plan. She commented that Farmers' Institutes collaborate with municipal governments to increase farm awareness and support farmers within city/township bylaws and advocate for farmers' issues. She noted that between 2022-2024, LFI has built an Executive Board and established monthly meetings. They have held a Meet and Greet with the rural public to identify concerns. This summer they will hold a Summer Mingler to meet more farmers and rural landowners and will also hold an All Candidates Meeting this September for the provincial election. In 2025, LFI will partner with the Langley Animal Protection Society to hold an information session on loose and dangerous dogs and will hold another Meet and Greet to learn and listen to farmers.

D. PRESENTATIONS

1. Langley RCMP Update

Supt. Adrian Marsden, Langley RCMP Detachment, provided an update on police matters within the Township of Langley. He commented that the 2021-2025 Strategic Plan includes four objectives:

1. High Visibility Policing
2. Supports for homelessness and mental health
3. Public Safety partnerships
4. Building response to Langley's growth and diversity

He continued by providing crime statistics for violent crime, property crime, and crimes to businesses in the Township.

E. REPORTS TO COUNCIL

1. Agricultural Land Commission Application
No. 100455 (Garcha / 6842 – 264 Street)
Report 24-145
File CD 14-18-0021

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council advise the Agricultural Land Commission that the subdivision application submitted by Sanderson + Welsh Planning Ltd. on behalf of the owners of the property located at 6842 – 264 Street within the Agricultural Land Reserve complies with the minimum parcel size provisions of Rural Zone RU-1 of the Township's Zoning Bylaw and request consideration based on agricultural merits.
CARRIED

Councillors Richter and vanPopta opposed

2. Agricultural Land Commission Application
No. 100430 (Engelhart / 4363 – 244 Street)
Report 24-142
File CD 10-34-0063

Moved by Councillor Rindt,
Seconded by Councillor Ferguson,
That Council advise the Agricultural Land Commission that the subdivision (including road dedication) application submitted by Mike Engelhart on behalf of the owners for a property located at 4363 – 244 Street within the Agricultural Land Reserve complies with the requirements of Section 110.8 – Homesite Severance Subdivisions of the Zoning Bylaw, subject to compliance with the ALC's Homesite Severance Policy and request consideration based on agricultural merits.
CARRIED

3. Agricultural Land Commission Application
No. 100453 (Metro Vancouver Regional District /
22333 and 10716 Allard Crescent)
Report 24-147
File CD 12-18-0002

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council refer the non-farm use application by Metro Vancouver Regional District for Derby Reach Regional Park planned park improvements (including associated soil deposit) to the provincial Agricultural Land Commission for consideration of approval pursuant to procedural requirements of the Agricultural Land Commission Act and applicable regulations.
CARRIED

E. REPORTS TO COUNCIL

4. Agricultural Land Commission Application No. 100446 (Randhawa / 26324 - 16 Avenue)
Report 24-140
File CD 10-12-0015

Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That Council refer the non-farm use application submitted to permit construction of a golf-driving range facility with associated hospitality and range operations on a 14.25 ha (35.21 acre) property located at 26324 - 16 Avenue to the Agricultural Land Commission for consideration based on agricultural merits.
CARRIED

Councillors Pratt and Richter opposed

5. Official Community Plan Amendment Application No. 100230 (Sidhu / 24281 Fraser Highway)
Report 24-144
File CD 10-27-0073

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council direct staff to process the application to amend Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250.
CARRIED

Councillors Kunst and Richter opposed

6. Introduction of School's Out Discount for Children and Youth
Report 24-159
File RAC 8020-01

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council approve a School's Out Discount be established for children (aged 4-12) and youth (aged 13-18) that provides a reduced admission rate to drop-in activities at Recreation Centres, during Spring Break, Winter Holiday Break and Langley District Pro-D Days.

That the admission prices for the School's Out Discount be set at 50% of the regular admission rate for children and youth respectively for the upcoming 2024-2025 school year.
CARRIED

E. REPORTS TO COUNCIL

7. Council Naming Policy Amendments
Report 24-165
File MA 0340-50

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council amend Council Policy No. 02-008, Corporate Sponsorship Program, as presented in Attachment C of this report.

That Council amend Council Policy No. 06-103, Naming of Parks, Trails, Buildings, Facilities and Infrastructure, as presented in Attachment F of this report.

AMENDMENT
Moved by Councillor Martens,
Seconded by Councillor Kunst,
That Council Policy No. 06-103 item 4.3 be amended to change “Township Administrator or designate” to “Council”.
DEFEATED

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

AMENDMENT
Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That Council Policy No. 02-008 be amended to change Item 4.4 to less than $25,000, and Item 4.5 to greater than $25,000.
CARRIED

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

8. Brookswood-Fernridge Greenway Amenity Policy
Report 24-146
File CPP LRP00014

Moved by Councillor Rindt,
Seconded by Councillor Pratt,
That Council adopt the Brookswood-Fernridge Greenway Amenity Policy No. 07-235 in the form presented substantially as Attachment A to this report.
CARRIED

Councillor Richter opposed

E. REPORTS TO COUNCIL

9. Truck Parking in the Township of Langley
Report 24-166
File CPP LSP00026

Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council direct staff to develop a one-year pilot program to allow truck parking at all hours on select roads in Gloucester and Northwest Langley industrial areas.

That Council direct staff to develop truck parking Temporary Use Permit locational and site guidelines for designated future industrial and commercial lands larger than one acre.

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

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

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

Councillor Richter opposed

MEETING RECESSED
The meeting recessed at 2:58pm.

MEETING RECONVENED
The meeting reconvened at 3:08pm.

10. 216 Street Complete Street Project Update
Report 24-157
File ENG 5330-23-162

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council endorse the completion 96 Avenue Intersection Realignment project and authorize an additional $695,700 from Transportation DCCs and $7,300 from the Capital Projects Reserve to the complete the design, approvals, land requirements and all other preparations for construction in

E. REPORTS TO COUNCIL

2026, with the balance of $1.894M pre-approved to be included within the capital budget for 2026 within the 2025-2029 Five Year Financial Plan.
CARRIED

Councillor Richter opposed

REFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That the balance of the 216 Street Complete Street project be referred to staff for a presentation to Council before the end of Q3 2024.
CARRIED

The agenda order was varied.

12. Willoughby Community Centre Project Update
Report 24-161
File FCP 0810-30

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council receive this report providing an update on the public consultation and feasibility work for the new Willoughby Community Centre at Yorkson Park.

That Council direct staff to further develop the new Willoughby Community Centre concept to consider the public and stakeholder feedback received in accordance with this report.

That Council direct staff to bring forward to Council in October 2024 the revised Willoughby Community Centre at Yorkson Park concept and the anticipated funding envelopes required for the project construction.

That Council pre-approves the inclusion of the library portion of the new Willoughby Community Centre at Yorkson Park as a 12,000 square foot library (including 2,000 square feet of shared multi-purpose rooms available to the community centre), at the cost estimated by consultants of $17.4 Million (based on construction starting in 2025-2026).
CARRIED

Councillor Richter opposed

E. REPORTS TO COUNCIL

11. Racquet Sport Options
Report 24-160
File FCP 0810-30

MOTION 1
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council direct staff to remove the existing pickleball lines from the shared courts at the Fort Langley Community Park.
CARRIED

MOTION 2
Moved by Mayor Woodward,
Seconded by Councillor vanPopta,
That Council direct staff to complete a detailed design and Class A cost estimate for adding tennis courts to Yorkson Community Park near 80 Avenue adjacent to the existing Tennis Centre, with confirmation of any external contributions that may be required.
CARRIED

MOTION 3
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council direct staff to Report to Council to install up to 12+ pickleball courts at McLeod Athletic Park north of 57A Avenue, with options for sound mitigation measures, an overhead cover to be added in the future, and options for the provision of replacement parking on-street, potentially with other pedestrian improvements.
CARRIED

MOTION 4
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council hereby amends previous Council direction from June 10, 2024, for a Report to Council to propose the Mountain Bike Park at Yorkson Community Park be replaced with a paved pump track similar in concept and quality to the Chilliwack Pump Track Facility adjacent to the Chilliwack Curling and Community Centre, for Council to consider.
CARRIED

MOTION 5
Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That Council direct staff to review all possible locations and include a public consultation process, for a new and covered skateboard park within the Willoughby community.
CARRIED

E. REPORTS TO COUNCIL

14. 200 Street 2040
Report 24-151
File CPP LSP00020

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council endorse the vision and policy recommendations in 200 Street 2040: *Transit-Oriented Development Vision, Feasibility, and Implementation Study* (Attachment B) to guide transformation of 200 Street into a rapid transit growth corridor and to use this study as an interim policy guide for the review of development applications within the 200 Street corridor until such time as existing Township plans and policies are updated.

That Council direct staff to report back with an implementation strategy for advancing the study's policy recommendations including required amendments to Township plans and policies and a new development permit area designation for transit-oriented development.

DEFERRAL
Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That 200 Street 2040 be deferred to the September 9, 2024 Regular Council Meeting.
CARRIED

MEETING RECESSED
The meeting recessed at 3:54pm.

MEETING RECONVENED
The meeting reconvened at 3:58pm.

ASSOCIATED MOTION
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council direct staff to Report to Council on the ongoing parking issues at Latimer Village and its surrounding areas, its potential causes, and potential policy solutions for that area, and future mixed-use areas.
CARRIED

15. Capital Request – LEC Banquet Hall Upgrades
Report 24-164
File FCP 0810-30

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council approve $89,000 in funding from the Capital Projects

E. REPORTS TO COUNCIL

Reserve, and direct staff to proceed with Langley Events Centre Banquet Hall phase 1 upgrades.
CARRIED

16. 2024 Enabling Accessibility Fund Small Projects Grant Application
Report 24-154
File ENG 1855-35

Moved by Councillor Baillie,
Seconded by Councillor Pratt,
That Council authorize an application to the Employment and Social Development Canada's Enabling Accessibility Fund – Small Projects Grant for up to $50,000 of funding towards accessibility improvements in the Fraser River Presentation Theatre.
CARRIED

17. Langley Events Centre 2040
Report 24-163
File MA 0890-01

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council direct staff to commence preparation of *Langley Events Centre 2040* - a detailed visioning and feasibility study for Township-owned lands in the Langley Events Centre area.

That Council approve funding in the amount of $110,000 from the Capital Projects Reserve to undertake the proposed planning and public engagement process for *Langley Events Centre 2040* during Q3 and Q4 2024.
CARRIED

18. Capital Request - Billy Brown Road Traffic Calming
Report 24-148
File ENG 5460-04

Moved by Councillor vanPopta,
Seconded by Councillor Baillie,
That Council authorize $216,000 from the Capital Projects Reserve for the implementation of four (4) raised crosswalks and six (6) speed humps along Billy Brown Road (Option 2).

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor vanPopta,

E. REPORTS TO COUNCIL

That Council direct staff to forego the Community Consultation Process.
CARRIED

Councillors Kunst, Martens, and Richter opposed

AMENDMENT
Moved by Councillor Martens,
Seconded by Councillor Kunst
That the motion be amended to install four (4) raised crosswalks only and direct staff to report to Council six months after installation on whether the six (6) speed humps are required.
DEFEATED

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

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

Councillor Kunst opposed

MAYOR DECLARES CONFLICT OF INTEREST

Mayor Woodward declared a Conflict of Interest under Section 100 of the Community Charter due to non-pecuniary interest and left the meeting at 4:33pm.

Councillor vanPopta assumed the position of Chair.

13. Fort Langley Public Waterfront Project Update
Report 24-162
File FCP 0810-30

Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
That Council receive this report providing an update from the Fort Langley Public Waterfront Concept open house held at the Riverside Room in Fort Langley on May 16, 2024.

That Council direct staff to further develop the Fort Langley Public Waterfront Concept to consider the public feedback received and discussion below, along with budget envelope considerations for phasing and options, for Council consideration in fall of 2024.
CARRIED

Mayor Woodward re-entered the meeting at 4:42pm and resumed the position of Chair.

The agenda order then resumed.

F. BYLAWS FOR FIRST AND SECOND READING

1. Official Community Plan Amendment and Rezoning Application No. 100293 (Hamstra /7620 – 197 Street)
Bylaw No. 6022
Bylaw No. 6023
Report 24-143
File CD 08-22-0115

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 Amendment (Hamstra) Bylaw No. 6022 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Hamstra) Bylaw No. 6023 rezoning a 0.5 ha (1.2 ac) portion of a 0.8 ha (2.0 ac) site located at 7620 – 197 Street to Comprehensive Development Zone CD-203 to facilitate the development of 26 townhouses, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road, greenway, and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw.
2. Provision of road and trail dedications, widenings, and necessary traffic improvements in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Latimer Neighbourhood Plan.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
4. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
5. Dedication of the Latimer Creek Streamside Protection and Enhancement Area on the eastern portion of the site including construction of a creek greenway.
6. Registration of restrictive covenants acceptable to the Township:
    a. restricting development until a Development Permit is issued for the site
    b. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township
    c. identifying the units (5% of townhouse units) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan

F. BYLAWS FOR FIRST AND SECOND READING

d. prohibiting parking on internal strata roadways (other than in clearly identified parking spaces)
e. prohibiting garages from being developed for purposes other than the parking of vehicles for the townhouse units and prohibiting the development of secondary suites within individual units.

7. Compliance with the Community Amenity Contributions Policy, Willoughby Greenway Amenity Policy and 5% Neighbourhood Park Land Acquisition Policy.
8. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 Amendment (Hamstra) Bylaw No. 6022 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 6022 and 6023.
CARRIED

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Highway and Traffic Bylaw and
Bylaw Notice Enforcement Bylaw Amendments –
Commercial Vehicle Program
Bylaw No. 6029
Bylaw No. 6030
Report 24-155
File ENG 3900-02

Moved by Councillor Rindt,
Seconded by Councillor vanPopta,
That Council give first, second and third reading to the Highway and Traffic Bylaw 2010 No. 4758 Amendment Bylaw No. 6029.

That Council give first, second and third reading to the Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6030.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

That Council approve $130,000 from the Capital Projects Reserve to purchase and outfit a vehicle to be used for the enforcement of commercial vehicle regulations.

AMENDMENT
Moved by Councillor Martens,
Seconded by Councillor Richter,
That the motion be amended to add the following:

For the purpose of enforcing this Bylaw, any person parking, driving or operating a motor vehicle on a highway located within the Municipality, must produce the person's driver's license, driver's certificate, and motor vehicle liability insurance card or financial responsibility card, that are required to be in the person's possession at all times pursuant to the Motor Vehicle Act, for inspection on demand by a Peace Officer or Bylaw Enforcement Officer.
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 and Richter opposed

2. Temporary Borrowing Bylaws (Jericho Water Booster Station Loan, Civic Infrastructure Loan, Yorkson Community Park Loan and Ice and Dry Arenas Loan) and Municipal Security Issuing Resolution
Bylaw No. 6035
Bylaw No. 6036
Bylaw No. 6037
Bylaw No. 6038
Report 24-141
File FIN 1760-30

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give first, second, and third reading to Temporary Borrowing (Jericho Water Booster Station Loan) Bylaw No. 6035 towards the estimated cost of constructing the Jericho Water Booster Station.

That Council give first, second, and third reading to Temporary Borrowing (Civic Infrastructure Loan) Bylaw No. 6036 towards the estimated cost of constructing Civic Infrastructure.

That Council give first, second, and third reading to Temporary Borrowing (Yorkson Community Park Loan) Bylaw No. 6037 towards the estimated cost of constructing the Yorkson Community Park.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

That Council give first, second, and third reading to Temporary Borrowing (Ice and Dry Arenas Loan) Bylaw No. 6038 towards the estimated cost of constructing the Ice and Dry Arenas.

That Council approve borrowing from the Municipal Finance Authority of British Columbia (MFA), as part of their Spring 2025 long-term debt issue, $18,720,000 as authorized through Jericho Water Booster Station Loan Authorization Bylaw No. 5921.

That Council approve borrowing from the Municipal Finance Authority of British Columbia (MFA), as part of their Spring 2025 long-term debt issue, $29,492,000 as authorized through Civic Infrastructure Loan Authorization Bylaw No. 5922.

That Council approve borrowing from the Municipal Finance Authority of British Columbia (MFA), as part of their Spring 2025 long-term debt issue, $14,645,000 as authorized through Yorkson Community Park Loan Authorization Bylaw No. 5938.

That Council approve borrowing from the Municipal Finance Authority of British Columbia (MFA), as part of their Spring 2025 long-term debt issue, $49,490,000 as authorized through Ice and Dry Arenas Loan Authorization Bylaw No. 5968.

That Metro Vancouver Regional District be requested to consent to our borrowing of $18,720,000 as authorized through Jericho Water Booster Station Loan Authorization Bylaw No. 5921 over a twenty (20) year term and include the borrowing in their security issuing bylaw.

That Metro Vancouver Regional District be requested to consent to our borrowing of $29,492,000 as authorized through Civic Infrastructure Loan Authorization Bylaw No. 5922 over a twenty (20) year term and include the borrowing in their security issuing bylaw.

That Metro Vancouver Regional District be requested to consent to our borrowing of $14,645,000 as authorized through Yorkson Community Park Loan Authorization Bylaw No. 5938 over a twenty (20) year term and include the borrowing in their security issuing bylaw.

That Metro Vancouver Regional District be requested to consent to our borrowing of $49,490,000 as authorized through Ice and Dry Arenas Loan Authorization Bylaw No. 5968 over a twenty-five (25) year term and include the borrowing in their security issuing bylaw.

AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor Kunst,
That the motion be amended to add:

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

That any short-term debt incurred under these bylaws be immediately repaid from long-term debt once it is received.
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

Councillor Richter opposed

3. Library Loan Authorization Bylaw and Alternative Approval Process
Bylaw No. 6039
Report 24-152
File FIN 1760-20

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give first, second and third reading to Library Loan Authorization Bylaw No. 6039 for the purpose of borrowing funds in the amount of $17,575,758 for the construction of a library within the 2025-2029 Capital Program repayable from library levy; and

That Council provide an Alternative Approval Process, in accordance with Section 86 of the *Community Charter*, for Library Loan Authorization Bylaw No. 6039 as outlined in items (a) to (e) below with respect to the Alternative Approval Process.

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

b) The deadline for the submission of elector responses forms shall be 4:30 PM on Thursday, November 7, 2024 (the “Deadline”).

c) The Township Clerk is authorized to prepare an Alternative Approval Process Notice that must be published as per Township of Langley Public Notice Bylaw No. 6003.

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

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

CARRIED

Councillor Richter opposed

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

4. Rezoning Application No. 100769 and Development Permit Application No. 101441 (Astria Properties / 8131 – 198A Street) Bylaw No. 6032 Report 24-139
File CD 08-27-0079

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council give first, second and third reading Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Astria) Bylaw No. 6032 rezoning 0.97 ha (2.4 ac) of land located at 8131 - 198A Street to Comprehensive Development Zone CD-157, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw.
2. Provision of road dedications, widenings and necessary traffic improvements including dedications in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Latimer Neighbourhood Plan.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
4. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
5. Registration of a non-disturbance restrictive covenant acceptable to the Township over watercourse setback areas.
6. Finalization of architectural and landscape plans.
7. Registration of a public access statutory right-of-way (6.0 m wide) for a future north south trail connection.
8. Payment of applicable Neighbourhood Planning Administration fees, compliance with the Willoughby Greenway Amenity Policy, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services Administration fees and Development Works Agreement (DWA) and latecomer charges.

That Council at the time of final reading of Bylaw No. 6032 authorize issuance of Development Permit No. 101441 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 with the Township's Street Tree and Boulevard Planting Policy.
c. Provision of final tree retention, replacement, protection details and security in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

d. All signage being in compliance with Schedule "A" and the Township's Sign Bylaw.
e. Rooftop mechanical equipment to be screened from view by compatible architectural treatments.
f. 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. Onsite landscaping being secured by a letter of credit at the building permit stage.
b. Submission of a site specific onsite servicing and storm water management plan in accordance with the Subdivision and Development Servicing Bylaw, to the acceptance of the Township and an erosion and sediment control plan or exemption in accordance with the Erosion and Sediment Control Bylaw.
c. Provision of an exterior lighting impact plan prepared by an electrical engineer in compliance with the provisions of the Township's Exterior Lighting Impact Policy.
d. Preparation of a Crime Prevention Through Environmental Design (CPTED) report and incorporation of its recommendations into the final development design.
e. Payment of supplemental Development Permit application fees.
f. Payment of applicable Development Cost Charges and Building Permit Administration fees.

CARRIED

5. Rezoning Application No. 100764 and
Development Permit Application No. 101432
(Astria Properties / 19723 – 88 Avenue)
Bylaw No. 6031
Report 24-138
File CD 08-34-0084

Moved by Councillor Baillie,
Seconded by Councillor Rindt,
That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Astria Port Kells South Nominee Ltd.) Bylaw No. 6031 rezoning a 1.24 ha (3.07 ac) portion of a 2.35 ha (5.8 ac) site located at 19723 – 88 Avenue to Service Industrial Zone M-1A to facilitate the development of a 6-storey self-storage building with ground floor industrial units, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road, greenway and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

2. Provision of road dedications, widenings and necessary traffic improvements for 88 Avenue (including greenway) in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Carvolth Neighbourhood Plan.
3. Dedication and construction of a 4.5 m wide street greenway on the north side of 88 Avenue including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security.
4. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
5. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
6. Compliance with Schedule 3 – Development Permit Areas: Streamside Protection and Enhancement of the Township of Langley Official Community Plan Bylaw No.1842.
7. Dedication of the Latimer Creek Streamside Protection and Enhancement Area on the northern portion of the site including construction of a creek greenway.
8. Provision of final on-site and off-site landscape design plans including interim pedestrian route via statutory right of way to connect the creek greenway to 88 Avenue, fencing, signage, landscaping details and security.
9. Registration of restrictive covenants acceptable to the Township:
    a. as proposed by the applicant, application for certification by Canada Green Building Council for the building to meet Zero Carbon Building – Design Standard v3.
10. Approval of the rezoning bylaw by the Ministry of Transportation and Infrastructure.
11. Compliance with the Willoughby Greenway Amenity Policy.
12. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services Administration fees, Development Works Agreement (DWA) and Latecomer charges.

That Council at time of final reading of Rezoning Bylaw No. 6031 authorize issuance of Development Permit No. 101432 subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A".
b. Finalization of landscape plans included in Schedule "B" and in compliance with the Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) and the Township's Street Trees and Boulevard Plantings Policy.
c. Section 107.3 of the Township Zoning Bylaw 1987 No. 2500 being varied from a minimum 168 parking spaces to 89 parking spaces as shown in Schedule "A".

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

d. Section 701.6 (Siting of Buildings and Structures) of Township of Langley Zoning Bylaw No. 2500 being varied from 10.0 m (32.8 ft) from a front lot line to 5.0 m (16.4 ft), as shown on Schedule "A".
e. Section 701.7 (Height of Buildings and Structures) of Township of Langley Zoning Bylaw No. 2500 being varied from 12.0 m (39.3 ft) to 21.8 m (71.5 ft), as shown on Schedule "A".
f. Section 111.3(b) (Landscape Area) being varied from 3.0 m (9.84 ft) to 1.5 m (4.92 ft) along the rear lot line as shown in Schedule "B".
g. All signage being in compliance with Schedule "A" and the Township's Sign Bylaw.
h. All rooftop mechanical equipment to be screened from view.
i. 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, including on-site detention, 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. Landscaping and boulevard treatment being secured by letter of credit at the Building Permit stage.
e. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place.
f. Payment of supplemental development permit application fees, Development Cost Charges and Building Permit Administration fees.

CARRIED

Councillor Richter opposed

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

1. Rezoning Application No. 100763
(Marssa Enterprises Ltd. / 21183 - 88 Avenue)
Bylaw No. 6028
Report 24-137
File CD 08-36-0234

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give first, second, third and final reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Marssa Enterprises Ltd.) Bylaw

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

No. 6028 amending Limited Commercial Zone C-14 to add group children's daycare as a site-specific permitted use.
CARRIED

I. BYLAWS FOR CONSIDERATION AT THIRD READING

1. Third Reading 2024 Development Cost Charges Bylaw Amendment
Bylaw No. 6024
Report 24-158
File CD BA000048

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council rescind third reading of Langley Development Cost Charges Bylaw No. 5897 Amendment Bylaw No. 6024.

That Council give third reading to Langley Development Cost Charges Bylaw No. 5897 Amendment Bylaw No. 6024, as amended.
CARRIED

Councillor Richter opposed

J. BYLAWS FOR FINAL ADOPTION

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

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give final reading to "Council Procedure Bylaw 2016 No. 5199 Amendment Bylaw No. 6027".
CARRIED

Councillors Kunst, Martens, and Richter opposed

2. Rezoning Application No. 100518
(1092215 BC Ltd / 26264 – 30A Avenue)
Bylaw No. 5416
Report 18-152
File CD 10-24-0066

Moved by Councillor Pratt,
Seconded by Councillor Baillie,

J. BYLAWS FOR FINAL ADOPTION

That Council give final reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1092215 BC Ltd) Bylaw 2018 No. 5416".
CARRIED

MEETING RECESSED
The meeting recessed at 5:42pm.

Councillor vanPopta left the meeting at 5:42pm.

MEETING RECONVENED
The meeting reconvened at 5:45pm.

3. Rezoning Application No. 100569
Development Permit Application No. 101081 and
Development Variance Permit Application No. 100123
(Bhullar / 20545 – 76 Avenue)
Bylaw No. 5598
Report 20-81
File CD 08-23-0180

Moved by Councillor Rindt,
Seconded by Councillor Ferguson,
That Council give final reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Bhullar) Bylaw 2020 No. 5598".
CARRIED

Development Permit No. 101081

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council authorize issuance of Development Permit No. 101081 (Bhullar / 20545 – 76 Avenue) in accordance with Attachment A subject to the following conditions:

a. An exterior design control agreement shall be entered into for all lands zoned Residential Zone R-1A and Residential Compact Lot Zones R-CL(A) and R-CL(B) ensuring that building design and site development standards are high quality, consistent and compatible with other lots and development in accordance with Section 4.2.1 of the Yorkson Neighborhood Plan; and
b. Written confirmation from the owner or landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place.

CARRIED

Development Variance Permit No. 100123

Moved by Councillor Pratt,
Seconded by Councillor Rindt,

J. BYLAWS FOR FINAL ADOPTION

That Council authorize issuance of Development Variance Permit No. 100123 (Bhullar / 20545 – 76 Avenue) 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 is hereby varied to reduce the minimum front yard setback requirement from 6.0 metres to 2.5 metres for the principal building on proposed Lots 5 and 10.

CARRIED

Councillor vanPopta re-entered the meeting at 5:47pm.

4. Rezoning Application No. 100660 and
Development Permit Application No. 101240 and
Development Variance Permit Application No. 100145
(Brydon Projects Yorkson Ltd. / 20453 – 78 Avenue)
Bylaw No. 5790
Report 22-89
File CD 08-23-0207

Moved by Councillor Baillie,
Seconded by Councillor Rindt,
That Council give final reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Brydon Projects Yorkson Ltd.) Bylaw No. 5790".
CARRIED

Development Permit No. 101240

Moved by Councillor Rindt,
Seconded by Councillor Ferguson,
That Council authorize issuance of Development Permit No. 101240 (Brydon Projects Yorkson Ltd. / 20453 – 78 Avenue) in accordance with Attachment A subject to the following conditions:

a. An exterior design control agreement shall be entered into for all lands zoned Residential Zone R-1A and Residential Compact Lot Zones R-CL(A) and R-CL(B) ensuring that building design and site development standards are high quality, consistent and compatible with other lots and development in accordance with Section 4.2.1 of the Yorkson Neighborhood Plan;
b. Written confirmation from the owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place; and
c. Payment of supplemental Development Permit fees prior to issuance.

CARRIED

J. BYLAWS FOR FINAL ADOPTION

Development Variance Permit No. 100145

Moved by Councillor Rindt,
Seconded by Councillor Pratt,
That Council authorize issuance of Development Permit No. 100145 (Brydon Projects Yorkson Ltd. / 20453 – 78 Avenue) 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 is hereby varied to reduce the minimum front lot line setback requirement from 6.0 metres to 2.5 metres for the principal building on proposed Lots 1,10 and 11, as shown on Schedule A.

CARRIED

K. ITEMS FROM PRIOR MEETINGS

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

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council direct staff to process the soil deposition application for 23433 – 44 Avenue.
CARRIED

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

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
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.

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor vanPopta,
That Council authorize the use of $160,000 funded with $158,400 from Transportation DCCs and $1,600 from the Capital Projects Reserve for the

K. ITEMS FROM PRIOR MEETINGS

completion of design and preparation of construction of Glover Road at 88 Avenue Intersection Widening and Signal Relocation.

That Council authorize the use of $180,000 from the Capital Projects Reserve for the design and preparation of construction of sidewalks, bike lanes and street lighting on 88 Avenue from Wright Street to Glover Road.
CARRIED

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council endorse adding the inclusion of sidewalks, bike lanes and street lighting on 88 Avenue from Wright Street to Glover Road similar to 96 Avenue to the North Langley Truck Route capital project, subject to future public consultation with affected residents and the wider community of Fort Langley.
CARRIED

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

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

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
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 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 in funding utilizing $396,000 from Transportation DCC's and $4,000 from the Capital Projects Reserve to complete the design of 86 Avenue from 200 Street to 202 Street in 2024.

That Council authorize $3,400,000 in funding utilizing $2,097,000 from Transportation DCC's and $1,303,000 from the Capital Projects Reserve pre-approved within the 2025 budget process to construct 86 Avenue from 200 Street to 202 Street in 2025.

That Council authorize $400,000 from the Capital Project Reserve pre-approved within the 2025 budget process for the reconstruction of the north and south boulevards on 86 Avenue between 200 Street and 201 Street.

K. ITEMS FROM PRIOR MEETINGS

AMENDMENT
Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That the first paragraph be amended to read as follows:

That Council endorse the conceptual design of 86 Avenue from 200 Street to 202 Street that includes four (4) vehicle travel lanes, possible on-street parking in the outer travel lanes during off-peak hours, bicycle lanes, sidewalks, ~~and~~ Multi-Use Paths, and possible signage indicating the provision of future BRT lanes.
CARRIED

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

4. Motion to Reconsider

Moved by Councillor vanPopta,
Seconded by Councillor Rindt,
That Council reconsider the following motion:

Council Process Committee Recommended Motion
File 0540-20
CARRIED

Councillors Martens and Richter opposed

MOTION
Moved by Councillor vanPopta,
Seconded by Councillor Rindt,
That Council direct staff to report to Council with draft bylaw amendments to Community Standards Bylaw 2019 No. 5448 for Council to consider that for multi-family residential construction and single-family residential subdivision new construction:

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

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor vanPopta,
That Council direct staff to review the merit or lack thereof for aligning

K. ITEMS FROM PRIOR MEETINGS

construction noise requirements to exactly or more closely align with the City of Surrey.
CARRIED

Councillors Martens and Richter opposed

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

Councillors Martens and Richter opposed

L. MAYOR AND COUNCIL REPORT

M. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

Councillor Ferguson reported that he attended a Flood Resiliency Committee meeting.

N. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

O. FOR INFORMATION

1. **Agricultural Land Commission Decisions**
   Second Quarter 2024 (April – June)
   Memorandum – Community Development Division
   File 6635-01

2. **2023 Annual Water Quality Report**
   Memorandum – Public Works Division
   File 5600-05-001

3. **Cricket Pitch Options**
   Memorandum – Corporate Projects Division and Parks Operation (ENG)
   File 0810-30

4. **BC Hydro EV Charger Expansion at Langley Events Centre**
   Memorandum – Facilities Division
   File 0810-30

5. **Field Lighting at Township Park Facilities**
   Memorandum – Corporate Projects Division
   File 0810-30

O. FOR INFORMATION

6. Update on Shared Micromobility
Memorandum – Engineering Division
File 8330-20-005

7. Mayor's Task Force on the Langley Regional Airport
Minutes – June 20, 2024
File 0540-20

8. Heritage Advisory Committee
Minutes – June 5, 2024
File 0540-20

9. Joint School District No. 35 / Municipal Liaison Committee
Minutes – June 19, 2024
File 0540-20

10. Agricultural Advisory Committee
Minutes – June 26, 2024
File 0540-20

P. MOTIONS ARISING FROM INFORMATION

1. Mayor's Task Force on the Langley Regional Airport
Recommended Motion
File 0540-20

Moved by Mayor Woodard,
Seconded by Councillor Pratt,
That Council direct staff to Report to Council with a comprehensive review of options and recommendations for the future of the Langley Regional Airport;

That a Report to Council include a potential approach for developing a long-term Strategic Plan for the Langley Regional Airport 2045 that would include, but not necessarily limited to:

- a long-term vision for the facility;
- identified priorities for the Airport's development and operation;
- an action plan and timeline for necessary objectives;
- a 15-year capital plan; and
- extensive and ongoing consultation with affected airport lease holders, users, tenants and the public;

That a Report to Council include a review of all operating costs to identify potential opportunities for cost reductions directed to the Airport Reserve;

P. MOTIONS ARISING FROM INFORMATION

That a Report to Council outline an Airport Maintenance Charge that could be applied to all leaseholders for the purpose of capital revenues for future capital projects, for Council to consider;

That a Report to Council identify potential funding sources for critical capital projects that are required in the immediate and medium term;

That a Report to Council identify potential governance models for the Langley Regional Airport, including but not necessarily limited to, the Airport Authority model, the municipal corporation model, local government society model, commission model and the existing in-house Township model, with recommendations for Council to consider;

That Council direct staff to consolidate Council Policies outlining Airport operations and replace them with a Langley Airport Operations Bylaw, with amendments or other improvements that may be appropriate for Council to consider;

That Council direct staff to undertake a comprehensive review of all Langley Airport lease rates, where warranted, and separately Report to Council with recommended new basic rents that reflect market values, the Langley Airport's financial requirements, and the value of the Langley Airport to the community as a whole;

That from hereon, until otherwise directed by Council, any grants, amendments or renewals of any and all airport head leases must be considered by Council, excluding sub-leases;

That Council direct staff to standardize and align lease timelines, terms and conditions within Airport leases, where applicable and possible, and for all current and future interests; and

That Council endorse the continuation and extension of existing lease interests for land and land/improvements without assumption of improvements while lease interests are reviewed, standardized and aligned.
CARRIED

ASSOCIATED MOTION
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council approve Capital Project AvGas Fuel Dispensers and Payment Kiosks Replacement of $219,000 funded by the Airport Reserve.
CARRIED

P. MOTIONS ARISING FROM INFORMATION

2. Cricket Pitch Options

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council confirms Yorkson Community Park, Brown Park, and Bell Park as the three options for staff to consider and review further.
CARRIED

Q. OTHER BUSINESS

AGENDA VARIED

Moved by Councillor vanPopta,
Seconded by Councillor Ferguson,
That the agenda be varied to move item Q.4 to before Q.1.
CARRIED

4. Langley Arts Council

Moved by Councillor vanPopta,
Seconded by Councillor Pratt,
Whereas:

1. The Langley Arts Council is a charitable organization that has been serving the residents of the Township of Langley for over 50 years;

2. The Langley Arts Council serves Township of Langley residents, artists and creators, arts organizations, community members, educational institutions, tourists and visitors, local businesses, underrepresented and marginalized groups, government and civic entities, donors and philanthropists, and local cultural organizations; and

3. The arts are valuable and needed for an overall community, and additional programming, support and services to the community of the Township of Langley is worthy of additional funding;

Therefore be it resolved that Council hereby directs staff to include within the 2025 Budget and Five Year Financial Plan a pre-approved annual contribution of $100,000 for 2025, and an additional $25,000 in 2026; and further

That Council confirm a draft multi-year funding agreement for Council's consideration with the Langley Arts Council for the purposes of confirming the additional programming, facilities support, recognition, with contemplation of the need for a proportionate contribution from the City of Langley.

Q. OTHER BUSINESS

AMENDMENT
Moved by Councillor Martens,
Seconded by Councillor Pratt,
That the last paragraph be amended to add the City of Abbotsford.
DEFEATED

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

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

Councillor Richter opposed

MEETING ADJOURNED
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That the meeting adjourn at 6:40pm until the conclusion of the Public Hearing.
CARRIED

MEETING RECONVENED
The meeting reconvened at 7:31pm.

1. RCMP Contract Budget Implications for 2025 and 2026

Moved by Mayor Woodward,
Seconded by Councillor Rindt,

Whereas:

1. Within the 2023 Budget and 2023-2027 Five Year Financial Plan, for 2023, RCMP contract cost increases were an additional $2.5M per year to the base budget, representing a 1.6% property tax increase;

2. Within the 2024 Budget and 2024-2028 Five Year Financial Plan, for 2024, RCMP cost increases were an additional $4.6M per year to the base budget, representing a 2.8% property tax increase;

3. Within the 2025 Budget and 2025-2029 Five Year Financial Plan, for 2025, RCMP costs are potentially up to an additional $5.5M+ per year to the base budget approximately, indefinitely, representing a potential additional property tax increase of 3.1%, possibly more, due, in part, to the transition to the Surrey Police Service within the City of Surrey;

4. Over three years, this represents a budgetary increase of approximately $12.5M+ and possibly as much as a 7.5% property tax increases confirmed and downloaded to the Township of Langley (and other local governments) by other levels of government;

Q. OTHER BUSINESS

5. The mandated transition within the City of Surrey to the Surrey Police Service by the BC NDP could have significant financial implications on administrative and regional costs for remaining RCMP municipalities within Metro Vancouver and/or British Columbia;

6. In 2022, the overall average cost per RCMP member per annum was approximately $190,000, and in 2025 may be as high as $242,000 per member per annum; and

7. These per year increases represent a significant financial challenge for the Township of Langley taxpayers in a time of rising cost of living pressures, where, to absorb these increases other desirable outcomes, service level improvements and capital objectives may need to be deferred;

Therefore be it resolved that Council hereby directs staff to report to Council, before the end of Q3 2024, confirming and outlining for Council's consideration the additional costs for RCMP services for the 2025-2029 five year financial plan, with sources of cost increases and long-term requirements, with any applicable recommendations that may be appropriate for Council to consider.

AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor Kunst,
That Council direct staff to include in the report the relative proportion of the budget that is spent on police, fire, and CUPE.
DEFEATED

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

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

Councillor Richter opposed

COUNCILLORS DECLARE CONFLICT OF INTEREST

Councillor Richter declared a Conflict of Interest under Section 100 of the Community Charter due to a family connection and left the meeting at 7:55pm.

Councillor Kunst declared a Conflict of Interest under Section 100 of the Community Charter due to a family connection and left the meeting at 7:55pm.

Q. OTHER BUSINESS

2. Green Natural Burials

Moved by Mayor Woodward,
Seconded by Councillor Baillie,
Be it resolved that Council direct staff to report to Council with potential option(s) for offering green natural burials at Langley Lawn Cemetery in Brookswood, for Council to consider.
CARRIED

Councillors Kunst and Richter re-entered the meeting at 7:57pm.

3. Potential Pedestrian Improvements for 88 Avenue and 208 Street

Moved by Councillor vanPopta,
Seconded by Councillor Pratt,
Be it resolved that Council direct staff to report to Council with potential option(s) for an updated, pedestrian-oriented design for the intersection of 88 Avenue and 208 Street, Walnut Grove Drive and 88 Avenue, 212 Street and 88 Avenue and 208 Street and 87 Avenue in Walnut Grove that includes, but is not necessarily limited to, the removal of slip lanes for pedestrian safety, to potentially be completed concurrently with the 216 Street corridor upgrades, if so approved by Council to proceed.
CARRIED

AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor Martens,
That the report include the potential for speed humps on slip lanes and completion of the Yorkson Creek Pathway.
CARRIED

Mayor Woodward and Councillors Baillie, Rindt, and vanPopta opposed

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

5. Fees and Charges Schedule 15 Regional Review

Moved by Councillor Baillie,
Seconded by Councillor Kunst,
That Council hereby directs staff to report to Council by the end of Q3 2024 with draft bylaw amendments for Council to consider for Schedule 15 of Fees and Charges Bylaw 2007 No 4616 to consider fees and fine structures in neighbouring municipalities, while retaining a significant, additional premium.
CARRIED

Q. OTHER BUSINESS

6. Wagner Hills Building Permit Fees

Moved by Councillor Baillie,
Seconded by Councillor vanPopta,
Be it resolved that Council authorizes $45,800 from Council Contingency to be refunded for Building Permit fees paid for BP #143810 for the purposes of contributing to the expansion of the Wagner Hills treatment and support facility.
CARRIED

7. Speed Humps on 52 Avenue

MOTION
Moved by Councillor Pratt,
Seconded by Councillor Kunst,
That Council direct staff to consult with BC Ambulance Services on the merits of speed bumps as the preferred traffic calming measure, and if through those discussions it is determined that they are not the appropriate method of traffic calming, the speed bumps be removed, with a subsequent report to Council provided that outlines possible alternative traffic calming measures.

AMENDMENT
Moved by Councillor Pratt,
Seconded by Councillor Kunst,
That the motion be amended to include “along 52 Avenue” after the words “traffic calming measure”.
CARRIED

AMENDMENT
Moved by Councillor Martens,
Seconded by Councillor Kunst,
That the amendment be amended to include “at 219” after “along 52 Avenue”.
CARRIED

Councillor vanPopta opposed

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

Clerk’s Note:
For clarity, the motion now reads:

That Council direct staff to consult with BC Ambulance Services on the merits of speed bumps as the preferred traffic calming measure along 52 Avenue at 219 Street, and if through those discussions it is determined that they are not the appropriate method of traffic calming, the speed bumps be removed, with a subsequent report to Council provided that outlines possible alternative traffic calming measures.

R. MOTION TO RESOLVE INTO CLOSED MEETING

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

Item A.1 - Section 90(1) (n) Consideration
Item E.1 - Section 90(1) (c) Labour Relations
Item E.2 - Section 90(1) (a) Personnel
Item E.3 - Section 90(1) (e) Property, (k) Negotiations
Item E.4 - Section 90(1) (e) Property, (k) Negotiations
Item E.5 - Section 90(2) (b) Intergovernmental Relations
Item E.6 - Section 90(1) (k) Negotiations
Item G.1 - Section 90(2) (b) Intergovernmental Relations
Item G.2 - Section 90(2) (b) Intergovernmental Relations
Item G.3 - Section 90(2) (b) Intergovernmental Relations
Item G.4 - Section 90(2) (b) Intergovernmental Relations
Item I.1 - Section 90(1) (g) Legal
Item I.2 - Section 90(1) (e) Property
Item I.3 - Section 90(1) (n) Consideration

CARRIED

S. TERMINATE

Moved by Councillor Rindt,
Seconded by Councillor vanPopta,
That the meeting terminate at 8:50pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

REGULAR MEETING
OF TOWNSHIP COUNCIL

FOR THE PURPOSE OF
PUBLIC HEARING
MINUTES

Monday, July 15, 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 A. Ruhl

S. Little and K. Stepto

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Meeting for Public Hearing and Development Permits – July 15, 2024

Moved by Councillor Rindt,
Seconded by Councillor Ferguson,
That Council adopt the agenda and receive the agenda items of the Regular Meeting for Public Hearing and Development Permits held July 15, 2024.
CARRIED

Councillor Richter entered the meeting at 7:04pm.

B. PUBLIC HEARING

1. Williams Neighbourhood Plan Update
Bylaw No. 5799
Report 24-120
File CPP LRP00012

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

B. PUBLIC HEARING

Explanation – Bylaw No. 5799

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

Submissions from the public:

1. R. Dick, Project Director for Lorval Developments Ltd., was in attendance and commented on the CAC Policy, Employment Land development concerns, and other economic factors. He asked Council to defer consideration of third and final reading to review his and other written submissions.
2. M. Kiez, Langley Disc Golf Club, was in attendance and commented on the safety issues at the Dale Ball course. He asked for the club to be able to work with Township staff to improve the course and for a future competitive level course to be built.

The following written submissions were received from the public:

1. 26 Open House feedback forms
2. C. McConachie, Western Water and Gas Products Ltd., asking to have a movie studio, not a civic yard, in the area.
3. B. Anderson, President, Greater Vancouver Board of Trade, expressing concerns about the timing and scale of the proposed CACs as they pose risks to the viability of crucial employment land developments.
4. D. Mitten, a Langley resident, expressing support.
5. S. Thompson, a Langley resident, expressing concerns about process.
6. H. Whittell, a Langley resident, expressing concerns regarding the requirements for employment lands and possible delays in development.
7. P. Kool. NAIOP Vancouver Chapter, expressing concerns about the CAC rates for employment lands.
8. L. Chevallier, a Langley resident, expressing concerns about economic development and employment lands, increased CAC fees and arterial road policy, redisdnetial densification, and employment land requirements.
9. I. Ali, Senior Corporate Counsel for Lorval Developments Ltd addressing legal issues raised by the Williams Neighbourhood Plan Update and associated policy changes.
10. R. Dick, Project Director for Lorval Developments Ltd. addressing issues with Employment Lands, CACs, and the newly added arterial road provision.

C. TERMINATE

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That the meeting terminate at 7:30pm.
CARRIED

CERTIFIED CORRECT:

Mayor

Township Clerk

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by David Jonsson
Date: Tuesday, August 27, 2024 2:47:29 PM

Please note the following response to Delegation Requests has been submitted at Tuesday August 27th 2024 2:42 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  9/9/2024

- **Name of delegate or organization wishing to appear**
  @skateundercover

- **Topic**
  I wish to speak to mayor an council about the need for more covered spaces for youth to skateboard and scooter during the winter months. Locally there are not enough places, which results in youth skating in parking garages. This causes property damage and isn't healthy for kids to breathe in CO2.

- **Purpose of presentation**
  Information only, Request funds

- **Desired resolution**
  A temporary solution as an immediate remedy and a permanent location in the future.

- **Full name**
  David Jonsson

- **Email address**
  FOIPPA s.22(1)

- **Address**
  FOIPPA s.22(1)

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

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Justin Wood
Date: Wednesday, August 28, 2024 3:17:25 PM

Please note the following response to Delegation Requests has been submitted at Wednesday August 28th 2024 3:16 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  9/9/2024
- **Name of delegate or organization wishing to appear**
  Justin Wood
- **Topic**
  Traffic Calming - Ballots for affected residents/property owners
- **Purpose of presentation**
  Other
- **for other, describe here:**
  For council to follow current policy requiring ballots to be taken for traffic calming measures
- **Desired resolution**
  Policy followed requiring ballots for traffic calming measures.
  Pause on the traffic calming on Billy Brown Road, until such measures have been taken.
- **Full name**
  Justin Wood
- **Email address**
  FOIPPA s.22(1)
- **Address**
  FOIPPA s.22(1)
- **Primary Phone**
  FOIPPA s.22(1)

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 9, 2024 – REGULAR MEETING	**REPORT:**	24-169
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	10-10-0004
SUBJECT:	AGRICULTURAL LAND COMMISSION APPLICATION NO. 100456 (TWIN D FARMS LTD. / 1319 – 248 STREET)		

PROPOSAL:

Subdivision within the Agricultural Land Reserve (ALR) of a 16.49 ha (40.75 ac) parcel located at 1319 – 248 Street into two (2) rural lots with road dedications.

RECOMMENDATION SUMMARY:

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

RATIONALE:

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

RECOMMENDATION:

That Council advise the Agricultural Land Commission that the subdivision application and road dedications submitted on behalf of the owners of the property located at 1319 – 248 Street within the Agricultural Land Reserve complies with the minimum parcel size provisions of Rural Zone RU-2 of the Township's Zoning Bylaw and request consideration based on agricultural merits.

EXECUTIVE SUMMARY:

The applicant, pursuant to Section 21(2) of the ALC Act, has applied to subdivide a 16.49 ha (40.75 ac) property into two (2) rural lots. The proposed lot sizes are approximately 8.25 ha (20.39 ac) and 8.24 ha (20.36 ac). The subdivision requires dedication of 244 Street along the west property line and the dedication of the currently gazetted 248 Street along the east property line of the subject property.

The subject property is located at 1319 – 248 Street, within the ALR, designated Agriculture/Countryside in the Rural Plan (adopted in 1993) and zoned Rural Zone RU-2 (minimum lot size of 8.0 ha (19.8 ac)). Staff recommend that Council forward the application to the ALC as the proposal complies with the minimum lot size requirements of the Township's Zoning Bylaw.

PURPOSE:

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

REFERENCE:

Owner:	Twin D Farms Ltd. 1319 – 248 Street Langley, BC V4W 2B9
Legal Description:	North Half of the South Half of the North East Quarter Section 10 Township 10 New Westminster District
Location:	1319 – 248 Street
Area:	16.49 ha (40.75 ac)
Existing Zoning:	Rural Zone RU-2 (8 ha / 19.8 ac minimum lot size)
Rural Plan:	Agriculture/Countryside (8 ha / 19.8 ac minimum lot size)
Agricultural Land Reserve:	In the Agricultural Land Reserve

BACKGROUND/HISTORY:

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

DISCUSSION/ANALYSIS:

- An application has been submitted pursuant to Section 21(2) of the ALC Act to subdivide a 16.49 ha (40.75 ac) property into two (2) rural lots.
- The proposed lot sizes are approximately 8.25 ha (20.39 ac) and 8.24 ha (20.36 ac).
- Consistent with the Township's Subdivision and Development Servicing Bylaw standards, 244 Street road dedication (Attachment A) is required at the subdivision stage should the application advance.
- As indicated on the subdivision plan provided by the applicant, a portion of 248 Street along the east property line of the subject property is identified as a gazetted road. The dedication of historically gazetted roads is consistent with surveyor's professional best practices and requires approval from the ALC when situated within the ALR (Attachment A) and should the application be approved by Council and the ALC, will be addressed as part of the future subdivision.
- Details of the proposed subdivision, including watercourse protection, will be addressed at the subdivision stage in accordance with the Township's Subdivision and Development Servicing Bylaw and Official Community Plan as well as any additional requirements imposed by the ALC as a condition of approval, should such be granted.
- Proposed lots must meet the Rural Zone RU-2 minimum lot size of 8.0 ha (19.8 ac) after road dedications with details determined at the time of the future subdivision application, should ALC approval be granted.

Adjacent Uses:

	Existing Use	Rural Plan Designation	Existing Zoning
North:	A property with existing dwelling and farm	Agriculture/Countryside	Rural Zone RU-2

South:	A property with existing dwelling and farm	Agriculture/Countryside	Rural Zone RU-2
East:	248 Street, beyond which is a property with existing dwelling and farm	Agriculture/Countryside	Rural Zone RU-2
West:	244 Street, beyond which are two properties with existing dwellings, one of them with a farm	Agriculture/Countryside	Rural Zone RU-2

Policy Considerations:

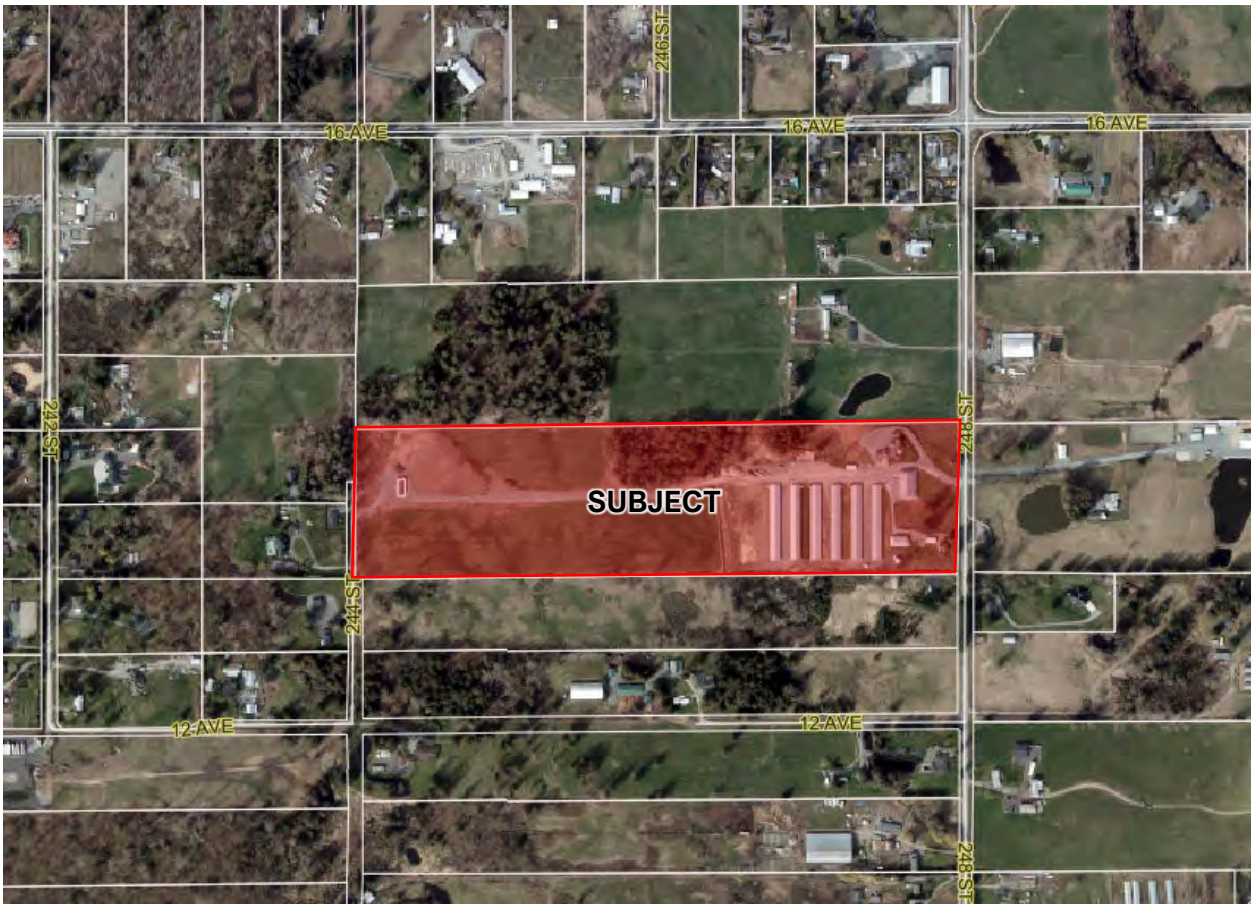
- The subject site is located within the ALR and designated Agriculture/Countryside in the Rural Plan.
- Staff recommend that Council advise the ALC that the subdivision proposal complies with the Township's Zoning Bylaw and meets the minimum lot size requirements of the Rural Zone RU-2.
- Details of the proposed subdivision (including road dedication) 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,

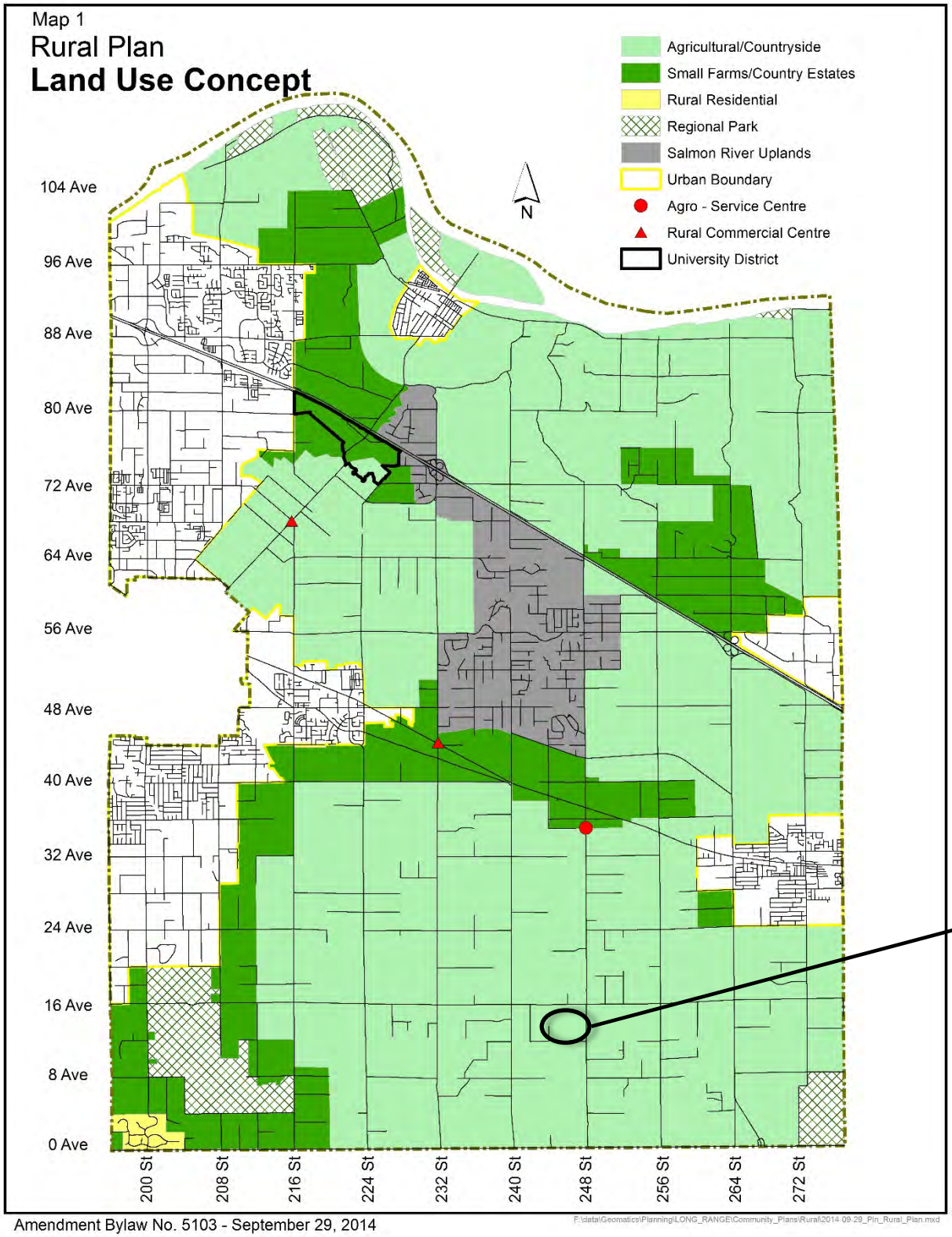
Mohammad Nemati
PLANNING TECHNICIAN
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Maps and Graphics

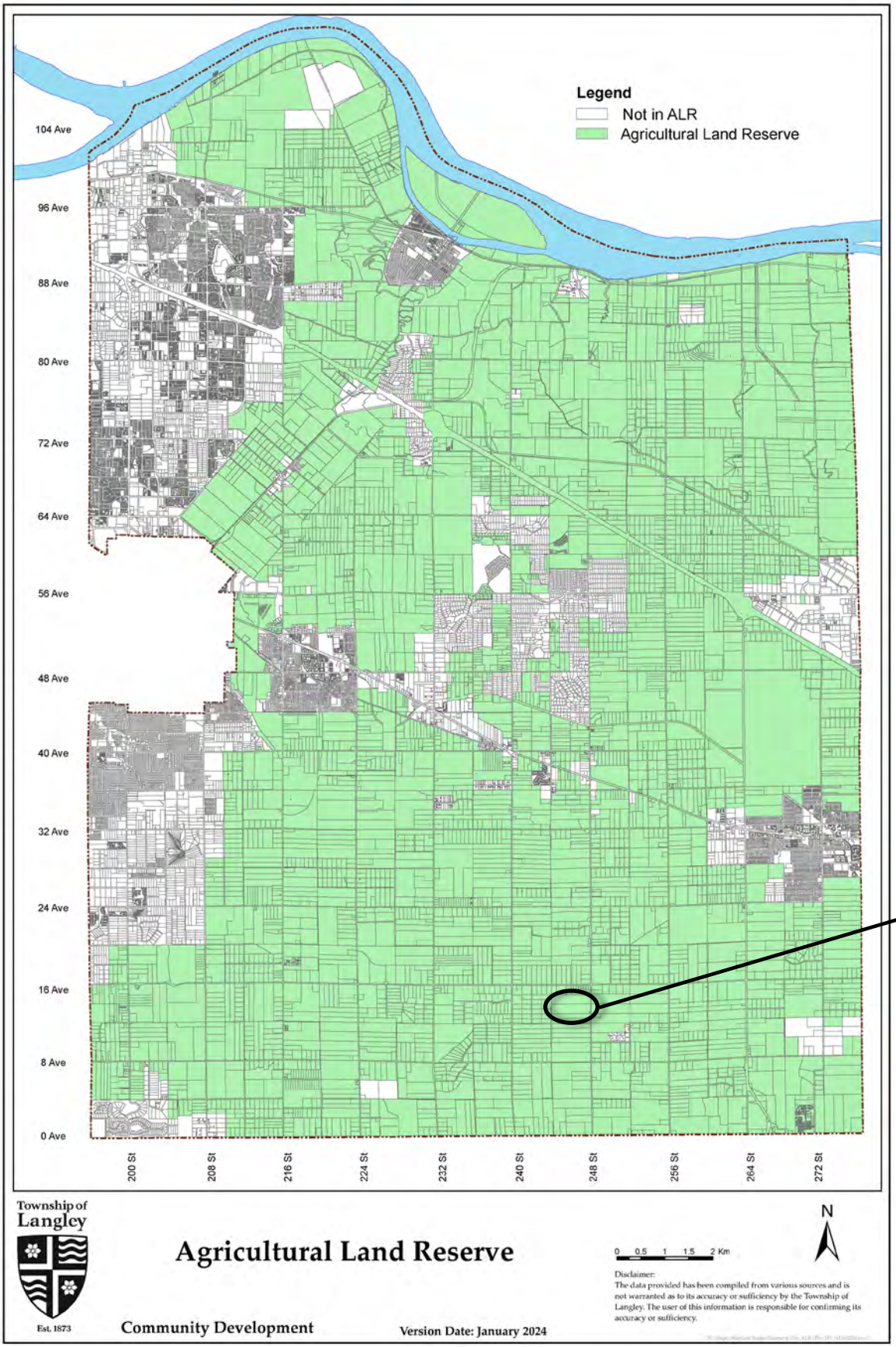
ATTACHMENT A

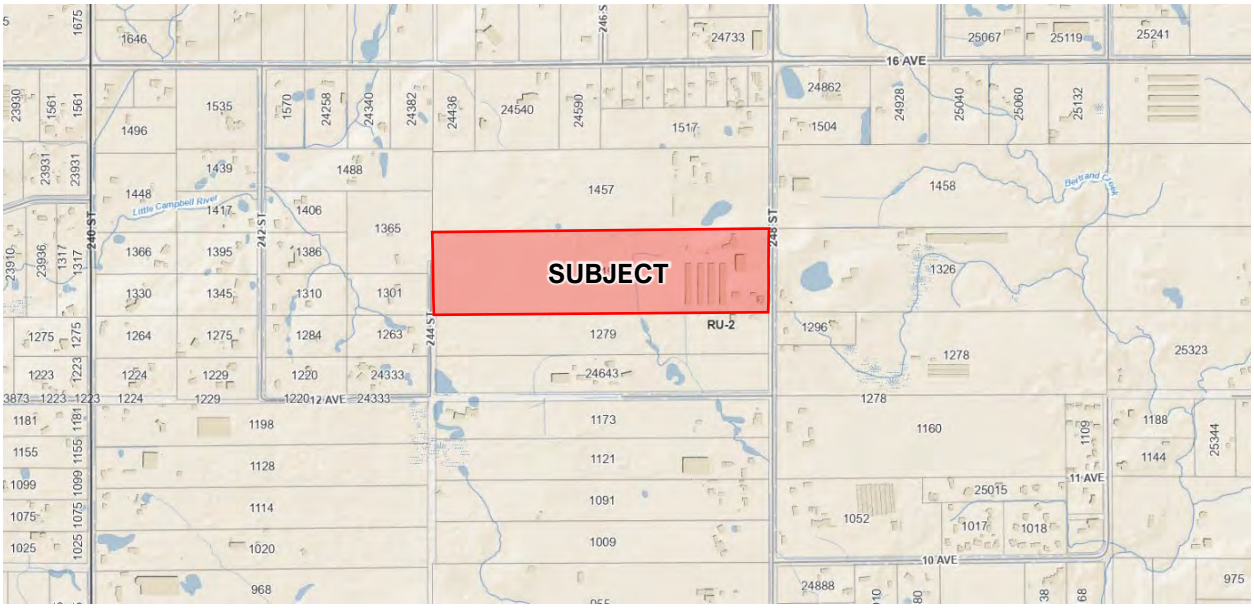


AERIAL CONTEXT MAP

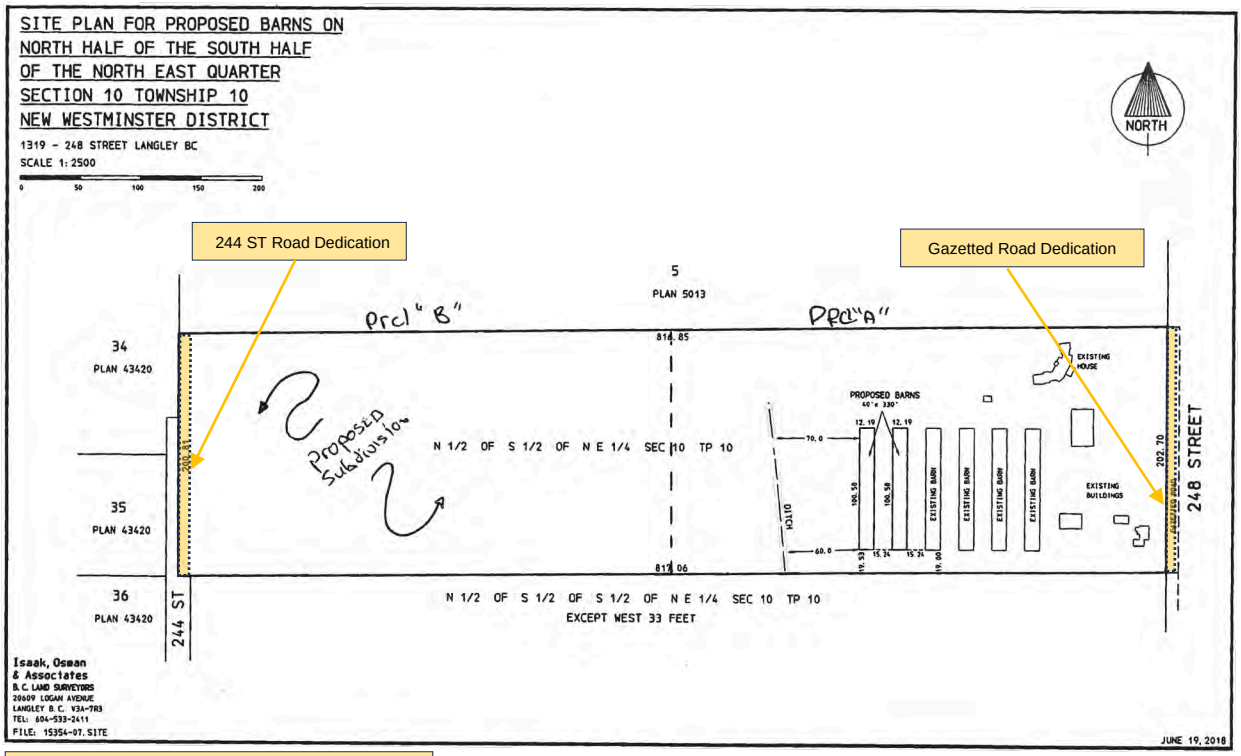


Amendment Bylaw No. 5103 - September 29, 2014


Legend
Not in ALR
Agricultural Land Reserve
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
SUBJECT
Township of Langley
Est. 1873
Agricultural Land Reserve
Community Development
Version Date: 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



ROAD DEDICATION ANNOTATION ADDED BY STAFF

SITE PLAN – SUBMITTED BY APPLICANT

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 9, 2024 - REGULAR MEETING	**REPORT:**	24-170
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	14-05-0046
SUBJECT:	TELECOMMUNICATION TOWER APPLICATION NO. 000011 (ROGERS / CYPRESS LAND SERVICES / 27545 – 51A AVENUE)		

PROPOSAL:

Application by Cypress Land Services to construct a 35.0 m (114.8 ft) high telecommunications tower and accessory compound for Rogers at 27545 – 51A 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 35.0 m (114.8 ft) high telecommunication tower and accessory compound at 27545 – 51A Avenue.

RATIONALE:

Although Cypress Land Services has complied with Council's Telecommunication Tower Policy No. 07-331 with respect to public notice and consultation, the application must also be submitted to ISED Canada which has jurisdiction over telecommunication tower locations and construction.

RECOMMENDATION:

That Council consider Cypress Land Services' application to Innovation, Science and Economic Development Canada regarding a proposed 35.0 m (114.8 ft) high telecommunication tower and accessory compound at 27545 – 51A 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 35.0 m (114.8 ft) high telecommunication tower and accessory compound at 27545 – 51A Avenue.

or

b) **That** Council advise Innovation, Science and Economic Development Canada that it objects to Cypress Land Services' application to construct a 35.0 m (114.8 ft) high telecommunication tower and accessory compound at 27545 – 51A Avenue.

EXECUTIVE SUMMARY:

Cypress Land Services has requested Council concurrence (to ISED Canada) regarding a proposed 35.0 m (114.8 ft) high telecommunication tower and an accessory compound for Rogers at 27545 – 51A 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 has the opportunity to provide comments to ISED Canada with a recommendation (for towers exceeding 15.0 m (49.0 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 at 27545 – 51A Avenue.

REFERENCE:

Owner:	CPO Enterprises Ltd. 29345 Sangara Avenue Abbotsford, BC V4X 2G3
Applicant / Agent:	Cypress Land Services 1051, 409 Granville Street Vancouver, BC V6C 1T2
Legal Description:	Lot 2 Section 5 Township 14 New Westminster District Plan BCP10415
Location:	27545 – 51A Avenue
Area:	0.46 ha (1.15 ac)
Existing Zoning:	General Industrial Zone M-2A
Gloucester Community Plan:	Service and General Industrial

BACKGROUND/HISTORY:

- The application is being processed in accordance with the Township's Telecommunication Tower Policy No. 07-331 (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 15.0 m (49.0 ft) or more in height) are subject to the 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 Rogers has proposed to construct a 35.0 m (114.8 ft) high telecommunications tower and accessory compound at 27545 – 51A Avenue.

- Consistent with the Township's Telecommunication Tower Policy No. 07-331, the proposed location is in an industrial area.

- The proposed tower and associated compound are planned to be located in the northeastern portion of the site, furthest from public view and does not impact parking and landscaping requirements of Development Permits No. 100312 and 100812 previously issued for the site.

- The applicant indicates that:

  "The proposed Rogers cell tower is required to improve indoor and outdoor wireless services to eastern areas of Glouchester Industrial Park, along Highway 1 and rural areas north and east of the industrial park."

- According to the applicant, *"Rogers has cell sites within 1.3 to 3 km away in all directions that services the area. These sites are over capacity and a new cell site is required. There are no tower or structures of adequate height within 500m that could accommodate Rogers equipment to effectively service the area. The tower could accommodate additional users. Both TELUS and Freedom were offered colocation opportunities."*

- Although lattice-work towers are discouraged as a design preference pursuant to Township's Telecommunication Tower Policy, the applicant has provided the following design rationale:

  "The proposed design of the tower is a 35 m tripole. The tripole design enables more structural loading and antennas to be added to the tower as opposed to other types of designs such as monopoles."

- The applicant notes that in terms of the tower design (a tripole with a lattice design versus the preferred monopole design):
  - *"the proposed lattice structure provides greater structural capacity for a two carrier tower (TELUS has agreed to collocate antennas on the tower)*
  - *slimline monopoles are difficult to structurally upgrade in an effort to support the equipment loading needs of two carriers as future technologies are deployed (the tower has far greater flexibility)*
  - *this is a business/industrial park with two existing lattice designed towers.*
  - *the location of the tower is next to a large industrial building to the north and a forested area to the east*
  - *no residential homes have view of the tower*
  - *it's common to find lattice towers in business parks across Metro Vancouver and Canada in general"* (Attachment C).

- The applicant has adhered to the public notice requirements outlined in the Township's Telecommunication Tower Policy No. 07-331 and provided a summary of public consultation that indicates no comments have been received (Attachment D).

Adjacent Uses:

	Existing Use	Community Plan Designation	Existing Zoning
North:	One property with existing industrial buildings	Service and General Industrial	General Industrial Zone M-2A
South:	51A Avenue, beyond which are two properties with existing industrial buildings	Service and General Industrial	General Industrial Zone M-2A
East:	One property with existing industrial building	Service and General Industrial	General Industrial Zone M-2A
West:	One property with existing industrial building	Service and General Industrial	General Industrial Zone M-2A

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 15.0 m (49.0 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 Summary of Public Consultation

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

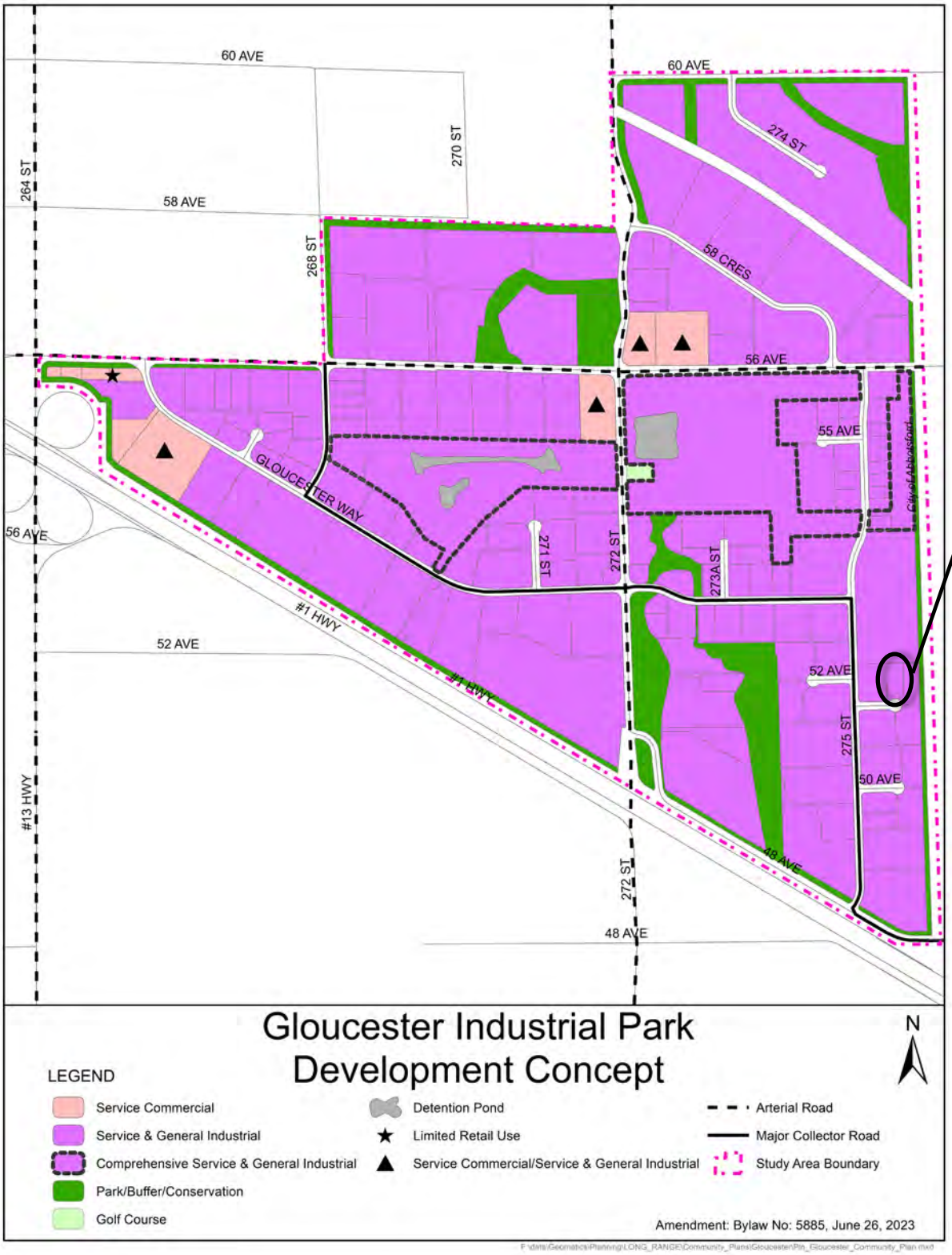
3.5.1 Following the completion of the public consultation and provision of the summary report outlined in Section 3.4.5, staff will draft a report to Council for their consideration and include the summary report.

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

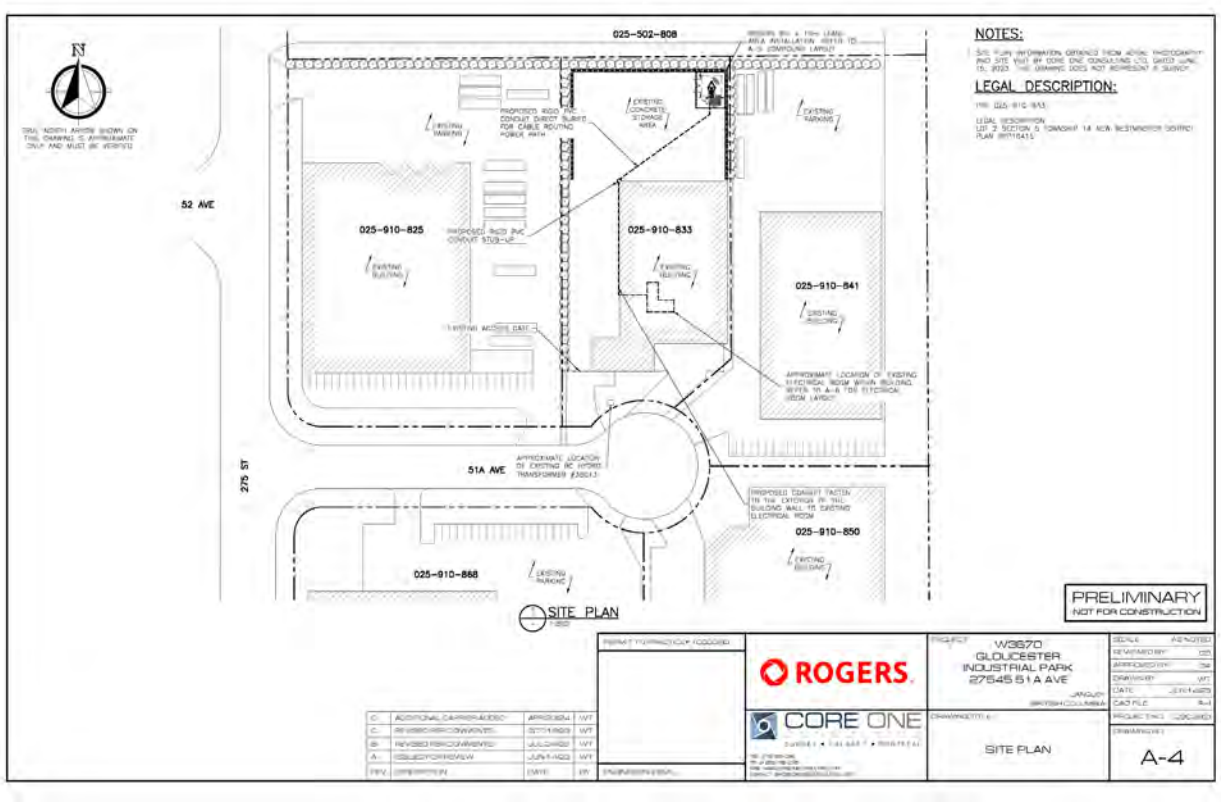


AERIAL CONTEXT MAP

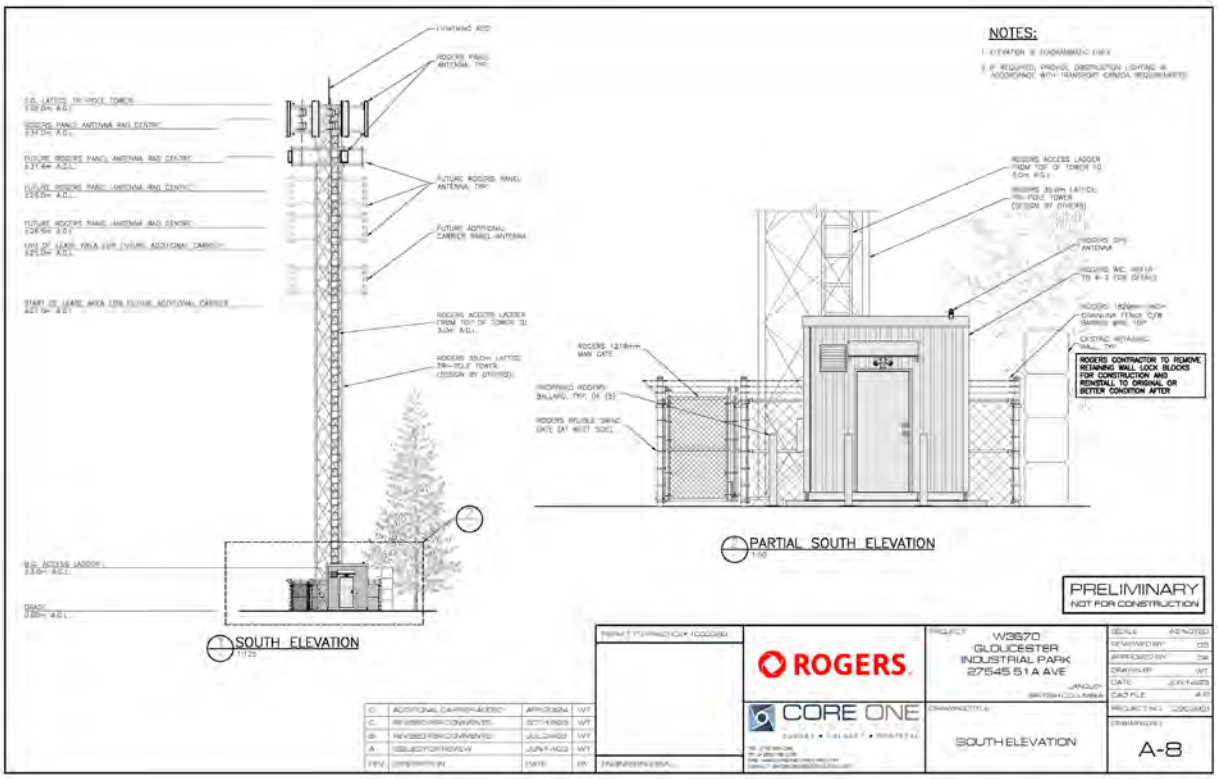

60 AVE
60 AVE
264 ST
270 ST
274 ST
58 AVE
268 ST
58 CRES
56 AVE
55 AVE
GLOUCESTER WAY
56 AVE
271 ST
272 ST
273A ST
#1 HWY
52 AVE
#1 HWY
52 AVE
275 ST
50 AVE
#13 HWY
49 AVE
272 ST
48 AVE
SUBJECT
Gloucester Industrial Park
Development Concept
N
LEGEND
Service Commercial
Service & General Industrial
Comprehensive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



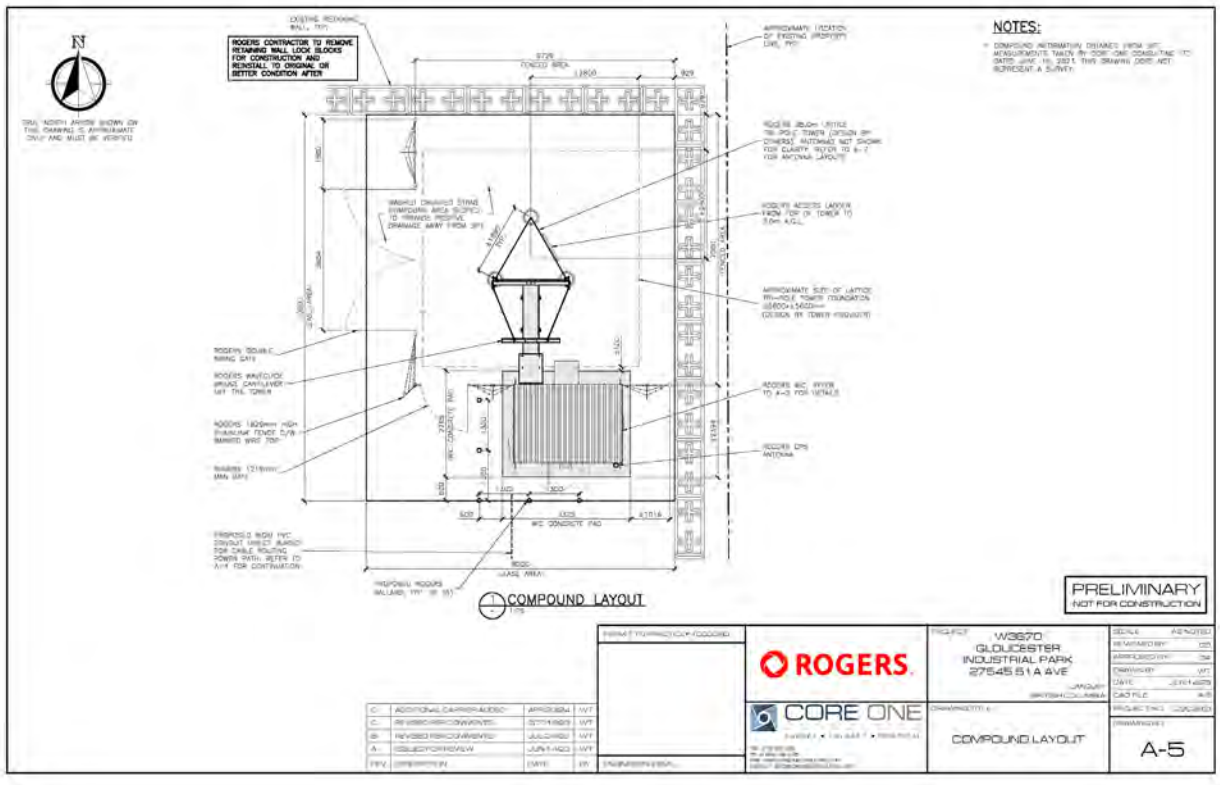
ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT



SOUTH ELEVATION – SUBMITTED BY APPLICANT



COMPOUND LAYOUT – SUBMITTED BY APPLICANT

ATTACHMENT C

Letter of Intent Rogers Cell Tower 27545 51Ath Avenue

The proposed Rogers cell tower is required to improve indoor and outdoor wireless services to eastern areas of Glouchester Industrial Park, along Highway 1 and rural areas north and east of the industrial park. This will provide essential wireless services to residents, businesses and the travelling public within the area. Rogers has cell sites within 1.3 to 3 km away in all directions that services the area. These sites are over capacity and a new cell site is required. There are no tower or structures of adequate height within 500m that could accommodate Rogers equipment to effectively service the area.

The tower could accommodate additional users. Both TELUS and Freedom were offered colocation opportunities. TELUS has indicated they may wish to add antennas to the tower in the future. The tower profile indicates space for a possible future user antennas. The proposed design of the tower is a 35m tripole. The Tripole design enables more structural loading and antennas to be added to the tower as opposed to other types of designs such as monopoles.

Explanation Provided by Applicant: Correspondence Dated August 14, 2024

As far as the tower design (tripole vs. the preferred monopole design):

- the proposed lattice structure provides greater structural capacity for a two carrier tower (TELUS has agreed to collocate antennas on the tower)
- slimline monopoles are difficult to structurally upgrade in an effort to support the equipment loading needs of two carriers as future technologies are deployed (the tower has far greater flexibility)
- this is a business/industrial park with two existing lattice designed towers
- the location of the tower is next to a large industrial building to the north and a forested area to the east
- no residential homes have vie of the tower
- its common to find lattice towers in business parks across metro Vancouver and Canada in general

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

ATTACHMENT D

August 12, 2024

Email: mnemati@tol.ca

Mohammad Nemati
Planning Technician
Township of Langley

Subject: **Rogers Communications Tower Proposal Request for Concurrence**
Address: **27545 51A Avenue, Langley, BC**
PID: **025-910-833**
Coordinates: **49.09616911 -122.46038804**
Rogers Site: **W3670**

Please be advised that following the Township's Public Consultation process for telecommunications towers, Rogers has completed the public consultation process and is respectfully requesting concurrence for the proposal to build 37m tripole tower at 27545 51A Avenue to provide improved services to the Glouchester area. Enclosed please find evidence of the following efforts regarding this public notification process:

- On June 10, 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.

- On June 28, 2024, Eighteen (18) Notification packages were issued to property owners, occupants and other recipients that fall within three (3) times the tower height (approx. 135m) of the proposed location. Please find a list of properties notified in Appendix 1.

- On July 3, 2024 an advertisement was placed in the Langley Advance Times (please Appendix 2).

- On August 4, 2024, the 30-day consultation period concluded. During the consultation period no comments were received.

Rogers is committed to working with the community to provide wireless services. 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

Appendix 1 List of Properties Notified

5350 275 Street
27527 51A
27581 51A
27576 51A
27524 51A

Abbotsford Properties:
5235 BAYNES ST
5137 BAYNES ST

Appendix 2 Newspaper Tearsheet

BCClassifieds.com
...in your community, online and in print
Black Press Media
E-EDITIONS
866.865.4460

Career Opportunities | Career Opportunities | Career Opportunities | Career Opportunities | Career Opportunities | Career Opportunities | Career Opportunities | Career Opportunities


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REGISTER TODAY TO MEET YOUR NEW EMPLOYER
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LocalWork.ca

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Red Seal Electrician for your convenience
Daily problems troubleshooting. Small electrical project. Smart Wi-Fi Switch/outlet upgrade, etc.
Contact: 778-878-6529

ZION ELECTRIC
We provide residential and commercial electrical repair and installation services. Electrical panel, plug, switch additions, relocation. Replacement of old lights, service upgrades (100A-200A). Renovation, new construction all possible. (Work Safety BC Insurance) Available anywhere in Greater Vancouver. BC License: LEL0209281 (15 years) held. Bonded, Insured. 778-861-4125 ryu7474@zion-electric.tech

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BumbleBerry FARMS
U-Pick and Ready-Picked
Open daily 9am - 6pm
21500 Westminster Rd, Abbotsford
Check our website for last minute closures & product availability
www.bumbleberryfarms.ca

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Arrow Fencing
Residential, Chain Link & Repairs. 778-855-1973

Handypersons

Handyman Available
Big or small I do it all! Contact 604-617-2347

Home Improvements

Vector Renovations
Strata Improvements, Repairs, Exterior Work, Fences, Decks, Pergolas, Fascia Repair, Trim Work, & painting. Concrete Work, Additions. WCB & Liability Insured. Call 604-690-3327

Roofing & Skylights

New Roof/Gutters, Re-roof, repairs, gfroofing.ca 604.240.5362

Coming Events

catering
• Dinner Parties • Funerals • Just Because • Weddings • B-B-Quets • Birthdays • Anniversaries
Unique Taste, Unique Menus...
Gourmet, Customized Menus Tailored To Your Function...
Kristy 604.488.9161
kristyoconnor@telus.net
Call or email for a full menu selection.

BUYER
SELLER
Place Your Ads Online
Call
1-866-865-4460

Personals

Attention Jane Harris
Joan Harris, cousin of Janis Beaumont. We'd love to connect with you, please contact:
Ron Driscoll
604-856-2310

Summerland Bluegrass Festival
Don't miss the 27th Annual Summerland Bluegrass Festival! Be prepared for a wonderful weekend of bluegrass playing & listening with plenty of open mic time, a band scramble, workshops on Friday and Saturday, campsite picking, and professional performances by The Lonesome Town Painters and Scout Mountain! Admission and Camping is affordable. Find out more details on our website. www.summerlandbluegrass.com

Recreational Vehicle

2008 37' Alfa Motorhome, diesel pusher, 3 slide-outs. $43,500.
2007 Mini Cooper tow car, ready to go! $7500. Call George 778-552-8231

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1-866-865-4460

Legal Notices

PUBLIC NOTICE
NOTIFICATION DU PUBLIC

PROPOSED ROGERS 37 METER TRIPOLE WIRELESS TELECOMMUNICATIONS INSTALLATION

The proposed installation is composed of a 37-meter lattice tripole telecommunications tower, including the antennas and a lightning rod.

Location: 27545 51A AVE, LANGLEY, BC V4W 4A9

PID: 025-910-833

Objective: To improve wireless coverage to your community and to meet rising demands for wireless services.

Details: An equipment shelter will also be installed at the base of the proposed tower and the entire site will be surrounded by a security fence with a locked gated access point.

The public is invited to provide written comments by end of business day on **August 4, 2024** to the contact information shown below. Please include a return address.

Tower Installation Project / Projet d'installation de communication sans fil
W3670
Rogers Communications Inc.
c/o Cypress Land Services
Kristina Bell
1051-409 Granville Street, Vancouver BC V6C 1T2
PublicConsultation@cypresslandservices.com
604-620-0877

Land Use Authority contact:
Mohammad Nemati
Planning Technician
604-533-6090 (3444)
mnemati@tol.ca

EMPLACEMENT PROPOSÉ PAR ROGERS POUR L'IMPLANTATION D'UNE TOUR TRIPOLE D'ENVIRON 37 MÈTRES DE HAUTEUR

Le site de télécommunication proposé sera composé d'une tour de type tour tripole d'une élévation hors-tout d'environ 37 mètres incluant les antennes et le parafoudre.

Lieu : 27545 51A AVE, LANGLEY, BC V4W 4A9

PID: 025-910-833

Objectif: Améliorer la couverture cellulaire dans votre secteur et ainsi répondre à la demande sans cesse croissante pour les services sans fil.

Détails: Un cabinet d'équipements sera aussi aménagé à la base de la tour et l'ensemble du site sera ceinturé d'une clôture de sécurité et d'une entrée verrouillée.

Les citoyens sont invités à faire part de leurs commentaires, avant la fermeture des bureaux de Rogers le **4 Août 2024**, soit à l'adresse indiquée (avec une adresse de retour).



ROGERS

PUBLIC CONSULTATION
CONSULTATION DU PUBLIC

June 25, 2024
25 juin 2024

Dear Community Member,

Rogers Communications Inc. (''Rogers'') is expanding its wireless network and would like to share with you its current plan in the Township of Langley

We are consulting residents and businesses of this area regarding this proposed project. Details of this project are included in the present notification file. We invite you to take note of the proposed project and to provide us with any questions or comments in writing by **close of business day August 4, 2024**, after which we will answer your concerns. You will then have the opportunity to submit further comments if you require additional clarifications.

Madame, Monsieur,

Rogers Communications Inc. (« Rogers ») souhaite vous informer que nous prévoyons des investissements majeurs au niveau de notre réseau de communication sans-fil dans la Canton de Langley.

Nous désirons consulter la population environnante à propos de ce projet. Le détail de celui-ci est joint à la présente sous forme de dossier informatif. Nous vous invitons à en prendre connaissance et à nous faire part de vos questions/commentaires par écrit avant la fermeture des bureaux de Rogers le **4 août 2024**, après quoi nous répondrons à vos observations. Vous aurez par la suite l'opportunité d'émettre vos commentaires sur nos réponses dans l'éventualité où de l'information supplémentaire serait requise.

Please send your comments or questions by mail or email to:
Veuillez adresser vos questions/commentaires par la poste ou par courriel à :

Cypress Land Services Inc.
1051 – 409 Granville Street Vancouver, BC, V6C 1T2
PublicConsultation@cypresslandservices.com

W3670 – Gloucester Industrial Park

PUBLIC NOTIFICATION

Proposed Wireless Telecommunications Installation

1. Purpose of the Proposed Installation

Rogers is proposing to build a new wireless communications installation at 27545 51a Ave, Langley (the "**Proposed Installation**") to improve wireless coverage to your community and to meet rising demands for wireless services.

The Proposed Installation will ensure continuous and uninterrupted coverage between existing telecommunications sites and maintain our commitment to provide fast and reliable cellular service, both indoors and outdoors.

2. Evaluation of Existing Structures and Site Selection

Before proposing a new telecommunication infrastructure, Rogers reviews any existing structure or building for colocation opportunities. However, there were no existing towers within 500m for Rogers to review.

Since Rogers could not install its equipment on existing structures, we identified the proposed location, in a Service Industrial Zone, as the site of least impact to the community, while enabling Rogers to meet the desired cellular coverage goals and the municipality's requirements.

Furthermore, Rogers accepts to receive and review any colocation and tower sharing requests made by other licensed carriers. TELUS has expressed interest in colocating on the tower. Therefore, there is room for additional antennas on the tower. Once the tower is built, TELUS can formally apply to Rogers to have their equipment on the tower.

3. Details of the Proposed Installation

Municipal address:	27545 51A AVE, LANGLEY, BC V4W 4A9
PID #:	025-910-833
Geographic coordinates:	N 49.09616911 °, W 122.46038804 °
Location on the lot:	The facility is to be located at the northeast corner of the property, behind the building on site, setback from the road.
Zoning/Land Use District:	The property is located in a Service Industrial zone (M-1A).
Policies:	The Township of Langley has adopted a telecommunications policy that will be followed.

4. Description of the Proposed Antenna System

Type of tower and details: lattice tri-pole tower

Height: 37 meters, including the antennas, and a lightning rod

Details: An equipment shelter will also be installed at the base of the proposed tower and the entire site will be surrounded by a security fence with a locked gated access point.

Rogers will install the following equipment on the proposed tower. Please note that the height of the antennas may vary slightly but the overall scale will be respected.

Number of antennas	Approximate Dimensions in mm (Length x Width x Depth)	Height in Tower (m)	Technology (4G, 5G)
6	2000 X 498 X 197	34	4G-5G
3	710 X 400 X 190	31.4	4G-5G

5. Aeronautical obstruction marking requirements and land use specifications

At this time, Rogers has not received any aviation obstruction lighting or clearance specifications from Transport Canada nor from NAV CANADA for the land-use of proposed project, pursuant to Standard 621 - Obstruction Marking and Lighting - Canadian Aviation Regulations (CARs). Should this information not be accurate, Rogers will inform residents. For additional information:

https://www.navcanada.ca/en/aeronautical-information/land-use-program.aspx

https://tc.canada.ca/en/corporate-services/acts-regulations/list-regulations/canadian-aviation-regulations-sor-96-433/standards/standard-621-obstruction-marking-lighting-canadian-aviation-regulations-cars

6. Respect of engineering ethics and code of practice

Rogers attests that the radio antenna system for the Proposed Installation will be constructed in compliance with the *National Building Code* and the structural standards contained in *CSA S37-18 (*Canadian Standard Association), and will respect good engineering practices, including structural adequacy.

7. Health Canada's Safety Code 6

Rogers attests that the radio antenna system for the Proposed Installation will be installed and operated on an ongoing basis so as to comply with Health Canada's *Safety Code 6* limits as it may be amended from time to time, for the protection of the general public, including any combined effects of additional carrier co-locations and nearby installations within the local radio environment.

Additional information from the Government of Canada and from other credible sources:
https://ised-isde.canada.ca/site/spectrum-management-telecommunications/en/safety-and-compliance/facts-about-towers/radiofrequency-energy-and-safety

https://www.canada.ca/en/health-canada/services/health-risks-safety/radiation/occupational-exposure-regulations/safety-code-6-radiofrequency-exposure-guidelines.html

https://www.canada.ca/en/health-canada/services/health-risks-safety/radiation/everyday-things-emit-radiation/cell-phones-towers.html

https://www.who.int/news-room/questions-and-answers/item/radiation-5g-mobile-networks-and-health

8. Environmental assessment - Impact Assessment Act

Rogers attests that the Proposed Installation is not located within federal lands nor is it incidental to, or form part of, projects that are designated under the *Regulations Designating Physical Activities* or by the Minister of the Environment as requiring an environmental assessment. Detailed information on the Impact Assessment Act (S.C. 2019, c. 28, s. 1) can be found at: https://laws-lois.justice.gc.ca/eng/acts/I-2.75/page-1.html

9. Innovation, Science and Economic Development Canada's Regulatory Framework

The telecommunications industry is exclusively regulated under the Federal Radiocommunication Act and administered by Innovation, Science and Economic Development Canada. It has established a clear set of rules that wireless carriers must follow when looking to install or modify a tower or antenna system (*Client Procedures Circulars* - CPC 2-0-03, Radiocommunication and Broadcasting Antenna Systems).

Furthermore, Rogers must consult with representatives of the Township of Langley, as the Land-Use Authority, and refer to their applicable local land-use and consultation requirements and any preferences it may have for tower-siting and/or design. General information relating to antenna systems is available on ISED's website: https://ised-isde.canada.ca/site/spectrum-management-telecommunications/en/safety-and-compliance/facts-about-towers

10. Public Consultation and Local Processes

The Township of Langley has established its own antenna tower siting protocol, 'Council Policy 07-331' (the "**Protocol**") which sets out, among other things, the requirements for Rogers to consult with the public about the Proposed Installation. Hence, Rogers will not follow ISED's public consultation process. Instead, Rogers is conducting the public consultation as part of the Township's process.

DOSSIER DE NOTIFICATION

Projet d'implantation d'un nouveau site de télécommunication

1. Justification du projet proposé

Rogers propose l'installation d'un nouveau système d'antennes de radiocommunication Canton de Langley (« **projet proposé** ») afin d'améliorer la couverture cellulaire dans votre secteur et ainsi répondre à la demande sans cesse croissante pour les services sans fil.

Le projet proposé corrigera cette situation et permettra une couverture continue et ininterrompue entre les sites de télécommunication existants tout en maintenant notre engagement d'offrir un service cellulaire rapide et fiable, tant à l'intérieur qu'à l'extérieur des immeubles.

2. Évaluation des structures existantes et le choix de l'emplacement

Avant de proposer l'installation d'une nouvelle structure de télécommunication, Rogers évalue l'ensemble des structures existantes ou immeubles pour une opportunité de colocation.

Étant donné que Rogers ne pouvait pas installer ses équipements sur les structures mentionnées ici haut, nous avons identifié l'emplacement proposé, en zone industrielle de service, comme étant le site de moindre impact pour la communauté, tout en répondant aux objectifs de couverture cellulaire recherchés et au règlement municipal.

Enfin, Rogers demeure disposée à recevoir toute demande d'utilisation conjointe de la structure qui pourrait être proposée par une autre entreprise en télécommunication dûment licenciée. TELUS a manifesté son intérêt pour la colocation sur la tour. Par conséquent, il y a de la place pour des antennes supplémentaires sur la tour. Une fois la tour construite, TELUS peut demander officiellement à Rogers d'y installer son équipement.

3. Description du système d'antennes proposé

Adresse municipale :	27545 51A AVE, LANGLEY, BC V4W 4A9
Numéro du lot :	025-910-833
Coord. géographiques :	N 49.09616911 °, W 122.46038804 °
Emplacement sur le site :	L'installation doit être située au coin nord-est de la propriété, derrière le bâtiment, en retrait de la route
Zonage/Utilisation du sol :	La propriété est située dans une zone industrielle de services (M-1A) La municipalité de Langley a adopté une politique en matière de télécommunications qui sera suivie

4. Description des équipements et des ouvrages proposés

Type de tour et détails : Treillis tripolaire

Hauteur : Élévation hors-tout d'environ 37 mètres incluant les antennes, et le parafoudre.

Autres détails : Un cabinet d'équipements sera aussi aménagé à la base de la tour et l'ensemble du site sera ceinturé d'une clôture de sécurité et d'une entrée verrouillée.

Rogers installera les antennes suivantes. Veuillez noter que la hauteur des antennes peut varier légèrement, mais l'échelle globale sera respectée.

Nbre d'antennes	Dimensions approx. (mm) (Long x Larg x Prof)	Hauteur dans la tour (m)	Technologie (4G ou 5G)
6	2000 X 498 X 197	34	4G-5G
3	710 X 400 X 190	31.4	4G-5G

5. Exigences en balisage d'obstacle aérien et pour l'utilisation des terrains

À ce jour, Rogers n'a pas reçu les exigences de Transports Canada en matière de balisage d'obstacle aérien ni celles de NAV Canada concernant l'utilisation du terrain, et ce, selon les spécifications de la Norme 621 - Balisage et l'éclairage des obstacles - Règlement de l'aviation canadien (RAC). Si ces spécifications sont inexactes, des informations supplémentaires vous seront fournies. Pour plus de détails, veuillez consulter :
www.navcanada.ca/fr/information-aeronautique/programme-dutilisation-de-terrains.aspx

https://tc.canada.ca/fr/services-generaux/lois-reglements/liste-reglements/reglement-aviation-canadien-dors-96-433/normes/norme-621-balisage-eclairage-obstacles-reglement-aviation-canadien-rac

6. Respect des codes et principes de génie

Rogers atteste que tous les ouvrages, installations et structures réalisés et érigés dans le cadre du projet proposé respecteront les codes applicables (Code national du bâtiment et de l'Association canadienne de normalisation – CSA S37-18), et seront conçus selon les principes de génie généralement reconnus, et les méthodes de construction respecteront les règles de l'art, y compris l'intégrité structurelle.

7. Code de sécurité 6 de Santé Canada

Rogers atteste que l'installation radio du projet proposé sera établie et exploitée de façon continue en conformité avec le Code de sécurité 6 de Santé Canada et les modifications qui pourront y être apportées, pour la protection du grand public, y compris tous les effets combinés de la colocation et des installations avoisinantes sur l'environnement radio local.

Pour plus de détails, nous vous invitons à consulter les sites du Gouvernement du Canada et de sources crédibles :
https://ised-isde.canada.ca/site/spectrum-management-telecommunications/en/safety-and-compliance/facts-about-towers/radiofrequency-energy-and-safety

https://www.canada.ca/en/health-canada/services/health-risks-safety/radiation/occupational-exposure-regulations/safety-code-6-radiofrequency-exposure-guidelines.html

https://www.canada.ca/en/health-canada/services/health-risks-safety/radiation/everyday-things-emit-radiation/cell-phones-towers.html

https://www.who.int/news-room/questions-and-answers/item/radiation-5g-mobile-networks-and-health (anglais seulement)

8. Évaluation environnementale – Loi sur l'évaluation d'impact

Rogers affirme que le projet proposé n'est pas situé sur des terres fédérales et qu'il n'est pas lié à un projet désigné (selon la description dans le *Règlement désignant les activités concrètes*), ou qu'il est autrement expressément désigné par le ministre de l'Environnement, comme nécessitant une évaluation environnementale. Pour plus de détails concernant la Loi sur l'évaluation d'impact (L.C. 2019, ch. 28, art. 1) : https://laws-lois.justice.gc.ca/fra/lois/I-2.75/page-1.html

9. Cadre réglementaire d'Innovation, Science et Développement économique Canada

Le secteur des communications sans fil est une industrie réglementée par la Loi sur la radiocommunication du gouvernement fédéral et celle-ci est appliquée par Innovation, Sciences et Développement économique Canada. ISDE Canada a mis en place une procédure intitulée *Circulaire des procédures concernant les clients* (CPC 2-0-03 — Systèmes d'antennes de radiocommunications et de radiodiffusion) que tout promoteur doit suivre quant au choix d'emplacement ou de modification d'un système d'antennes.

De plus, Rogers est tenu de consulter l'autorité responsable de l'utilisation du sol (ARUS) de la Canton de Langley afin de déterminer les exigences de consultations et de discuter des préférences locales concernant l'emplacement ou la conception du système d'antennes. De l'information additionnelle se trouve sur le site d'ISDE Canada : https://ised-isde.canada.ca/site/gestion-spectre-telecommunications/fr/securite-conformite/faits-sujet-pylones

10. Consultation publique et le processus local

Comme le canton de Langley a adopté son propre processus spécifique aux systèmes d'antennes de radiocommunications (y compris pour la consultation du public) intitulé Politique du Conseil 07-331 le processus de consultation publique par défaut d'ISDE Canada ne s'applique pas. Rogers effectue donc la consultation du public selon le processus de la municipalité.

11. Contact Information / Coordonnées des intervenants

Innovation, Science and Economic Development Canada / Innovation, Science et développement économique Canada
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)

Cypress Land Services
Kristina Bell
1051 – 409 Granville Street, Vancouver, BC
V6C 1T2
Tel.: 604-620-0877
Email: publicconsultation@cypresslandservices.com

Land-Use Authority of the Township of Langley / L'autorité responsable de l'utilisation du sol de la Canton de Langley
Mohammad Nemati
Planning Technician
604.533.6090 X3444
mnemati@tol.ca

12. Invitation to Submit Feedback / Commentaires

Within the framework of the public consultation, we invite citizens to submit their written comments and concerns **by close of business on August 4, 2024, to:**

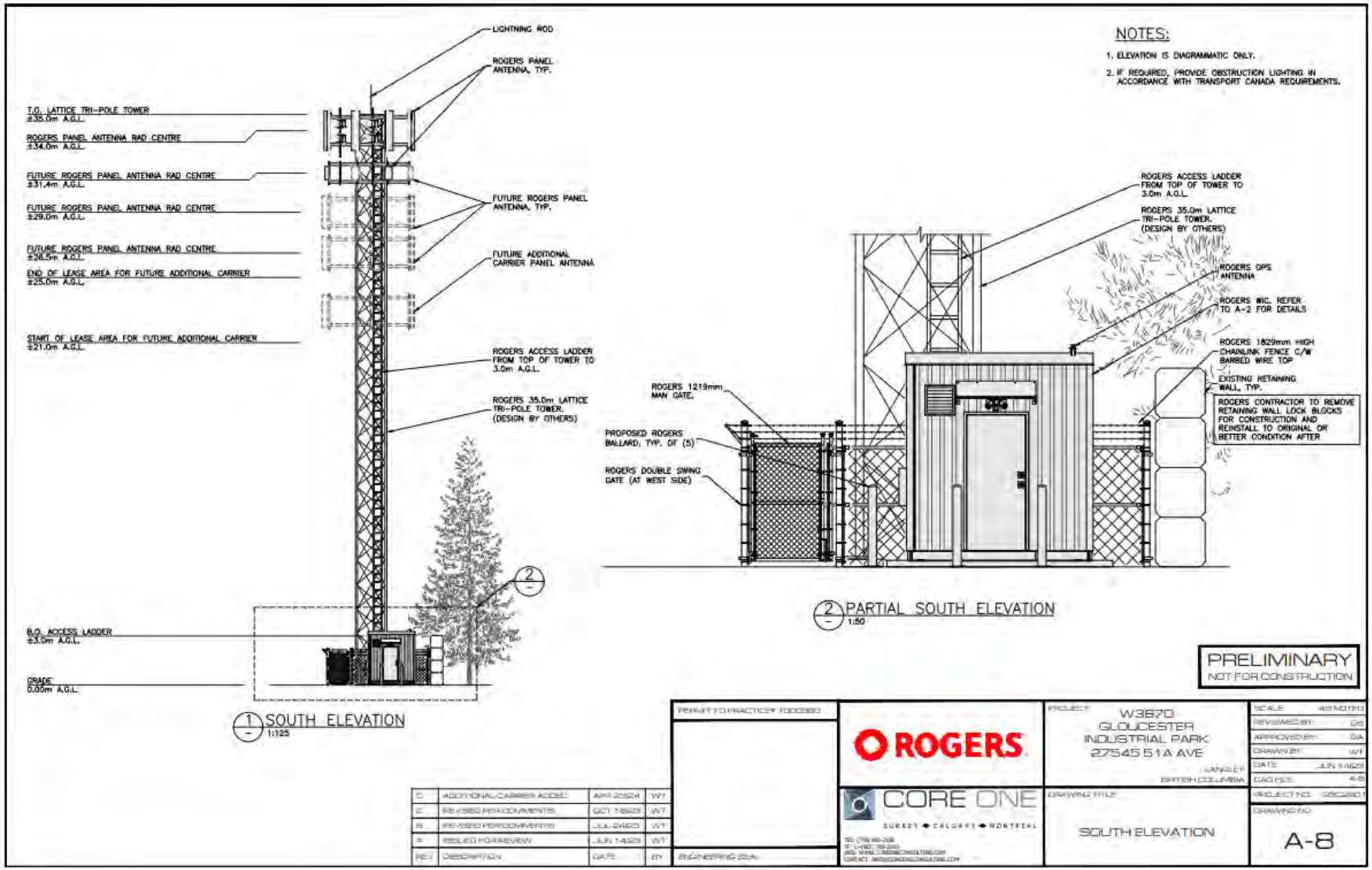
Dans le cadre de la consultation, nous vous invitons à nous faire part de vos commentaires **avant la fermeture des bureaux de Rogers le 4 août 2024** :

Tower Installation Project / Projet d'installation de communication sans fil
Reference: W3670
Rogers Communications Inc.
c/o Cypress Land Services
Kristina Bell
PublicConsultation@cypresslandservices.com
1051 – 409 Granville Street, Vancouver, BC V6C 1T2

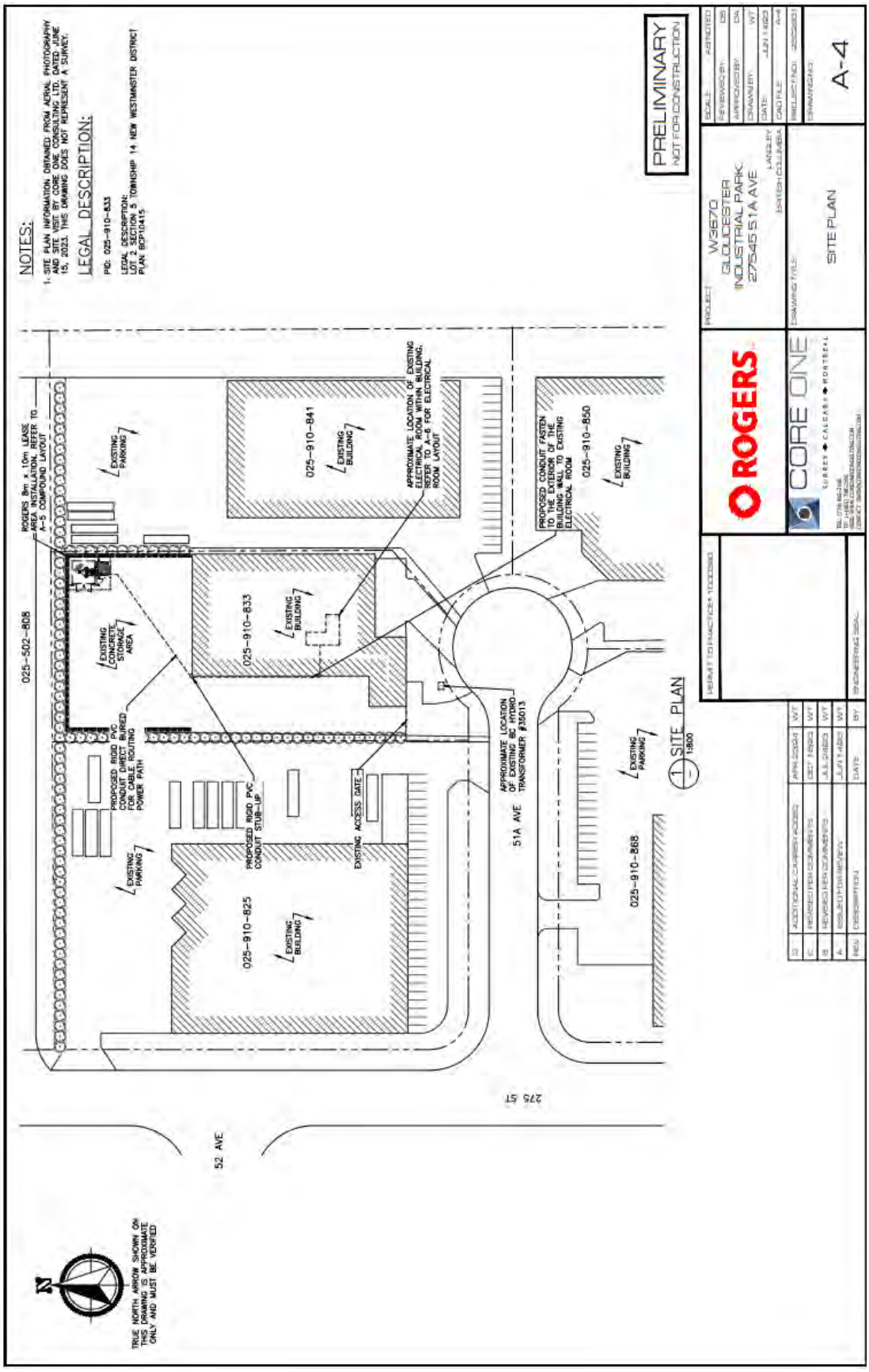
Appendix 1: Location map of the Proposed Installation
Annexe 1 : Carte de localisation du proje t proposé



Appendix 2: Profile of the Proposed Installation
Annexe 2 : Profil de projet proposée



Appendix 3: Site plan of the Proposed Installation
Annexe 3 : Projet de site arpenté



Appendix 4: Visual simulations of the Proposed Installation
Annexe 4 : Simulations visuelles de l'installation proposée

BEFORE / AVANT



AFTER / APRES



View: Artist's rendering of the proposed tower.
Vue : Rendus d'artistes de la tour proposée.

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 simulation photo est une représentation étroite et est à des fins conceptuelles uniquement - pas à l'échelle.
La conception proposée est sujette à changement en fonction des plans finaux de l'ingénieur.

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 9, 2024 - REGULAR MEETING	**REPORT:**	24-171
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE:**	LRP00026
SUBJECT:	OFFICIAL COMMUNITY PLAN UPDATE TERMS OF REFERENCE		

RECOMMENDATION:

That Council endorse the draft Terms of Reference for the Official Community Plan Update (Attachment A).

EXECUTIVE SUMMARY:

In November 2023, the Province of British Columbia (BC) amended the Local Government Act (LGA) via Bills 44, 46 and 47 with the intent of providing more housing supply.

Bill 44 includes requirements for local governments to proactively plan for housing. In accordance with the legislation, local governments must update their Housing Needs Reports to forecast housing needs over 20 years and update their Official Community Plans to reflect the Housing Needs Report, with the first review and update completed by December 31, 2025.

Starting in the fall of 2024, the Township will be undertaking an update to the Official Community Plan including updates to Community and Neighbourhood Plans to align with the LGA as recently amended. This is also an opportunity to include updates arising from other intergovernmental commitments and to advance higher-level objectives for a resilient region at the local community level.

Staffing and financial resources for the OCP update are funded by the BC Local Government Housing Initiatives Grant (Council Report 24-63). The project timeline is approximately 16 months to meet the provincial deadline of December 31, 2025.

PURPOSE:

This report presents the draft Terms of Reference for an update to the Official Community Plan in 2025.

BACKGROUND/HISTORY:

The Official Community Plan (OCP) was first adopted by Township Council in 1979 and was amended in 2016 following a comprehensive update. It lays out a community vision and articulates the goals, objectives and policies to support housing, employment, transportation, recreation and the environment.

In November 2023, BC amended the LGA via Bills 44, 46 and 47 with the intent of providing more housing supply. Bill 44 includes requirements for local governments to proactively plan for housing. In accordance with the legislation, local governments must update their Housing Needs Reports to forecast housing needs over 20 years and update their OCPs to reflect the Housing Needs Reports, with the first review and update completed by December 31, 2025.

DISCUSSION/ANALYSIS:

An updated OCP will ensure alignment with the provincial housing legislation. The update will also include additional considerations including integrating intergovernmental commitments and the inclusion of new opportunities to support the Township's resilience to climate change and natural hazards. The goals of the update are as follows:

1) integrate Provincial housing legislation
2) include intergovernmental requirements/commitments
3) improve resilience to natural hazards and climate change
4) effectively engage the community

The OCP update will include a public engagement program to effectively communicate and involve local community stakeholders, external agencies and the broader public. The project timeline is approximately 16 months to meet the Provincial deadline of December 31, 2025. The draft workplan for the update is detailed in Attachment A.

The OCP update is supported by a strong regional and municipal policy framework including Metro Vancouver's Regional Growth Strategy (Metro 2050), the Surrey-Langley Skytrain (SLS) Overarching Supportive Policies Agreement and Supportive Policies Agreement (OSPA and SPA), as well as various municipal community and functional plans (such as the Master Transportation Plan, Parks and Recreation Master Plan and Five-year Financial Plan).

Engagement will be carried out in accordance with the Public Engagement Strategy for Planning and Development and Policy No. 07-160 Council Consultation – Official Community Plan with key objectives to carry out early and ongoing consultation.

Respectfully submitted,

Krista Robinson
COMMUNITY AND POLICY PLANNER
for
COMMUNITY AND POLICY PLANNING DIVISION

ATTACHMENT A Official Community Plan Update Terms of Reference

ATTACHMENT A

Official Community Plan Update
Terms of Reference

September 2024

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INTRODUCTION

The Official Community Plan (OCP) was first adopted by Township Council in 1979 and was amended in 2016 following a comprehensive update. The OCP lays out a community vision and articulates the goals, objectives, and policies to support housing, employment, transportation, recreation and the environment.

In November 2023, the Province of British Columbia amended the Local Government Act (LGA) (via Bills 44, 46 and 47) to support the provision of more housing supply. Bill 44 includes requirements for local governments to proactively plan for housing. In accordance with the amended LGA, local governments must update their Housing Needs Reports to forecast housing needs over 20 years; and update their OCPs to reflect the Housing Needs Reports, with the first review and update to be completed by December 31, 2025. OCPs must also undergo an update every five years moving forward.

Starting in the fall of 2024, the Township will be undertaking an update to the OCP to align with the recent amendments to the LGA. This document outlines the overarching goals for the OCP update and a generalized work plan.

POLICY FRAMEWORK

Community planning in the Township is supported by a regional and municipal policy framework:

- Metro Vancouver's Regional Growth Strategy (RGS, Metro 2050) aims to accommodate anticipated future growth and build resiliency by creating a compact urban area; supporting a sustainable economy; protecting the environment and responding to climate change and natural hazards; providing diverse and affordable housing options; and supporting sustainable transportation choices.
- The Surrey-Langley Skytrain (SLS) Overarching Supportive Policies Agreement and Supportive Policies Agreement (OSPA and SPA) include agreements with the Province of BC, TransLink, the City of Surrey and the City of Langley, and are intended to maximize the project objectives related to the SLS extension from King George Station. Executed by all parties in 2022, actions in the OSPA and SPA are designed to use an integrated approach to support initiatives and policies related to transportation services, land use planning, housing, climate action, active transportation, reconciliation and equity. Commitments from the OSPA and SPA will be integrated into the OCP update.

- The OCP is integrated with the Township's other community plans and functional plans (such as the Master Transportation Plan, Parks and Recreation Master Plan and Five-year Financial Plan) and is aligned with the key policy directions in these plans.

GOALS FOR THE OFFICIAL COMMUNITY PLAN UPDATE

An updated OCP will ensure alignment with the provincial housing legislation and Housing Needs Reports as required by the LGA. This update will also include additional considerations, such as integrating intergovernmental commitments and the inclusion of new opportunities to support the Township's resilience to climate change and natural hazards. The goals of the OCP update are as follows:

1) Integrate Provincial housing legislation: The OCP update will meet LGA requirements, including implementation of small-scale multi-unit housing (SSMUH) and alignment with Housing Needs Reports. Community and neighbourhood plans will also be updated to align with the LGA, as appropriate.

2) Include intergovernmental requirements/commitments: The updated OCP will also include commitments made in the OSPA and SPA.

3) Improve resilience to natural hazards and climate change: Extreme weather events such as the heat dome and multiple atmospheric rivers have underscored the need to ensure the community is resilient to climate change and related natural disasters. To support and protect people and property during extreme weather events, the OCP will include updates such as a hazard Development Permit Area (DPA) for flood-prone areas based on new and updated flood mapping. The OCP will also include updated greenhouse gas (GHG) emission targets to align with those adopted by Council in 2019, along with other key updates.

4) Effectively engage the community: The OCP update will include an early and ongoing public engagement program to effectively communicate and involve local community stakeholders, external agencies, and the broader public.

PLANNING PROCESS

The timeline for undertaking the OCP update as described in this document is approximately 16 months. The process will be managed by the Community and Policy Planning Department and supported by a multi-disciplinary technical team of Township staff from:

- Development Planning
- Development Engineering
- Green Infrastructure Services
- Transportation Engineering
- Utilities and Environment
- Corporate Communications

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Other government organizations such as Metro Vancouver, TransLink and adjacent municipalities will also be consulted as part of the update.

DRAFT WORK PLAN

It is anticipated that the OCP update will be undertaken in four (4) phases, as described below in the generalized Work Plan.

It is a requirement of the Township that meaningful and transparent public engagement occur throughout the planning process and in accordance with the Public Engagement Strategy for Planning and Development and Policy No. 07-160 Council Consultation – Official Community Plan. Key objectives are to carry out early and ongoing consultation, increase public awareness about community planning, broaden and diversify community participation in the plan update, allow for respectful dialogue and carefully consider all input received.

The generalized Work Plan is outlined as follows:

- **Phase 1** (approximately 4 months, 2024 Q4)
    - Review background information including relevant plans, policies, regulations, and other documents for incorporation into the OCP and associated Community and Neighbourhood Plans
    - Establish a technical team of Township staff to support the OCP update
    - Complete SSMUH maximum and interim buildout projections as per Appendix D and E in the Provincial Policy Manual
    - Develop a public engagement plan
    - Complete the Interim Housing Needs Report
    - Conduct Phase 1 engagement including website information and social media outreach
- **Phase 2** (approximately 4 months, 2025 Q1)
    - Update the OCP and respective Community Plans and Neighbourhood Plans to reflect land use designations for SSMUH and a 20-year housing forecast outlined in the Interim Housing Needs Report. This task also incudes:
        - updating maps
        - reviewing existing polices
        - considering new policies related to land use, form and character of development, open space, the environment, mobility and transportation, utilities and services and community amenities
    - Review and revise existing DP areas to align with SSMUH
    - Update OCP and associated plans to reflect policies and land uses outlined in recent municipal plans including 200 Street 2040
    - Complete flood mapping for Anderson Creek and upper Bertrand Creek
    - Prepare an interim progress memo to Council for information

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- **Phase 3** (approximately 4 months, 2025 Q2)

    - Develop Hazard Development Permit Area
    - Integrate intergovernmental commitments into OCP including those in the OSPA and SPA
    - Provide housekeeping updates for OCP such as updated Urban Containment Boundary map and other minor and consequential updates
    - Present the draft OCP to Council for review and input, and direction to seek broader community input through public engagement. Refine and review with technical team

Phase 4 (approximately 4 months, 2025 Q4)

- Undertake public engagement which may include (but not limited to):
    - public survey
    - open house
    - inter-agency meetings
    - pop-up events
    - public hearing in accordance with LGA requirements
- Refine the draft plan document with public and agency input, and review with the Technical Team
- Finalize the draft OCP and associated Community and Neighbourhood Plans
- Prepare bylaws for formal consideration by Council

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Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 9, 2024 - REGULAR MEETING	**REPORT:**	24-173
FROM:	ENGINEERING DIVISION	**FILE:**	8400-01
SUBJECT:	LANGLEY REGIONAL AIRPORT GOVERNANCE REVIEW TERMS OF REFERENCE ENDORSEMENT		

RECOMMENDATIONS:

That Council endorse the Terms of Reference for the Langley Regional Airport Governance Review in the form presented substantially as Attachment A to this report.

That Council authorize $32,500 from the Airport Reserve for the Langley Regional Airport Governance Review.

EXECUTIVE SUMMARY:

At the July 15, 2024 Regular Council Meeting, Council directed staff to complete a Governance Review which will include an analysis of four existing airport models–the Airport Authority model, the municipal corporation model (the current model), local government society model, and the commission model–as well as any other potentially appropriate and relevant models, with recommendations for Council to consider.

The Terms of Reference, presented as Attachment A to this report, outlines the process and framework for the Langley Regional Airport Governance Review. The Terms of Reference provides consultants with information on the airport background, proposed items to be included in the scope of work, and key plan components.

The airport Governance Review will be undertaken and completed in 2024 at an estimated cost of $32,500. This report also presents the draft Terms of Reference for preparation the Governance Review (Attachment A) for Council's endorsement.

PURPOSE:

This report presents a draft Terms of Reference for the preparation of the Langley Regional Airport Governance Review as directed by Council on July 15, 2024.

BACKGROUND/HISTORY:

At its July 15, 2024 Regular Meeting, Council directed staff to:

> Identify potential governance models for the Langley Regional Airport, including but not necessarily limited to, the Airport Authority model, the municipal corporation model, local government society model, commission model, and the existing in-house Township model, with recommendations for Council to consider.

The remainder of the resolution from the July 15, 2024 Regular Meeting will be included in future reports.

DISCUSSION/ANALYSIS:

As directed by Council, the Governance Review will include an analysis of four existing airport models–the Airport Authority model, the municipal corporation model (the current model), local government society model, and the commission model–as well as any other potentially appropriate and relevant models, with recommendations for Council to consider. The Governance Review will inform the subsequent findings presented in the *Langley Regional Airport 2045* Strategic Plan, as separately presented for Council's consideration.

In line with the July 15, 2024 Council resolution, and with input from the Mayor's Task Force on the Langley Regional Airport, Terms of Reference for the Langley Regional Airport Governance Review were developed. These are presented in Attachment A to this report for Council's consideration.

Applicable Policies:
Presently, all airport operations are carried out in accordance with Council Policies No. 02-201 to 02-210. As directed by Council on July 15, these policies will be consolidated into an Airport Bylaw with amendments and improvements for Council's consideration at the completion of the strategic planning process. In the interim, the policies will be considered through the lens of Council's direction on July 15.

Financial Implications:
The estimated budget for completing the Langley Regional Airport Governance review, as outlined in the Terms of Reference, is $32,500 to be funded from the Airport Reserve.

Respectfully submitted,

Patrick Sihota
ACTING AIRPORT MANAGER
for
ENGINEERING DIVISION

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

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

ATTACHMENT A Langley Regional Airport Terms of Reference – Governance Review

Township of Langley
Est. 1873

ATTACHMENT A

(Draft) Terms of Reference

Subject: Langley Regional Airport Governance Review

Endorsed by Council:

1. PURPOSE

The Township of Langley is undertaking the preparation of the Langley Regional Airport Strategic Plan. As a precursor to the Strategic Plan, Council has directed staff to prepare a governance analysis.

This document establishes the Terms of Reference for preparation of the Langley Regional Airport Governance Review. It includes the study purpose, scope of work, deliverables, study schedule, budget, and relevant background information that provides context to the study area.

2. PROJECT BACKGROUND

As shown in Map 1, the Langley Regional Airport (YNJ) is a centre of excellence for helicopter and general aviation business. The airport was built in 1938 and purchased by the Township from the federal government in 1967. Welcoming up to 100,000 rotary and fixed-wing traffic movements per year, YNJ is one of the busiest general aviation airports in the country. The airport is home to 55 aviation businesses providing everything from chartered helicopter and fixed-wing flights to aerospace innovation, parts manufacturing, and maintenance.

The airport also serves as a valuable flight training airport in the region, with flight schools providing both fixed and rotary wing training. The airport is also home to a high concentration of personal aircraft and hangars. Langley Regional Airport has become a desirable destination for investment because of its central location within the Lower Mainland and proximity to Vancouver.



Map 1

The airside facilities include two runways and ten supporting taxiways, three helipads, three aprons, and parking serving both fixed wing and rotary aircraft operations. The land side facilities at the airport include local businesses and non-profit spaces serving the local community. While all the land is owned by the Township, some lots and buildings are leased by private tenants.

3. SCOPE OF WORK

The purpose of Langley Regional Airport Governance Review is to review a range of governance models for regional airports within the Canadian context.

Phase one of the study will consist of a review of, at minimum, four models:

1) the Airport Authority model,
2) the municipal corporation model,
3) the local government society model, and
4) the commission model.

Phase two will include a summary of the strengths and weaknesses of each model with recommendations for Council to consider regarding the most appropriate governance option for Langley Regional Airport. This summary will include real-life airport examples and qualitative discussion.

All work on the Governance Review is anticipated to be completed by November 2024, with Council consideration of the Strategic Plan to occur in January 2025.

4. DELIVERABLE

The primary deliverable of this study is to identify potential governance models for the Langley Regional Airport which will be presented as a comprehensive report for Council to consider.

5. SCHEDULE AND BUDGET

Once the Terms of Reference and associated budget is approved by Council, the consultant(s) selection will occur, and the Governance Review will be conducted.

The estimated budget for completing these works outlined in the Terms of Reference is $32,500, not including staff time.

6. REFERENCE DOCUMENTS

All relevant information will be provided to the consultant, including but not limited to the following resources:

- Airport Operations Manual
- Airport Layout Maps
- Airport Covenant
- Airport Certification Documents
- Airport Quality Assurance Audit Records
- Airport Zoning Regulations
- Historical Aircraft Movement Statistics
- TP312 4th Edition and 5th Edition Design Standards

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 9, 2024 - REGULAR MEETING	**REPORT:**	24-172
FROM:	ENGINEERING DIVISION	**FILE:**	8400-01
SUBJECT:	LANGLEY REGIONAL AIRPORT 2045 TERMS OF REFERENCE ENDORSEMENT		

RECOMMENDATIONS:

That Council endorse the Terms of Reference for the Langley Regional Airport 2045 Strategic Plan in the form presented substantially as Attachment A to this report.

That Council authorize $74,000 from the Airport Reserve for the development of the Langley Regional Airport 2045 Strategic Plan.

EXECUTIVE SUMMARY:

The Langley Regional Airport (YNJ) is one of the busiest general aviation airports in the country. The formation of the new Langley Regional Airport Strategic Plan, titled *Langley Regional Airport 2045*, as directed by Council, is required to provide direction, certainty, and clarity to airport stakeholders, staff, and the wider community.

Intended to provide a guiding vision for the future of the airport, the Langley Regional Airport Strategic Plan will include a long-term land use plan, a 15-year capital plan, and any recommended operational changes, resulting in identified priorities for the airport's development and operation. This process will include extensive and ongoing consultation with affected airport leaseholders, users, tenants, and the public.

The Langley Regional Airport Strategic Plan will be undertaken and completed in 2024 with an estimated budget of $74,000. This report recommends Council endorse the draft Terms of Reference for preparation of Langley Regional Airport 2045 (Attachment A).

PURPOSE:

This report presents a draft Terms of Reference for the preparation of the Langley Regional Airport 2045 Strategic Plan as directed by Council at its July 15, 2024 Regular Meeting.

BACKGROUND/HISTORY:

At its July 15, 2024 Regular Meeting, Council directed staff to report to Council with:

> A potential approach for developing a long-term Strategic Plan for the Langley Regional Airport 2045 that would include, but not necessarily limited to:
> - a long-term vision for the facility;
> - identified priorities for the Airport's development and operation;
> - an action plan and timeline for necessary objectives;
> - a 15-year capital plan; and
> - extensive and ongoing consultation with affected airport leaseholders, users, tenants, and the public.

The remainder of the resolution from the July 15, 2024 Regular Meeting will be included in future reports.

DISCUSSION/ANALYSIS:

Located in the Lower Mainland, the Langley Regional Airport (YNJ) is a centre of excellence for helicopter and general aviation business. Welcoming up to 100,000 rotary and fixed-wing traffic movements per year, YNJ is one of the busiest general aviation airports in the country. The formation of the new Langley Regional Airport Strategic Plan titled *Langley Regional Airport 2045* is required to provide direction, certainty, and clarity to stakeholders of the airport, airport staff, and the broader community.

Providing a guiding vision for the future of the airport, *Langley Regional Airport 2045* will include a long-term land use plan, a 15-year capital plan, and any recommended operational changes, which will result in identified priorities for the Airport's development and operation. The development of the long-term vision will include extensive and ongoing consultation with affected airport leaseholders, users, tenants, and the public.

Additionally, *Langley Regional Airport 2045* will also incorporate the results of the governance review, which are being presented in a separate report for Council's consideration.

In line with the July 15, 2024 Council resolution, and with input from the Mayor's Task Force on the Langley Regional Airport, Terms of Reference for *Langley Regional Airport 2045* were developed. They are presented in Attachment A of this report, for Council's consideration, and provide information on the airport's background, the scope of work and key required plan components.

Applicable Policies:

Presently, all Airport operations are carried out in accordance with Council Policies No. 02-201 to 02-210. As directed by Council on July 15, 2024, these policies will be consolidated into an Airport Bylaw with amendments and improvements for Council's consideration at the completion of the strategic planning process. In the interim, the policies will be applied to the strategic planning process through the lens of Council's direction on July 15.

Financial Implications:

The estimated budget for completing *Langley Regional Airport 2045,* as outlined in the Terms of Reference, is $74,000 to be funded from the Airport Reserve.

Respectfully submitted,

Patrick Sihota
ACTING AIRPORT MANAGER
for
ENGINEERING DIVISION

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

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

ATTACHMENT A Langley Regional Airport 2045 Terms of Reference - Strategic Plan

ATTACHMENT A

Township of Langley
Est. 1873

(Draft) Terms of Reference

Subject: Langley Regional Airport 2045 Strategic Plan

Endorsed by Council:

1. PURPOSE

The Township of Langley is undertaking the preparation of the Langley Regional Airport Strategic Plan. The purpose of the study is to provide the guiding vision for the next 20 years at the airport, including land use planning, stakeholder clarity, operational excellence, and capital upgrades to enable the airport to achieve its maximum potential value to the community.

This document establishes the Terms of Reference for preparation of the Langley Regional Airport Strategic Plan, which will be referenced as *Langley Regional Airport 2045*. It includes the study purpose, scope of work, key plan components, deliverables, study schedule, budget, and relevant background information that provides context to the study area.

2. PROJECT BACKGROUND

As shown in Map 1, the Langley Regional Airport (YNJ) is a centre of excellence for helicopter and general aviation business. The airport was built in 1938 and purchased by the Township from the federal government in 1967. Welcoming up to 100,000 rotary and fixed-wing traffic movements per year, YNJ is one of the busiest general aviation airports in the country.

The airport is home to 55 aviation businesses providing everything from chartered helicopter and fixed-wing flights to aerospace innovation, parts manufacturing, and maintenance. The airport also serves as a valuable flight training airport in the region, with flight schools providing both fixed and rotary wing training. The airport is also home to a high concentration of personal aircraft and hangars.

Langley Regional Airport has become a desirable destination for investment because of its central location within the Lower Mainland and proximity to Vancouver.



Map 1

The airside facilities include two runways and ten supporting taxiways, three helipads, three aprons, and parking serving both fixed wing and rotary aircraft operations. The land side facilities at the airport include local businesses and non-profit spaces serving the local community.

While all the land is owned by the Township, some lots and buildings are leased by private tenants. The large vacant area southwest of the yellow hangars is known as “the Meadows,” and will be considered in future land use planning.

3. SCOPE OF WORK

The purpose of *Langley Regional Airport 2045* is to conceptualize, analyze, and plan for the future of Langley Regional Airport. The scope of the project will consist of three key components:

Phase 1: Information Gathering (September-October)

- Existing Conditions Inventory using a Validation Approach
    - This inventory process will include prior studies ('validation approach") and will include a high-level facility assessment to determine the baseline condition of each facility, along with any other details of note.
- Stakeholder Consultation
    - This will continue throughout all phases and will include consultation with Township staff, airport stakeholders, and the public.

Phase 2: Analysis (November-December)

- Establishment of Facility Requirements
    - This phase will provide a roadmap for determining spatial needs over time, to ensure the proper development of future facilities, including considerations of emerging technologies and sustainable practices.
- Strategic Land Use Concepts
    - An evaluation of existing landholdings to determine the highest and best use when evaluated against stakeholder and community needs, operational requirements, demand, environmental limitations, and Transport Canada standards.
- Establishment of Development Program with Implementation Phasing
    - The development of a step-by-step action plan for the Langley Regional Airport over the next 20 years based on industry best practices and Class D cost estimates.

Phase 3: Options to Consider and Recommendations (December-January)

- Findings and Considerations
    - A Report to Council containing the results of phases one and two.

All work is anticipated to be completed by December 2024, with Council consideration of the Strategic Plan to occur in January 2025.

Throughout this process, stakeholder and community engagement will be conducted by the consultants to ensure that the airport's future vision is in alignment with the needs of various airport stakeholders and the broader community.

4. KEY PLAN COMPONENTS AND DELIVERABLES

A number of deliverables will be expected through *Langley Regional Airport 2045*, which will be presented as a comprehensive report for Council to consider, including but not limited to, options and recommendations regarding a future vision for the airport–described in text and images—which will include:

1. A **20-year land-use plan** that includes both airside and land side concepts, as well as developed and undeveloped lands, which will guide development at the airport over the next two decades;

2. A **15-year capital plan** that includes the facility upgrades required to meet the anticipated future vision of the airport, maintain an adequate level of service, accommodate new users, and support different aeronautical activities;

3. Identified **priorities for the airport's development and operation** including an action plan with associated timelines; and

4. Identified **aviation opportunities** to pursue as a result of this study that could result in new revenue streams leading to the financial long-term sustainability of the airport.

5. SCHEDULE AND BUDGET

Once the Terms of Reference and associated budget is approved by Council, the consultant(s) selection will occur, and the strategic planning process will begin. Timing for completion of the *Langley Regional Airport 2045* is anticipated to be four months from the start of the strategic planning process.

The estimated budget for completing these works outlined in the Terms of Reference is $74,000, not including staff time.

6. REFERENCE DOCUMENTS

All relevant information will be provided to the consultant, including but not limited to the following resources:

- Airport Operations Manual
- Runway Condition Assessments and Runway Rehabilitation Design Documents
- Airport Layout Maps
- Airport Covenant
- Airport Certification Documents
- Airport Quality Assurance Audit Records
- Airport Zoning Regulations
- Historical Aircraft Movement Statistics
- TP312 4th Edition and 5th Edition Design Standards
- Township of Langley Council Policies related to the Airport

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 9, 2024 - REGULAR MEETING	**REPORT:**	24-168
FROM:	ENGINEERING DIVISION	**FILE:**	1855-35
SUBJECT:	HOUSING ACCELERATOR FUND		

RECOMMENDATION:

That Council authorize an application to Canada Mortgage and Housing Corporation's Housing Accelerator Fund.

EXECUTIVE SUMMARY:

The 2024 Federal budget announced an additional $400 million for the Housing Accelerator Fund (HAF). Subsequently, the Canada Mortgage & Housing Corporation (CMHC) announced a second intake for the 366 municipalities that were unsuccessful in the first round of the program. The Township of Langley did apply to the first round and was unsuccessful due to the program being oversubscribed.

Staff are proposing an application to the second intake of the program with seven actions that are anticipated to spur the creation of an additional 960 units of housing above the existing baseline units over the next three years in return for an incentive of approximately $34 million.

If approved the incentive funds would be paid to the Township under the following schedule:

- $8.5M at agreement signing, anticipated in late fall/early winter 2024.
- $8.5M at conclusion of first year.
- $8.5M at conclusion of second year.
- $8.5M at program conclusion, contingent upon the Township meeting its incremental housing unit target.

As part of the application process, municipalities are asked to pre-identify potential allocation of the use of this funding, but the ultimate use will be determined later subject to Council's direction on eligible capital projects. Eligible projects include implementing any action within an HAF action plan; affordable housing land acquisition and construction; building housing-related infrastructure, including drinking water systems, wastewater systems, stormwater management, community energy systems, and disaster mitigation; and developing community-related infrastructure, such as local roads and bridges, sidewalks, lighting, bicycle lanes, firehalls, landscaping, and green spaces.

PURPOSE:

The purpose of this report is to seek Council's authorization to apply for the second intake of the Housing Accelerator Fund.

BACKGROUND/HISTORY:

In early 2023, the Township of Langley was identified as a growth leader municipality and was invited to participate in an early, confidential intake of the Federal Government's Housing Accelerator Fund (HAF1), administered through Canada Mortgage & Housing Corporation (CMHC).

Under the HAF1, $4 billion was made available for municipalities to propose and commit to initiatives aimed at increasing housing supply. In return, municipalities would receive an incentive payment that is eligible for a wide range of potential uses at their discretion. Broadly, the funds can be utilized for any of the following:

- Implementing any action within an HAF action plan.
- Affordable housing land acquisition and construction.
- Building housing-related infrastructure, including drinking water systems, wastewater systems, stormwater management, community energy systems, and disaster mitigation.
- Developing community-related infrastructure, such as local roads and bridges, sidewalks, lighting, bicycle lanes, firehalls, landscaping, and green spaces.

Under HAF1, CMHC staff advised that the Township was eligible for $22.4 million conditional on providing an additional 560 units of housing over the three years (186 of incremental units per year). These additional housing units would be over and above an average baseline of the past five years. Based on the Township of Langley's building permit issuance data, the Township has seen an average of 2,308 dwelling units created per year from 2019 to 2023.

In early 2024, the Township received notice that its application was denied due to the program being oversubscribed, despite meeting all program requirements.

Additional Funding:

In the 2024 Federal budget, an additional $400 million was announced for a second intake of the Federal Government's Housing Accelerator Fund (HAF2). This intake is available to the 366 municipalities across Canada that applied for and were unsuccessful under HAF1 with applications due September 13, 2024.

ANALYSIS:

Under HAF2 the requirements remain largely unchanged with the following exceptions:

- Municipalities are required to adopt four-units as-of-right bylaws.
- Complete or update a housing needs assessment report.

Four units as right bylaw will be satisfied by adopting the BC housing legislation on small-scale multi-unit housing (SSMUH) and an updated housing needs assessment report will be presented for Council's consideration this fall.

Staff, in consultation with CMHC, have identified seven actions which are aligned with the program and provide a balanced application that aims to increase density, decrease the time it takes to approve housing, and provide increased clarity to the development community around Township policy and bylaws. Proposed actions are detailed in Attachment A.

The Township is uniquely positioned to provide additional housing beyond the 560 units identified by CMHC in HAF1. As such, staff are proposing an ambitious submission to HAF2 that envisions 960 additional units of housing (320 incremental units per year). Under the program's current funding criteria, this could translate to a potential incentive of approximately $34 million.

The Federal Government has allocated an additional $400 million to the HAF2. The actual incentive the Township receives will depend on the minister's approval of the Township's application and of the dwelling unit projections being met.

Financial Implications:

If approved by CMHC, HAF incentive funds will be paid to the Township under the following schedule:

- 25% at agreement signing, anticipated in late fall/early winter 2024.
- 25% at conclusion of first year.
- 25% at conclusion of second year.
- 25% at program conclusion, contingent upon the Township meeting its incremental housing unit target.

As part of the application process, municipalities are asked to pre-identify potential allocation of the use of this funding, but the ultimate use will be determined later subject to Council's direction on eligible capital projects.

Respectfully submitted,

Ryan Chapman
MANAGER, ADMINISTRATION & BUSINESS SERVICES
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division/Department	**Name**
COMMUNITY AND POLICY PLANNING	J. Chu
INTERGOVERNMENTAL RELATIONS	N. Hosseinzadeh

ATTACHMENT A Proposed Housing Action Fund 2 Actions

ATTACHMENT A

PROPOSED HOUSING ACTION FUND 2

Action Number	Name of Initiative	CMHC Initiative Category	Description	Estimated Incremental Units over three years
1	200 Street 2040 Plan to support the proposed Langley-Haney Place Bus Rapid Transit	End exclusionary zoning	Complete the 200 Street 2040 Plan. An 'overlay' plan is needed to integrate the policy directions of the Willoughby Community Plan and the neighborhood plans. This plan will establish a future vision for 200 Street as a frequent transit growth corridor, potentially including Bus Rapid Transit (BRT) and/or Light Rapid Transit (LRT). It will also guide the consideration of higher densities and taller buildings, particularly around future transit stops and transfer points. The plan will cover an area extending 800 meters east and west of 200 Street, from Highway 1 in the north to 68 Avenue in the south, where it will interface with updates to the Willowbrook Community Plan. Given the focus on transit-oriented development, it is anticipated that densities of over 5.0 Floor Area Ratio will be considered, subject to public engagement and technical analysis.	580
2	Community Planning to support the Surrey-Langley Skytrain Extension	End exclusionary zoning	In support of the Surrey-Langley Skytrain Extension, the Township plans to update the Willowbrook Community Plan where the Willowbrook station is planned. The focus will be on creating a sustainable, transit-oriented community that is more pedestrian- and cycle-friendly, with the goal of significantly influencing travel patterns through increased walking, cycling, and transit trips. The plan is envisioned to transform the Willowbrook Shopping Centre which sits on a 50-acre site from an auto-orientated suburban mall to a transit-supportive mixed-use development. It is also anticipated that densities of over 5.0 Floor Area Ratio will be considered beyond the 800 metres required by the Province of BC for Transit-Oriented Areas.	0
3	Township of Langley Housing Authority	Make municipally owned lands available for housing	Through a Township of Langley Housing Authority: • Develop an affordable housing strategy. • Make municipal land available for non-market housing. • Work with local universities to prioritize student housing. • Update LEC2040 to include non-market housing.	80

Action Number	Name of Initiative	CMHC Initiative Category	Description	Estimated Incremental Units over three years
4	Development Application Procedure Improvements	Increase process efficiency	The Township of Langley will undertake a comprehensive review to streamline the Development Application process with the goal of speeding up and streamlining the process. This will include implementing changes to decision making such as delegating development approval authority to municipal staff based on established thresholds or parameters.	100
5	Lock off suites/Secondary Suites for apartments	Eliminate restrictions an d add flexibility	Undertake revisions to Township of Langley Bylaws to allow for lock off suites for apartments and townhomes.	100
6	Pre-zone Land for high density Development	End exclusionary zoning	Undertake a comprehensive review the Township of Langley to identify areas to be pre-zoned for high density development and encourage more rapid redevelopment.	0
7	Reviewing Township of Langley Parking Requirements	Reduce or eliminate parking standards	Completing a comprehensive review of the Township of Langley Zoning Bylaw to: • Eliminate minimum parking requirements near rapid transit and in downtown centres. • Reduce or eliminate parking requirements for accessory dwelling units and multiplexes. Developing a Cash-in-Lieu system for Active Transportation Improvements for Parking Reductions.	100
			Total projected incremental housing units over three years:	**960**

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 9, 2024 - REGULAR MEETING	**REPORT:**	24-175
FROM:	ENGINEERING DIVISION	**FILE:**	1855-35
SUBJECT:	2024 PROVINCE OF BC DISASTER RESILIENCE & INNOVATION FUNDING PROGRAM		

RECOMMENDATIONS:

That Council authorize an application to the 2024 Province of BC Disaster Resilience & Innovation Funding program for $900,000 of funding for Stream 1 – Foundational & Non-Structural Projects.

That Council authorize an application to the 2024 Province of BC Disaster Resilience & Innovation Funding program $14,750,000 of funding for Stream 2 – Structural Projects.

EXECUTIVE SUMMARY:

The Province of British Columbia is offering funding through the Disaster Resilience and Innovation Funding program (DRIF). Municipalities can apply for up to three (3) projects across each of the two streams. Under this program, the province will cover 100% of eligible costs to a maximum grant of $400,000 per project for Stream 1 activities and up to $5,000,000 per Stream 2 projects.

Staff are proposing three (3) Stream 1 projects which include, Water & Sewer Master Plan updates, East Aldergrove Reservoir Replacement Design, and the design of a culvert replacement for the 6400 block of 200 Street with total requested funding of $900,000.

For Stream 2, $14,750,000 is requested for the Strawberry Reservoir replacement, the East Aldergrove Water Reservoir replacement, and the culvert replacement for the 21400 block of 40 Avenue.

PURPOSE:

The purpose of this report is to seek Council's authorization to apply to the BC Disaster Resilience & Innovation Funding Program for six (6) projects across two funding streams.

BACKGROUND/HISTORY:

The Province of British Columbia is offering funding through the Disaster Resilience and Innovation Funding program (DRIF) to First Nations and local governments in BC to enhance their capacity to withstand and adapt to natural and climate-driven hazards. Two (2) streams of funding are provided for projects that address hazards such as: drought & water scarcity, erosion, extreme temperatures, floods, geohazards, seismic, storms, etc.

Under this program, the province will cover 100% of eligible costs to a maximum grant of $400,000 per project for Stream 1 activities and up to $5,000,000 per Stream 2 projects. Municipalities can advance up to three (3) projects for each stream with applications being due by September 15, 2024.

Stream 1 – Foundational and Non-Structural Projects:

Projects under this stream are foundational projects that provide data, build partnerships, and support long-term disaster risk reduction and climate adaptation through planning. This also includes non-structural projects such as risk mapping, development of bylaws, land use planning, monitoring equipment and temporary mitigation equipment.

Stream 2 – Structural Projects:

Structural projects can include the construction, replacement or upgrading of infrastructure, installation of structural flood protection, slope stabilization and public cooling/warming infrastructure. Natural infrastructure projects that use ecosystems to enhance biodiversity, reduce pollution and build resilience to climate change are also eligible. Of note, temporary measures, such as dredging are not eligible under the program.

DISCUSSION/ANALYSIS:

Staff have reviewed the program guidelines and are proposing three (3) projects for each stream for a total of six (6) projects for Council's consideration of approval. Total estimated project costs along with the potential grant, as well as any remaining Township or Development Cost Charge (DCC) funding that would require further authorization from Council to proceed.

Stream 1 – Foundational & Non-Structural Projects				
Project	**Total Estimated Cost**	**Grant Amount**	**Recoverable from DCC Program**	**Remaining Township Share**
Water & Sewer Master Plan Updates	$300,000	$300,000	$0	$0
East Aldergrove Water Reservoir Replacement Design	$3,000,000	$400,000	$2,600,000*	$0
Culvert Replacement Design: 6400 Block of 200 Street	$200,000	$200,000	$0	$0
Total:	$3,500,000	$900,000	$2,600,000	$0

*Note: Replacement of the East Aldergrove Reservoir is eligible for a total recoverable amount of $11,187,000 from the DCC program between design and construction.

Water & Sewer Master Plan Updates:

An update of the Water & Sewer master plans is proposed to incorporate changes to various planning documents, updated growth projections, service expansions and ensure resiliency of the overall system to withstand natural and climate related disasters.

East Aldergrove Water Reservoir Replacement Design:

The existing reservoir is leaking and is in critical structural condition. Temporary repairs were completed in 2023 and are expected to allow for an additional five years of service life. This reservoir will also be redesigned to provide storage capacity to ensure growth is accommodated in Aldergrove, Gloucester Industrial Estates and Salmon River Uploads. Initial design costs of $3,000,000 are anticipated.

Culvert Replacement Design: 6400 Block of 200 Street:

This existing culvert was identified in a 2022 assessment as being in poor condition with significant fractures and corrosion. The damaged pipes could result in a roadway failure, with significant impacts to travel on 200 Street. Initial design costs of $200,000 are anticipated.

Stream 2 – Structural Projects				
Project	**Total Estimated Cost**	**Grant Amount**	**Recoverable from DCC Program**	**Remaining Township Share**
Strawberry Water Reservoir Replacement	$11,500,000	$5,000,000	$4,158,000	$2,342,000
East Aldergrove Water Reservoir Replacement	$42,000,000	$5,000,000	$11,187,000*	$25,813,000
Culvert Replacement: 21400 Block of 40 Avenue	$4,750,000	$4,750,000	$0	$0
Total:	$58,250,000	$14,750,000	$15,345,000	$28,155,000

*Note: Replacement of the East Aldergrove Reservoir is eligible for a total recoverable amount of $11,187,000 from the water development cost charge (DCC) program between design and construction.

Strawberry Water Reservoir Replacement:

The current Strawberry Water Reservoir has significant leakage through the walls and buttresses indicating deterioration and loss of circumferential post tensioning which is considered evidence of potential structural failure of the reservoir walls. Temporary post-tensioning repairs were completed in 2022 to strengthen the reservoir. Design is ongoing with construction anticipated to cost $11,500,000.

East Aldergrove Water Reservoir Replacement:

The existing reservoir is leaking and is in critical structural condition. Temporary repairs were completed in 2023 and are expected to allow for an additional five years of service life. This reservoir will also be redesigned to provide storage capacity to ensure growth is accommodated in Aldergrove, Gloucester Industrial Estates and Salmon River Uploads. After design is completed, construction is anticipated to cost $42,000,000.

Culvert Replacement 21400 Block of 40 Avenue:

This project aims to replace twin 3.0 metre diameter culverts under 40 Avenue in the 21400 block. The current culverts are in very poor condition with the location experiencing a large sinkhole in 2021. Further deterioration of the culverts would require the roadway to be closed and potentially impact the trunk watermain between Brookswood and Murrayville impacting available water supply and fire suppression. Design of this project is complete with construction anticipated to cost $4,750,000.

Financial Implications:

Should the Township be successful in receiving grant funding for any of the Stream 1 or 2 projects, work will be able to proceed with significant Provincial investments allowing for the work to occur with no, or reduced Township contributions.

Respectfully submitted,

Ryan Chapman
MANAGER, ADMINISTRATION & BUSINESS SERVICES
for
ENGINEERING DIVISION

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

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

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 9, 2024 - REGULAR MEETING	**REPORT:**	24-176
FROM:	ENGINEERING DIVISION	**FILE:**	5460-04-20-053
SUBJECT:	CAPITAL REQUEST – LANE CLOSURE NORTH OF 80 AVENUE AT 212 STREET		

RECOMMENDATION:

That Council authorize the use of up to $25,000 from the Capital Project Reserve for the implementation of Option 3, a locked gate including ancillary works with future development works as outlined in the report.

ANALYSIS:

Prerequisite 16 of Development Project Number 08-25-0120 involves the closure of the lane immediately north of 80 Avenue between 211 Street and 212 Street, with provisions for adequate emergency and service vehicle turnaround. However, to date the work has not proceeded.

Consequently, at its Regular Meeting on May 13, 2024, Council referred a motion to staff for a recommendation that addresses the public's concerns, including the lane closure more promptly. Recommendations may include advancing the works in full or in part by the Township, with reimbursement from the developer when the project proceeds to final adoption. Potential measures may include installing accessible emergency bollards and/or gates, modifying the cul-de-sac east of the lane, and creating a hammerhead service vehicle turnaround.

Staff engaged the developer's engineer to prepare a functional design, illustrated in Attachment A, which includes the closure of the lane, removable bollards to facilitate emergency access, service vehicle turnarounds, and the incorporation of the multi-use path (MUP) connection from 80 Avenue to 212 Street. Attachment A also includes illustrations of turning movements for garbage trucks, fire trucks, and passenger vehicles. The design features a modified cul-de-sac, changes to two existing driveways on the west side, and the future lane connection to Project 08-25-0120. Please note that the width of the lane may not accommodate two-way traffic for larger service vehicles, such as garbage trucks, and access through the cul-de-sac may still be needed for these vehicles.

The following options were considered to address the concerns raised by area residents and the direction of Council.

Option 1 – Locked Gate:

The installation of a locked gate at the eastern end of the lane connecting to 212 Street would address residents' concerns by preventing through traffic. The gate installation will also require some ancillary works, such curbing. The Township Fire Department and Solid Waste contractors can be provided with a key. However, other commercial service vehicles would not have access and would need to either back up the entire 200-metre length of the lane or use private driveways to turn around. Similarly, any residents or visitors unfamiliar with the area might use the private driveways to turn around. "No Exit" signs could be installed at the west end of the lane to mitigate these concerns. The estimated cost of this option is $25,000. Option 1 is not recommended as it does not ensure the provision of the ultimate design that will accommodate vehicle turn around movements.

Option 2 – Township Construction of Proposed Works:

Option 2 is the Township undertaking construction of the works illustrated in Attachment A at an estimated cost of $200,000 which includes design and construction fees and a 15% contingency. As this option envisions construction before development occurs it is estimated that an additional $250,000 may be required for land acquisition. This work may take several months to complete due to detailed design, property acquisition, and tendering of the project as per the Township's Procurement Policy. Construction would likely be in Q2 2025. This option is not recommended due to the extended timeline to complete the works.

Option 3 – Locked Gate and Future Development Works:

Option 3 includes the installation of a locked gate, as described in Option 1, in the short term, followed by the construction of the ultimate works illustrated in Attachment A as a condition of Project 08-25-0120. This option would provide short term relief to resident concerns and ensure the longer-term requirements are met. As with Option 1, there may be issues with vehicles using private driveways to turn around, despite installation of no exit signs at the west end of the lane. Staff can post additional temporary signage to advise motorists of the lane closure and can send a mail out to residences accessing the lane to advise them of the closure. The advantage of this option is that it provides short term relief and ensures longer term measures will be undertaken.

Based on the review of the potential options, staff recommend proceeding with Option 3 for the gate and signage to be installed by the Township at an estimated cost of $25,000 and that the ultimate works illustrated in Attachment A be constructed as a condition of development Project 08-25-0120.

Financial Implications:

Option 3 requires $25,000 to implement and would be funded through the Capital Project Reserve.

Township of Langley Capital Project Description						
Project Title:	LANE CLOSURE NORTH OF 80 AVENUE AT 212 STREET					
	CFWD 2023	2024	2025	2026	2027	2028
Requested Amount		$25,000				
Budget Remaining						
Total Projected Cost		$25,000				

Project Description *(Phased Project)	Construction of a temporary gate at the east end of the lane north of 80 Avenue between 211 Street and 212 Street.			
Project Justification and Consequences of Not Proceeding *(Phased Project)	Increased development north of 80 Avenue and east of 212 Street will increase traffic going through the lane. The closure would address resident safety concerns.			
Project Priority Ranking	**Critical**	**High**	**Medium** (circled)	**Low**
	• risk to health and safety • legislative obligation • imminent loss of an asset	• deterioration or obsolescence • leverage external funding • emergent conditions	• extend the life of an asset • desirable new infrastructure • social, cultural and aesthetic value • cost effective to replace or repair now	• action recommended in studies/reports • promotes inter-municipal cooperation

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

Township of Langley Capital Project Description						
Project Title:	LANE CLOSURE NORTH OF 80 AVENUE AT 212 STREET					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2023	2024	2025	2026	2027	2028
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Capital Project Reserve		$25,000				
Debt						
TransLink						
ICBC						
Other:_____						
Total Currently Funded		**$25,000**				

Total Currently Unfunded						

Respectfully submitted,

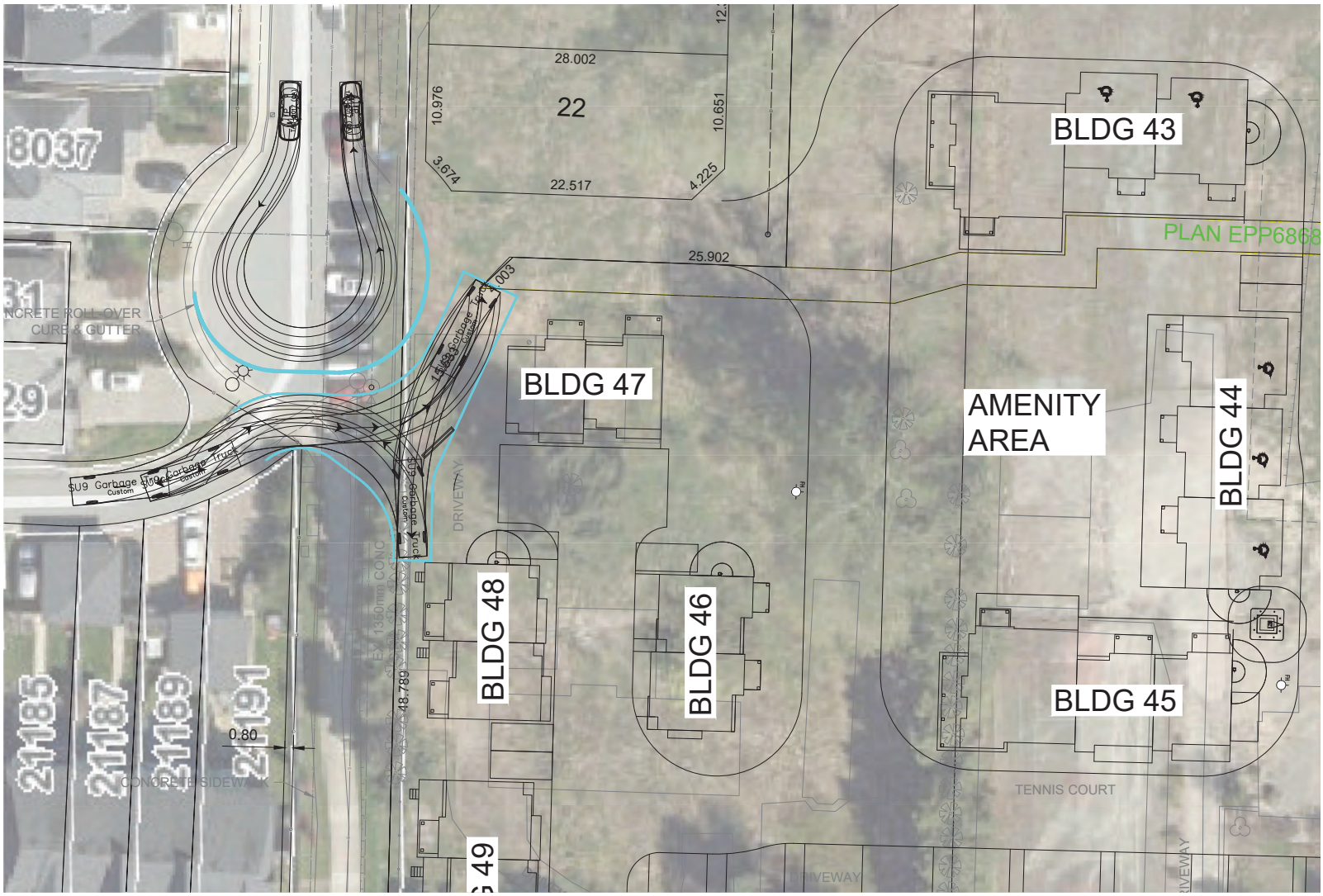
Paul Cordeiro
MANAGER, TRANSPORTATION
for
ENGINEERING DIVISION

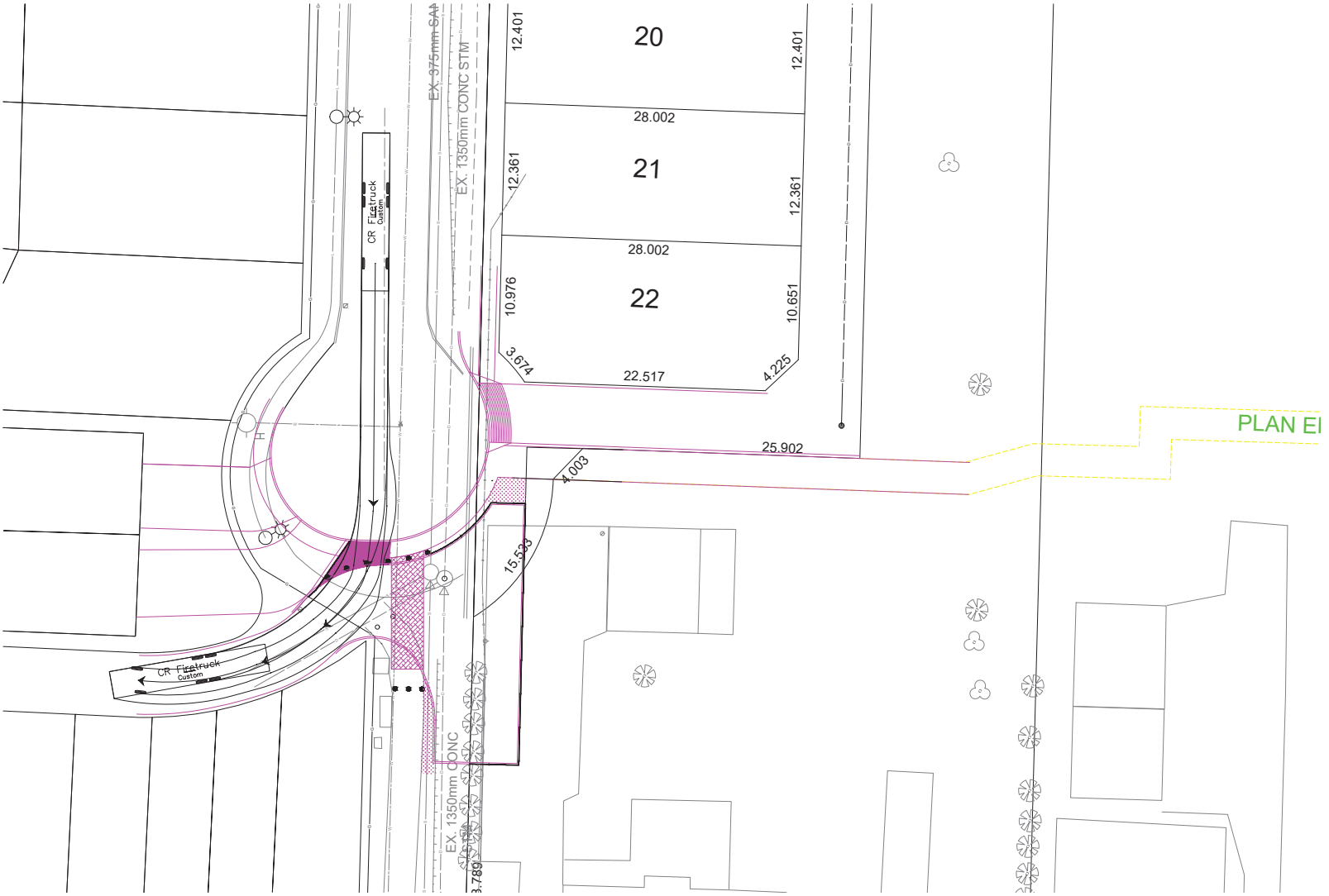
This report has been prepared in consultation with the following listed departments.

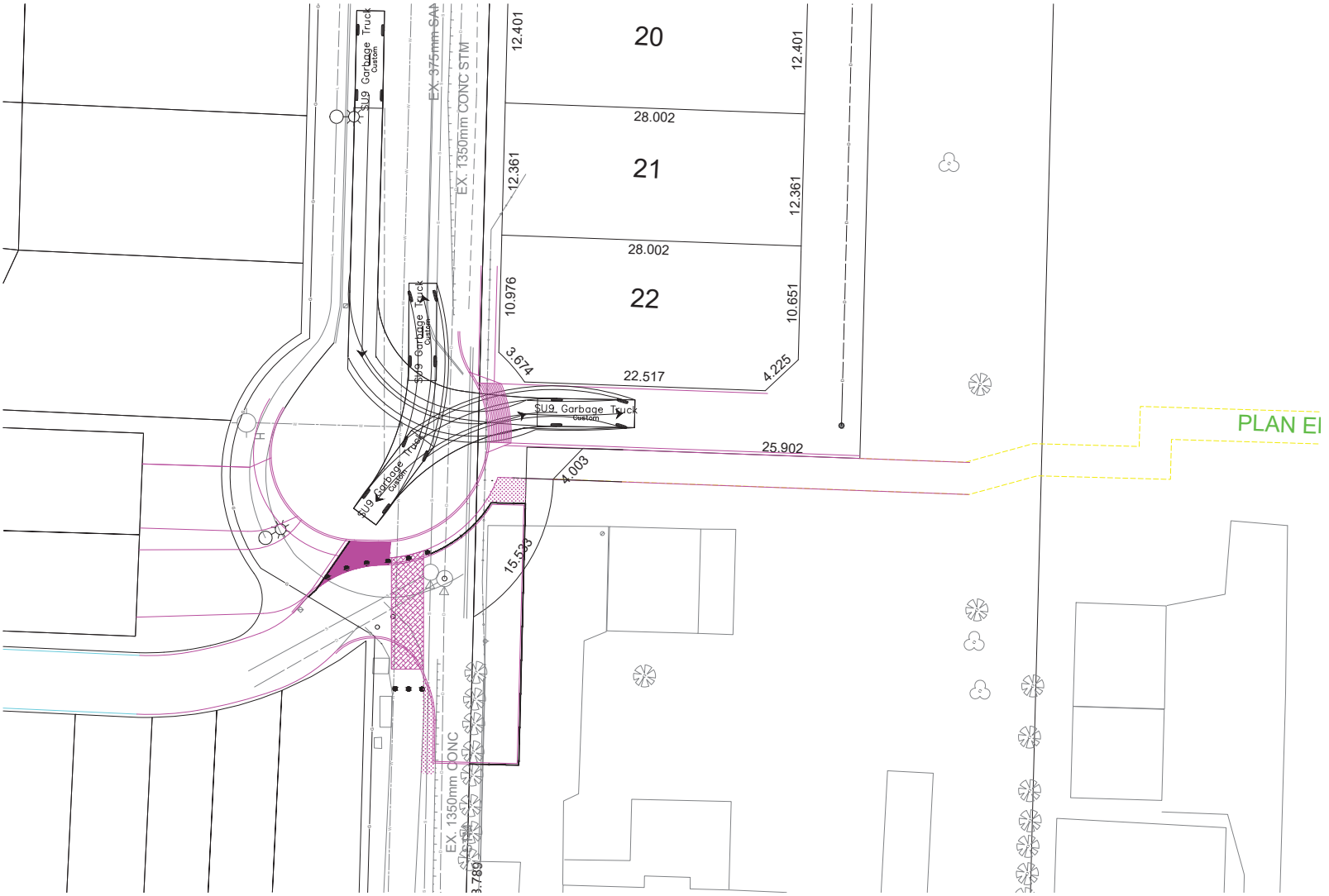
CONCURRENCES	
Division/Department	**Name**
COMMUNITY DEVELOPMENT DIVISION	D. Anderson
FINANCE DIVISION	S. Nam

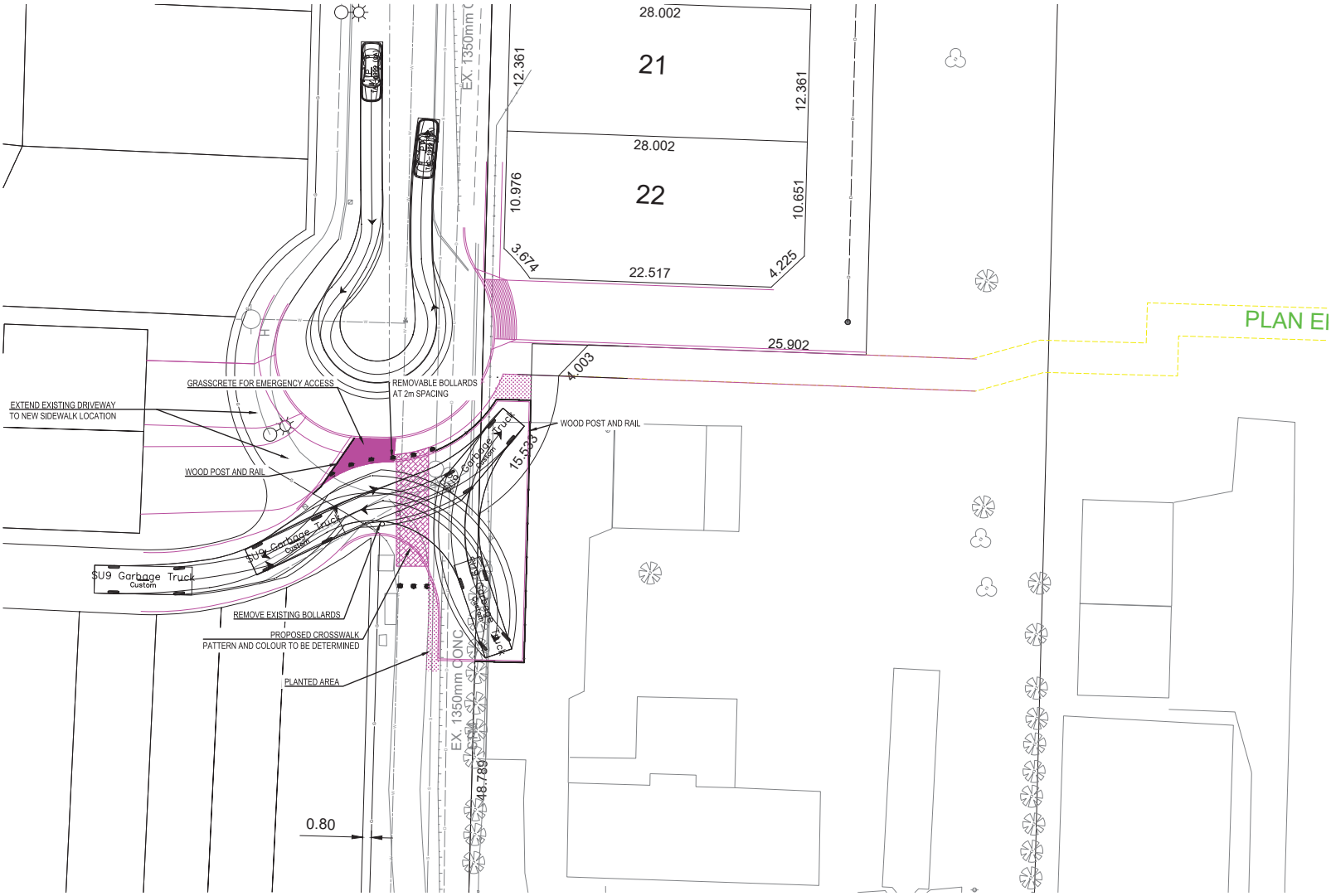
ATTACHMENT A Functional Design Drawings

ATTACHMENT A




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15.533
EX. 375mm SAN
EX. 1350mm CONC STM
CR Firetruck
Custom
CR Firetruck
Custom
EX. 1350mm CONC
PLAN EI


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25.902
4.003
15.533
SU9 Garbage Truck
Custom
EX. 375mm CAN
EX. 1350mm CONC STM
EX. 1350mm CONC
PLAN EI


28.002
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12.361
12.361
28.002
22
10.976
10.651
3.674
22.517
4.225
EX. 1350mm CONC
25.902
PLAN EI
4.003
GRASSCRETE FOR EMERGENCY ACCESS
REMOVABLE BOLLARDS
AT 2m SPACING
EXTEND EXISTING DRIVEWAY
TO NEW SIDEWALK LOCATION
WOOD POST AND RAIL
WOOD POST AND RAIL
15.533
SU9 Garbage Truck
Custom
SU9 Garbage Truck
Custom
SU9 Garbage Truck
Custom
REMOVE EXISTING BOLLARDS
PROPOSED CROSSWALK
PATTERN AND COLOUR TO BE DETERMINED
PLANTED AREA
EX. 1350mm CONC
48.789
0.80

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 9, 2024 - REGULAR MEETING	**REPORT:**	24-178
FROM:	ENGINEERING DIVISION	**FILE:**	5330-21-87
SUBJECT:	CAPITAL REQUEST – SMITH NEIGHBOURHOOD DETENTION AND ASSOCIATED STORM WORKS		

RECOMMENDATIONS:

That Council approve the use of $25,723,750 for land and construction of Pond 7B and associated works for the Smith Neighbourhood Plan, funded $19,561,014 from external debt, $986,976 from Capital Projects Reserve, $2,298,700 Land Reserve, $2,476,750 internally borrowed from Prior Year Surplus, and $400,310 from Greenway Amenity Reserve.

That Council revise the previously approved capital project for Smith Athletic Park Detention Works from $9,292,929 to $6,092,929 funded by Borrowing Bylaw No. 5999.

ANALYSIS:

Infrastructure improvements identified in the Smith Neighbourhood Plan (SNP) to support and promote development in the general area of 72 Avenue to 76 Avenue and 208 Street to 210 Street. The identified improvements also support capitals project in the area such as the Smith Athletic Park (SAP) which is currently underway. One component and requirement to complete the SNP to its ultimate condition requires the downstream storm system to be completed.

A technical drainage review was completed in the Smith Neighborhood, resulting in the placement of Tank 7A at the SAP and a requirement for a storm sewer to convey drainage southwards towards Pond 7B at 72 Avenue and 210 Street. As part of the comprehensive storm water management plan for this catchment, upgrades to the storm sewer system along 72 Avenue/Crush Crescent have been identified as shown in Attachment A.

On March 11, 2024, Council adopted a resolution regarding SAP Off-Site Works for the engineering design of infrastructure components related to the SAP and SNP and $330,000 was allocated for the engineering design of the off-site detention Pond 7B, storm sewers and a half road on 72A Avenue.

Staff issued a Request for Proposals (RFP) from civil consultants for the design, construction, contract administration and post construction services for Pond 7B and associated storm works.

Design has commenced to provide details on cost estimates, third party utilities (BC Hydro, FortisBC, TELUS, Rogers, etc.) requirements for any working easements and/or rights-of-way, environmental review/approvals, construction scheduling and project constraints. The following is the current project schedule and is subject to change:

- May 9, 2024 - Consultant Award
- October 3, 2024 - Design Completion
- October 24, 2024 - Tender

- January 2, 2025 - Construction Start
- August 30, 2025 - Substantial Performance

On February 26, 2024, Council approved $9.2M in funding for the Smith Athletic Park onsite and offsite detention and storm sewers south of the park. Of the $9.2M, $3.2M funded from stormwater DCC's was allocated towards the storm sewer between Tank 7A and Pond 7B.

The table below shows an updated Class D cost breakdown estimate for the main components of Pond 7B, storm sewer and road works provided by the consultant including a 25% contingency.

Pond 7B and Associated Works	
Component	**Estimated Cost**
Detention Pond 7B	$16,389,800
Storm Sewer – Tank 7A to Pond 7B *	$2,701,750
Storm Sewer – Pond 7B to North Creek	$3,691,500
Road 72A Avenue – 209A Street to 210 Street **	$2,940,700
Total	**$25,723,750**

*Previously funded on February 26, 2024, in the amount of $3.2M
**Work is not DCC eligible

The estimate noted above is based on design work to date and may be subject to change as the design progresses.

Community Implications:

Completing infrastructure improvements identified in this report will have a net positive benefit for the Township and its residents. Supporting and promoting development in the SNP will ultimately result in more housing being built sooner, assisting with mitigating the current housing crisis. Additionally, development in the area will generate significant revenue through Development Cost Charges (DCCs) and Community Amenity Contributions (CACs).

Environmental Implications:

Construction within 209A Street is anticipated to require further environmental review as Pond 7B and the storm works may cross or encroach a "Class B" ditch. In addition, drainage discharge from Pond 7B into the nearby creeks will require environmental reviews and approvals.

Financial Implications:

The Pond 7B and associated storm sewer works required to support the SNP requires an estimated $25,723,750 additional funding. Of this amount, $3.2M was previously funded by Council on February 26, 2024, for the storm sewer between tank 7A and pond 7B. However, based on further analysis, the funding source for the $3.2M is proposed to change from Stormwater DCC to a combination of Land Reserve and Capital Project Reserves.

The funding sources are outlined on the following tables and are initially primarily to be funded from external debt with recovery from DCC's, greenway amenity charges, and Township contributions for the DCC assist factor and where the estimate exceeds the maximum allowable recovery in the DCC program.

Where works are fronting future development properties, staff plan to apply, where possible, latecomers to works not covered by the DCC program to recover costs. This typically applies to roadworks and base utility costs.

Township of Langley Capital Project Description						
Project Title:	Pond 7B Construction and Associated Works					
	CFWD 2023	2024	2025	2026	2027	2028
Requested Amount		$25,723,750				
Budget Remaining						
Total Projected Cost		$25,723,750				

Project Description *(Phased Project)	Land Acquisition and Construction of infrastructure to support the Smith Neighbourhood Plan including Pond 7B, a new storm sewer from Tank 7A to Pond 7B and from Pond 7B to a nearby discharge point further downstream.
Project Justification and Consequences of Not Proceeding *(Phased Project)	The completion of Smith Neighbourhood Plan requires additional infrastructure to support development and capital projects currently underway in the area.

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

Length of Project (years):	3	Initial Year of Approval:	2024

Township of Langley Capital Project Description						
Project Title:	**Pond 7B Construction and Associated Works**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD	2024	2025	2026	2027	2028
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Reserve: Capital Projects		$986,976				
Reserve: Land Capital		$2,298,700				
Internal Borrowing: Prior Year Surplus		$2,476,750				
Greenway Amenity		$400,310				
Debt		$19,561,014				
TransLink						
ICBC						
Other:_____						
Total Currently Funded		**$25,723,750**				
Total Currently Unfunded						

Estimated Annual Operating Impact	$16,380

Respectfully submitted,

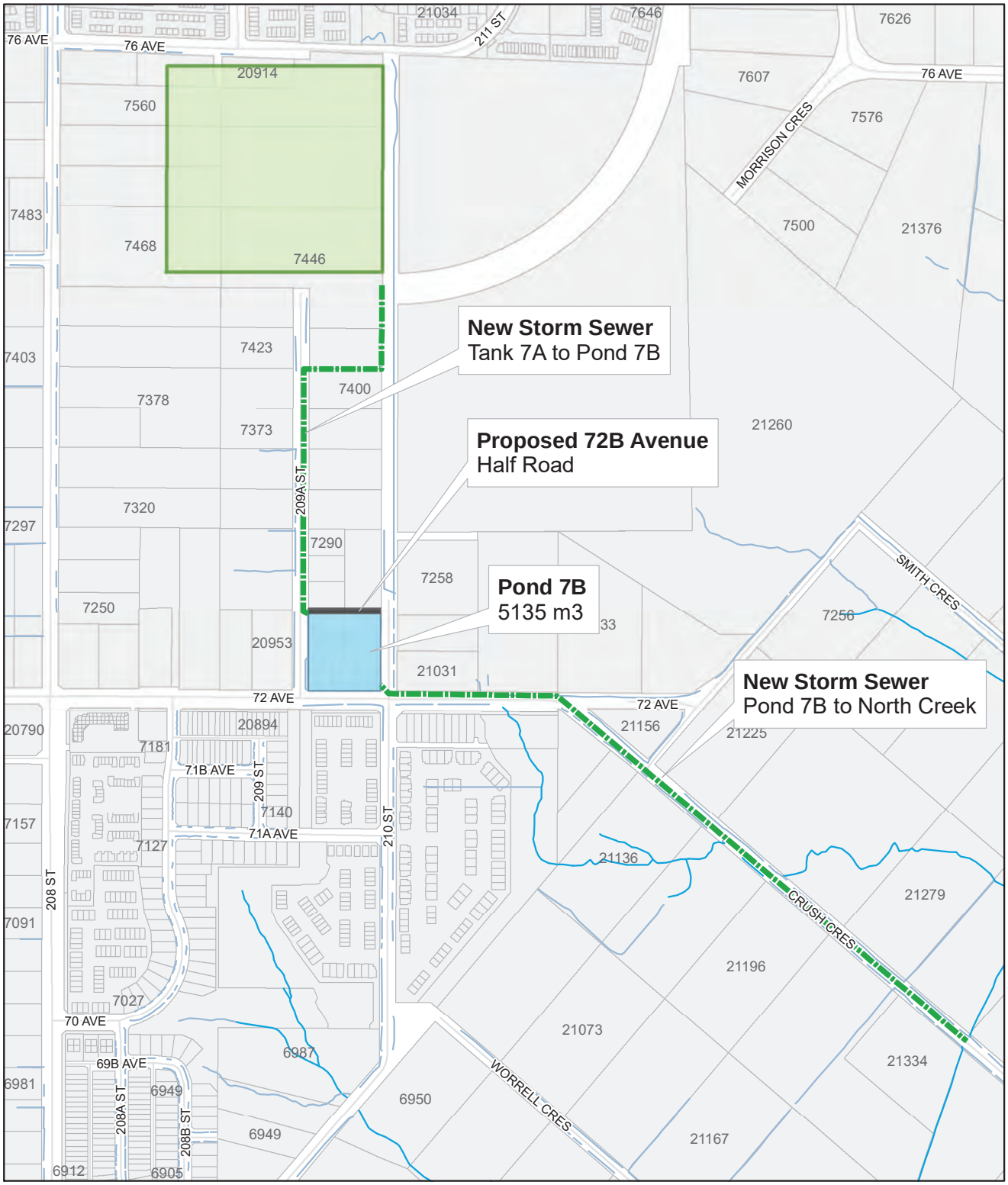
Richard Welfing
MANAGER, ENGINEERING SERVICES
for
ENGINEERING DIVISION

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

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

ATTACHMENT A Map of Proposed Works for Pond 7B and Associated Storm Works

ATTACHMENT A



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 9, 2024 - REGULAR MEETING	**REPORT:**	24-177
FROM:	ENGINEERING DIVISION	**FILE:**	5330-23-160
SUBJECT:	CAPITAL REQUEST – SMITH NEIGHBOURHOOD ROAD WORKS		

RECOMMENDATIONS:

That Council approve the use of $12,840,000 for the construction of 208A Street and 76 Avenue for the Smith Neighbourhood Plan, funded $11,706,442 from external debt, $106,358 from Capital Projects Reserve, $677,952 from Water DCC, $338,976 from Sewer DCC, $6,848 from Water Capital Works, and $3,424 from Sewer Capital Works.

That Council approve an additional $6,634,000 for the land and construction of the 212 Street Connector from 208 Street to 210 Street for the Smith Neighbourhood Plan, funded $5,772,642 from external debt, $6,431 from Capital Projects Reserve and $854,927 from Water Capital Works.

ANALYSIS:

Infrastructure improvements identified in the Smith Neighbourhood Plan (SNP) to support and promote development in the general area of 72 Avenue to 76 Avenue and 208 Street to 210 Street. The identified improvements also support capital projects in the area such as the Smith Athletic Park (SAP) which is currently underway. The improvements include 208A Street from the 212 Street Connector to 76 Avenue and 76 Avenue from 208 Street to the 21100 block, and the 212 Street Connector from 208 Street to 210 Street have been identified for construction as shown in the map in Attachment A.

On March 11, 2024, Council adopted a resolution regarding the SAP Off-Site Works for the engineering design of infrastructure components related to SAP and the SNP. A total of $420,000 was allocated for the engineering design of 208A Street from the 212 Street Connector to 76 Avenue, and 76 Avenue from 208 Street to the 21100 block.

Staff issued a Request for Proposals to civil consultants for the design, construction, contract administration, and post-construction services for the roadworks projects. The design is currently underway and will provide details on project constraints, the need for third-party utility (BC Hydro, FortisBC, TELUS, Rogers, etc.) works to accommodate the roadworks, requirements for working easements and/or rights-of-way, environmental reviews and approvals, construction cost estimates and scheduling. The following is the current anticipated project schedule:

- May 9, 2024 - Consultant Award
- October 3, 2024 - Design Completion
- October 24, 2024 - Tender
- January 2, 2025 - Construction Start

- August 30, 2025 - Substantial Performance

The roadworks for 208A Street and 76 Avenue includes a 20-metre-wide urban collector roadway with two travel lanes, on-street parking on both sides, street lighting, sidewalks, landscaping, as well as watermain, storm, and sanitary sewer works. The associated costs are outlined below.

208A Street and 76 Avenue	
Component	**Estimated Cost**
208A Street – 76 Avenue to 212 Street Connector (Roadworks)	$5,927,800
208A Street – 76 Avenue to 212 Street Connector (Water)	$684,800
208A Street – 76 Avenue to 212 Street Connector (Sewer)	$342,400
76 Avenue – 208 Street to 210 Street (Roadworks)	$5,885,000
Total	**$12,840,000**

The scope of the 212 Street Connector from 208 Street to 210 Street (excluding the intersection and traffic signal work at 210 Street) includes a 39-metre-wide urban arterial roadway with four travel lanes, a median, protected bike lane, street lighting, landscaping, a traffic signal at 208 Street, and watermain and storm sewer works. The associated costs are outlined below.

212 Street Connector (208 Street up to 210 Street)	
Component	**Estimated Cost**
Roadworks and Drainage	$5,136,000
Waterworks	$1,498,000
Previously funded- Land	$7,900,000
Total	**$14,534,000**

The cost estimates noted above for both projects are based on design work to date and may be subject to change as the design progresses and the projects are tendered.

Community Implications:

Completing infrastructure improvements identified in this report will have a net positive benefit for the Township and its residents. Supporting and promoting development in the SNP will ultimately result in more housing being built sooner, assisting with mitigating the current housing crisis. Additionally, development in the area will generate significant revenue through Development Cost Charges (DCCs) and Community Amenity Contributions (CACs).

Financial Implications:

The roadworks required to support the SNP are estimated to need an additional $27,374,000 in funding. Where works are fronting future development properties, staff plan to apply, where possible, latecomer charges to works not covered by the DCC program to recover costs. This typically applies to roadworks and base utility costs.
The funding sources are outlined in the following tables and are initially expected to be primarily funded through external debt, with recovery from DCCs, greenway amenity charges, and

Township contributions. The Township's contributions will cover the DCC assist factor and any costs where the estimate exceeds the maximum allowable recovery under the DCC program.

Where works are adjacent to future development properties, staff plan to apply latecomer charges, where possible, to recover costs for works not covered by the DCC program. This typically applies to roadworks and base utility costs.

Township of Langley Capital Project Description						
Project Title:	208A Street and 76 Avenue					
	CFWD 2023	2024	2025	2026	2027	2028
Requested Amount		$12,840,000				
Budget Remaining						
Total Projected Cost		$12,840,000				
Project Description *(Phased Project)	Construction of 208A Street from 76 Avenue to the 212 Street Connector and 76 Avenue from 208 Street to the 21100 Block.					
Project Justification and Consequences of Not Proceeding *(Phased Project)	The completion of Smith Neighbourhood Plan requires additional infrastructure to support development and capital projects currently underway in the area.					

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

Length of Project (years):	3	Initial Year of Approval:	2024

Township of Langley Capital Project Description						
Project Title:	**208A Street and 76 Avenue Roadworks, Water, and Sewer**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD	2024	2025	2026	2027	2028
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Reserve: Capital Projects Reserve		$106,358				
Reserve: Sewer Capital Works		$3,424				
Reserve: Water Capital Works		$6,848				
Water DCC		$677,952				
Sewer DCC		$338,976				
Debt		$11,706,442				
TransLink						
ICBC						
Other:_____						
Total Currently Funded		**$12,840,000**				
Total Currently Unfunded						

Estimated Annual Operating Impact	$ 34,455

Township of Langley Capital Project Description						
Project Title:	212 Street Connector – 208 Street to 210 Street					
	CFWD 2023	2024	2025	2026	2027	2028
Requested Amount		$14,534,000				
Budget Remaining						
Total Projected Cost		$14,534,000				

Project Description *(Phased Project)	Construction of 212 Street Connector from 208 Street to 210 Street.
Project Justification and Consequences of Not Proceeding *(Phased Project)	The completion of Smith Neighbourhood Plan requires additional infrastructure to support development and capital projects currently underway in the area.

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

Length of Project (years):	3	Initial Year of Approval:	2024

Township of Langley Capital Project Description						
Project Title:	**212 Street Connector – 208 Street to 210 Street**					
Proposed Funding Sources						
Proposed Funding Sources	CFWD	2024	2025	2026	2027	2028
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Reserve: Capital Projects Reserve		$6,431				
Reserve: Water Capital Works		$854,927				
Debt		$5,772,642				
TransLink						
ICBC						
Other: Previously funded land	$7,900,000					
Total Currently Funded	**$7,900,000**	**$6,634,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	$ 50,479

Respectfully submitted,

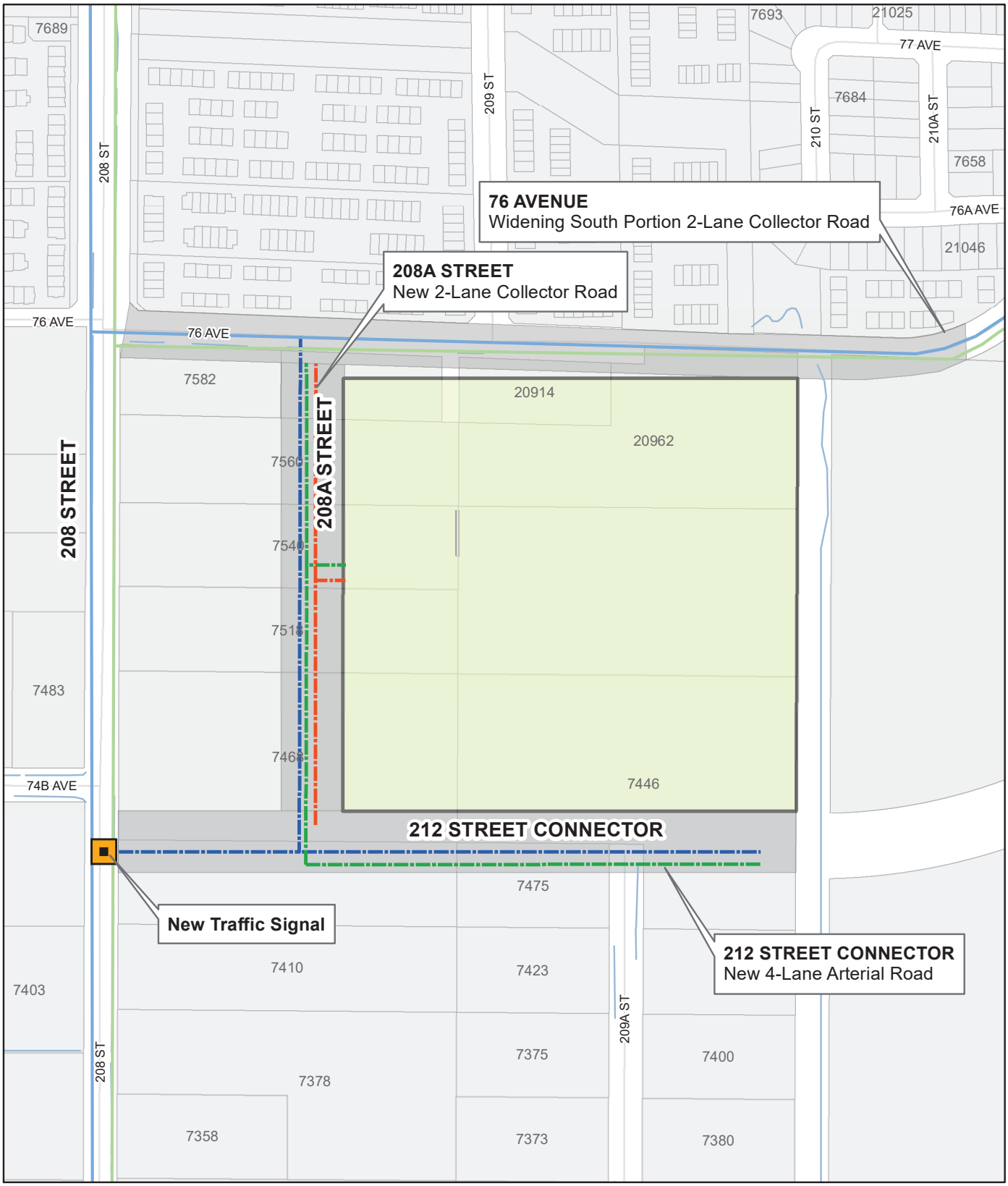
Richard Welfing
MANAGER, ENGINEERING SERVICES
for
ENGINEERING DIVISION

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

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

ATTACHMENT A Map of Proposed Road Works

ATTACHMENT A



Township of Langley BC

Est. 1873

Proposed 76 Avenue, 208A Street and 212 Street Connector

- Existing Water
- Existing Storm
- Proposed Sanitary
- Proposed Storm
- Proposed Water
- Park
- Roadway

N W E S

0 25 50 100 Meters

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 9, 2024 - REGULAR MEETING	**REPORT:**	24-181
FROM:	FINANCE DIVISION	**FILE:**	1760-20
SUBJECT:	212 STREET CIVIC INFRASTRUCTURE LOAN AUTHORIZATION BYLAW AND ALTERNATIVE APPROVAL PROCESS		

RECOMMENDATIONS:

That Council give first, second and third reading to 212 Street Civic Infrastructure Loan Authorization Bylaw No. 6054 for the purpose of borrowing funds in the amount of $5,830,952 for the Construction of 212 Street Civic Infrastructure within the 2025-2029 Capital Program.

That Council provide an Alternative Approval Process, in accordance with Section 86 of the *Community Charter*, for 212 Street Civic Infrastructure Loan Authorization Bylaw No. 6054 as outlined in items (a) to (e) below with respect to the Alternative Approval Process.

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

b) The deadline for the submission of elector responses forms shall be 4:30 PM on Thursday, January 9, 2025 (the “Deadline”).

c) The Township Clerk is authorized to prepare an Alternative Approval Process Notice which must be published as per Township of Langley Public Notice Bylaw No. 6003.

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

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

EXECUTIVE SUMMARY:

The Township’s direction of building out the 212 Street Civic Infrastructure will require external debt financing through the Municipal Finance Authority as outlined in the *Community Charter*. The *Community Charter* stipulates that borrowing for greater than five years must be obtained from the Municipal Finance Authority (MFA) and requires a loan authorization bylaw. Loan authorization bylaws generally may only be adopted with the approval of the electors with some exceptions.

The Community Charter, Municipal Liabilities Regulations, provides an exemption from elector approval if total annual debt servicing cost is less than 5% of the municipal annual revenue calculated in accordance with this regulation. At this time, the Township does not meet this requirement and is therefore required to seek elector approval through an alternative approval process for the loan authorization bylaw proposed in this report.

212 Street Civic Infrastructure Construction

The proposed loan authorization bylaw will provide partial funding for the 212 Street Civic Infrastructure construction with remainder funding from Capital Project Reserves, Water Capital Works.

The scope of the 212 Street Connector from 208 Street to 210 Street (excluding the intersection and traffic signal work at 210 Street) includes a 39-metre-wide urban arterial roadway with four travel lanes, a median, protected bike lane, street lighting, landscaping, a traffic signal at 208 Street, and watermain and storm sewer works. The associated costs are outlined below.

212 Street Connector (208 Street up to 210 Street)	
Component	**Estimated Cost**
Roadworks and Drainage	$5,136,000
Waterworks	$1,498,000
Previously funded- Land	$7,900,000
Total	**$14,534,000**

The additional $6,634,000 for the land and construction of the 212 Street Connector from 208 Street to 210 Street for the Smith Neighbourhood Plan, funded by $1,927,802 from external debt (funded by Roads DCC), $3,844,840 from external debt (funded by General Revenue-Greenway Amenity), $6,431 from Capital Projects Reserve and $854,927 from Water Capital Works.

Debt Financing - Alternative Approval Process

Under Section 86 of the *Community Charter*, Council is required to seek approval of the electors prior to incurring debt for this civic infrastructure capital project.

The need to borrow funds for capital may arise as a result of many factors including rising capital costs in recent years, which has depleted funding sources such as surpluses and reserves. In addition, budgets are strained as the Township continues to provide ongoing funding for civic infrastructure, asset maintenance and protective services in a rapidly growing community.

Projected MFA Debt Servicing Costs

If approved, the Township will borrow a total of $5,830,952 repayable over 20 years for this capital project. At current rates of 4.51%, the annual loan payments of principal and interest would be as follows:

Service Fund	Debt Amount	Source of Debt Servicing	Annual Principal & Interest Payment
212 Street Civic Infrastructure (DCC)	$ 1,927,802	Development Cost Charges Revenue	$ 155,276
212 Street Civic Infrastructure (Greenway Amenity)	$ 3,844,840	General Revenue	$ 309,686
1% Borrowing Costs	$ 58,310		
Total Loan Amount	$ 5,830,952		

PURPOSE:

The purpose of this report is to obtain Council's consideration of three readings of the 212 Street Civic Infrastructure Loan Authorization Bylaw No. 6054 ($5,830,952), and provision of an Alternative Approval Process, prior to it being forwarded to the Inspector of Municipalities.

DISCUSSION/ANALYSIS:

The Township's direction of building a 212 Street Civic Infrastructure will requires external debt financing through the Municipal Finance Authority as outlined in the *Community Charter*. The *Community Charter* stipulates that borrowing for greater than five years must be obtained from the Municipal Finance Authority (MFA) and requires a loan authorization bylaw. Loan authorization bylaws generally may only be adopted with the approval of the electors with some exceptions.

212 Street Civic Infrastructure Construction

The proposed loan authorization bylaw will provide partial funding for the 212 Street Civic Infrastructure construction with remainder funding from Capital Project Reserves, Water Capital Works.

The roadworks for 212 Street and 76 Avenue includes a 20-metre-wide urban collector roadway with two travel lanes, on-street parking on both sides, street lighting, sidewalks, landscaping, as well as watermain, storm, and sanitary sewer works. The associated costs are outlined below.

212 Street Connector (208 Street up to 210 Street)	
Component	**Estimated Cost**
Roadworks and Drainage	$5,136,000
Waterworks	$1,498,000
Previously funded- Land	$7,900,000
Total	**$14,534,000**

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Debt Financing - Alternative Approval Process

Under Section 86 of the *Community Charter*, Council is required to seek approval of the electors prior to incurring debt for this civic infrastructure capital project.

The need to borrow funds for capital may arise as a result of many factors including rising capital costs in recent years, which has depleted funding sources such as surpluses and reserves. In addition, budgets are strained as the Township continues to provide ongoing funding for civic infrastructure, asset maintenance and protective services in a rapidly growing community.

Applicable Policies:

Current Financial Policies support the utilization of external debt for funding significant capital projects, which benefit the community for a period greater than the loan repayment period. The advantage of debt financing is that significant projects are not unreasonably delayed and future taxpayers, who will benefit from the capital projects, contribute toward their funding.

Legislation:

The *Community Charter* stipulates that borrowings for greater than five years must be obtained from the Municipal Finance Authority (MFA) and require a loan authorization bylaw. Loan authorization bylaws generally may only be adopted with the approval of the electors with some exceptions. The Community Charter Regulation, Municipal Liabilities Regulations, provides an exemption from elector approval if total annual debt servicing cost is less than 5% of the municipal annual revenue calculated in accordance with this regulation. At this time, the Township does not meet this requirement and is therefore required to seek elector approval through an alternative approval process for the loan authorization bylaw proposed in this report.

The borrowing process as stipulated in the *Community Charter* and the Local Government Act for this bylaw is as follows:

- Complete three readings of the Loan Authorization Bylaw.
- Submit Bylaws and Liability Servicing Limit Certificate to the applicable Ministry for review and approval.
- Seek elector approval through the Alternative Approval Process. Electorate will have 30 days after the public notice to submit original forms to the Corporate Officer.
- Adopt the Loan Authorization Bylaw if less than 10% opposition from the electorate is registered. The number of registered electors on October 15, 2022 was 96,390 making the 10% threshold of electors 9,639 electors.
- The Municipality applies for the final Certificate of Approval for the Loan Authorization Bylaw at least one month (30 day quashing period) after the bylaws are adopted by Council.

Financial Implications

The Township's 2025-2029 Capital Program will include an envelope for 212 Street Civic Infrastructure construction which requires external debt. Debt servicing costs for principal and interest will be included in the 2025-2029 Five-Year Financial Plan.
If approved, the Township will borrow a total of $5,830,952 repayable over 20 years for this capital project. At current rates of 4.51%, the annual loan payments of principal and interest would be as follows:

Service Fund	Debt Amount	Source of Debt Servicing	Annual Principal & Interest Payment
212 Street Civic Infrastructure (DCC)	$ 1,927,802	Development Cost Charges Revenue	$ 155,276
212 Street Civic Infrastructure (Greenway Amenity)	$ 3,844,840	General Revenue	$ 309,686
1% Borrowing Costs	$ 58,310		
Total Loan Amount	$ 5,830,952		

Debt Financing - Alternative Approval Process

Under Section 86 of the *Community Charter*, Council is required to seek the approval of the electors prior to incurring debt for the civic infrastructure capital project. The approval process is outlined below:

- Authorize staff to proceed with the Alternative Approval Process.
- Establish the deadline for receiving elector responses. The deadline for receiving elector responses is Thursday, January 9, 2025.
- Authorize the Township Clerk to prepare and publish the Alternative Approval Process Notice. The last day of the public notice will be at least 30 days prior to the deadline of January 9, 2025.
- Establish the form and content of the elector response forms. The response form, Attachment "A", is designed to allow only a single elector response on each form and will be available to the public by mail upon request or from the Township's website from the time of the first publication, until the deadline of January 9, 2025.
- Council must, by resolution, determine the total number of electors used to calculate the 10% minimum threshold. The number of registered electors on October 15, 2022 was 96,390 making the 10% threshold of electors 9,639 electors.
- If 10% of all eligible electors (in the case of at least 9,639 electors) sign the elector response form and submit it, by mail or in person drop off, to the Township's Clerk's office by 4:30 PM on Thursday, January 9, 2025, Council should not proceed with the final reading of the Loan Authorization Bylaw.

Respectfully submitted,

Samuel Nam
DEPUTY DIRECTOR OF FINANCE
for
FINANCE DIVISION

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

CONCURRENCES	
Division / Department	**Name**
LEGISLATIVE SERVICES	Wendy Bauer

ATTACHMENT A - Elector Response Forms

ATTACHMENT A

Township of Langley
Est. 1873

Elector Response Form
212 Street Civic Infrastructure Loan Authorization Bylaw 6054

The Township of Langley is seeking elector approval for the borrowing of funds, $5,830,952, to undertake 212 Street Civic Infrastructure Capital Works. Elector approval is requested using the alternative approval process as described in Section 86 of the *Community Charter*.

The question being put forward to the electors of the Township of Langley is whether they are opposed to the borrowing of funds to undertake 212 Street Civic Infrastructure Capital Works.

The number of electors within the Township of Langley on October 15, 2022, was 96,390. If valid Electoral Response Forms are received from 9,639 electors, Council cannot proceed with the borrowing without receiving the assent of the voters by referendum.

If you are opposed to the borrowing of funds to undertake 212 Street Civic Infrastructure Capital Works and are a qualified elector in the Township of Langley, you can sign an Elector Response form.

If you are not opposed to the borrowing of funds to undertake 212 Street Civic Infrastructure Capital Works, no action is required.

All Elector Response forms must be received, by mail or in person by the Township Clerk at the Township of Langley Civic Facility, 20338 – 65 Avenue, Langley on or before 4:30pm (PST) on January 9, 2025. All forms must have an original signature and cannot be copied or scanned versions of the signature.

Further information can be obtained from the Township Clerk at:

Wendy Bauer, Township Clerk
604-533-6101
wbauer@tol.ca

Township of Langley
Est. 1873

Alternative Approval Process
212 Street Civic Infrastructure Loan Authorization Bylaw 6054

Elector Response Form

I hereby declare the following:

1. That I am a Canadian citizen.
2. That I am an individual who is age 18 or older.
3. I have been a resident of British Columbia for at least the past 6 months.
4. I have been a Township of Langley resident or owner of property within the Township of Langley for at least the last 30 days.
5. I am not disqualified by the *Local Government Act* or any other enactment from voting in an election or otherwise disqualified by law.

I understand that by signing this form I am declaring the above facts and I am petitioning against the Corporation of Township of Langley borrowing of funds to undertake 212 Street Civic Infrastructure Capital Works.

NAME OF ELECTOR: _____
(Please Print Full Name)

RESIDENTAL ADDRESS: _____
(or address of property for which you are eligible to be a non-resident Property elector)

SIGNATURE OF ELECTOR: _____

NOTE: This **originally-signed form** must be received, by mail or in person drop off, by the Township Clerk at the Township of Langley, Township of Langley Civic Facility, 20338 – 65 Avenue, Langley, BC, V2Y 3J1 **no later than 4:30pm on January 9, 2025.**

Accurate copies of this elector response form may be made and used for signing. A person must not sign an elector response form more than once and may not withdraw their name from the alternative approval process petition after the January 9, 2025 deadline.

Any personal information collected on this form will be managed in accordance with the *Freedom of Information and Protection of Privacy Act.* Direct enquiries, questions, or concerns regarding the collection, use, disclosure, or safeguarding of personal information associated with this form to:
Supervisor, Information, Privacy and Records Management.
20338 – 65 Avenue, Langley, BC V2Y 3J1 604-532-7396

PUBLIC NOTICE

Notice of Elector
Alternative Approval Process

The Township of Langley is seeking elector approval for the borrowing of funds to undertake 212 Street Civic Infrastructure Capital Works.

For the above bylaws, the borrowing may occur unless at least 10% of the electors of the Township of Langley sign an Elector Response form confirming their opposition. Council has determined that 10% of eligible electors within the Township of Langley is 9,639 electors.

Copies of 212 Street Civic Infrastructure Loan Authorization, No 6054 and related documents are available on the Township website at www.tol.ca/aap and by mail from the Legislative Services Department by calling 604-533-6100 Monday to Friday (except for statutory holidays) from 8:00am to 4:30pm or emailing info@tol.ca.

Who can sign an Elector Response form?

Only eligible electors may sign an Elector Response form. Eligible electors must meet the following qualifications:

- a Canadian citizen.
- an individual over the age of 18.
- a resident of British Columbia for at least the past 6 months.
- a Township of Langley resident or property owner for at least the past 30 days.
- not disqualified from voting by the Local Government Act or any other enactment.

Corporations are not entitled to submit Elector Response forms.

For non-resident electors, individuals owning land within the Township of Langley but not residing in the Township, only one non-resident owner may submit the Elector Response form for the property.

What to do if you are not opposed:

If you agree with the borrowing of funds to undertake the 212 Street Civic Infrastructure Capital Works, no action on your part is necessary.

What to do if you are opposed:

If you are opposed to the borrowing, Elector Response forms are available upon request by mail by calling 604-533-6100 at the Township of Langley Civic Facility at 20338 – 65 Avenue, Monday to Friday (except for statutory holidays) from 8:00am to 4:30pm or at www.tol.ca/aap.

The form must be received, by mail or in person drop off, at the Township Civic Facility at 20338 – 65 Avenue, Langley by the Township Clerk on or before **4:30pm on Thursday, January 9, 2025**.

The form must have an original signature. Faxed, imaged, or emailed signed forms cannot be counted.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

212 STREET CIVIC INFRASTRUCTURE LOAN AUTHORIZATION

BYLAW NO. 6054

EXPLANATORY NOTE

Bylaw No. 6054 authorizes the Township of Langley to borrow $5,830,952 towards the estimated cost of the 212 Street Civic Infrastructure.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

212 STREET CIVIC INFRASTRUCTURE LOAN AUTHORIZATION

BYLAW NO. 6054

WHEREAS it is deemed desirable and expedient to prepare the 212 Street Civic Infrastructure 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 from borrowing needed for the 212 Street Civic Infrastructure including incidental thereto is equal to the sum of $5,830,952 (Five million eight hundred Thirty thousand nine hundred and fifty-two 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 “212 Street Civic Infrastructure Loan Authorization Bylaw No. 6054”.

2. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the capital works of 212 Street Civic Infrastructure 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 $5,830,952 (Five million eight hundred Thirty thousand nine hundred and fifty-two 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 the 212 Street Civic Infrastructure.

3. The maximum term for which debentures may be issued to secure the debt created by this bylaw is 20 years.

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 INSPECTOR of MUNICIPALITIES this	day of	, 2024
ADOPTED the	day of	, 2024

_____ Mayor _____ Township Clerk

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 9, 2024 - REGULAR MEETING	**REPORT:**	24-180
FROM:	FINANCE DIVISION	**FILE:**	1760-20
SUBJECT:	208A CIVIC INFRASTRUCTURE LOAN AUTHORIZATION BYLAW AND ALTERNATIVE APPROVAL PROCESS		

RECOMMENDATIONS:

That Council give first, second and third reading to 208A Civic Infrastructure Loan Authorization Bylaw No. 6053 for the purpose of borrowing funds in the amount of $11,824,689 for the Construction of 208A Civic Infrastructure within the 2025-2029 Capital Program.

That Council provide an Alternative Approval Process, in accordance with Section 86 of the *Community Charter*, for 208A Civic Infrastructure Loan Authorization Bylaw No. 6053 as outlined in items (a) to (e) below with respect to the Alternative Approval Process.

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

b) The deadline for the submission of elector responses forms shall be 4:30 PM on Thursday, January 9, 2025 (the “Deadline”).

c) The Township Clerk is authorized to prepare an Alternative Approval Process Notice which must be published as per Township of Langley Public Notice Bylaw No. 6003.

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

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

EXECUTIVE SUMMARY:

The Township’s direction of building out the 208A Civic Infrastructure will require external debt financing through the Municipal Finance Authority as outlined in the *Community Charter*. The *Community Charter* stipulates that borrowing for greater than five years must be obtained from the Municipal Finance Authority (MFA) and requires a loan authorization bylaw. Loan authorization bylaws generally may only be adopted with the approval of the electors with some exceptions.

The Community Charter, Municipal Liabilities Regulations, provides an exemption from elector approval if total annual debt servicing cost is less than 5% of the municipal annual revenue calculated in accordance with this regulation. At this time, the Township does not meet this

requirement and is therefore required to seek elector approval through an alternative approval process for the loan authorization bylaw proposed in this report.

208A Civic Infrastructure Construction

The proposed loan authorization bylaw will provide partial funding for the 208A Civic Infrastructure construction with remainder funding from Capital Project Reserves, Sewer Capital Works, Water Capital Works, Water Development Cost Charges and Sewer Development Cost Charges.

The roadworks for 208A Street and 76 Avenue includes a 20-metre-wide urban collector roadway with two travel lanes, on-street parking on both sides, street lighting, sidewalks, landscaping, as well as watermain, storm, and sanitary sewer works. The associated costs are outlined below.

208A Street and 76 Avenue	
Component	**Estimated Cost**
208A Street – 76 Avenue to 212 Street Connector (Roadworks)	$5,927,800
208A Street – 76 Avenue to 212 Street Connector (Water)	$684,800
208A Street – 76 Avenue to 212 Street Connector (Sewer)	$342,400
76 Avenue – 208 Street to 210 Street (Roadworks)	$5,885,000
Total	**$12,840,000**

The total cost of $12,840,000 for the construction of 208A Street and 76 Avenue for the Smith Neighbourhood Plan is to be funded by $10,529,442 from external debt (funded by Roads DCC), $1,177,000 from external Debt (funded by General Revenue), $106,358 from Capital Projects Reserve, $677,952 from Water DCC, $338,976 from Sewer DCC, $6,848 from Water Capital Works, and $3,424 from Sewer Capital Works.

Debt Financing - Alternative Approval Process

Under Section 86 of the *Community Charter*, Council is required to seek approval of the electors prior to incurring debt for this civic infrastructure capital project.

The need to borrow funds for capital may arise as a result of many factors including rising capital costs in recent years, which has depleted funding sources such as surpluses and reserves. In addition, budgets are strained as the Township continues to provide ongoing funding for civic infrastructure, asset maintenance and protective services in a rapidly growing community.

Projected MFA Debt Servicing Costs

If approved, the Township will borrow a total of $11,824,689 repayable over 20 years for this capital project. At current rates of 4.51%, the annual loan payments of principal and interest would be as follows:

Service Fund	**Debt Amount**	**Source of Debt Servicing**	**Annual Principal & Interest Payment**
208A Civic Infrastructure Works (DCC)	$ 10,529,442	Development Cost Charges Revenue	$ 848,103
208A Civic Infrastructure Works (Non-DCC)	$ 1,177,000	General Revenue	$ 94,802
1% Borrowing Costs	$ 118,247		
Total Loan Amount	$ 11,824,689		

PURPOSE:

The purpose of this report is to obtain Council's consideration of three readings of the 208A Civic Infrastructure Loan Authorization Bylaw No. 6053 ($11,824,689), and provision of an Alternative Approval Process, prior to it being forwarded to the Inspector of Municipalities.

DISCUSSION/ANALYSIS:

The Township's direction of building a 208A Civic Infrastructure will requires external debt financing through the Municipal Finance Authority as outlined in the *Community Charter*. The *Community Charter* stipulates that borrowing for greater than five years must be obtained from the Municipal Finance Authority (MFA) and requires a loan authorization bylaw. Loan authorization bylaws generally may only be adopted with the approval of the electors with some exceptions.

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Applicable Policies:

Current Financial Policies support the utilization of external debt for funding significant capital projects, which benefit the community for a period greater than the loan repayment period. The advantage of debt financing is that significant projects are not unreasonably delayed and future taxpayers, who will benefit from the capital projects, contribute toward their funding.

Legislation:

The *Community Charter* stipulates that borrowings for greater than five years must be obtained from the Municipal Finance Authority (MFA) and require a loan authorization bylaw. Loan authorization bylaws generally may only be adopted with the approval of the electors with some exceptions. The Community Charter Regulation, Municipal Liabilities Regulations, provides an exemption from elector approval if total annual debt servicing cost is less than 5% of the municipal annual revenue calculated in accordance with this regulation. At this time, the Township does not meet this requirement and is therefore required to seek elector approval through an alternative approval process for the loan authorization bylaw proposed in this report.

The borrowing process as stipulated in the *Community Charter* and the Local Government Act for this bylaw is as follows:

- Complete three readings of the Loan Authorization Bylaw.
- Submit Bylaws and Liability Servicing Limit Certificate to the applicable Ministry for review and approval.
- Seek elector approval through the Alternative Approval Process. Electorate will have 30 days after the public notice to submit original forms to the Corporate Officer.
- Adopt the Loan Authorization Bylaw if less than 10% opposition from the electorate is registered. The number of registered electors on October 15, 2022 was 96,390 making the 10% threshold of electors 9,639 electors.
- The Municipality applies for the final Certificate of Approval for the Loan Authorization Bylaw at least one month (30 day quashing period) after the bylaws are adopted by Council.

Financial Implications

The Township's 2025-2029 Capital Program will include an envelope for 208A Civic Infrastructure construction which requires external debt. Debt servicing costs for principal and interest will be included in the 2025-2029 Five-Year Financial Plan.
If approved, the Township will borrow a total of $11,824,689 repayable over 20 years for this capital project. At current rates of 4.51%, the annual loan payments of principal and interest would be as follows:

Service Fund	**Debt Amount**	**Source of Debt Servicing**	**Annual Principal & Interest Payment**
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208A Civic Infrastructure Works (Non-DCC)	$ 1,177,000	General Revenue	$ 94,802
1% Borrowing Costs	$ 118,247		
Total Loan Amount	$ 11,824,689		

Debt Financing - Alternative Approval Process

Under Section 86 of the *Community Charter*, Council is required to seek the approval of the electors prior to incurring debt for the 208A Civic Infrastructure capital project. The approval process is outlined below:

- Authorize staff to proceed with the Alternative Approval Process.
- Establish the deadline for receiving elector responses. The deadline for receiving elector responses is Thursday, January 9, 2025.
- Authorize the Township Clerk to prepare and publish the Alternative Approval Process Notice. The last day of the public notice will be at least 30 days prior to the deadline of January 9, 2025.

- Establish the form and content of the elector response forms. The response form, Attachment "A", is designed to allow only a single elector response on each form and will be available to the public by mail upon request or from the Township's website from the time of the first publication, until the deadline of January 9, 2025.
- Council must, by resolution, determine the total number of electors used to calculate the 10% minimum threshold. The number of registered electors on October 15, 2022 was 96,390 making the 10% threshold of electors 9,639 electors.
- If 10% of all eligible electors (in the case of at least 9,639 electors) sign the elector response form and submit it, by mail or in person drop off, to the Township's Clerk's office by 4:30 PM on Thursday, January 9, 2025, Council should not proceed with the final reading of the Loan Authorization Bylaw.

Respectfully submitted,

Samuel Nam
DEPUTY DIRECTOR OF FINANCE
for
FINANCE DIVISION

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

CONCURRENCES	
Division / Department	**Name**
LEGISLATIVE SERVICES	Wendy Bauer

ATTACHMENT A - Elector Response Forms

ATTACHMENT A

Township of Langley
Est. 1873

Elector Response Form
208A Civic Infrastructure Loan Authorization Bylaw 6053

The Township of Langley is seeking elector approval for the borrowing of funds, $11,824,689, to undertake 208A Civic Infrastructure Capital Works. Elector approval is requested using the alternative approval process as described in Section 86 of the *Community Charter*.

The question being put forward to the electors of the Township of Langley is whether they are opposed to the borrowing of funds to undertake 208A Civic Infrastructure Capital Works.

The number of electors within the Township of Langley on October 15, 2022, was 96,390. If valid Electoral Response Forms are received from 9,639 electors, Council cannot proceed with the borrowing without receiving the assent of the voters by referendum.

If you are opposed to the borrowing of funds to undertake 208A Civic Infrastructure Capital Works and are a qualified elector in the Township of Langley, you can sign an Elector Response form.

If you are not opposed to the borrowing of funds to undertake 208A Civic Infrastructure Capital Works, no action is required.

All Elector Response forms must be received, by mail or in person by the Township Clerk at the Township of Langley Civic Facility, 20338 – 65 Avenue, Langley on or before 4:30pm (PST) on January 9, 2025. All forms must have an original signature and cannot be copied or scanned versions of the signature.

Further information can be obtained from the Township Clerk at:

Wendy Bauer, Township Clerk
604-533-6101
wbauer@tol.ca

Township of Langley
Est. 1873

Alternative Approval Process
208A Civic Infrastructure Loan Authorization Bylaw 6053

Elector Response Form

I hereby declare the following:

1. That I am a Canadian citizen.
2. That I am an individual who is age 18 or older.
3. I have been a resident of British Columbia for at least the past 6 months.
4. I have been a Township of Langley resident or owner of property within the Township of Langley for at least the last 30 days
5. I am not disqualified by the *Local Government Act* or any other enactment from voting in an election or otherwise disqualified by law.

I understand that by signing this form I am declaring the above facts and I am petitioning against the Corporation of Township of Langley borrowing of funds to undertake 208A Civic Infrastructure Capital Works.

NAME OF ELECTOR: _____
(Please Print Full Name)

RESIDENTAL ADDRESS: _____
(or address of property for which you are eligible to be a non-resident Property elector)

SIGNATURE OF ELECTOR: _____

NOTE: This **originally-signed form** must be received, by mail or in person drop off, by the Township Clerk at the Township of Langley, Township of Langley Civic Facility, 20338 – 65 Avenue, Langley, BC, V2Y 3J1 **no later than 4:30pm on January 9, 2025.**

Accurate copies of this elector response form may be made and used for signing. A person must not sign an elector response form more than once and may not withdraw their name from the alternative approval process petition after the January 9, 2025 deadline.

Any personal information collected on this form will be managed in accordance with the *Freedom of Information and Protection of Privacy Act.* Direct enquiries, questions, or concerns regarding the collection, use, disclosure, or safeguarding of personal information associated with this form to:
Supervisor, Information, Privacy and Records Management.
20338 – 65 Avenue, Langley, BC V2Y 3J1 604-532-7396

PUBLIC NOTICE

Notice of Elector
Alternative Approval Process

The Township of Langley is seeking elector approval for the borrowing of funds to undertake 208A Civic Infrastructure Capital Works.

For the above bylaws, the borrowing may occur unless at least 10% of the electors of the Township of Langley sign an Elector Response form confirming their opposition. Council has determined that 10% of eligible electors within the Township of Langley is 9,639 electors.

Copies of 208A Civic Infrastructure Loan Authorization, No 6053 and related documents are available on the Township website at www.tol.ca/aap and by mail from the Legislative Services Department by calling 604-533-6100 Monday to Friday (except for statutory holidays) from 8:00am to 4:30pm or emailing info@tol.ca.

Who can sign an Elector Response form?

Only eligible electors may sign an Elector Response form. Eligible electors must meet the following qualifications:

- a Canadian citizen.
- an individual over the age of 18.
- a resident of British Columbia for at least the past 6 months.
- a Township of Langley resident or property owner for at least the past 30 days.
- not disqualified from voting by the Local Government Act or any other enactment.

Corporations are not entitled to submit Elector Response forms.

For non-resident electors, individuals owning land within the Township of Langley but not residing in the Township, only one non-resident owner may submit the Elector Response form for the property.

What to do if you are not opposed:

If you agree with the borrowing of funds to undertake the 208A Civic Infrastructure Capital Works, no action on your part is necessary.

What to do if you are opposed:

If you are opposed to the borrowing, Elector Response forms are available upon request by mail by calling 604-533-6100 at the Township of Langley Civic Facility at 20338 – 65 Avenue, Monday to Friday (except for statutory holidays) from 8:00am to 4:30pm or at www.tol.ca/aap.

The form must be received, by mail or in person drop off, at the Township Civic Facility at 20338 – 65 Avenue, Langley by the Township Clerk on or before **4:30pm on Thursday, January 9, 2025**.

The form must have an original signature. Faxed, imaged, or emailed signed forms cannot be counted.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

208A CIVIC INFRASTRUCTURE LOAN AUTHORIZATION

BYLAW NO. 6053

EXPLANATORY NOTE

Bylaw No. 6053 authorizes the Township of Langley to borrow $11,824,689 towards the estimated cost of the 208A Civic Infrastructure.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

208A CIVIC INFRASTRUCTURE LOAN AUTHORIZATION

BYLAW NO. 6053

WHEREAS it is deemed desirable and expedient to prepare the 208A Civic Infrastructure 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 from borrowing needed for the 208A Civic Infrastructure including incidental thereto is equal to the sum of $11,824,689 (Eleven million eight hundred twenty-four thousand six hundred and eighty-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 “208A Civic Infrastructure Loan Authorization Bylaw No. 6053”.

2. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the capital works of 208A Civic Infrastructure 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 $11,824,689 (Eleven million eight hundred twenty-four thousand six hundred and eighty-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 the 208A Civic Infrastructure.

3. The maximum term for which debentures may be issued to secure the debt created by this bylaw is 20 years.

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 INSPECTOR of MUNICIPALITIES this	day of	, 2024
ADOPTED the	day of	, 2024

_____ Mayor _____ Township Clerk

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 9, 2024 - REGULAR MEETING	**REPORT:**	24-179
FROM:	FINANCE DIVISION	**FILE:**	1760-20
SUBJECT:	SMITH NEIGHBOURHOOD STORM WORKS LOAN AUTHORIZATION BYLAW AND ALTERNATIVE APPROVAL PROCESS		

RECOMMENDATIONS:

That Council give first, second and third reading to Smith Neighbourhood Storm Works Loan Authorization Bylaw No. 6052 for the purpose of borrowing funds in the amount of $19,758,600 for the Construction of Smith Neighbourhood Storm Works within the 2025-2029 Capital Program.

That Council provide an Alternative Approval Process, in accordance with Section 86 of the *Community Charter*, for Smith Neighbourhood Storm Works Loan Authorization Bylaw No. 6052 as outlined in items (a) to (e) below with respect to the Alternative Approval Process.

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

b) The deadline for the submission of elector responses forms shall be 4:30 PM on Thursday, January 9, 2025 (the “Deadline”).

c) The Township Clerk is authorized to prepare an Alternative Approval Process Notice which must be published as per Township of Langley Public Notice Bylaw No. 6003.

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

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

EXECUTIVE SUMMARY:

The Township’s direction of building out the Smith Neighbourhood Storm Works will require external debt financing through the Municipal Finance Authority as outlined in the *Community Charter*. The *Community Charter* stipulates that borrowing for greater than five years must be obtained from the Municipal Finance Authority (MFA) and requires a loan authorization bylaw. Loan authorization bylaws generally may only be adopted with the approval of the electors with some exceptions.

The Community Charter, Municipal Liabilities Regulations, provides an exemption from elector approval if total annual debt servicing cost is less than 5% of the municipal annual revenue calculated in accordance with this regulation. At this time, the Township does not meet this

requirement and is therefore required to seek elector approval through an alternative approval process for the loan authorization bylaw proposed in this report.

Smith Neighbourhood Storm Works Construction

The proposed loan authorization bylaw will provide funding for the Smith Neighbourhood Storm Works construction.

Infrastructure improvements identified in the Smith Neighbourhood Plan (SNP) to support and promote development in the general area of 72 Avenue to 76 Avenue and 208 Street to 210 Street. The identified improvements also support capital projects in the area such as the Smith Athletic Park (SAP) which is currently underway. One component and requirement to complete the SNP to its ultimate condition requires the downstream storm system to be completed.

A technical drainage review was completed in the Smith Neighborhood, resulting in the placement of Tank 7A at the SAP and a requirement for a storm sewer to convey drainage southwards towards Pond 7B at 72 Avenue and 210 Street. As part of the comprehensive storm water management plan for this catchment, upgrades to the storm sewer system along 72 Avenue/Crush Crescent have been identified.

Debt Financing - Alternative Approval Process

Under Section 86 of the *Community Charter*, Council is required to seek approval of the electors prior to incurring debt for this Storm Works capital project.

The need to borrow funds for capital may arise as a result of many factors including rising capital costs in recent years, which has depleted funding sources such as surpluses and reserves. In addition, budgets are strained as the Township continues to provide ongoing funding for Storm Works, asset maintenance and protective services in a rapidly growing community.

Projected MFA Debt Servicing Costs

If approved, the Township will borrow a total of $19,758,600 repayable over 20 years for this capital project. At current rates of 4.51%, the annual loan payments of principal and interest would be as follows:

Service Fund	**Debt Amount**	**Source of Debt Servicing**	**Annual Principal & Interest Payment**
Smith Neighbourhood Storm Works Works (DCC)	$ 19,561,014	Development Cost Charges Revenue	$ 1,575,559
1% Borrowing Costs	$ 197,586		
Total Loan Amount	$ 19,758,600		

PURPOSE:

The purpose of this report is to obtain Council's consideration of three readings of the Smith Neighbourhood Storm Works Loan Authorization Bylaw No. 6052 ($19,758,600), and provision of an Alternative Approval Process, prior to it being forwarded to the Inspector of Municipalities.

DISCUSSION/ANALYSIS:

The Township's direction of building a Smith Neighbourhood Storm Works will require external debt financing through the Municipal Finance Authority as outlined in the *Community Charter*. The *Community Charter* stipulates that borrowing for greater than five years, must be obtained from the Municipal Finance Authority (MFA) and requires a loan authorization bylaw. Loan authorization bylaws generally may only be adopted with the approval of the electors with some exceptions.

Smith Neighbourhood Storm Works Construction

The proposed loan authorization bylaw will provide funding for the Smith Neighbourhood Storm Works construction.

Infrastructure improvements identified in the Smith Neighbourhood Plan (SNP) to support and promote development in the general area of 72 Avenue to 76 Avenue and 208 Street to 210 Street. The identified improvements also support capital projects in the area such as the Smith Athletic Park (SAP) which is currently underway. One component and requirement to complete the SNP to its ultimate condition requires the downstream storm system to be completed.

A technical drainage review was completed in the Smith Neighborhood, resulting in the placement of Tank 7A at the SAP and a requirement for a storm sewer to convey drainage southwards towards Pond 7B at 72 Avenue and 210 Street. As part of the comprehensive storm water management plan for this catchment, upgrades to the storm sewer system along 72 Avenue/Crush Crescent have been identified.

Debt Financing - Alternative Approval Process

Under Section 86 of the *Community Charter*, Council is required to seek approval of the electors prior to incurring debt for this capital project.

The need to borrow funds for capital may arise as a result of many factors including rising capital costs in recent years, which has depleted funding sources such as surpluses and reserves. In addition, budgets are strained as the Township continues to provide ongoing funding for Storm Works, asset maintenance and protective services in a rapidly growing community.

Applicable Policies:

Current Financial Policies support the utilization of external debt for funding significant capital projects, which benefit the community for a period greater than the loan repayment period. The advantage of debt financing is that significant projects are not unreasonably delayed and future taxpayers, who will benefit from the capital projects, contribute toward their funding.

Legislation:

The *Community Charter* stipulates that borrowings for greater than five years must be obtained from the Municipal Finance Authority (MFA) and require a loan authorization bylaw. Loan authorization bylaws generally may only be adopted with the approval of the electors with some exceptions. The Community Charter Regulation, Municipal Liabilities Regulations, provides an exemption from elector approval if total annual debt servicing cost is less than 5% of the municipal annual revenue calculated in accordance with this regulation. At this time, the

Township does not meet this requirement and is therefore required to seek elector approval through an alternative approval process for the loan authorization bylaw proposed in this report.

The borrowing process as stipulated in the *Community Charter* and the Local Government Act for this bylaw is as follows:

- Complete three readings of the Loan Authorization Bylaw.
- Submit Bylaws and Liability Servicing Limit Certificate to the applicable Ministry for review and approval.
- Seek elector approval through the Alternative Approval Process. Electorate will have 30 days after the public notice to submit original forms to the Corporate Officer.
- Adopt the Loan Authorization Bylaw if less than 10% opposition from the electorate is registered. The number of registered electors on October 15, 2022 was 96,390 making the 10% threshold of electors 9,639 electors.
- The Municipality applies for the final Certificate of Approval for the Loan Authorization Bylaw at least one month (30 day quashing period) after the bylaws are adopted by Council.

Financial Implications

The Township's 2025-2029 Capital Program will include an envelope for Smith Neighbourhood Storm Works construction which requires external debt. Debt servicing costs for principal and interest will be included in the 2025-2029 Five-Year Financial Plan.

If approved, the Township will borrow a total of $19,758,600 repayable over 20 years for this capital project. At current rates of 4.51%, the annual loan payments of principal and interest would be as follows:

Service Fund	**Debt Amount**	**Source of Debt Servicing**	**Annual Principal & Interest Payment**
Smith Neighbourhood Storm Works Works (DCC)	$ 19,561,014	Development Cost Charges Revenue	$ 1,575,559
1% Borrowing Costs	$ 197,586		
Total Loan Amount	$ 19,758,600		

Debt Financing - Alternative Approval Process

Under Section 86 of the *Community Charter*, Council is required to seek the approval of the electors prior to incurring debt for the Storm Works capital project. The approval process is outlined below:

- Authorize staff to proceed with the Alternative Approval Process.
- Establish the deadline for receiving elector responses. The deadline for receiving elector responses is Thursday, January 9, 2025.
- Authorize the Township Clerk to prepare and publish the Alternative Approval Process Notice. The last day of the public notice will be at least 30 days prior to the deadline of January 9, 2025.
- Establish the form and content of the elector response forms. The response form, Attachment "A", is designed to allow only a single elector response on each form and will be available to the public by mail upon request or from the Township's website from the time of the first publication, until the deadline of January 9, 2025.
- Council must, by resolution, determine the total number of electors used to calculate the 10% minimum threshold. The number of registered electors on October 15, 2022 was 96,390 making the 10% threshold of electors 9,639 electors.
- If 10% of all eligible electors (in the case of at least 9,639 electors) sign the elector response form and submit it, by mail or in person drop off, to the Township's Clerk's office by 4:30 PM on Thursday, January 9, 2025, Council should not proceed with the final reading of the Loan Authorization Bylaw.

Respectfully submitted,

Samuel Nam
DEPUTY DIRECTOR OF FINANCE
for
FINANCE DIVISION

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

CONCURRENCES	
Division / Department	**Name**
LEGISLATIVE SERVICES	Wendy Bauer

ATTACHMENT A - Elector Response Forms

ATTACHMENT A

Township of Langley
Est. 1873

Elector Response Form
Smith Neighbourhood Storm Works
Loan Authorization
Bylaw 6052

The Township of Langley is seeking elector approval for the borrowing of funds, $19,758,600 , to undertake Smith Neighbourhood Storm Works Capital Works. Elector approval is requested using the alternative approval process as described in Section 86 of the *Community Charter*.

The question being put forward to the electors of the Township of Langley is whether they are opposed to the borrowing of funds to undertake Smith Neighbourhood Storm Works Capital Works.

The number of electors within the Township of Langley on October 15, 2022, was 96,390. If valid Electoral Response Forms are received from 9,639 electors, Council cannot proceed with the borrowing without receiving the assent of the voters by referendum.

If you are opposed to the borrowing of funds to undertake Smith Neighbourhood Storm Works Capital Works and are a qualified elector in the Township of Langley, you can sign an Elector Response form.

If you are not opposed to the borrowing of funds to undertake Smith Neighbourhood Storm Works Capital Works, no action is required.

All Elector Response forms must be received, by mail or in person by the Township Clerk at the Township of Langley Civic Facility, 20338 – 65 Avenue, Langley on or before 4:30pm (PST) on January 9, 2025. All forms must have an original signature and cannot be copied or scanned versions of the signature.

Further information can be obtained from the Township Clerk at:

Wendy Bauer, Township Clerk
604-533-6101
wbauer@tol.ca

Township of Langley
Est. 1873

Alternative Approval Process
Smith Neighbourhood Storm Works
Loan Authorization
Bylaw 6052

Elector Response Form

I hereby declare the following:

1. That I am a Canadian citizen.
2. That I am an individual who is age 18 or older.
3. I have been a resident of British Columbia for at least the past 6 months.
4. I have been a Township of Langley resident or owner of property within the Township of Langley for at least the last 30 days.
5. I am not disqualified by the *Local Government Act* or any other enactment from voting in an election or otherwise disqualified by law.

I understand that by signing this form I am declaring the above facts and I am petitioning against the Corporation of Township of Langley borrowing of funds to undertake Smith Neighbourhood Storm Works Capital Works.

NAME OF ELECTOR: _____
(Please Print Full Name)

RESIDENTAL ADDRESS: _____
(or address of property for which you are eligible to be a non-resident Property elector)

SIGNATURE OF ELECTOR: _____

NOTE: This **originally-signed form** must be received, by mail or in person drop off, by the Township Clerk at the Township of Langley, Township of Langley Civic Facility, 20338 – 65 Avenue, Langley, BC, V2Y 3J1 **no later than 4:30pm on January 9, 2025.**

Accurate copies of this elector response form may be made and used for signing. A person must not sign an elector response form more than once and may not withdraw their name from the alternative approval process petition after the January 9, 2025 deadline.

Any personal information collected on this form will be managed in accordance with the *Freedom of Information and Protection of Privacy Act.* Direct enquiries, questions, or concerns regarding the collection, use, disclosure, or safeguarding of personal information associated with this form to:
Supervisor, Information, Privacy and Records Management.
20338 – 65 Avenue, Langley, BC V2Y 3J1 604-532-7396

PUBLIC NOTICE

Notice of Elector
Alternative Approval Process

The Township of Langley is seeking elector approval for the borrowing of funds to undertake Smith Neighbourhood Storm Works Capital Works.

For the above bylaws, the borrowing may occur unless at least 10% of the electors of the Township of Langley sign an Elector Response form confirming their opposition. Council has determined that 10% of eligible electors within the Township of Langley is 9,639 electors.

Copies of Smith Neighbourhood Storm Works Loan Authorization, No 6052 and related documents are available on the Township website at www.tol.ca/aap and by mail from the Legislative Services Department by calling 604-533-6100 Monday to Friday (except for statutory holidays) from 8:00am to 4:30pm or emailing info@tol.ca.

Who can sign an Elector Response form?

Only eligible electors may sign an Elector Response form. Eligible electors must meet the following qualifications:

- a Canadian citizen.
- an individual over the age of 18.
- a resident of British Columbia for at least the past 6 months.
- a Township of Langley resident or property owner for at least the past 30 days.
- not disqualified from voting by the Local Government Act or any other enactment.

Corporations are not entitled to submit Elector Response forms.

For non-resident electors, individuals owning land within the Township of Langley but not residing in the Township, only one non-resident owner may submit the Elector Response form for the property.

What to do if you are not opposed:

If you agree with the borrowing of funds to undertake the Smith Neighbourhood Storm Works Capital Works, no action on your part is necessary.

What to do if you are opposed:

If you are opposed to the borrowing, Elector Response forms are available upon request by mail by calling 604-533-6100 at the Township of Langley Civic Facility at 20338 – 65 Avenue, Monday to Friday (except for statutory holidays) from 8:00am to 4:30pm or at www.tol.ca/aap.

The form must be received, by mail or in person drop off, at the Township Civic Facility at 20338 – 65 Avenue, Langley by the Township Clerk on or before **4:30pm on Thursday, January 9, 2025**.

The form must have an original signature. Faxed, imaged, or emailed signed forms cannot be counted.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SMITH NEIGHBOURHOOD STORM WORKS LOAN AUTHORIZATION

BYLAW NO. 6052

EXPLANATORY NOTE

Bylaw No. 6052 authorizes the Township of Langley to borrow $19,758,600 towards the estimated cost of the Smith Neighbourhood Storm Works.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SMITH NEIGHBOURHOOD STORM WORKS LOAN AUTHORIZATION

BYLAW NO. 6052

WHEREAS it is deemed desirable and expedient to prepare the Smith Neighbourhood Storm 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 from borrowing needed for the the Smith Neighbourhood Storm Works including incidental thereto is equal to the sum of $19,758,600 (Nineteen million seven hundred fifty-eight thousand and six hundred 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 Neighbourhood Storm Works Loan Authorization Bylaw No. 6052”.

2. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the capital works of Smith Neighbourhood Storm Works 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 $19,758,600 (Nineteen million seven hundred fifty-eight thousand and six hundred 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 the Smith Neighbourhood Storm Works.

3. The maximum term for which debentures may be issued to secure the debt created by this bylaw is 20 years.

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 INSPECTOR of MUNICIPALITIES this	day of	, 2024
ADOPTED the	day of	, 2024

_____ Mayor _____ Township Clerk

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 9, 2024 – REGULAR MEETING	**REPORT:**	24-167
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-14-0241
SUBJECT:	REZONING APPLICATION NO. 100757 (1485767 BC LTD. / WONDER AND GROW LEARNING CENTER / B150 AND B155, 20487 – 65 AVENUE)		

PROPOSAL:

Application to amend Comprehensive Development Zone CD-103 to accommodate a group children's day care on a site-specific basis for units B150 and B155 in the mixed-use building located at 20487 – 65 Avenue.

RECOMMENDATION SUMMARY:

That Council give first, second, third and final reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1485767 BC Ltd.) Bylaw No. 6041.

RATIONALE:

The proposal is consistent with the provisions of the Willowbrook Community Plan.

RECOMMENDATION:

That Council give first, second, third and final reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1485767 BC Ltd.) Bylaw No. 6041 amending Comprehensive Development Zone CD-103 to add group children's day care as a site-specific permitted use.

EXECUTIVE SUMMARY:

Wonder & Grow Learning Center has applied on behalf of 1485767 BC Ltd. to amend the CD-103 zone to allow a group children's day care as a permitted use in units B150 and B155 in the mixed-use building located at 20487 – 65 Avenue.

Though not currently permitted in the CD-103 zone, group children's day cares are accommodated in many comparable commercial and comprehensive development zones.

The proposal is consistent with the provisions of the Willowbrook Community Plan. Staff recommend that Council support the rezoning amendment.

PURPOSE:

This report is to provide information and a recommendation to Council regarding proposed rezoning application RZ100757.

REFERENCE:

Owner:	1485767 BC Ltd. 106, 222 4th Street West North Vancouver, BC V7M 1H7
Agent:	Wonder & Grow Learning Center B155, 20487 – 65 Avenue Langley, BC V2Y 3K8
Legal Description:	Strata Lots 230 and 231 District Lot 311 Group 2 New Westminster District Strata Plan EPS4097
Location:	B150 and B155, 20487 – 65 Avenue
Area:	20487 – 65 Avenue: 2.3 ha (5.7 ac) B150 and B155: 179.3 m^2 (1929.9 ft^2)
Existing Zoning:	Comprehensive Development Zone CD-103
Willowbrook Community Plan:	Comprehensive Development

BACKGROUND/HISTORY:

- The subject site is designated Comprehensive Development in the Willowbrook Community Plan.
- The intent of the Comprehensive Development designation is to provide for mixed-use developments including multiple family, seniors' congregate housing, neighbourhood convenience retail and office uses.
- The site was rezoned to Comprehensive Development Zone CD-103 and Development Permit No. 100738 was issued in July 2017 (ToL Project No. 08-14-0164).
- Wonder & Grow Learning Center currently operates a child development center offering professional therapy services and supportive tutoring programs in units B150 and B155 on the ground floor of the existing mixed-use building located at 20487 – 65 Avenue.

DISCUSSION/ANALYSIS:

- The subject application is to amend the CD-103 zone to allow a group children's day care as a permitted use in units B150 and B155 in the existing mixed-use building located at 20487 – 65 Avenue.
- The group children's day care is proposed to be operated by Wonder & Grow Learning Center and will provide care for 25 children with three employees.
- The CD-103 zone permits commercial uses, subject to no individual commercial use exceeding a gross floor area of 450 m^2 (4,843 ft^2).
- The group children's day care is proposed to be located in units B150 and B155 (gross floor area of 179.3 m^2 (1,929 ft^2)) in a mixed-use building fronting 65 Avenue, with the associated outdoor play area located off site consistent with Fraser Health's Away Play Policy.
- Compliant with Section 107 of the Zoning Bylaw, the group children's day care proposes six parking spaces, three parking spaces for employees and three parking spaces for drop-off and pick-up.

- Prior to a Building Permit and Business Licence being issued for the group children's day care, the proponent will be required to:
    - receive Community Care (Fraser Health) approval
    - ensure units B150 and B155 are compliant with the BC Building Code to accommodate the proposed use
    - provide an outdoor play area approved by Community Care (Fraser Health)
    - demonstrate adequate drop-off and pick-up areas in accordance with Section 107 of the Zoning Bylaw

Adjacent Uses:

	Existing Use	Willowbrook Community Plan Designation	Existing Zoning
North:	Townhouses	Multi Family One	Comprehensive Development Zone CD-10
South:	65 Avenue beyond which is a Costco and other light industrial and commercial uses	Business Office Park	Business/Office Park Zone M-11
East:	Townhouses	Multi Family One	Comprehensive Development Zone CD-36
West:	Langley Senior's Village	Institutional	Comprehensive Development Zone CD-44

Zoning Amendment:

- Bylaw No. 6041 proposes to add group children's day care to the list of permitted uses in the CD-103 zone on a site-specific basis for units B150 and B155 located at 20487 – 65 Avenue.

Policy Considerations:

The proposed zoning amendment to allow a group children's day care as a permitted use on a site-specific basis is consistent with the provisions of the Willowbrook Community Plan. Accordingly, staff recommend that Council give first, second, third and final reading to Rezoning Bylaw No. 6041.

Respectfully submitted,

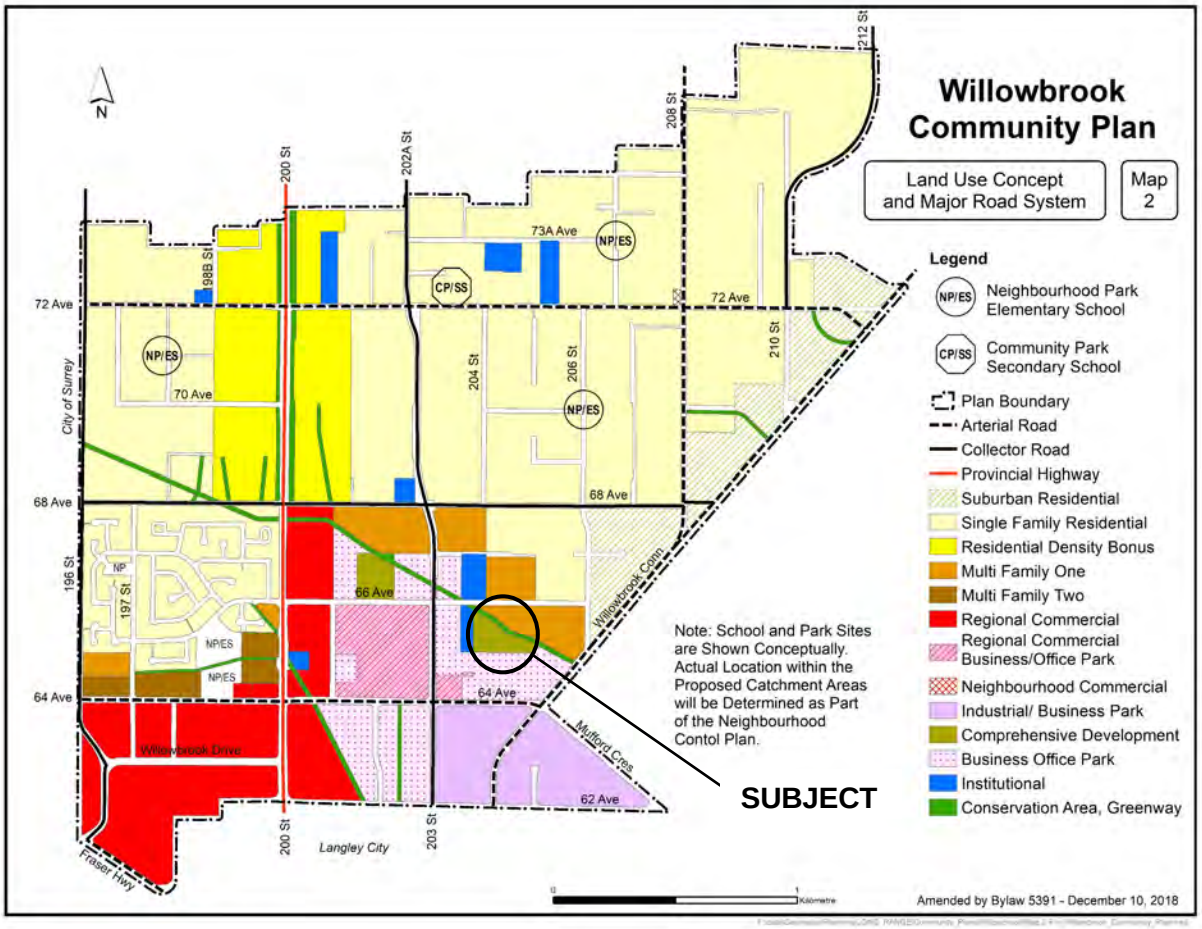
Alex Rowley
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

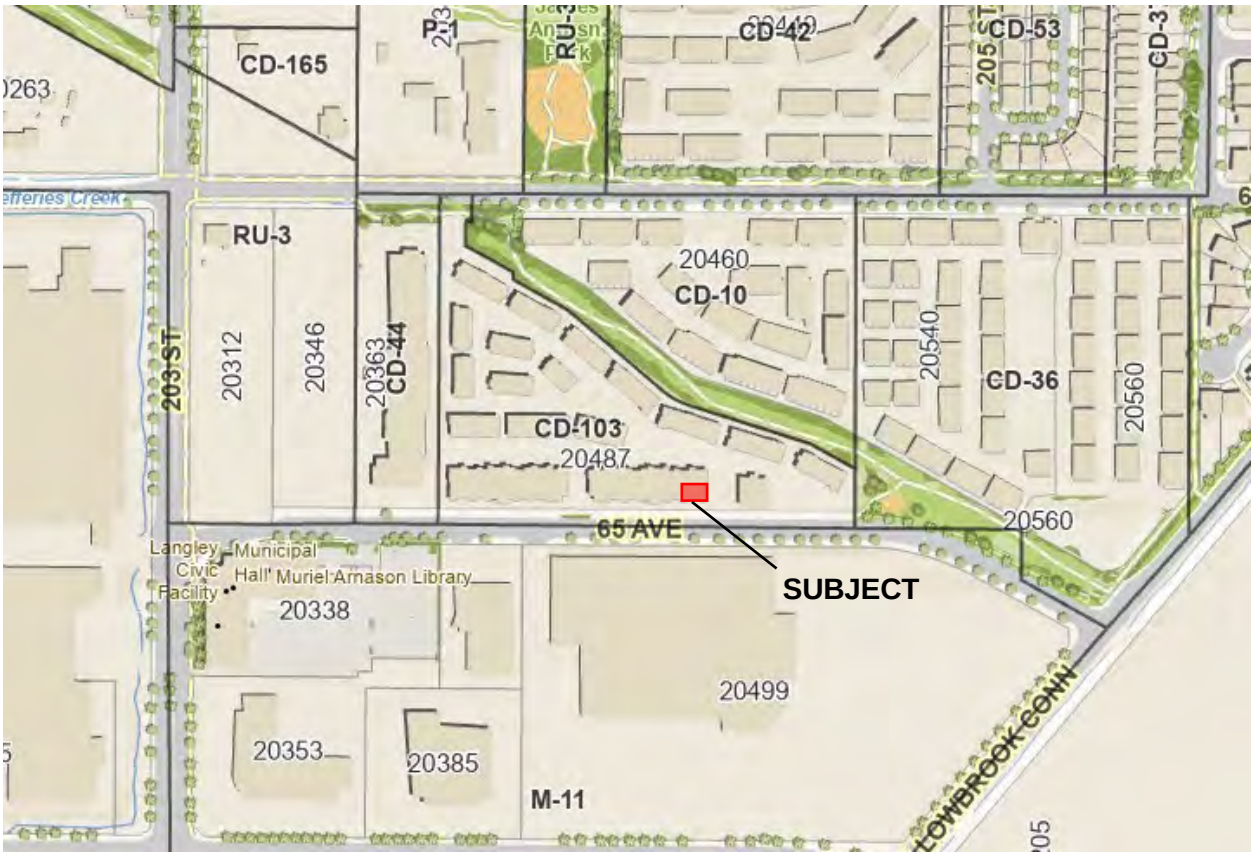
ATTACHMENT A Maps and Graphics

ATTACHMENT A

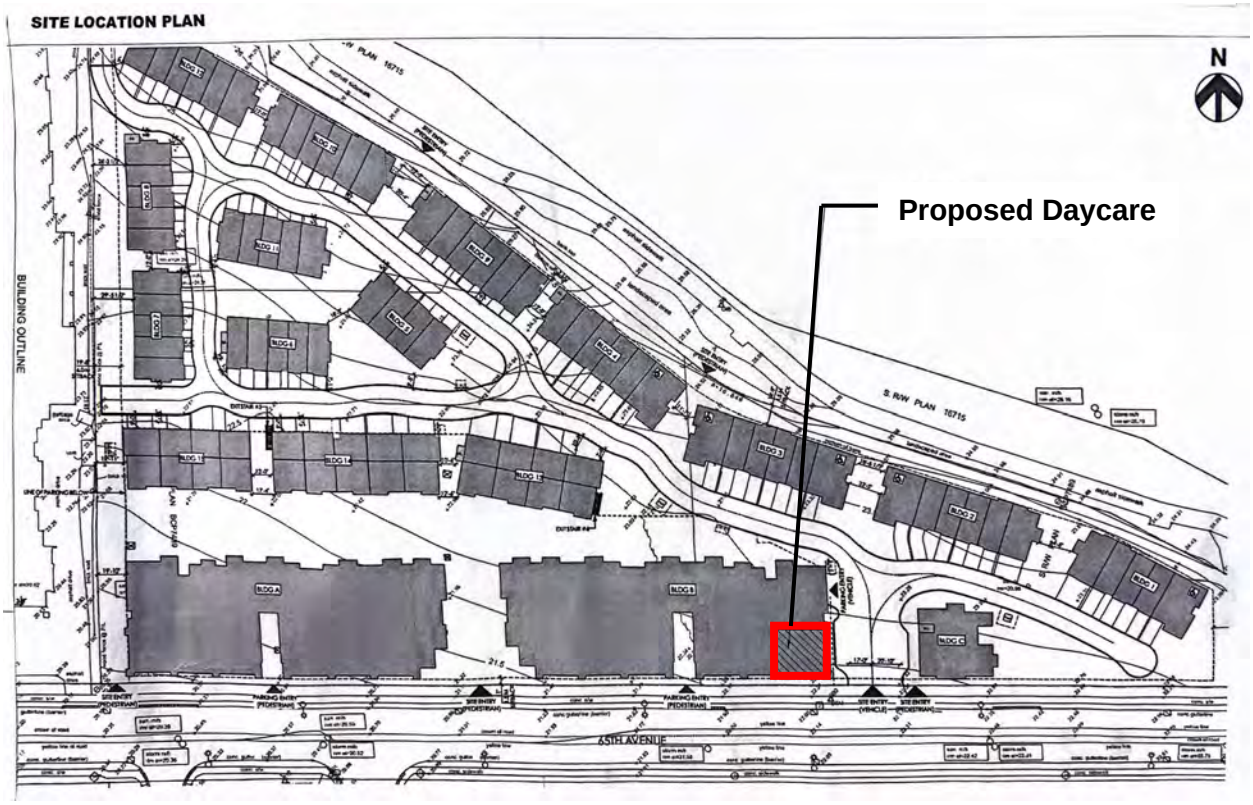


AERIAL CONTEXT MAP


Willowbrook Community Plan
Land Use Concept and Major Road System
Map 2
Legend
NP/ES Neighbourhood Park Elementary School
CP/SS Community Park Secondary School
Plan Boundary
Arterial Road
Collector Road
Provincial Highway
Suburban Residential
Single Family Residential
Residential Density Bonus
Multi Family One
Multi Family Two
Regional Commercial
Regional Commercial Business/Office Park
Neighbourhood Commercial
Industrial/ Business Park
Comprehensive Development
Business Office Park
Institutional
Conservation Area, Greenway
Note: School and Park Sites are Shown Conceptually. Actual Location within the Proposed Catchment Areas will be Determined as Part of the Neighbourhood Contol Plan.
SUBJECT
Amended by Bylaw 5391 - December 10, 2018
N
72 Ave
70 Ave
68 Ave
66 Ave
64 Ave
62 Ave
73A Ave
198B St
200 St
202A St
204 St
206 St
208 St
210 St
212 St
196 St
197 St
203 St
City of Surrey
Langley City
Fraser Hwy
Willowbrook Drive
Mufford Cres
Willowbrook Conn
NP
NP/ES
CP/SS



ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (1485767 BC LTD.) BYLAW NO. 6041

EXPLANATORY NOTE

Bylaw No. 6041 amends Comprehensive Development Zone CD-103 to include group children's day care as a permitted use on a site-specific basis on a portion of property located at 20487 – 65 Avenue.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (1485767 BC LTD.) BYLAW NO. 6041

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

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

1. This Bylaw may be cited for all purposes as “Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1485767 BC Ltd.) Bylaw No. 6041”.

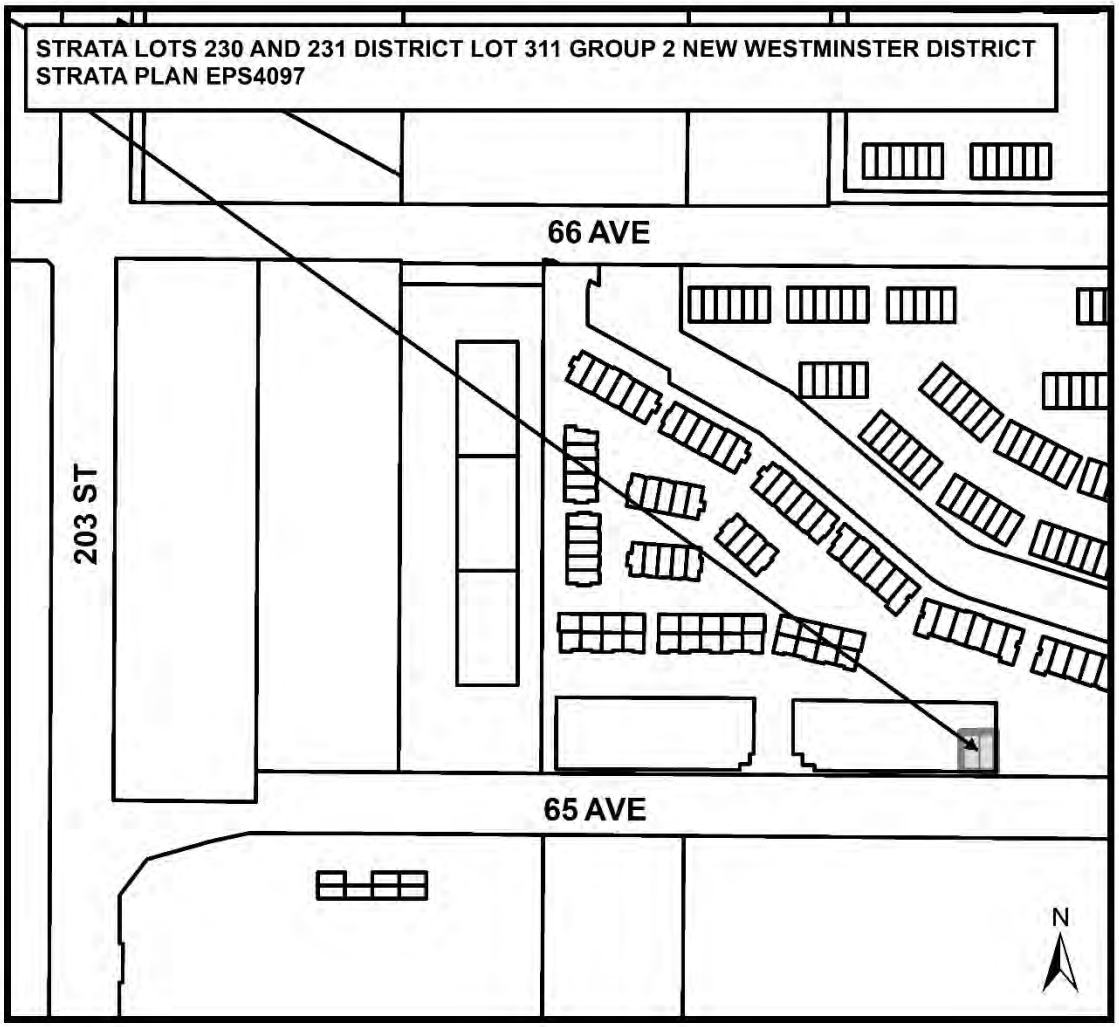
2. The “Township of Langley Zoning Bylaw 1987 No. 2500” as amended is further amended by adding the following to Section 1003.1:

   5) *group children’s day care* on Strata Lots 230 and 231 District Lot 311 Group 2 New Westminster District Strata Plan EPS4097

NOTICE WAS GIVEN the	30	day of	August	, 2024
READ A FIRST TIME the		day of	September	, 2024
READ A SECOND TIME the		day of	September	, 2024
READ A THIRD TIME the		day of	September	, 2024
ADOPTED the		day of	September	, 2024

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6041



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800

AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW NO. 5799

EXPLANATORY NOTE

Bylaw No. 5799 amends the Willoughby Community Plan by incorporating the Williams Neighbourhood Plan and related and consequential amendments to land use of the Willoughby Community Plan.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

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

WHEREAS it is deemed necessary and desirable to amend the "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800" as amended;

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

1. This Bylaw may be cited for all purposes as "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw No. 5799".

2. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800" as amended is further amended by:

   a) amending Map 1, "Long Range Land Use Map" to reflect the Land Use amendments in the Williams Plan Area as shown on Schedule 'B' attached to and forming part of this bylaw;

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

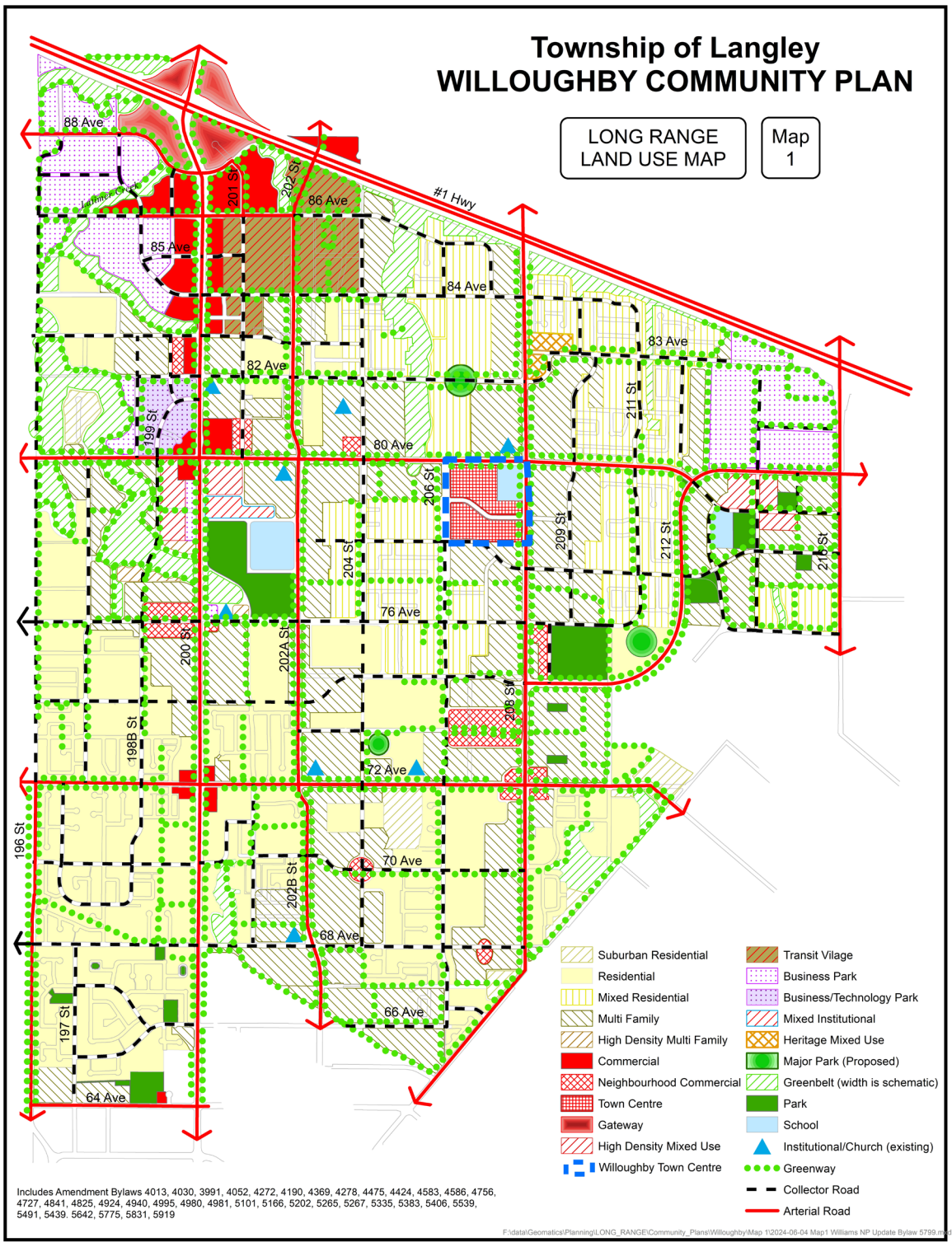
   c) adding Schedule "W-10" Williams Neighbourhood Plan as shown as Schedule 'E' attached to and forming part of this bylaw.

3. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800" as amended is further amended by repealing (Williams Neighbourhood Plan) Bylaw 2018 No. 5335.

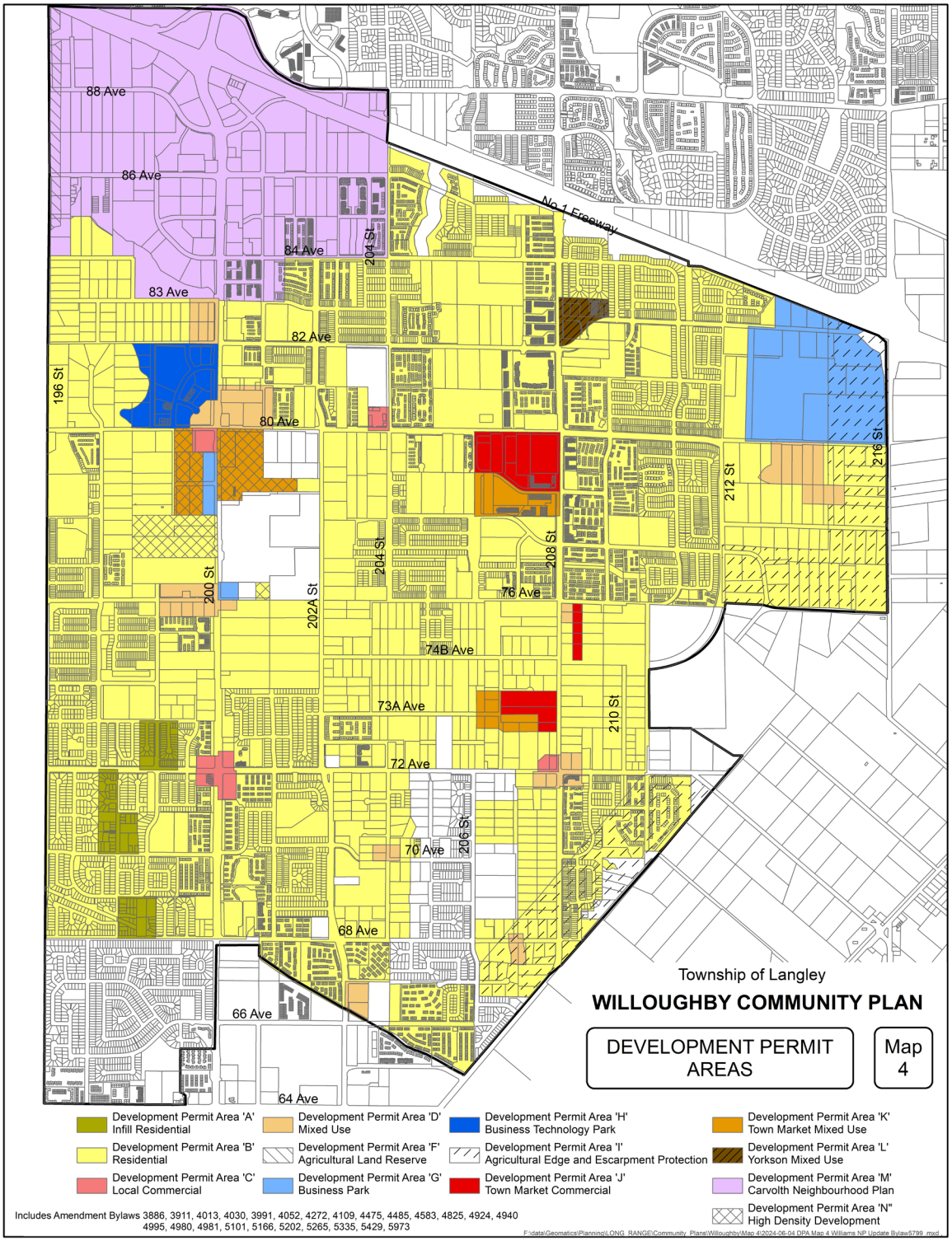
READ A FIRST TIME the	24	day of	July	, 2023
READ A SECOND TIME the	10	day of	June	, 2024
PUBLIC HEARING HELD the	15	day of	July	, 2024
READ A THIRD TIME the		day of		, 2024
ADOPTED the		day of		, 2024

_____ Mayor _____ Township Clerk

SCHEDULE 'B'
BYLAW NO. 5799



SCHEDULE 'C'
BYLAW NO. 5799





Williams Neighbourhood Plan

Bylaw No. 5799

Willoughby Community Plan

THE CORPORATION OF
THE TOWNSHIP OF
LANGLEY

Schedule W-10
Willoughby Community Plan

Williams Neighbourhood Plan

Bylaw No. 5799

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AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW NO. 5799

Adopted by Council _____

CONSOLIDATED FOR CONVENIENCE ONLY

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

AMENDMENTS

BYLAW NO. / NAME	MAP / TEXT CHANGE	DATE OF ADOPTION

WILLIAMS NEIGHBOURHOOD PLAN

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1.0 INTRODUCTION

The Williams Neighbourhood Plan seeks to establish a high quality of life for residents, business owners, and employees by establishing key employment centre lands adjacent to the 216 Street interchange and a range of housing, commerce, recreational, public and nature spaces that support the physical and social environments where residents live, learn, work, and play.

1.1 Policy Context

The Williams Neighbourhood is located in the community of Willoughby. The Williams Neighbourhood Plan provides a detailed land use plan to guide growth and change, in accordance with the broader policy directions in the Willoughby Community Plan and Township of Langley Official Community Plan.



1.2 Plan Area

The Williams Neighbourhood Plan area encompasses 110 hectares (274 acres) in the northeastern area of Willoughby. Its boundaries are Highway #1 (north) with a full interchange and overpass at 216 Street (east), 212 Street (west), and 76 Avenue (south).

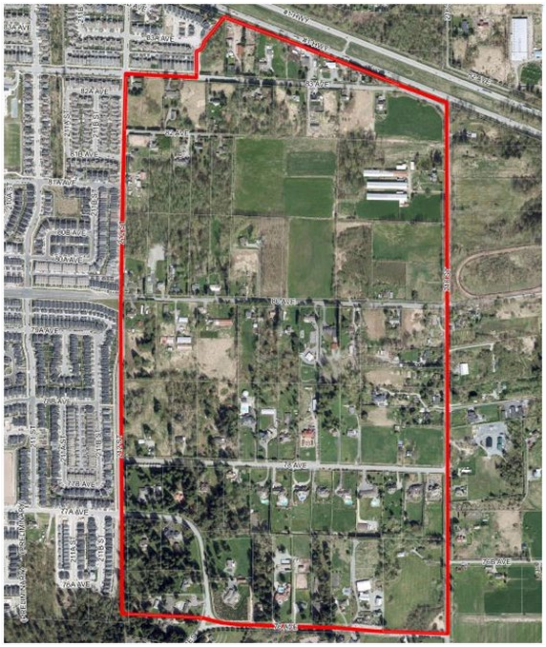


Figure 1.1: Williams Neighbourhood Plan Area

1.3 Plan Process

The planning process for the Williams Neighbourhood Plan followed the Council-endorsed Terms of Reference. Public consultation and technical analysis were integrated to inform the planning process throughout. Early in the plan process, Community Dialogue Sessions, a Neighbourhood Team meeting, a design workshop and members of the public contributed to the development of initial options for the Williams neighbourhood.

Through additional Neighbourhood Team meetings and four public open houses, there were various opportunities for focused community consultation, input, and feedback. The Technical Team also met to review input from the broader community and property owners within the Williams area, and refine planning and design concepts, up until the final version of the plan was completed (see Figure 1.2).

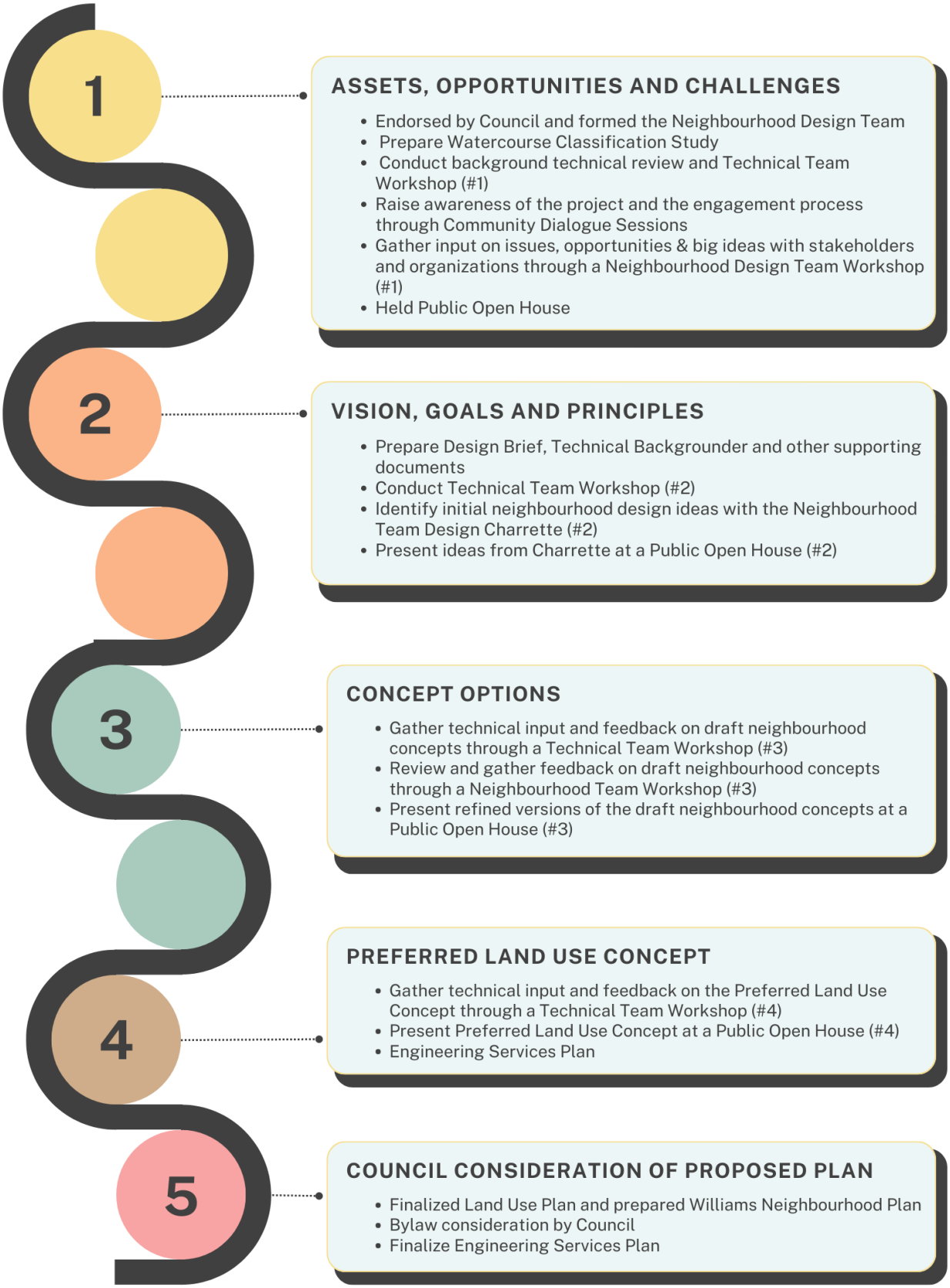


Figure 1.2: Williams Neighbourhood Plan Process

2.0 BACKGROUND AND PLANNING CONTEXT

2.1 Site Planning Context

2.1.1 Land-Use Context

The predominant land use in the Williams area is rural residential with some single-family estates on small acreages. Williams is bordered by urban neighbourhoods to the west and north (separated by Highway #1) and rural lands in the Agricultural Land Reserve to the east and south. Existing land parcels range from 0.17 to 14 hectares (0.42 acre to 35 acres) in size, with more than three-quarters having a lot size of between 0.8 and 1.0 hectare (2 and 2.5 acres).

2.1.2 Environmental Context

Geotechnical and Hydrogeological Conditions:
The Willoughby Escarpment, adjacent to Milner Valley, has the highest elevation along the western edge. From there, the elevation gently declines in an easterly and southeasterly direction, except for a section south of 78 Avenue, where the elevation change is more abrupt, with nearly a 70-metre vertical fall from 212 Street to the confluence of 76 Avenue and 216 Street in the southeast corner, as shown in Figure 2.1.

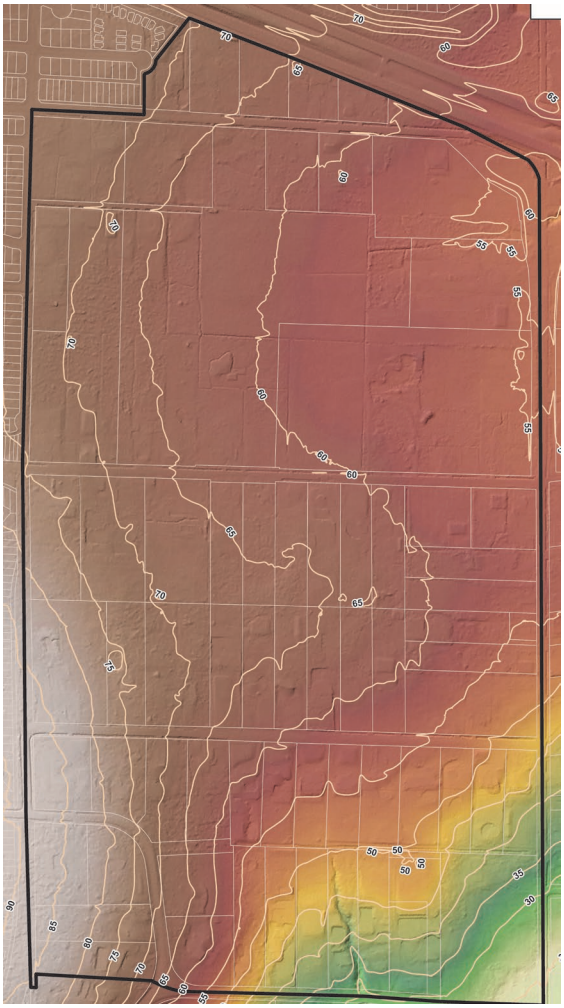


Figure 2.1: Elevation in Williams

Aquatic Resources:
Several Class “B” watercourses and other wetted features exist in the Williams area. They provide a significant source of food, nutrient, and cool water supplies to downstream fish populations and discharge into the two Guy Creeks; one that drains northward and the other southward.

Vegetation and Forest Tree Canopy Cover:
The Williams area habitat primarily consists of forests and grassland areas. The vegetated habitat is fragmented and interspersed due to historic agriculture activities and more recently, suburban “estate” development. According to the Wildlife Habitat Conservation Strategy (WHCS), coniferous forests represent the priority habitat for the ecosystem yet is determined to be the least common habitat type found in the Township. A small coniferous forest was identified in the southwest corner of the Willoughby Escarpment and could be preserved through developing a future Wildlife Habitat Patch.

2.1.3 Heritage Context

The Willoughby area falls within the asserted traditional territories of the Coast Salish peoples. Early Willoughby residents have recalled reports of First Nations lithic material being found along the upper ridges of Yorkson Creek. The original woodlands may have provided refuge for cultural activities of the Coast Salish peoples; however, it is not known what impact the forest fires of the early nineteenth century, and subsequent logging and land clearing during settlement may have had on potential evidence of such activities. The eastern edge of Willoughby is located to the northwest of the original Hudson's Bay Company farmlands that were cultivated in the 1830s.

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

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

The Williams neighbourhood, bounded by the Trans-Canada Highway to the north, 76 Avenue to the south, 212 Street to the west, and 216 Street to the east, has three historic roads within its boundaries that formed part of Willoughby's early transportation infrastructure. Townline Road (216 Street) remains the central north-south spine running along the divide between Milner's agricultural lands and the Willoughby Escarpment to the west. Williams Road (78 Avenue) was built in 1927 and named after the A.J. (Bert) Williams, a local landowner in the area. The eastern end of McLarty Road (80 Avenue) which ran from what is now 196 Street to 216 Street was named after Peter McLarty who had large land holdings in Willoughby, west of Williams. Many of the early buildings located on 208 Street have been restored as a tribute to the area's early history.

2.1.4 Mobility Context

Network Overview:

The Township's transportation network supports mobility for all modes of travel, including general purpose traffic, goods movement, and transit, walking, and cycling. Within the Williams neighbourhood, the transportation network consists of north-south corridors along 216 Street and a partial along 212 Street (portion south of 80 Avenue), and three east-west corridors generally aligned with 76 (Morrison Crescent), 78 and 80 Avenues.

The local road network served the rural area without a direct route to Highway #1. With the completion of the 216 Street interchange, the 80 Avenue extension (University Drive) and 212 Street Connector, the north-south and east-west connections are improved.

Transit Overview:
Transit service in Langley and throughout Metro Vancouver is planned and funded by TransLink. Currently, a few transit routes provide regional connections through Willoughby, from Langley Centre and Langley South. Carvolth Transit Exchange (202 Street and 86 Avenue) provides connecting transit service. Public transit service is not provided within Williams; however, with development transit service could be expected to serve the area along 80 Avenue and the 212 Connector.

Pedestrian and Cycling Facilities:
Dedicated cycling facilities (such as bicycle lanes or multi-use pathways) are not available in the Williams neighbourhood. The Township's Cycling Plan (2015) defines cycling facilities and identifies on- and off-street cycling facilities along all arterials in Williams (80 Avenue, 212 Street Connector, and 216 Street). There are numerous opportunities to incorporate greenways, pedestrian infrastructure, and cycling routes through the neighbourhood.

2.1.5 Infrastructure Context

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

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

Water:
The existing water distribution network is adequate in the rural setting of the Williams area and includes connection to the Greater Vancouver Water District main with the associated Jericho Reservoir and Willoughby Pump Station located at 73A Avenue and 204 Street and mains associated with conveyance to properties in the plan area. A few residents retain private wells as a water source. As the neighbourhood transitions into an urban area, water services will require extensions to meet urban standards.

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

2.2 Policy Framework

2.2.1 Metro Vancouver Regional Growth Strategy

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

2.2.2 Official Community Plan

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

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

As further stipulated in the OCP, centres provide the foundation for developing the spatial pattern for communities and neighbourhoods and serve as the policy manifestation of a complete community. Centres offer a varying mix of commercial, employment, residential, health, educational, and recreational amenities that support the daily needs of residents and workers and serve as important gathering places when they are planned as people-oriented spaces. Centres also accommodate a variety of transportation systems, public spaces, and green infrastructure, each of which have a clear place in a spatial hierarchy. The spatial arrangement of the different components in centres helps create synergies among land uses, activate the public realm, create opportunities for housing and mobility choice, and contribute to reductions in energy use and greenhouse gas emissions.

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

2.2.3 Willoughby Community Plan

The Willoughby Community Plan contributes to the overarching land use policy framework for the Williams Neighbourhood Plan. Adopted in 1998, the Plan identifies Willoughby as one of the primary growth areas in the Township. The Plan establishes a framework for future residential, commercial, industrial, and business park development, protection of sensitive environmental features, and the overall future character of the area. This policy framework provides a guide for the preparation of more detailed neighbourhood plans such as the Williams Neighbourhood Plan.

Each neighbourhood within the Willoughby area is intended to support a variety of land use densities and elements such as an elementary school and neighbourhood park, neighbourhood convenience shopping, with good linkages providing for pedestrian and bicycle movements along green corridors.

Another key policy feature is view scape preservation of the Willoughby Escarpment, a ridge with a gentle slope in the Milner Valley that runs along the northwest edge of the former Hudson Bay Company farm. The policy goal is to protect the scenic and ecological resources associated with lands characterized by steep slopes, ridgelines and edge transition areas between urban development and the Agricultural Land Reserve.

There are two distinct land uses in Williams: an employment area north of 80 Avenue and a residential area in the south of 80 Avenue. The Willoughby Community Plan also includes a significant greenway network in Williams area and connections to adjacent neighbourhoods.

3.0 NEIGHBOURHOOD VISION AND GOALS

Careful planning and thoughtful design are needed to create places that support a high quality of life for all residents and contribute to the prosperity of the community. Planning the Williams neighbourhood begins with recognizing the Vision and Guiding Principles of the Willoughby Community Plan. Policy will be guided by its Neighbourhood Goals.

3.1 Vision Statement

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

> "*The Williams neighbourhood is a vibrant, walkable, and connected community with scenic viewscapes. As a gateway to the Township and Willoughby community, it provides jobs close to home while maintaining a family friendly neighbourhood. The Willoughby Escarpment and green spaces blend the neighbourhood into adjacent agriculture lands."*

3.2 Goals

The Vision is further articulated in the Neighbourhood Goals. These goals shape and respond to neighbourhood change and innovation, provide direction to implement measures such as infrastructure investments, park design, and neighbourhood and development patterns.

Goal 1:



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

Goal 2:



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

Goal 3:



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

Goal 4:



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

Goal 5:



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

Goal 6:



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

Goal 7:



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

Goal 8:



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

Goal 9:



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

Goal 10:



Remembering Our History
Incorporate history into neighbourhood design elements.

Goal 11:



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

Goal 12:



An Implementable Plan
Develop a plan that is readily implementable.

4.0 NEIGHBOURHOOD URBAN DESIGN CONCEPT

4.1 Neighbourhood Design Concept

Located at the eastern end of the Willoughby Escarpment, the hillside setting of the Williams area offers superb views of Milner Valley, Mount Baker, and vistas beyond. The Williams area benefits from key transportation linkages to Willoughby, Walnut Grove, and the University District, and serves as an important gateway to the Township.

The neighbourhood spatial structure establishes a mixed-use, pedestrian/cyclist-friendly, transit-supportive neighbourhood with housing and employment areas.

The Employment District, the Transition District and the Mixed-Use and Residential District are the key geographic areas of the neighbourhood, as shown in Figure 4.1. These districts and their arrangement, shape the built character and influence how residents, business owners, employees, and students work, shop, and travel in the neighbourhood. Key design elements include:

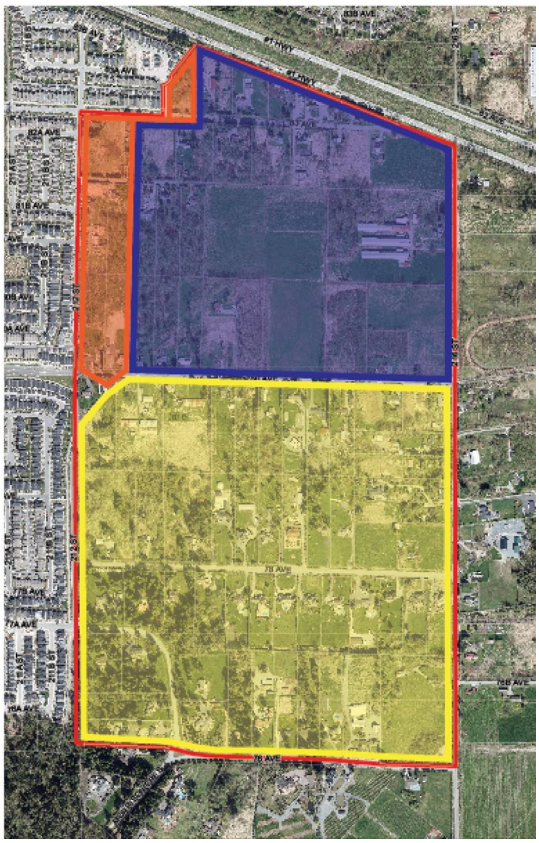


Figure 4.1: Neighbourhood Urban Desing Concept

- **Block structure and street patterns** provide the urban framework.
- **Street design characteristics** such as sidewalks, medians and curbs, roadway width, pavement and surface materials, street trees, and landscaping contribute to the character and sense of place.
- **Lot patterns, size, shape, and placement of buildings**, along with size and shape, define the physical character of a place.
- **Building forms and types** provide places with distinct identities.
- **Vegetation, landscaping, natural features, and open spaces** are neighbourhood features that integrate and accommodate nature to enhance neighbourhood livability.
- **Distinctive place elements** are neighbourhood amenities such as play fields, trails and greenways, schools, and other public spaces.

Williams will become a distinct neighbourhood and is projected to accommodate approximately 11,000 residents in 5,770 dwelling units at full build out. (These projections are subject to change with the introduction of small-scale, multi-unit housing options by the province of British Columbia.)

4.2 Employment District

The Employment District is strategically located adjacent to Highway #1 and the 216 Street Interchange, providing superior regional access. It accommodates a range of light industrial, office, business, and employment uses, which may also include a combined gasoline and electric vehicle charging station, overnight accommodations, small-scale restaurants, and convenience stores. These business and employment lands are key generators for job growth that will provide significant contributions to the local economy.

Employment District Policies:

1. Develop an interconnected arterial, collector, industrial, and local road network (see Map 4). Required roads include:
    a. 214 Street (Collector Road, connecting 80 and 81 Avenue)
    b. 81 Avenue (Collector Road, connecting 214 and 216 Street)
    c. 214 Street (Local Road, connecting 81 and 83 Avenue)
    d. 83 Avenue (Local Road, connecting with 214 Street)

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

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

4. Prohibit access to off-street vehicle parking and freight deliveries, other than those listed in Policy #1, to/from 216 Street and 80 Avenue in the Employment District.

5. Design a Watercourse Compensation Area (see Maps 1 and 2**)** to include a reconstructed stream channel, a 15-metre wide planted buffer on either side of the ordinary high water mark, approximately 500 metres in length, for a total compensation area of approximately 15,871 m^2 (not including channel areas within culverts).The reconstructed stream channel shall be surface-connected to Guy Creek (at 216 Street, immediately south of the Highway #1 interchange) through another reconstructed stream channel, resulting in an additional Watercourse Compensation Area, with a minimum total area of approximately 25,497 m^2 (not including the channel itself and areas within culverts), a minimum length of approximately 782 metres and a 15-metre wide planted buffer on both sides of the ordinary high water mark of the reconstructed channel, shall be identified and designed as part of the development of lands between 80 and 83 Avenue, to balance functional compensation space and contiguous development space. Existing pond(s) will require an additional watercourse channel and

extension of this minimum length. There will be a maximum of three culverts for the reconstructed stream channels in the north portion, to accommodate road crossings (not including separate, clear-span pedestrian crossings).

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

7. Prepare a Comprehensive Development Plan (CDP), at the expense of the development proponent, for each application. The CDP will include an illustrative plan that details the spatial structure and design features of the Employment District, including building types and tenures, access, and movement, building massing, form, layout and height, streetscape design and landscaping, parking and loading, watercourse compensation areas, stormwater detention, integration of greenways, energy conservation measures and development and servicing.

4.3 Transition District

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

Transition District Policies:

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

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

3. Layout the blocks, lots, lanes and local road patterns with a maximum block size length of 160 metres between street intersections and on average between 140 and 150 metres, measured between the outside curb faces of two cross streets. There should be a minimum of 3 east/west streets along the 212 Street frontage to serve the Transition District. At a minimum, 2 of these public streets should extend into the multi-family land use designation a minimum of half the distance, not including a cul-de-sac nor other road terminus feature. Provide a connection from 212 Street, the full length of one side of the street extension, to the Creek Greenway to the east, which runs along the Watercourse Compensation Area on the west side of the Employment District.

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

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

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

4.4 Mixed-Use and Residential District

The Mixed-Use and Residential District includes a range of commercial/residential mixed-use, medium to high density apartment and townhouse, and low density rowhouse and single family uses. It has urban parks, a forested view park, trails and neighbourhood greenways, and nature conservation and watercourse compensation areas that provide fish and wildlife habitat as well as contribute to the protection, restoration, and enhancement of the “treed” character of the Willoughby Escarpment. An elementary school and neighbourhood park campus and other public amenities will contribute to establishing a highly livable and dynamic residential neighbourhood.

Mixed-Use and Residential District Policies:

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

2. Incorporate an array of public amenities in the design of the Mixed-Use and Residential District that includes urban parks, a forested view park, trails and neighbourhood greenways, nature conservation and watercourse compensation areas that provide fish and wildlife habitat as well as contribute to the protection, restoration and enhancement of the “treed” character of the Willoughby Escarpment, a combined elementary school and neighbourhood park campus and others that will contribute to establishing a highly-livable and dynamic neighbourhood.

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

4. Develop an interconnected road network that conforms to the hierarchy of roads in the Mixed-Use and Residential District as conceptually delineated in the Williams Circulation Concept Plan on Map 4.

5. Establish a “High Street” shopping area in the Mixed-Use and Residential District with its centre being situated at the intersection of 214 Street and 79 Avenue. The High Street shall extend north to 80 Avenue, south to the 78A Avenue alignment, west to the 213 Street alignment, and east to the 214B Street alignment (north of 79 Avenue) and to the 215 Street alignment (south of 79 Avenue). Prohibit access to off-street parking (residential and commercial), freight delivery and commercial loading facilities along the High Street areas. Incorporate service access lanes, at a mid point along the length of the block, including wayfinding signage, to provide for access to said features.

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

7. Provide a public square at the southeast and northwest corners of 214 Street and 79 Avenue. Approximately 0.2 hectare (0.5 acre) in size, each of these public squares shall be funded through the Willoughby Greenway Amenity Policy (WGAP).

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

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

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

11. Provide Mid-Block Pedestrian Connections perpendicular through the block length, approximately in the middle of the block and lanes with on-street/on-lane vehicle parking,

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

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

5.0 LAND USE

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

5.1 Land Use Designations and Policies

This section describes the land use designations in the Land Use Plan (see Map 1). Included in each designation is a description of intent, as well as an identification of appropriate building typologies and development densities. Also included are general and specific policies for land use. General policies that apply across multiple designations are provided in Section 5.2. Policies unique to individual designations are provided in Sections 5.3 to 5.10. If there is a conflict between a general policy and a specific policy in a land use designation, the specific policy shall take precedence.

5.2 General Land Use Policies

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

<u>All Land Use Designations:</u>

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

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

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

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

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

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

Residential Designations:



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

    a. Incorporate a diversity of housing choices to assist in achieving housing affordability through the provision of smaller-lot single family homes, duplexes, rowhouses, townhouses, apartments, and small-scale, multi-unit housing options.
    b. Encourage a variety of tenures, such as fee simple, strata and rental, as well as a diverse range of housing options, such as co-housing, pocket neighbourhoods (a small group of cottage style housing units with shared parking), single-level housing and rowhouses and townhouses with “master” bedrooms on the ground level.
    c. Permit seniors housing facilities, such as community care facilities, assisted living residences and supportive housing in townhouse development forms.
    d. Include a diversity of non-market housing choices to assist in achieving housing affordability through the provision of non-market rental housing, supportive housing, women’s second stage housing, to name a few, as well as a variety of forms of housing such as co-housing and family-friendly housing that include dwelling units with three plus bedrooms; and
    e. Encourage development of secondary suites and coach homes as rental opportunities to achieve affordability objectives and provide housing options for college and university students.

2. Calculate the land area density on the basis of gross developable land area where the minimum and/or maximum density is expressed in terms of units per hectare (units per acre). Gross developable land area includes land dedicated for new roads, land above the top-of-

bank protected for watercourses, and land secured for transmission lines and other utilities provided they are upgraded as a linear park system. Gross developable land area does not include land dedicated for stormwater detention ponds.

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

4. Include adaptable housing requirements for a minimum of 5 percent of Single Family Mixed Residential and Rowhouse/Townhouse units per development, in accordance with Section 3.1.9 of the OCP (see Table 5.1), as amended from time to time. Adaptable housing requirements are modest improvements to provide and enhance accessibility, making it easier for residents to remain in place as they age and/or experience illness or injury.

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

6. Provide a viewscape analysis of the Willoughby Escarpment, from various points in the Milner Valley (Glover Road corridor), in the preparation of Comprehensive Development Plans (see section 11.2.2, Policies 1 and 2) and for all proposed developments, south of 80 Avenue.

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

    a. Retain existing significant trees, especially evergreen, coniferous trees. Provide new trees in front, side, and rear yard spaces, with appropriate soil volumes.
    b. Incorporate high quality design and employ an architectural approach that is harmonious with the community context (e.g., front porch neighbourhood with modest scale, pedestrian-friendly buildings).
    c. Require developments to complement adjacent developments in terms of siting, form, and character, but individual architectural expression is encouraged both within and between street blocks.

d. Design all public facing building elevations to provide architectural interest, especially those that are visible from public streets, lanes, walkways, parks, and trails.
e. Integrate, as part of building design, screening measures (e.g., horizontal louvers, vertical baffles, awnings, brise-soleils, shutters, screens, overhangs) of exterior glazing on all south and west facing elevations of the building to contribute to the prevention of overheating of the interior of the residence during the summer seasons.
f. Provide a strong street presence through street facing buildings that include usable, modestly elevated above finished grade, covered front porches for single family, duplex and row-home development, and covered terraces for dwelling units on the ground-floor of townhouses, as well as other design elements that support social interaction. Single family dwellings shall not back onto a public road.

5.3 Single Family Mixed Residential (10 UPA)

The Single Family Mixed Residential designation accommodates a variety of compact lot, single family, and character compatible housing on a variety of lot sizes such as semi-detached (duplex), manor homes, rowhouses and small-scale, multi-unit housing options, as well as accessory forms of housing such as secondary suites and coach homes.



This variety of housing types is intended to primarily accommodate street-oriented housing with rear lane access in order to maximize parking opportunities, provide a high-quality pedestrian environment, and improve energy efficiency through the siting and alignment of homes. The accessory forms are intended to provide opportunities for rental housing.

Single Family Mixed Residential Policies:

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

2. Foster the development of accessory housing including secondary suites or coach homes with a single-family home.

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

4. Minimize the front yard setbacks in order to create a pedestrian-oriented street presence and to provide sufficient rear yard space for detached garages and useable outdoor space.

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

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

5.4 Townhouse

The Williams Neighbourhood Plan includes the Rowhouse / Townhouse (15 UPA) and Townhouse (22 UPA). These designations together will provide a mix of affordable, ground-oriented housing for families with children, seniors, and empty nesters". The emphasis in the design of townhouse developments is on a ground-oriented, walkable character, ensuring a good relationship of the units to the street and compatibility of form and scale to other residential areas. Access to vehicle parking will be provided via rear public lanes. Dwelling units that front a public street will have direct pedestrian access to/from said street.

5.4.1 Rowhouse / Townhouse (15 UPA)



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

<u>Rowhouse/Townhouse Policies:</u>

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

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

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

4. Design buildings and dwelling units, to include:

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

5.4.2 Townhouse (22 UPA)

The Townhouse designation accommodates townhouse developments. It provides ground-oriented housing for households with children, seniors, and empty-nesters. The Townhouse designation is situated and adjacent to schools and parks, urban greenways, local-serving commercial services, future transit, and other destinations, and provides a land use, form, and massing transition between land use conditions.



Townhouse Policies:

1. Provide for townhouses, including those with a primary bedroom on the ground floor, at a minimum density of 39 units per hectare (16 units per acre) to a maximum density of 54 units per hectare (22 units per acre), for areas that are designated Townhouse as delineated on Map 1.

2. Limit the maximum height of townhouses to two (2) storeys for buildings fronting 212 Street. Three (3) storeys could be considered if the first storey is entirely below the finished grade of any greenways. The maximum height for buildings for the remainder of the development is three (3) storeys.

3. Design buildings and dwelling units fronting 212 Street, in order to provide a high quality pedestrian environment and to create a complementary form and scale of housing to that

across the street from and adjacent to neighbouring Yorkson (mimicking existing single-family, duplex and rowhouse development), to include:

a. pedestrian-oriented, dwelling units and building forms, that are street- or greenway-facing, that provide a useable covered front porch along with the primary unit entrance adjacent to and facing a public street or pedestrian route (including the opposite side of the street); Porches are permitted to project by up to 1 metre into the Front Lot Line Setback, as defined in the Township of Langley Zoning Bylaw, provided that the porch shall have a usable area with dimension that are no less than 1.5 metres by 3.0 metres; be open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; and be a single-storey height and be integrated and located at the main entrance, and facing the public street;
b. Off-street parking for the dwelling units that is accessed from a rear lane or internal strata road, for those units that front an arterial street. Provide a minimum of four (4) off-street parking spaces for these dwelling units. All parking spaces within a building shall be non-tandem; and
c. No more than four (4) dwelling units are contained within each building that directly fronts a public street.

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

5.5 Apartment

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

5.5.1 Medium Density Apartment (1.9 FSR)

The Medium Density Apartment designation accommodates four-storey apartment developments. This designation is situated between 78 and 78A Avenue, between townhouse developments to the south and high-density apartment and mixed-use development to the north. It is adjacent to the centrally located neighbourhood park and other neighbourhood amenities, and provides a land use, form, and massing transition between lower and higher density forms of development.

Medium Density Apartment Policies:

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

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

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

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

5. Provide a minimum and consistent building separation distance of 12 metres between all buildings, in order to achieve walkable neighbourhoods through a fine-grained block, lot and building pattern. This space will establish a common central courtyard space for individual developments and is to incorporate soft and hard landscaping such as pathways, trees and plantings, seating, lighting, covered areas, water fountain features and other design elements to accommodate gathering space. Additional separation distance maybe required to accommodate a Mid-Block Pedestrian Connection, as indicated on Map 1 and Map 3, or a Mid-Block Lane Link, or hybrid version of the two Links that uses a portion of said Link to provide access to off-street parking and loading spaces.

6. Limit the maximum height of apartment development to four (4).

7. Confine and align below grade structures – off-street parking, storage, mechanical, solid waste management and other, however with exception for safety, access, ventilation, mechanical, and other building requirements – to the footprint of the building(s) in order to effectively provide open, unbuilt space to retain existing trees, accommodate required soil volumes and adequate growing space for medium and large trees and other plantings, and other drainage/recharge facilities where buildings are not located. In site-specific circumstances where additional below grade structure beyond the building footprint is required, this expansion

shall be confined to building separation area only and not below front, rear and side lot line setback areas (as defined by the Zoning Bylaw) in order to maintain these areas as medium and large tree planting spaces that have access to sufficient soil volume, root depth, soil drainage and rainwater infrastructure. Incorporate raised planters over the extent of the corresponding below grade structure beyond the building footprint that provides sufficient surface area and depth, to accommodate required soil volumes and root depth for medium and large trees and their long-term stability.

8. Contribute to a high-quality pedestrian realm along all building frontages, including those adjacent to the Mid-Block Pedestrian Connections, Greenways, and to other publicly accessible spaces (e.g., public roads and lanes, parks, trails and pathways), with individual unit entries for ground floor apartment uses and associated private, elevated and landscaped terrace spaces. The entrance of a common lobby for an apartment use building shall be clearly visible from and facing toward public space(s) and connected to and from public street(s).

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

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

11. Provide for a range of apartment unit sizes and tenures to appeal to a broad mix of households at different stages of life. This can include student-oriented housing, seniors housing, family housing, and purpose-built rental.

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

13. Incorporate design features to make daily physical fitness more inviting and to encourage social interaction in apartment buildings. These building design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exiting stairs, physical fitness spaces, and outdoor gardening places.

14. Incorporate functional window overhangs, specifically for south and west facing windows, and other solar management building techniques to control seasonal solar gain and shading. Use openable windows designed to facilitate air flow and ventilation to apartment dwelling units.

15. Encourage the provision of non-market housing which can include any form of supportive or subsidized housing, including but not limited to rent-geared-to-income, below-market rental, affordable ownership, long-term housing with supports, and short-term housing with supports.

5.5.2 High Density Apartment (2.4 FSR)

The High-Density Apartment designation accommodates six-storey apartment developments. These high-density apartment lands provide ease of access to future public transit, commercial services, parks and schools, and other neighbourhood amenities.

High Density Apartment Policies:

1. Provide for apartment land uses where all buildings and structures together have a maximum gross floor area of 2.4 times the net developable lot area.

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

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

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

5. Provide a minimum and consistent building separation distance of 12 metres between all buildings, in order to achieve walkable neighbourhoods through a fine-grained block, lot and building pattern. This space will establish a common central courtyard space for individual developments and is to incorporate soft and hard landscaping such as pathways, trees and plantings, seating, lighting, covered areas, water fountain features and other design elements to accommodate gathering space. Additional separation distance maybe required to accommodate a Mid-Block Pedestrian Connection, as indicated on Map 1 and Map 3, or a Mid-Block Lane Link, or hybrid version of the two Links that uses a portion of said Link to provide access to off-street parking and loading spaces.

6. Limit the maximum height of apartment development to six (6) storeys.

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

8. Contribute to a high-quality pedestrian realm along all building frontages, including those adjacent to the Mid-Block Pedestrian Connections, Greenways, and to other publicly accessible spaces (e.g., public roads and lanes, parks, trails, and pathways), with individual unit entries for ground floor apartment uses and associated private, elevated and landscaped terrace spaces. The entrance of a common lobby for an apartment use building shall be clearly visible from and facing toward public space(s) and connected to and from public street(s).

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

10. Provide individual exterior entrances for ground floor apartment dwelling units on all sides of the building and include a pedestrian connection/path to public streets and lanes, greenways, a central courtyard, and a Mid-Block Pedestrian Connection. To ensure a degree of privacy, while maintaining visual surveillance, these ground floor apartment units should be defined

through grade, elevated separation, and/or is universally accessible, between 0.6 and 1.2 metres above finished grade. These exterior entrances will be accompanied with a minimum 9.0 m^2 covered and usable terrace that is partially recessed into the building massing. The terrace can project up to a maximum of 1.0 metre into the common central courtyard. A hard surface pathway sufficiently sized to accommodate access for emergency services and separate from any vehicle space should be provided from the terrace steps or accessible ramp to the public sidewalk. The separation of the private terrace space from quasi-public and public space shall be clearly delineated, through hard and soft landscaping with horizontally and vertically layered features.

11. Provide for a range of apartment unit sizes and tenures to appeal to a broad mix of households at different stages of life. This can include student-oriented housing, seniors housing, family housing, and purpose-built rental.

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

13. Incorporate active design features to make daily physical fitness more inviting and to encourage social interaction in apartment buildings. These building design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exiting stairs, physical fitness spaces, and outdoor gardening places.

14. Incorporate functional window overhangs, specifically for south and west facing windows, and other solar management building techniques to control seasonal solar gain and shading. Use openable windows designed to facilitate air flow and ventilation to apartment dwelling units.

5.6 High Density Mixed Use (2.5 FSR)

The High-Density Mixed-Use designation provides opportunities for the integration of street-facing, ground-floor, pedestrian friendly retail shops, offices, restaurants, public houses, civic facilities, and personal services, along with apartment residential uses – including seniors' housing. The High-Density Mixed-Use designation also accommodates predominantly residential-only buildings that are in immediate proximity and surround the mixed-use buildings that front the new High Street.

<u>High-Density Mixed-Use Policies:</u>

1. Create a contiguous mixed-use commercial, residential, and recreational space on lands with a High-Density Mixed-Use designation as delineated on Map 1. All buildings and structures together must not exceed a gross floor area of 2.5 times the net developable lot area for all permitted uses.

2. Incorporate mixed-use buildings in this designation to have residential apartment units on the upper floors above the commercial-oriented ground-floor to ensure “eyes on the street” and provide residents with opportunities to live and meet their daily needs within the same area.

3. Require locally-serving commercial uses, such as an anchor grocery store, an anchor pharmacy, financial institutions, retail stores, convenience stores, delicatessens, bakeries, barber shops, beauty salons, business, medical and professional offices, restaurants and cafés with space for outdoor/patio dining, child-care, liquor store, and fitness centre, and employment living uses – means unit/space within a building or structure that can accommodate a permitted commercial use within an at-grade ground-oriented unit, or a combination of both a permitted commercial use and a permitted residential use within an at-grade ground-oriented unit. Service stations, gas bars, vehicle servicing, and drive-throughs are not permitted. Encourage the provision child-care facilities within the High-Density Mixed-Use designation. Accommodate outdoor display spaces (such as flower, fruit and vegetable stands), outdoor patio dining, and public gathering/seating areas that serve as a key destination for the neighbourhood.

4. Locate retail and service commercial uses at ground floor spaces (first storey) in mixed-use buildings. Each retail and service commercial use occupy a maximum floor-space size of 1,000 m^2 (~10,764 ft^2) or less. This maximum floor-space size does not apply to the one anchor grocery store use, as well as pharmacies, fitness centres, and childcare.

5. Incorporate frequent entrances into commercial frontages with a maximum spacing of 15 metres. Where tenants require somewhat larger frontages, design considerations will be required to maintain the character and appearance of frequent entrances.

6. Encourage business, medical, and professional offices on the second storey above retail and service commercial uses located on the first storey and/or in separate, stand-alone buildings specifically for office uses only.

7. Accommodate and incorporate one (1) grocery use/establishment, with a maximum size of 4,500 m2 (~48,440 ft2) that serves residents of the neighbourhood and community, subject to other provisions of this Plan, on lands in the High-Density Mixed-Use designation. Prior to final reading of any rezoning application within this designation, the required grocery use/establishment must be confirmed to be provided within any phase of development.

8. Design a combination of mixed-use commercial/residential buildings, and commercial/ institutional/residential buildings in the High-Density Mixed-Use designation, that provide:

    a. a minimum of four storeys in height and a maximum of six storeys in height. “Step back” along the length of the upper fifth and sixth storeys of buildings by a minimum of 2.5 metres in order to reduce visual and overshadowing impacts related to building height.

    b. rectangular, generally, and trapezoidal shaped buildings, or one side of an “L” shaped building, that have maximum length of 65 metres and on average between 50 and 60 metres where there is more than one building on a lot.

c. the longest wall length of a building(s) that is oriented south and the largest, unencumbered roof area of a building(s) that is south facing and oriented within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west latitudinal axis, in order to provide optimal passive and active solar design performance of all buildings. Incorporate sloped roof surfaces that orient to the south to provide optimal and potential use of photovoltaic and other solar energy sequestration technologies.

d. a maximum lot coverage of sixty percent (60%) where a minimum of seventy-five percent (75%) of the off-street vehicle parking use associated with retail and service commercial and recreational uses is concealed parking. Maximum lot coverage can be increased to eighty percent (80%) where one hundred precent (100%) of the off-street vehicle parking use, including visitor, is concealed parking. For this specific policy provision, concealed parking means an off-street parking use hidden from view and below the finished grade of the development site, and/or off-street parking use that is also obscured and located within a principal building (at or above finished grade). Locate most of the surface parking, when provided, adjacent to retail anchors (e.g., grocery, pharmacy) and recreation spaces. Off-street parking means a use providing for the vehicle and bicycle parking needs generated by a permitted use.

e. concealed parking access, as well as off-street loading spaces, will be provided via a lane network. No off-street vehicle parking, loading spaces or manoeuvring drive aisles shall be permitted in the areas between the street travel lanes and/or on-street diagonal parking were provided on the High Street (portions of 214 Street and 79 Avenue) and the front building face of buildings. For clarity front building face refers to that part of the exterior wall of a building along the front elevation that orients one direction.

f. a range of apartment unit sizes and tenures to appeal to a broad mix of households at different stages of life. This can include student-oriented housing, seniors housing, family housing and purpose-built rental.

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

h. below grade structures, that are confined to the footprint of the building(s) to provide open, unbuilt space for new and existing trees, excluding safety, vehicle and non-vehicle access, ventilation, mechanical, and other building requirements. These underground setbacks and separations will provide required soil volumes and growing space for medium to large trees and other plantings. Underground setbacks and separations also provide bioretention and other drainage/recharge facilities. In site-specific circumstances, where additional below grade structures beyond the building footprint are required, they shall not intrude into the front yard, rear yard and side yard setbacks. Incorporate raised planters over the extent of the corresponding below grade structures beyond the building footprint, in areas not otherwise occupied by drive aisles, lanes, loading, parking, and pedestrian/bicycling facilities; such spaces shall have sufficient surface area and depth to accommodate required soil volumes and root depth for medium and large trees to support long-term tree stability.

i. a common lobby for each building with office uses and apartment units above the first storey, whose entrance shall be clearly visible and directly connected to and from a fronting or public street and not secluded in the interior of the development.

j. building amenities, such as secure storage space for oversize sports equipment and seasonal supplies, and secure parking for bicycles and scooters with buildings with apartment units.

k. active design features to make daily physical fitness more inviting and encourage social interaction in buildings with apartments. Active design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exiting stairs, outdoor, rooftop gardening places, and indoor amenity areas for the exclusive use of building residents and guests. Indoor amenity areas can provide recreational, social, and shared home-office space spaces, and should comprise a minimum of 3.0 m^2 per dwelling unit.

l. vertical oriented windows, appropriate window-to-wall ratios (WWR) and associated exterior shading devices and other solar management building techniques to control seasonal overheating and shade. Use operable windows designed to facilitate air flow and ventilation to apartment dwelling units. Apply common industry best practice targets – an overall WWR of forty percent (40%) – for the building overall to reduce heat gain and loss through the building envelope by increasing the area of insulated wall. As determined appropriate (e.g., commercial at-grade) distribute the overall WWR of the building such that the at-grade WWR target is higher (e.g., seventy-five percent [75%]) and deemed a priority for transparency purposes, and remainder of the building would be lower to meet the overall best practice target.

m. continuous weather protection for pedestrians on all building frontages that include ground floor commercial uses.

n. a high-quality pedestrian realm along all building faces, including those buildings not adjacent to public streets, and those that are adjacent to publicly-accessible spaces – (e.g., public roads and lanes, trails and pathways). Commercial and residential storeys should be clearly delineated by glazing patterns (e.g., lower window-wall ratios for residential), materials (e.g., commercial facades predominantly masonry and heavy timber), and horizontal architectural breaks (e.g., cornice, belt course).

9. Incorporate appropriate site design with sufficient front, side, and rear yard lot line setbacks and building separation distances on a lot. Setbacks and separations will establish generous spaces for medium and large trees (including coniferous) and other plantings, a pedestrian-oriented street presence, and functional outdoor space. Treed setbacks and separations can include tree retention and/or new tree plantings, but are distinct from street trees in public boulevards, greenways, thoroughfares, and other public spaces.

10. Provide minimum and consistent building separation distances of 12 metres between all buildings to achieve walkable neighbourhoods with a fine-grained block and lot pattern and communicate a pedestrian scale. Separation distances will serve as both Mid-Block Pedestrian Connections and abundantly landscaped garden spaces, except where a portion provides below-grade access (e.g., off-street parking) and loading (commercial and residential) spaces. These building separation features are discrete and distinct from every other development requirement such as, among others, landscaping areas and screening requirements as defined by the Township's Zoning Bylaw, development permit area landscaping guidelines, relevant portions of zoning schedules, and typically landscaped areas defined by required building setbacks and building separation distances.

5.7 Business Park

The lands with a Business Park designation are immediately adjacent to the 216 Street Interchange with primary access provided directly off 216 Street at approximately 81 Avenue as well as 80 Avenue at 214 Street. Given this strategic location, these business and employment lands are key generators for job growth that will provide significant contributions to the local economy. As such, the Business Park designation emphasizes high quality business uses, including a mix of light manufacturing, distribution warehousing, office, research and development, and similar uses. The interface and transition between the Business Park designation and neighbouring residential areas consist of a variety of treatments, including a Creek Greenway, a Watercourse Compensation Area and landscaping requirements associated with business park development.



Business Park Policies:

1. Provide for a range of employment and business activities in the Business Park designation as delineated on Map 1. Uses can include warehousing, wholesaling, and distribution, technical and educational, instructional, recreational, research and development, film studio and post-studio production, information technology, business and professional offices, mini-storage, micro-breweries, distillery, and private utilities. Allow for light-impact manufacturing uses provided that the business activities have no emissions (e.g., emissions from furnaces, boilers, or process heaters, and automotive or similar refinishing facilities or other activity regulated by the Air Quality Regulatory Program of Metro Vancouver). Bulk storage of hazardous or flammable materials or substances, salvage, ready-mix concrete plants, and processing, manufacturing or repair of heavy machinery, equipment, and heavy transportation products are not permitted. Civic institutional uses such as municipal operations centre, public works yard, and associated ancillary uses are permitted.

2. Design distinctive buildings to emphasize the gateway functional of the area, along the 216 Street and 80 Avenue corridors that signifies the entry into the Williams Neighbourhood and the broader Willoughby Community. High quality building design and landscaping will be required to assist in the creation of this gateway character. Distinct roof lines and roof features should be considered, including active and planted/landscaped spaces.

3. Accommodate both multi-tenant complexes and freestanding, single-tenant buildings. High standards of building and site design, incorporating quality architectural building expression, superior landscaping, and appropriate vehicular and pedestrian circulation are required.

4. Contain all business and employment activities wholly enclosed within buildings with no open storage.

5. Provide small outdoor open spaces for employee seating and recreation, with appropriate, all-season weather protection, that take advantage of south-facing exposure, and are part of site planning and building design.

6. Provide sidewalks, pathways, and other facilities, as part of site design and development, including road and subdivision patterns, vehicular access, parking and circulation design, that bisect the Business Park lands and link key area destinations, such as the commercial node, the area Greenway network, neighbouring park spaces and other recreational areas, in order to improve accessibility and provide amenities for employees. On-site pedestrian facilities and walkways should be linked to the public sidewalks by well-defined paths to minimize and manage conflict with vehicular traffic.

7. Locate business and professional offices, multi-storey mini storage, micro-breweries, technical and educational, and instructional and recreational types of uses (such as first aid training, martial arts and dance studios, trampoline, climbing, go-karts, skate, and ice rinks) along 80 Avenue given the active nature of the business that can provide ease-of-access to neighbouring residential areas and also serve as a transition to the residential uses along the south side of 80 Avenue.

8. The primary entrance(s), for both employees and visitors, and office uses shall be located and oriented to the street, with no surface parking between the face of building and the greenway for all developments along 80 Avenue and 216 Street as well as adjacent to adjoining intersections of 214 Street and 81 Avenue.

9. Allow restaurants as a permitted use in the Business Park designation, provided that it is incorporated into a building containing one or more of the principal uses. Drive-through features are not permitted.

10. Restrict parking, loading, access and circulation adjacent to Watercourse Compensation Areas.

11. Design buildings to be street-fronting and pedestrian-focused. Avoid generic, “big box” building designs that exhibit little visual interest and transparency to the street. Variations in massing and changes in height and horizontal planes are encouraged; long and non-articulated buildings should be avoided. All exterior mechanical units or equipment, including roof top units that may be visible from a public street and adjacent residential areas, should be enclosed or sufficiently screened.

12. Landscape surface parking lots and locate them to the rear of buildings that front 80 Avenue or 216 Street. Surface parking at the side of buildings is permitted elsewhere in the Business Park lands. If side parking is provided, design elements shall be applied to ensure it is partially screened from view from the adjacent public road and sidewalk to create a separation between public/private space along roads and sidewalks.

13. Include secure, weather-protected bicycle parking for employees.

14. Incorporate a 6-metre-wide Interface Buffer, in addition to landscaping and setback requirements as stipulated in other municipal bylaws, that includes plantings, a berm and a sound attenuation fence in between lands designated for Townhouse (north of 83 Avenue) and Business Park.

5.8 Civic Institutional

The Civic Institutional designation is intended to accommodate civic uses such as, but not limited to, municipal operations centre, public works yard, detention pond, and associated ancillary uses. Sites and buildings should respond to the gateway location with high quality materials and exemplary design.

Civic Institutional Policies:

1. Prioritize office space with high window-to-wall ratios along the north and east edges of the designation at or above the grade of adjacent roads, greenways, and highway infrastructure.
2. Screen outside storage uses by locating buildings on permitters of sites where feasible, or large trees with dense understory landscaping where buildings do not frame the edges of sites.

5.9 Conservation Areas

The Conservation Areas designation seeks to protect important fish and wildlife habitat in the Williams area through the Streamside Protection and Enhancement Development Permit Area policies. Such spaces include sensitive environmental areas that protect not only fish and wildlife habitat, but provide other environmental benefits such as rainwater conveyance, open space for existing and new native plants, including native evergreen, coniferous trees, and passive recreation opportunities. The intent of the Conservation Areas designation is habitat protection and enhancement, and restoration works that improve instream and riparian habitats for fish and wildlife species, as well as rainwater management and area hydraulics.

As shown on Map 1, one Conservation Area has been identified to include a Class B watercourse. However, this should only be considered as a guide. Other watercourses could be identified in the Williams area that are deemed to be a Conservation Area by a qualified environmental professional. Therefore, further environmental assessment may be required to verify the accuracy of the classification, the location of watercourses or the presence of watercourses that may not be shown.

Conservation Areas Policies:

1. Protect, enhance, and apply restoration works that improve the quality of instream and riparian habitats for fish and wildlife species in the Conservation Areas through the development and subdivision approval processes, based on the policies for Streamside Protection and Enhancement Areas (SPEAs) in the Township of Langley Official Community Plan (OCP).

2. Redirect flows, as determined from a Qualified Environmental Professional, from constructed stream channels in Watercourse Compensation Areas to Conservation Areas, or other watercourses or drainage channels within and outside the plan area, to contribute to the provision of high habitat values for fish and wildlife.

3. Include a fish passable culvert crossing with the redesign and upgrade of 76 Avenue, as part of off-site works and services associated with adjacent development.

4. Manage watercourses and associated riparian areas in accordance with the requirements of Section 3.13.19 of the OCP.

5.10 Watercourse Compensation Areas



The intent of the Watercourse Compensation Areas designation is to accommodate the relocation of Class B (yellow-coded) watercourses in the Williams area and re-establish higher-value habitat areas for fish and wildlife, that would be subsequently protected under the Township's Streamside Protection and Enhancement Areas (SPEAs). This will involve the relocation of Class B watercourses for both the north and south tributaries of Guy Creek through redevelopment. The objectives achieved from this approach include:

- improved fish and wildlife habitat that is currently comprised of fairly degraded stream channels that are fragmented and consist of barriers that restrict fish and wildlife movement;
- retention and enhancement of trees and native vegetative plantings along the Watercourse Compensation Areas of the southern Guy Creek tributaries that will retain and enhance the "treed" character of the Willoughby Escarpment;
- reduction or elimination of the need for culverts and other vehicular crossings of the watercourses associated with the riparian compensation areas;
- contribution to a buffer between residential and employment uses for the northern Guy Creek
- promotion of groundwater recharge and reduce flood risk;
- benefit air quality and contribute to the absorption of greenhouse gases; and
- provide passive recreation opportunities.

The Class B watercourses identified in the Williams neighbourhood and accommodated through relocation and compensation in the Watercourse Compensation Areas should only be used as a guide for determining fisheries habitat values and siting areas for relocation and compensation for a given watercourse. Further environmental assessment may be required to verify the accuracy of the classification, the location of watercourses or the presence of watercourses that may not be shown.

<u>Watercourse Compensation Areas Policies:</u>

1. Manage all Class B (yellow-coded) watercourses in accordance with requirements of Section 3.13.19 of the Township of Langley Official Community Plan.

2. Relocate and reconstruct Class B watercourses and establish associated riparian habitats, to the Watercourse Compensation Areas as depicted in Map 1 and prescribed in policies below, based on best and required practices, as part of development and subject to municipal, provincial, and federal government regulatory approval processes.

3. Design the Watercourse Compensation Area to include a reconstructed stream channel, a 15-metre-wide planted buffer on either side of the ordinary high-water mark, approximately 500 metres in length, for a total compensation area of approximately 15,871 m^2 (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area shall be surface-connected to Guy Creek (at 216 Street, immediately south of the Highway #1 interchange) through another reconstructed stream channel, as depicted in Map 3, resulting in an additional Watercourse Compensation Area, with a minimum total area of approximately 25,497 m^2 (not including the channel itself and areas within culverts), a minimum length of approximately 782 metres and a 15 metre wide planted buffer on either side of the ordinary high water mark, shall be identified and designed as part of the development of lands in the Employment District between 80 and 83 Avenue. Also, compensation of existing pond(s) will require an additional watercourse channel and result in an extension of this minimum length. The number of culverts for the reconstructed stream channels in the north portion of the Williams area, to accommodate road crossings (not including separate, clear-span pedestrian crossings), shall be kept to a maximum of three.

4. Design the Watercourse Compensation Area in the Residential District area to include a reconstructed stream channel, a 15-metre-wide planted buffer on either side of the ordinary high-water mark, approximately 433 metres in length, for a total area of 12,081 m^2 (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area should be connected to the water channel retained within the Conservation Areas designation and other surface drainage along 216 Street, as determined by Qualified Environmental Professionals.

   An additional Watercourse Compensation Area, with a total of approximately 5,849 m^2 (required compensation for existing ponds) and a 15 metre wide planted buffer on either side of a stream channel (not including the channel itself and areas within culverts), shall be added to or located south of this Watercourse Compensation Area, between 216 Street and lands designated as Conservation Areas in this Plan, as determined by Qualified Environmental Professionals, arborists and BC Land Survey professional. Modifications to the exact location of any or all of the Watercourse Compensation Areas in the Residential District can be considered and will not ultimately require a Plan amendment, provided that they remain in the general area south of 78 Avenue and that the combined goals of providing fish and wildlife habitat and contributions toward the retention and enhancement of the “treed” character of the Willoughby Escarpment are to be upheld and not compromised with this additional Watercourse Compensation Area. The total number of culverts for the reconstructed stream channels in the south portion of the Williams area, to accommodate road crossings (not including separate, clear-span pedestrian crossings), shall be kept to a maximum of three.

5. Identify and confirm the exact location and the extent of the SPEA through a survey undertaken by a BC Land Survey professional. Changes to the Watercourse Compensation Areas as depicted in Map 1 and delineated in policy above may be considered in accordance with the SPEA requirements, provided other policy provisions of this Plan, such as the retention and enhancement of the “treed” character of the Willoughby Escarpment, are upheld and not compromised.

6. Complete at the time of development the watercourse relocations and compensations as depicted in Map 1 and delineated in policy above. Additional municipal, provincial and federal government regulatory approval processes may apply. The depiction of watercourse locations in the Neighbourhood Plan area should not be interpreted as final approval / endorsement by municipal or senior government regulatory agencies. Additional considerations include:

    a. A minimum habitat balance applies to each relocated Watercourse Compensation Area as depicted in Map 1 and delineated in policy above, with an overall minimum habitat balance threshold (59,298 m²; in addition to the retained watercourse immediately north of 76 Avenue) to be met for the entire plan area. Any additional watercourses found on-site will increase the habitat totals accordingly and if relocated, they shall be integrated into the watercourse concept depicted in Map 1 and delineated in policy above.

    b. Lands containing a watercourse being relocated off-site will be required to provide funds for the equivalent land and reconstruction costs of their portion of the relocated watercourse as well as temporarily pipe the watercourse(s) if they are unable to provide the equivalent reconstructed watercourse as depicted in Map 1 and delineated in policy above.

    c. Where a watercourse is relocated to lands not currently containing a watercourse or SPEA, the owner of said lands will not be responsible for the cost of watercourse construction. Land with these relocated watercourses shall be compensated for the land and construction costs of the watercourse relocation as funds become available.

    d. Where watercourse relocations cannot be completed at time of development, interim solutions may be considered until such time that watercourse relocations, as depicted in Map 1 and delineated in policy above, can be fully completed. Interim solutions will be subject to municipal, provincial, and federal government regulatory approval processes and, upon completion of watercourse relocations, interim solutions will be removed at the developer’s expense.

7. Align Creek Greenways adjacent to and within the outer six (6) metres of the Watercourse Compensation Areas, or SPEA, in consideration of connectivity to other Greenways, Enhanced Sidewalks, Wildlife Habitat Patch and public park spaces. The design of the Creek Greenways must conform to the requirements of the Streamside Protection and Enhancement Development Permit Area. Access from new development to Greenways or environmental areas may be restricted if the access is deemed detrimental to the overall biological integrity and viability of the compensation or other environmental sensitive areas. Tree removal shall be avoided, and additional native plants may be needed to enhance Creek Greenways. The locations of future Creek Greenways are shown in Map 1.

6.0 NEIGHBOURHOOD FACILITIES

6.1 Parks and Open Spaces

This plan establishes a network of parks and open spaces to provide active and passive outdoor recreational opportunities for a complete and liveable neighbourhood in the Williams area.

6.1.1 Neighbourhood Park

Adding one (1) new Neighbourhood Park to provide a variety of recreational opportunities, including sports fields, playgrounds, and access to elementary and middle schools will contribute to the area's liveability. These policies provide direction for the neighbourhood park site to be appropriately located, sized, and configured, and that necessary access and connectivity to and from the parks meets users needs. A neighbourhood Park is to be accommodated in the initial phase of development in the Williams Neighbourhood Pan.



Neighbourhood Park Policies:

1. Provide one (1) new Neighbourhood Park (minimum 2 hectares or 5 acres in size), which will form part of a joint neighbourhood park-elementary school site with a minimum size of 4 hectares (10 acres). Locate the new Neighbourhood Park within the vicinity of 214 Street and 78 Avenue, as shown on Map 1.

2. Identify and secure the Neighbourhood Park site along with the rezoning of all lands designated for residential development.

6.1.2 Williams View Park

Williams View Park is located on a high point on the Willoughby Escarpment and one of the most visible from Milner Valley. Located in the vicinity of Morrison Crescent and 76 Avenue, it provides public open space for the neighbourhood, within an urban forest space that is established through retention, restoration, and enhancement.

Williams View Park will be a combined passive and active open space with recreational activities carefully woven into the urban forest context to enhance the Willoughby Escarpment from Milner Valley and view opportunities to the valley below.

Williams View Park Policies:

1. Develop Williams View Park, that is approximately 2 hectares (5 acres) in size in the vicinity of Morrison Crescent and 77 Avenue, as shown on Map 1.

2. Prepare a Williams View Park design 100 metres by 200 metres as conceptually illustrated in Figure 6.1. Include extensive tree plantings, strategic view opportunities to Milner Valley and Mount Baker, connections to Arbour Ribbon, informal adventure playgrounds, outdoor exercise circuits, and other compatible recreational activities.

3. Fund Williams View Park through the Willoughby Greenway Amenity Policy (WGAP).



Figure 6.1: Williams View Park Illustrative Design

6.1.3 Urban Parks

Williams will have two (2) Urban Parks which will provide a variety of recreational opportunities, including gathering and active play areas, and soft and hard surface spaces. These policies provide direction for the Urban Park sites to be appropriately located, sized, and configured, and that necessary access and connectivity meet users' needs.

Urban Parks Policies:

1. Develop a minimum of two (2) Urban Parks as shown on Map 2.

2. Locate one Urban Park within the High Street area, in the north section of the Mixed-Use and Residential District (see Figure 6.2). This Urban Park shall:

    a. be bordered by a minimum of two public streets and immediately adjacent to High Street. At least one side must be bordered by storefronts, at finished grade, preferably occupied by restaurants and cafes with outdoor patios;

    b. incorporate seamless connections between the streetscape and the park area;

    c. maximize building entrances, dwelling unit terraces and balconies, windows facing directly toward the park; and

    d. provide on-street vehicle and food truck parking.

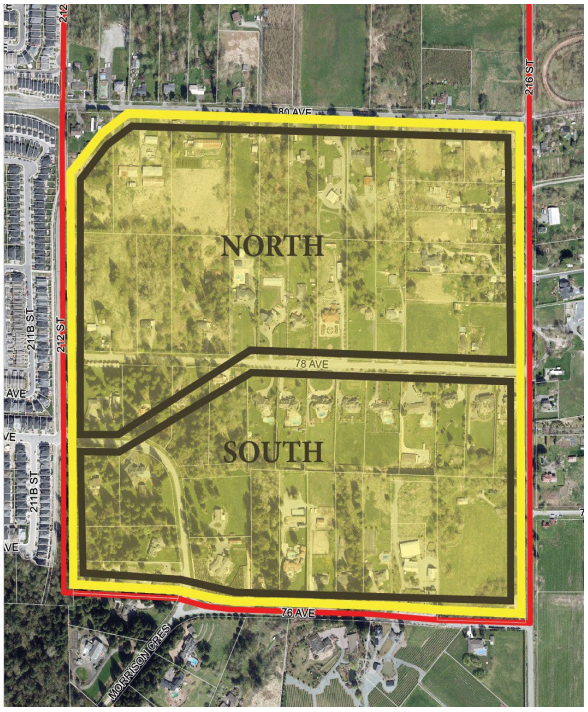


Figure 6.2: Sections in the Mixed Use and Residential District

3. Locate one Urban Park in the Townhouse area south of 78 Avenue (see Figure 6.2). This Urban Park shall:

    a. be bordered by a minimum of two public streets, one of which can be a lane, and immediately adjacent to a Street Greenway;

    b. incorporate seamless connections between the streetscape/lanescapes, and the park area;

    c. maximize building and dwelling unit entrances, dwelling unit terraces, balconies and porches facing directly toward the park; and

    d. provide on-street vehicle and food truck parking.

4. Design Urban Parks to be all-season public spaces.

5. Urban Parks will incorporate various park design objectives: an inclusive urban park (accessible and offered to all), a green urban park (integration of nature, natural materiality, and a significant tree canopy), a blue urban park (maximizing access to water settings,

interactive waterplay, and visible management of rainwater), a sensory urban park (immersing all five senses), a neighbourly urban park (all-season weather protection, abundant seating and lounging opportunities that support socializing), an active urban park (supporting exercise and mobility), and a playable urban park (offering opportunities for all-age creativity and play) in the park design process.

6.1.4 Wildlife Habitat Patch

A Wildlife Habitat Patch of approximately 1,563 m² (0.4 acre) shall be secured, enhanced, and maintained for education and recreation opportunities near the vicinity of Morrison Crescent and 77A Avenue. The Wildlife Habitat Patch is intended to provide food and foraging opportunities for wildlife and serve as a small node in a network of greenways and watercourse riparian areas in the Williams neighbourhood.



Wildlife Habitat Patch Policies:

1. Provide a Wildlife Habitat Patch, along with associated Off-Street Greenway and Enhanced Sidewalks with connections to neighbouring Creek Greenway and Enhanced Sidewalks, within the vicinity of the intersection of Morrison Crescent and 77A Avenue, as illustrated on Map 4 of this Plan and Map 7 of the WGAP (WGAP).

2. Prioritize the location, configuration, and vegetation enhancement deemed most capable of supporting wildlife in an urban setting.

3. Protect intrusion into the Wildlife Habitat Patch to preserve ecological integrity.

4. Include interpretive signage and additional amenities, as and where appropriate, while keeping the overall protection of the area the priority.

5. Fund the Wildlife Habitat Patch and the connecting Off-Street Greenway and Enhanced Sidewalks through the WGAP.

6.1.5 Neighbourhood Forested Mews

Neighbourhood Forested Mews is a decommissioned public right-of-way that serves as a pedestrian-friendly walkway.

Neighbourhood Forested Mews Policies:

1. Provide and develop the Neighbourhood Forested Mews at the locations as indicated on Map 2 of this Plan. The Neighbourhood Forested Mews will encompass the entire width – approximately 20 metres – of the existing public right-of-way.
2. Incorporate appropriate soils along the Neighbourhood Forested Mews to support long-term, stable rooting for trees as well as rainwater detention and nutrient holding capacity.
3. Retain and include new trees, with a focus on native trees, and integrate a 3.0m wide shared-use, asphalt trail.
4. Consider relocation of the Neighbourhood Forested Mews provided that the area is the same or greater and there is a clear net benefit (e.g., retention of mature trees).
5. Consider the orientation of adjacent residences to front the Neighbourhood Forested Mews, if deemed appropriate and feasible. Provide these residences with pedestrian access to the Mews, yet include measures to differentiate public and private space, and provide a minimum of four (4) off-street parking spaces for each dwelling unit that fronts the Mews. No tandem parking within a building shall be permitted.
6. Require development to fund the removal and/or relocation of infrastructure, and any soil remediation, as part of Works and Services requirements of the Township's Subdivision and Development Servicing Bylaw.
7. Fund the reforestation of the Neighbourhood Forested Mews from existing and appropriate Township of Langley sources.
8. Fund the 3.0 metre wide shared-use trail through the WGAP.

6.2 Greenways and Pedestrian Connections

Greenways and pedestrian/cycling connections in Williams are an important component of the mobility network. Some greenways also provide opportunities to integrate landscape and stormwater management features such as bioretention basins and raingardens into the public realm. The specific locations of planned greenways and pedestrian connections are illustrated on Map 4 of this Plan and Map 7 of the WGAP.

6.2.1 Street Greenways

Street Greenways are wide landscaped boulevards along major roads. They are an important component of the active transportation network connecting pedestrians and cyclists with parks, natural areas, commercial nodes, neighbourhood amenities and services, and adjacent neighbourhoods.

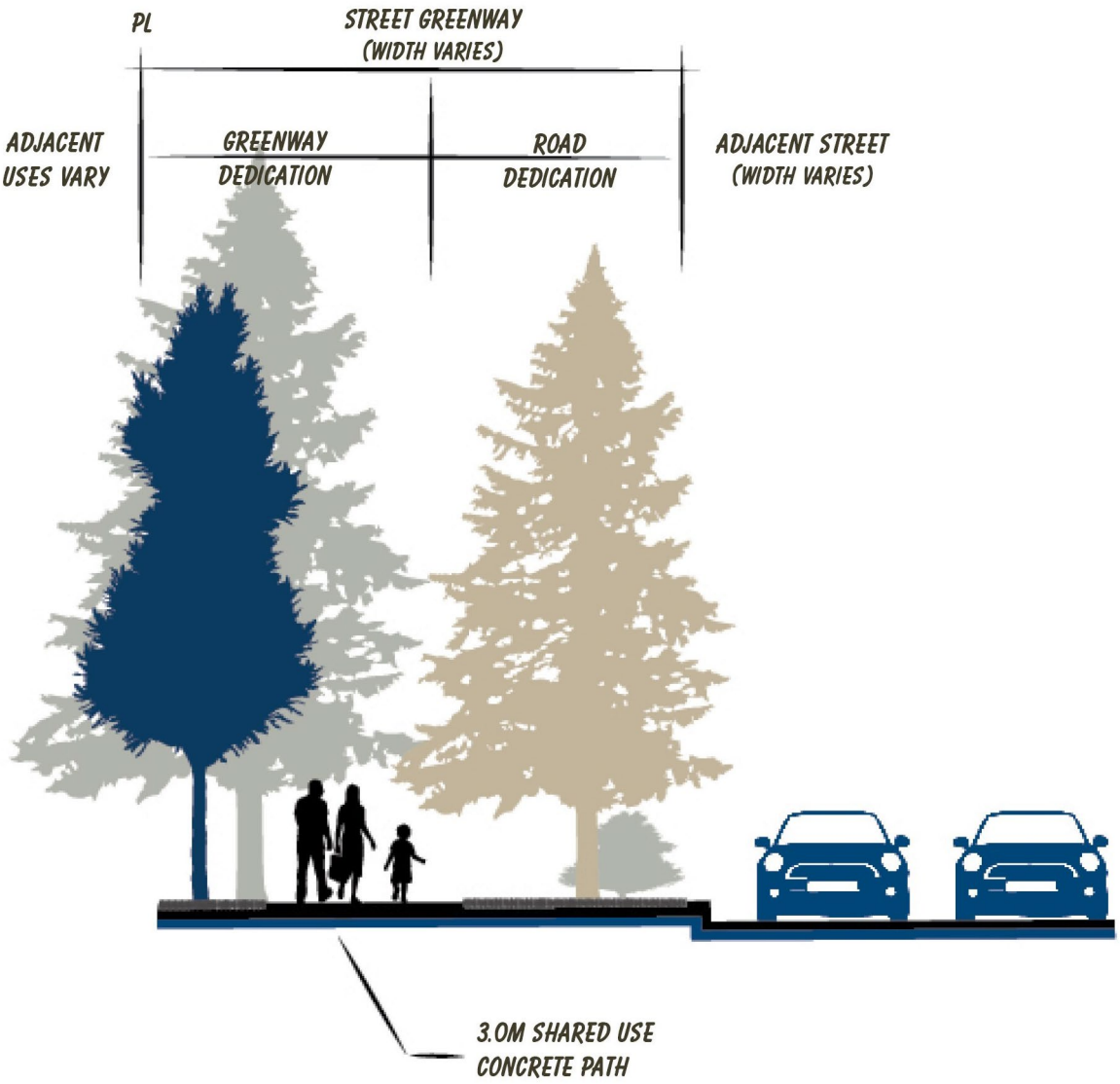


Figure 6.3: Street Greenway Illustrative Design

Street Greenways Policies:

1. Provide contiguous Street Greenways in the locations identified on Map 2 of this Plan and Map 7 of the WGAP.

2. Construct Street Greenways in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.3.

3. Incorporate tree species, such as cedar and other evergreen, coniferous varieties, that complement the deciduous street trees.

4. Discourage the crossings of Street Greenways by driveways. Where no alternative exists, driveways should be consolidated and intersections with greenways shall be designed for the safety of greenway users.

5. Provide safe street crossings for pedestrians and cyclists at key intersections.

6. Fund Street Greenways through the WGAP.

6.2.2 Off-Street Recreational Greenways

Off-Street Recreational Greenways are multi-use pathways that accommodate both pedestrians and cyclists. They can be used for both recreation and commuting purposes.

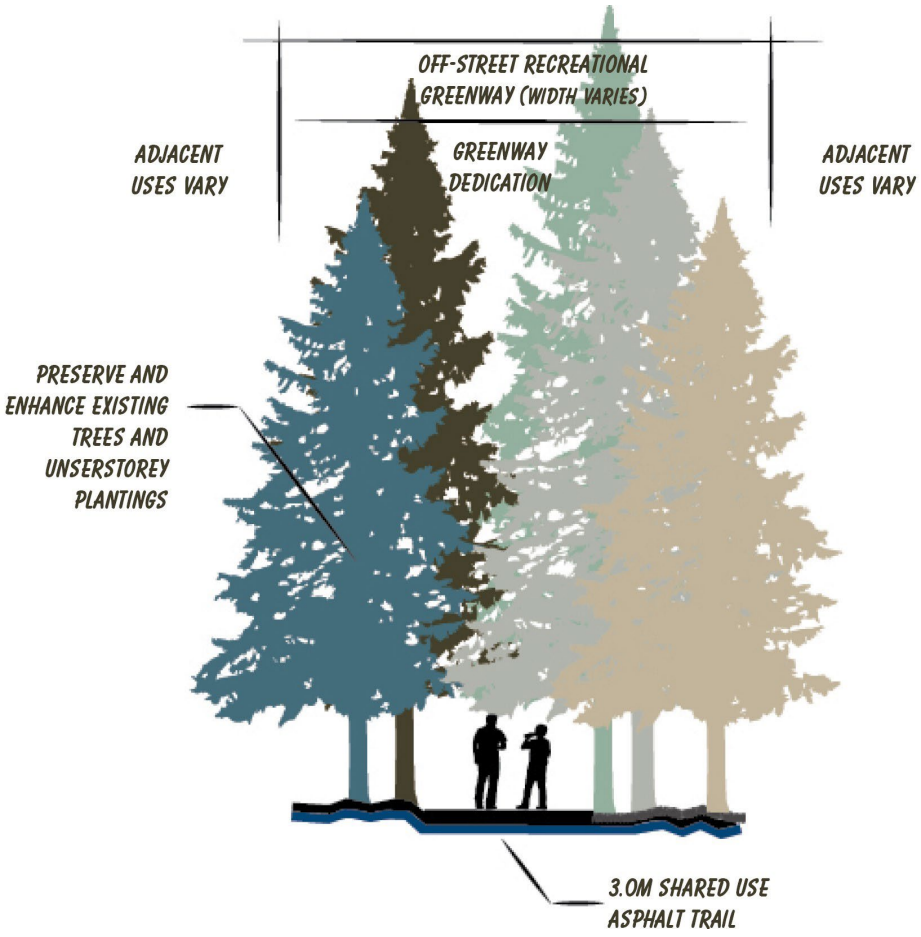


Figure 6.4: Off-Street Recreation Greenway Illustrative Design

Off-Street Recreational Greenways Policies:

1. Provide Off-Street Greenways as shown on Map 2 of this Plan and Map 7 of the WGAP.

2. Construct Off-Street Greenways in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.4.

3. Fund Off-Street Greenways through the WGAP.

6.2.3 Creek Greenways

Creek Greenways are off-street trails that run adjacent to existing watercourses within a continuous landscaped strip of land that runs adjacent to existing waterbodies and associated natural vegetated buffer areas. These multi-use pathways accommodate both pedestrians and cyclists and can be used for recreation and commuting purposes.

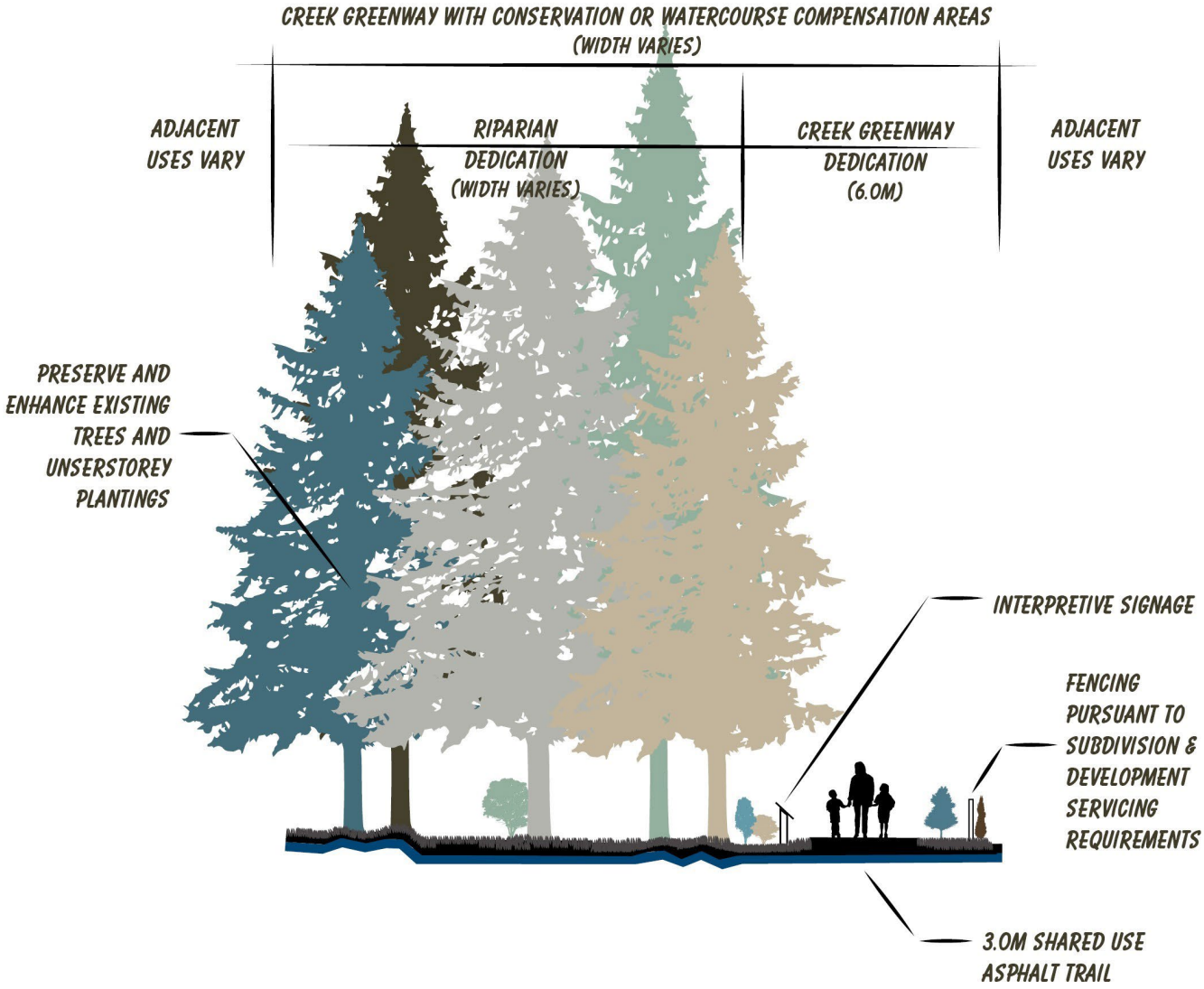


Figure 6.5: Creek Greenway Illustrative Design

Creek Greenways Policies:

1. Provide Creek Greenways as identified on Map 2 of this Plan and Map 7 of the WGAP.

2. Construct Creek Greenways in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.5.

3. Locate Creek Greenways generally adjacent to the Conservation Areas and Watercourse Compensation Areas. Consideration will be given to locating the Creek Greenways within the

outer edges of the Conservation Areas and Watercourse Compensation Areas provided that they do not negatively impact the habitat value or biological integrity of said areas.

4. Build appropriate “connections” where the Creek Greenways intersect with pedestrian and cycling facilities and other Greenways.

5. Fund Creek Greenways through the WGAP.

6.2.4 Enhanced Sidewalks

Enhanced sidewalks are located within the road dedication and are composed of a green buffer next to the property line, a multi-use pathway, and an additional wider green buffer between the sidewalk and curb. They are suitable in areas where short distances of hard-surface pedestrian and cyclist connections are required adjacent to riparian areas, along Greenways, or to connect Greenways.

Enhanced Sidewalks Policies:

1. Provide Enhanced Sidewalks as shown on Map 2 of this Plan and Map 7 of the WGAP.

2. Construct Enhanced Sidewalks in accordance with the standards provided in Table 6.1.

3. Fund Enhanced Sidewalks through the WGAP.

6.2.5 Pedestrian Connections

Pedestrian Connections are to be provided to link developed areas of the neighbourhood, to and from greenways and trails, schools, and areas where public access points along a road are widely spaced. The locations for the Pedestrian Connections, as shown on Map 2, are approximate, both in distance and frequency. The intent of these policies is to secure additional connection points through development to increase the walkability and accessibility of the neighbourhood and to improve connectivity with adjacent neighbourhoods and destinations.

Pedestrian Connections Policies:

1. Provide Pedestrian Connections, which are a minimum three (3) metre wide concrete shared use, hard-surface (e.g., concrete, asphalt) pathway, in the locations identified on Maps 2 and 4.

2. Design entrances to Pedestrian Connections, adjacent to Greenways, Enhanced Sidewalks, and other public rights-of-way, so that they are visible and will be interpreted as a “public” pathway.

3. Pedestrian Connections are not funded through the WGAP.

6.2.6 Greenways, Pedestrian Connections and Enhanced Sidewalk Standards

Table 6.1

TYPE	STANDARDS
Street Greenways	• 4.5m wide dedication (8m wide dedication along 216 Street, between 76 and 80 Avenues) • 3.0m wide shared use, concrete pathway
Off-Street Recreational Greenways	• 6.0m to 10.0m wide dedication, depending on location • 3.0m wide shared use, concrete pathway
Creek Greenways	• 3.0m wide shared use, asphalt trail located in the outer 6.0m of the required riparian area
Pedestrian Connections	• 3.0m wide shared use concrete pathway
Enhanced Sidewalks	• Within the road dedication • 2.0m wide buffer between the curb and sidewalk • 3.0m wide concrete sidewalk • 1.0m wide buffer between

6.3 Schools

At the time of plan adoption, there were no public schools in the Williams area. A future elementary school site in Williams is anticipated to accommodate growth in the number of students. Approximately 2 hectares (5 acres) of land for a new school site will be required. The Langley School District will acquire the new school site, which would be developed at such time that the population growth warrants the establishment of the new school.

The Langley School District has developed a Long-Term Facilities Plan which has a requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the Langley School District has limited ability to raise funding for capital projects, it relies on funding from the Ministry of Education for the acquisition of land and the construction of schools. Funding requests are made annually though the submission of a five-year capital plan. Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.

Schools Policies:

1. Accommodate an elementary school, which will form part of a joint elementary school-neighbourhood park site ("joint site") with a minimum total size of 4 hectares (10 acres, half for the elementary school and the other half for the neighbourhood park), within the vicinity of 214 Street and 78 Avenue, as indicated on Map 1.

2. Identify and secure the joint site along with the rezoning of all lands designated for residential development.

3. Ensure that the joint site is appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.

7.0 NEIGHBOURHOOD CHARACTER AND IDENTITY

7.1 Neighbourhood Placemaking

The Williams neighbourhood is envisioned to be an urban, compact neighbourhood with an active public realm supported by sidewalks, greenways, and trails. Within the streetscape, a variety of amenity features will help to further animate public spaces, promote walking, encourage community interaction, and contribute to the identity of the neighbourhood and the making of place.

The neighbourhood is expected to include an elementary school, employment lands in the form of a business park, a local-serving commercial node, a variety of parks and open spaces, as well as pedestrian and cycling connections. View corridors from the neighbourhood to the south and southeast to the Milner Valley and vistas beyond (Mount Baker), are also provided in strategic locations. Neighbourhood, subdivision, and building designs will also contribute to the retention and enhancement of the treed character of the Willoughby Escarpment, as viewed from various points in the Milner Valley, specifically along Glover Road.

7.2 Neighbourhood Landmarks

Neighbourhood Landmarks are key place-making features in highly visible areas as viewed by pedestrians, cyclists, transit riders, and motorists. Two area gateway features into Williams are to be located as shown on Map 1 at the following locations:

- Intersection of 212 Street and 80 Avenue (see Figure 7.1)
- 216 Street and Highway #1 interchange (see Figure 7.2)

The Neighbourhood Landmark at 212 Street and 80 Avenue is located within a former dedicated road and comprises approximately 3,802 m^2 (0.95 acre). It provides a predominantly hard landscaped urban public open space at the confluence of Street Greenway networks in Williams, and connections with Smith and Yorkson neighbourhoods. The Neighbourhood Landmark is situated on both the north and south corners at the west side of the re-aligned intersection at 80 Avenue and the 212 Connector. These spaces are highly visible to pedestrians, cyclists, transit riders and motorists along both directions of 80 Avenue and those heading north on the 212 Connector, as well as residents and workers within its vicinity.

The second Neighbourhood Landmark at 216 Street and Highway #1 interchange, on the west side, is an open space area that includes a rainwater detention pond. It is located at the confluence of a variety of Greenways and its gateway design and complementary features thematically tie these elements together. The intent of the Neighbourhood Landmarks Policies is to establish key place-making features in these gateway areas and contribute to the identity of the Williams neighbourhood.



Figure 7.1: Neighbourhood Landmark at 212 Street and 80 Avenue Illustrative Design



Figure 7.2: Neighbourhood Landmark at 216 Street and Highway #1 Illustrative Design

Neighbourhood Landmarks Policies:

1. Provide and develop a Neighbourhood Landmark feature at the intersection at 80 Avenue and 212 Street approximately 3,802 m^2 (0.95 acre) in size, as indicated on Map 2.

2. Establish a coordinated Neighbourhood Landmark and community gateway feature at 216 Street and the Highway #1 interchange, on the west side, as indicated on Map 2, as part of the rainwater detention pond design. Additional land area may be required for the sizing of the rainwater detention pond to incorporate a viewing platform, a perimeter trail, and public art.

3. Design the Neighbourhood Landmarks in accordance with the general concepts as shown in Figure 7.1 and Figure 7.2, including the incorporation of public art.

4. Fund the Neighbourhood Landmark at 80 Avenue and 212 Street through the WGAP.

5. Fund the Neighbourhood Landmark at 216 Street and Highway #1 through the WGAP (not including the stormwater detention pond and associated plantings and landscaping).

7.2.1 Public Art

Public Art is intended to improve the character and vibrancy of the public realm and to encourage community interaction. It will be incorporated in the Neighbourhood Landmark locations in Williams.

Public Art Policies:

1. Include Public Art within the Neighbourhood Landmarks at the locations identified on Map 2.

2. Require the Township of Langley to manage, maintain, and insure all Public Art in accordance with Public Art Policy (No. 06-024).

3. Encourage as part of development Public Art in the design of buildings or landscapes in publicly accessible spaces or commercial spaces.

4. Fund Public Art for the public locations identified on Map 1 through the WGAP.

7.3 Stormwater Facilities as Amenities

Stormwater facilities (including detention ponds) are intended to serve a dual purpose. The primary use is functional with recreation and aesthetics serving as a secondary function. In their role as an amenity, efforts shall be made to design ponds with these goals in mind.

Stormwater Facilities as Amenities Policies:

1. Accommodate two (2) detention ponds in the vicinity of 216 Street: one at the northeast corner of the Plan area and another at the southeast corner.

2. Incorporate pedestrian access around all or part of the edge/perimeter of stormwater facilities and link this pedestrian feature with nearby Greenways.

3. Provide safe access and seating along the inner slope of detention ponds.

4. Include aesthetic considerations in the design of stormwater detention ponds, including but not limited to exposed walls and slopes visible by the public. Incorporate evergreen, coniferous tree plantings around the perimeter to complement the treed character of the Willoughby Escarpment.

5. Design aesthetically pleasing fencing that is thematically aligned with the design features of the Neighbourhood Landmark spaces. Acoustic barriers should be considered and included where traffic noise or adjoining uses negatively impacts the enjoyment of the amenity space and views to and from the facility.

7.4 Green Roofs

Green roofs (also known as “living roofs”) can promote effective stormwater management, reduce energy use, and provide additional spaces for amenity and recreation uses. They consist of various roofing layers topped with a soil-like growing medium and specific plant species that have the ability to withstand dramatic swings in climatic conditions.

Green Roofs Policies:

1. Encourage new commercial and industrial buildings to incorporate green roofs.

2. Consider the provision of accessible outdoor space on the green roof for recreational and ecological needs.

3. Encourage the use of plant species that are native and non-invasive and appropriate to the climatic conditions of the Williams area.

4. Design green roofs in accordance with the BC Green Building Code.

5. Adhere to Township policy regarding the management, maintenance, and insurance/liability related to green roofs. Green roofs are to be kept in perpetuity. Irrigation and maintenance are the responsibility of the building and/or property owner.

7.5 Landscape Buffer

A Landscape Buffer is a linear feature with plantings, earthen berms, and hardscaping (e.g., fencing) that provides visual and noise attenuation between different land uses and transportation infrastructure.



Figure 7.3: Landscape Buffer Locations

Landscape Buffers Policies:

1. Provide a “freeway” Landscape Buffer adjacent to Highway #1 that is 15 metres wide, includes retained and additional tree plantings, understorey plantings and ground cover, an earthen berm, and a 3-metre-wide trail as illustrated in Figure 7.3.

2. Provide an “interface” Landscape Buffer at the location between the Townhouse designation north of 83 Avenue and the areas east and south, designated as Business Park, as illustrated in Figure 7.3, that is 6 metres deep and that extends the full length of the east property line. This buffer feature is in addition to landscaping requirements and setback treatments required in the Township of Langley Zoning Bylaw and Subdivision and Development Servicing Bylaw.

3. Fund the provision of the “Freeway” Landscape Buffers through the WGAP.

7.6 Local Road Gateways

Local Road Gateways provide an additional place-making opportunity to indicate arrival to and departure from residential areas within Williams. These entrances help create an identifiable place and provide a significant entryway.

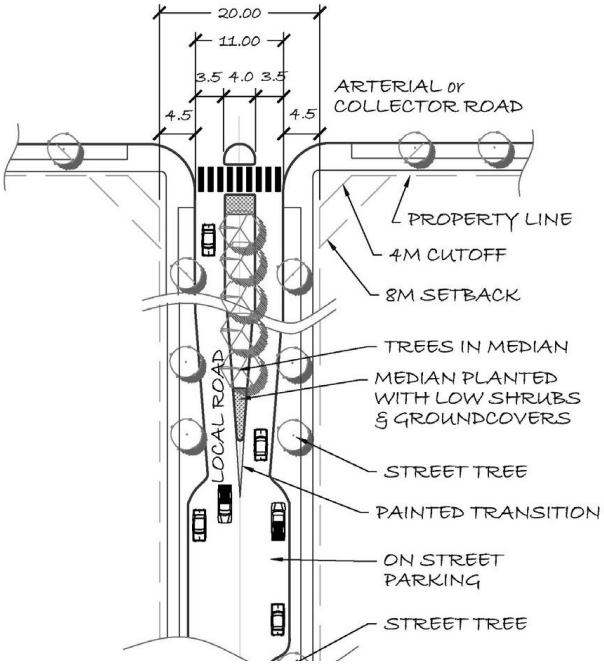


Figure 7.4: Conceptual Local Road Gateway Design

Local Road Gateways Policy:

1. Construct Local Road Gateways where local roads meet collector roads consistent with the standards illustrated in Figure 7.4. Incorporate additional landscaping and signage as appropriate.

7.7 Utility Boxes and Vaults

Urban communities include a variety of supporting infrastructure, some of which is visible, and others are not. Careful attention to siting and finish of at- or above-grade infrastructure will ensure that these elements do not interfere with mobility or the aesthetic qualities of the Williams area.





Utility Boxes and Vaults Policies:

1. Plan and coordinate the location of utility boxes, ventilation equipment or other at-grade mechanical equipment to minimize their impact on the public realm, including placing them underground or inside buildings, wherever possible.

2. Place existing overhead utilities underground as part of new development and upgrades to infrastructure.

3. Apply wraps on utility boxes and other at-grade mechanical equipment as part of off-site and on-site works and services associated with development in order to reduce graffiti and improve the visual aesthetic of the neighbourhood. Appropriate imagery could include local art, culture, and heritage.

7.8 Retaining Walls

To create high-quality development sites that work with the land, the sloping terrain of the southern portion of Williams may require significant grading and use of retaining walls.

Retaining Walls Policies:

1. Ensure development and infrastructure projects build with the slope to help preserve the natural topography of hillside areas and minimize cut and fill excavations.

2. Integrate landscaping, apply texture treatments, and use a “stepped approach” in the design of retaining walls where they are located along any public right-of-way, in a public space, or visible to the public.

7.9 Heritage

The Township of Langley Heritage Strategy recognizes the importance of Langley’s historic and archaeological resources, its rural lands, and its natural and cultural landscapes, in developing complete sustainable communities, and identifies nine goals and a number of actions to be implemented. The following actions would apply to resources identified in the Williams neighbourhood:

- Identify built, natural, and cultural landscape heritage sites, and policies for conserving them during the neighbourhood plan process;
- Preserve, protect, and celebrate significant historical resources that illustrate Langley’s range of heritage values;
- Encourage retention of existing building stock, where feasible, by demonstrating flexibility in the assessment of adaptive re-use projects;
- Encourage and support salvage efforts in the deconstruction of existing buildings; and
- Provide grants for the restoration of eligible heritage buildings through the Heritage Building Incentive Program.

Archaeological Resources

Although there are no previously recorded archaeological sites within the plan boundaries, there are reports that some lithic materials have been found within the Yorkson Creek area, indicating that the possibility of archaeological potential within the area cannot be ruled out. The provincial Archeology Branch maintains and oversees the legislative processes for the management of archaeological sites, and landowners, occupants and service providers are required to conform to provincial process and permitting requirements with respect to both known and unknown sites.

Natural and Cultural Landscapes

The Willoughby Escarpment that runs along the eastern edge of the Williams neighbourhood is a prominent geographical feature. This natural feature, which forms a natural division between Milner Valley and upland areas, includes some large stands of trees both within Williams and its adjacent rural areas to the south and southeast. The escarpment additionally provides for scenic views of the

location of the historic 1830s Hudson Bay Company Farm in Milner, and in some locations longer views to Mount Baker, the Golden Ears, and other peaks in the Coast Mountain Range.

Protection of the escarpment's visual and historical significance as viewed from the Milner area can be achieved through a combination of tree protection and tree replacement strategies. Implementation of these strategies will be emphasized for areas along the Agricultural Land Reserve boundaries, along the east and south boundaries of the plan. Given that the urbanization process will occur over several years and decades, the escarpment's image and character will evolve and regenerate as new trees grow and mature along the within the neighbourhood.

Built Resources

The historic resources in Willoughby that remain today reflect the community's rural history and community life near the turn of the twentieth century. As part of the Willoughby Heritage Study undertaken in 2005, historic assessments were completed for several buildings within the plan boundaries, although none of the sites identified have been added to the Township's Heritage Inventory to date.

The intent of these policies is to guide the preservation, restoration and commemoration of built and archaeological resources and natural and cultural landscapes that have heritage values as they relate to the Williams area.

Heritage Policies:

1. Protect the Character of Milner Valley as a Cultural Landscape

    1.1 Retain the historic views up and down Milner Valley as well as the natural topographical division between the valley's current agricultural/rural lands and the upland areas by preserving, enhancing, and incorporating trees and stands of trees along, above and below the Willoughby Escarpment, with a particular focus on the south portion of the Williams area and the urban/rural edge along the Agricultural Land Reserve boundary.

    1.2 Design and locate new development, buildings, roads, parks, and pedestrian connections within sightlines from Milner toward the Willoughby Escarpment, with consideration given to the various view levels, with the objective of enhancing and preserving a forested escarpment. Designs should include a view analysis.

    1.3 Apply compatible exterior materials and colours that blend with the natural, treed environment that characterizes the escarpment.

    1.4 Preserve specimen trees in the Williams area as part of development and infrastructure projects (e.g., row of "cherry blossom" trees along 76 Avenue).

2. Preserve Sites Deemed to be of Historic Value

2.1 Retain buildings, including those identified within the Plan boundaries that were identified in the Willoughby Heritage Study (2005) and others deemed to be of historic value, through heritage review and protection tools enabled by the *Local Government Act*.

3. Commemorate Williams History

3.1 Commemorate the early history of Williams, where appropriate, with historic place names or interpretive signage, and through complementary public realm design that recognizes and celebrates the tangible and intangible aspects of Williams's history.

7.10 Crime Prevention through Environmental Design

The safety and security of residents is an important component of any liveable community. Safety and security are considered not only in terms of personal safety and protection of property, but also in terms of safety for pedestrians, vehicles, and cyclists.

"Crime Prevention through Environmental Design" (CPTED) in development planning seeks to reduce opportunities for crime through the following principles.

- Territoriality - fostering residents' interaction, vigilance, and control over their neighbourhood
- Surveillance - maximizing the ability to spot suspicious people and activities
- Activity support - encouraging the intended use of public space by residents
- Hierarchy of space - identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening - using physical barriers, security devices and tamper-resistant materials to restrict entrance
- Environment - making a design or location decision that considers the surrounding environment and minimizing the use of space by conflicting groups
- Image/Maintenance - ensuring that a building or area is clean, well-maintained, and graffiti-free

Crime Prevention through Environmental Design Policies:

1. Design new developments to provide "eyes on the street" through the placement of windows, porches, balconies, and street-level uses. Avoid blank walls.

2. Incorporate adequate lighting for all streets, lanes, parking areas, parks, trails, and building entrances. In places with high pedestrian traffic, pedestrian scale lighting should be provided.

3. Design landscaping and fencing to avoid the creation of blind spots or hiding places.

4. Consider clear sightlines between parking areas, public sidewalks, and building entrances in site design.

7.11 Lighting Design

Neighbourhood-specific on-street and off-street lighting for vehicle travel lanes, parking and pedestrian areas will help to create a pedestrian-friendly character, and desirable and active streetscapes in key areas of Williams.

Lighting Design Policies:

1. Provide ornamental street lighting fixtures at the Williams commercial node, located at 80 Avenue and 216 Street, for both on-street and off-street areas.

2. Locate and space on-street and off-street lighting elements based on the industry standard modeling and requirements.

3. Include pedestrian scale lighting along all streets, street greenways, creek greenways, and other pedestrian areas and connections.

8.0 MOBILITY

8.1 Street Network

As the Williams area develops, the street network will link various parts of the neighbourhood together and will be functional, safe, and efficient for all modes of travel. The street network in Williams is designed to support a modified grid pattern, combined with a “fine-grained” block and lot structure to link various parts of the neighbourhood together. This will distribute vehicular traffic through the planned street network within the Williams area (Map 4).

Street Network Policies:

1. Develop the street network, including arterial, collector, and local roads, as illustrated in the Circulation Concept Plan (Map 4). The alignment of the collector route of 77A Avenue to 78 Avenue is required to ensure connectivity. Flexibility will be considered without amendment to this Land Use Plan where roads cannot conform entirely to the concept due to site constraints.

2. Design the layout of residential areas with a block-based network of walkable streets on a modified grid with an east-west orientation. Single-access Street patterns (cul-de-sacs) shall be avoided; where this is impractical, safe, and functional pathway connections shall be provided.

3. Relocate the centre line of 216 Street, between 76 and 80 Avenue, to accommodate four-lanes plus left turn lanes on the west side with no encroachment on the east side into Agricultural Land Reserve lands. The streetscape on the east side will incorporate a protected bike lane and sidewalk. The streetscape on the west side will provide urban services, including curb and gutter, treed boulevard with understorey plantings, abundant coniferous trees, and extra-wide urban street greenway (12 metres wide) with 4 metres in the road right-of-way, protected bike lanes and a multi-use path, and an additional 8 metre land dedication funded through the WGAP.

4. Incorporate low impact design features for rainwater management into street designs to facilitate the infiltration of stormwater.

5. Require all residential development fronting on arterial and collector streets, all Greenways, and areas with Enhanced Sidewalks to provide rear lane or internal strata road access. The “H”-shaped configuration for rear lanes is intended to provide for short end blocks to feature street fronting units.

6. Secure road dedication for all categories of streets. A right-of-way includes sidewalks, travel and parking lanes, boulevards, and utility allowances.

7. Locate multi-family amenity spaces away from arterial streets.

8. Apply modest grade-separation features for all residential development along arterial streets to provide sound attenuation and to create walkable streets.

8.2 Pedestrian and Bicycle Circulation

The Williams cycling network will connect with cycling networks of adjacent neighbourhoods (Yorkson, Smith, NE Gordon Estates) and key destinations within Willoughby such as the Carvolth Transit Exchange and Willoughby Town Centre.



Pedestrian and Bicycle Circulation Policies:

1. Incorporate pedestrian facilities and networks such as Street Greenways, Creek Greenways, Enhanced Sidewalks, and Pedestrian Connections in conformity with Township standards and as illustrated in the Circulation Concept Plan (Map 4).

2. Provide additional cycling facilities and networks, including commuter, recreational, and community routes



8.3 Transit Service

The 2007 South of Fraser Area Transit Plan provides a long-term vision for transit to 2031. This vision includes 200 Street in the Willoughby area as a Frequent Transit Network (FTN) route in the short and medium term and 208 Street as a Frequent Transit Network (FTN) route candidate. In 2023, 200

Street was identified as one of the first three priority bus rapid transit routes in Metro Vancouver and, over the longer term, has the potential to accommodate light rail rapid transit service within a dedicated median.

Williams is located 3 kilometres from the Carvolth Exchange, a major transit exchange that connects riders to Langley City, Maple Ridge, Abbotsford, and Millennium and Expo SkyTrain lines. In the future, transit ridership is expected to grow, and it is reasonable to assume that conventional transit services will likely operate on major arterial roads such as 216 Street, 212 Street and 80 Avenue, with some level of transit service on collector roads as well.

The proposed pedestrian and cycling network in the Williams Neighbourhood Plan will connect local residences and workplaces to transit stops until such time as bus transit is provided.

Transit Service Policies:

1. Accommodate future bus transit routing and stops along arterial streets through appropriate street design standards.

2. Provide a street design standard along 78 Avenue to integrate future community shuttle transit service.

3. Design transit stops to include pedestrian amenities such as suitably sized landing pads for passengers, appropriate lighting, benches, and shelters.

8.4 Traffic Control and Traffic Calming

The Township has a generalized approach to intersection control which is delineated as follows:

Intersection Type	Traffic Control Type
Arterial/ arterial	Traffic signals
Arterial/ collector	Traffic signals
Collector/ collector	Roundabouts

Traffic Control and Traffic Calming Policies:

1. Incorporate traffic control and traffic calming infrastructure as outlined in the Circulation Concept Plan (Map 4).

2. Require a detailed transportation assessment in the development review process for individual sites to confirm intersection control types.

3. Apply additional traffic calming elements, as outlined in Council Policy 05-110 Neighbourhood Traffic Calming, for collector and local roads, specifically the north/south collector and local streets on steeper terrain and intersections along 76 Avenue (e.g. at 214 Street).

4. Limit “right-in / right-out” turning movements at the intersection of 76B Avenue at 216 Street and consider a pedestrian activated signal at 78B Avenue at 212 Street.

8.5 Parking and Transportation Demand Management

Parking management in Williams is intended to ensure sufficient on- and off-street parking supply. Off-street parking requirements differ by land use in accordance with Township of Langley Zoning Bylaw 1987 No. 2500, as amended.

Parking and Transportation Demand Management Policies:

1. Accommodate on-street parking on both sides of all local and collector streets.

2. Design front-loaded residential development to include double-wide driveways and enough space for one vehicle to park on-street in front of each dwelling unit , except were fronting on arterial streets.

3. Design residential subdivisions with rear lanes and rear loaded lots for single family, semi-detached, and rowhouse dwelling units, as defined in the Zoning Bylaw, to support a high-quality pedestrian environment. Rear-loaded residential development must have space for one vehicle to park on-street in front of each dwelling unit, except for dwelling units that front arterial streets.

4. Provide a minimum four (4) off-street parking spaces for each dwelling unit fronting an arterial road. No tandem parking within a building is permitted.

9.0 INFRASTRUCTURE AND ENERGY

9.1 Engineering Services Plan

The Engineering Services Plan serves as a framework for the preparation of servicing plans for individual developments. Servicing strategies aim for efficiency, cost effectiveness, and the equitable distribution of costs. There may, however, be alternative servicing strategies to those presented in the ESP as a result of the ability to secure required land or rights-of-way for infrastructure, timing of development of specific properties, or simply, a different engineering approach.

Alternative servicing strategies may be considered and implemented by the Township provided that a new scheme meets the spirit and intent of the Williams Neighbourhood Engineering Services Plan and in the opinion of the Township, does not adversely impact servicing requirements for property owners.

9.2 Water

9.2.1 Existing Context

The Williams Neighbourhood Plan area is supplied with water from a Greater Vancouver Water District (GVWD) main on 204 Street through a number of connections and Pressure Reducing Valve (PRV) Stations. Pressure is maintained through the Willoughby Pump Station. The plan area is currently serviced internally by a coarse network of watermains given the largely rural nature of the area. The existing system indicates that the plan area lies within two (2) separate pressure zones: Pressure Zone 110m and Pressure Zone 131m.



The GVWD supply main, and the existing internal network are understood to have sufficient capacity to provide adequate flows to meet domestic demands and fire flows for the planned neighbourhood. The Engineering Services Plan completed as part of the Williams Neighbourhood Plan process provides an updated water distribution strategy to support the neighbourhood, and outlines pressure zone boundaries.

9.2.2 Future Conditions

A water system analysis has been completed to determine peak demands and fire flow requirements and identify water infrastructure improvements required to support projected population growth. However, this analysis was limited to the larger grid mains and did not include review or sizing of smaller local mains.

The analysis does identify the need for expanding and upgrading the existing system to meet water and fire suppression flows for peak demands based on projected growth. Additional information can be found in the Williams Engineering Services Plan that accompanies this Neighbourhood Plan. All works will need to be confirmed through detailed design as part of the subdivision process.

9.3 Sanitary Sewer

9.3.1 Existing Context

Currently there is no existing sanitary sewer infrastructure within Williams given its largely rural character; existing properties are serviced by individual septic systems. Land use changes will require a sanitary sewer collection and conveyance system for the area. The Engineering Services Plan for the Williams neighbourhood will confirm details of sanitary requirements, including requirement and location of pump stations, force mains and/or downstream infrastructure upgrades.

9.3.2 Future Conditions

Sewer system analysis has been completed to determine peak sewage flows and identify sewer infrastructure required to support projected growth in the Williams neighbourhood. Analysis was limited to trunk infrastructure and did not include alignment or sizing of local sewer mains.

Additional trunk sewer mains are needed throughout the neighbourhood to accommodate the increase in sewer loading and are proposed to generally align with major transportation corridors. Flows will gravity feed either to the northeast or southeast corners of Williams due to topography variations across the neighbourhood. Two sanitary pump stations will be needed in the vicinity of the 216 Street corridor: one in the north and one in the south. Sanitary force mains will then carry the flows to connect inlets at 83 and 77A Avenues respectively.

The Williams Engineering Services Plan has been completed to update the sanitary sewer strategy for the Williams neighbourhood. Servicing should follow the catchment areas shown and all works will need to be confirmed through detailed design as part of the subdivision process.

9.4 Stormwater

9.4.1 Existing Context

The Williams neighbourhood is part of the Salmon River Watershed, adjacent to the Yorkson Creek and Upper Nicomekl watersheds. Given the area's largely rural character, the current drainage system is dominated by the natural and augmented watercourses, branches, tributaries, and drainage channels of the "two" segments of Guy Creek, as well as a coarse network of road-side ditches, culverts, and partially piped sections. This drainage network drains into Salmon River.

9.4.2 Future Conditions

As part of the Williams Neighbourhood Plan process, the Williams Engineering Services Plan has been completed to update the stormwater management strategy for the Williams neighbourhood. All works will need to be confirmed through detailed design as part of the subdivision process.
The significant change in land use will affect the hydrology of the area, requiring compensatory actions to stave off increased risk to erosion and flooding. These actions include three primary components. The first component is the application of on-site best management practices (BMPs) such as infiltration trenches and absorbent landscaping to the greatest extent practical to retain rainwater on site and recharge it to ground. BMPs will be applied both on private sites as well as off-street public corridors, particularly the pedestrian greenways to help reduce the impervious area.

The second component is the conveyance systems, largely piped, to convey generated runoff to communal detention ponds. Preliminary routing and sizing of trunk storm sewers has been identified in the Engineering Services Plan.

The third component is detention ponds and associated outlets to the Salmon River. Two (2) new detention ponds are proposed and identified in general terms on Map 1. The exact location and size of these ponds are to be verified at the time of a development application. The number and size of detention ponds may vary based on the ability to secure land or rights-of-way for infrastructure, the timing of development of specific properties, or a different engineering approach.

Integrating stormwater ponds and associated conveyance systems as an amenity feature in the neighbourhood serves multiple purposes including ecological, recreational, educational, and aesthetic values. Considerations will be given to hard and soft landscaping in urban and naturalized settings. Apply the policy guidance as outlined in Section 7.4 of this Plan in the design of detention ponds.

9.5 Hydro, Telephone, Street Lighting, and other Utilities

The Township Subdivision and Development Servicing Bylaw stipulates new hydro and telecommunication lines are to be provided underground. Street lighting shall be provided on all streets and lanes in accordance with this Bylaw. Unique lighting standards apply to the commercial node, located in the vicinity of 80 Avenue and 216 Street as outlined in Section 7.11.

To foster a strong sense of place, utility boxes throughout Williams shall be wrapped to reduce graffiti and to improve the visual aesthetic of the neighbourhood. Appropriate imagery will need to be investigated with heritage (built or natural), cultural events or topics, and art being possible options.

9.6 Energy

The Williams neighbourhood is designed as a walkable energy conscious community with green, energy-efficient buildings, and democratized energy generation opportunities such as building and roof orientation to accommodate solar sequestration technologies (e.g., photovoltaic/solar panels) and other renewables.

10.0 FINANCIAL STRATEGY

The Williams Neighbourhood Plan financial strategy is intended to assist in the orderly, cost effective, and equitable development of the neighbourhood. It is based on principles that the Township will not finance, nor assume a financial risk, in the provision of engineering services required for development. As such, water, sanitary sewer, drainage, highway services, and parks are to be solely funded through the collection of Development Cost Charges (DCCs) or other appropriate cost recovery mechanisms. Finally, it is the responsibility of property owners and/or the proponents of development to frontend the construction of engineering services and parks. To assist in this regard, the Township may consent to enter into cost recovery agreements.

DCCs are levied against new development to assist in the financing of new servicing infrastructure and amenities required by, and benefiting, new development. The Township's Development Cost Charge Bylaw sets DCC rates for each engineering service and for parks and describes when and how they are to be paid. Rates are uniform across the Township so that similar developments are levied the same rate regardless of their location. In principle, DCCs collected must balance with required expenditures. However, in the Township's context, they may exceed or be in deficit within an individual neighbourhood.

Infrastructure which is eligible to be funded with DCC revenue is identified in the Township of Langley's 20-year DCC program.

The Township has infrastructure financing policies in place and has previously negotiated specific agreements to permit property owners to receive DCC credits to assist in the cost recovery of DCC works that they have constructed. Given the high cost of the sanitary sewer, drainage, highway, and municipal water facilities required to permit development, the Township may provide opportunities to the property owners to achieve cost recovery.

Several cost recovery mechanisms are available for consideration, including Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA).

Each of these offers the ability for frontending property owners to potentially recover their infrastructure investments. However, it is critical that all agreements are structured to provide sufficient time for property owners to recover the costs of providing infrastructure potentially fully. It is therefore recommended that the Township approve agreements with 10- to 15-year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.

As indicated earlier, the Williams Neighbourhood Plan also includes several amenities to be funded through the WGAP. These amenities include:

- Wildlife Habitat Patch
- Urban Parks
- Williams View Park

- Greenways of various types
- Neighbourhood Landmarks
- Public Art

To provide funding for the construction of these amenities, the Township will require that new developments contribute amenity costs at time of rezoning. The Township strives to have relative equality in amenity costs between neighbourhoods. The funding approach to amenity costs is identified in the WGAP.

11.0 IMPLEMENTATION

Development of the Williams neighbourhood shall proceed based on drainage catchment areas, and the need for a combined neighbourhood park and elementary-middle schools.

11.1 General Prerequisites

Prior to the adoption of a Zoning Bylaw amendment in the Williams Neighbourhood Plan as identified on Map 1, the following general prerequisites shall be completed to the satisfaction of the Township:

1. Identify and secure a joint elementary school and neighbourhood park site to the acceptance of the Township of Langley and the Langley School District, subject to other provisions of this Plan, before any development may occur in the area, with the exception of non-residential developments.

2. Prior to opening of each phase for development the required community stormwater detention site to serve that area must be secured and must be located to serve the entire storm catchment area to the acceptance of the General Manager of Engineering. Interim on-site detention will not be allowed.

3. Major roads and engineering services, including drainage, water, and sanitary sewer, storm detention ponds, and road dedications, widenings and rights-of-way must be provided and extended (at no cost to the Township) to accommodate the proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA) may be considered, where applicable, to the acceptance of the Township.

4. Secure 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.

11.2 Development Prerequisites

11.2.1 Employment District

Prior to Council's consideration of first and second reading of a Zoning Bylaw amendment in the Employment District in this Plan, the following shall be completed to the satisfaction of the Township:

1. Prepare a Comprehensive Development Plan (CDP), at the expense of the proponent, that aligns with the Vision, Goals and policies of this

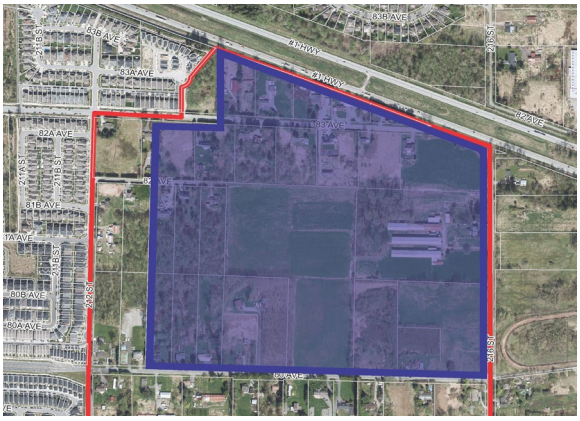


Figure 11.1: Location of the Employment District

Neighbourhood Plan for the entire Employment District (see Figure 11.1). The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the Employment District including building types and tenures, building massing, form, layout and height, streetscape design and landscaping, access and movement, parking and loading, watercourse compensation areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing.

2. Conduct a Transportation Impact Assessment (TIA) to determine the transportation impact associated with the CDP and identify necessary infrastructure upgrades and phasing of said improvements that are tied to development and servicing of the CDP. The TIA will be paid for in full by the proponent and carried out independently by a qualified engineering consultant to be selected and managed by the Township.

3. Secure lands for Civic Institutional as outlined in Section 5.8 prior to rezoning of lands for development that have not received third reading.

11.2.2 Residential District

Prior to Council's consideration of first and second reading of a Zoning Bylaw amendment in either the north or south sections of the Mixed-Use and Residential District in this Plan (see Figure 11.2), the following shall be completed to the satisfaction of the Township:

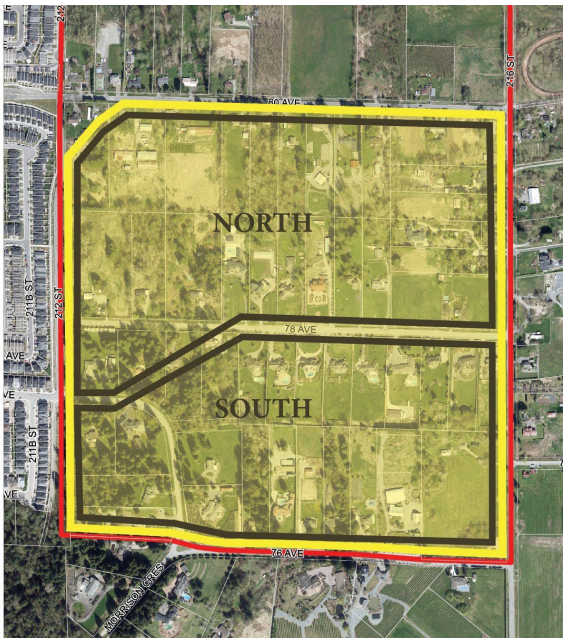


Figure 11.2: North and South areas of the Residential District

1. Prepare a Comprehensive Development Plan (CDP) at the expense of the proponent, that aligns with the Vision, Goals and policies of this Neighbourhood Plan, for either or both of the north or south portions of the Residential District, as determined to be appropriate by the General Manager of Community Development (see Figure 11.2). The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the north and/or south section of the Mixed-Use and Residential District, including building types, access and movement, building massing, form, layout and height, streetscape design and landscaping, Conservation and Watercourse Compensation Areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing phasing.

2. Conduct a viewscape analysis of the Willoughby Escarpment as part of the preparation of this CDP.

3. Conduct a Transportation Impact Assessment (TIA) to determine the transportation impact associated with the CDP and identify necessary infrastructure upgrades and phasing of said

improvements that are tied to the development and servicing phasing of the CDP. The TIA will be carried out independently by a qualified Engineering Consultant to be selected and managed by the Township of Langley. The TIA will be paid for in full by the proponent.

4. Rezoning of lands for development will require that school sites be secured as outlined in Section 11.2.1.

11.3 Specific Development Prerequisites

The following development prerequisites must be resolved to the satisfaction of the Township prior to adoption of a Zoning Bylaw amendment. This list is not deemed to be exhaustive, as other requirements may be added based on-site specific conditions and changes to Township bylaws, policies, and procedures.

1. Enter into a servicing agreement with the Township to secure required road and utility upgrades/extensions, and a stormwater management plan in accordance with the servicing provisions of this Neighbourhood Plan together with existing servicing standards as set out in the Township of Langley Subdivision and Development Servicing Bylaw, as amended from time to time.

2. Compliance with the Erosion and Sediment Control Bylaw, as amended from time to time, including provision of an erosion and sediment control plan, to the acceptance of the Township.

3. Secure road dedications and widening, in accordance with the Subdivision and Development Servicing Bylaw, and the Master Transportation Plan, as amended from time to time, to the acceptance of the Township.

4. Compliance with Schedule I (Tree Protection) of the Subdivision and Development Servicing Bylaw as amended from time to time, including provision of a final tree management plan incorporating tree retention, replacement, and protection details, to the acceptance of the Township.

5. Transfer any designated greenway, trail, or any other greenspace as shown on the land use plan to the Township, or as determined by the Township.

6. Where green space or public amenity is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Greenways, Pocket Parks, Wildlife Habitat Patches, Interface Landscape Buffers, Neighbourhood Landmark Amenity Features, Urban Forested Mews, and Public Art construction.

7. Implementation of environmental protection as outlined within the plan and/or by Department of Fisheries and Oceans (DFO) including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.

8. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway and/or trail use. If any indicators of site contamination are found during this initial assessment, further investigation will be required to confirm the existence, type and extent of contamination, and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.

9. Incorporate secure (through the Servicing Agreement) and appropriate fencing for all developments that abut the greenways, parks, ecological buffers, and environmental area to municipal standard and to the acceptance of the Township.

10. Secure an age friendly amenity area in accordance with the Township's Zoning Bylaw as amended from time to time and to the acceptance of the Township.

11. Retain and conserve known or as yet unknown heritage resources in the plan area to the satisfaction of the Township.

12. Secure public access rights-of-way through detached strata developments for green links, roads, and sidewalks only. Public access shall not extend to on-street parking. No public access is to be granted for private entrances onto the green links.

13. Register a restrictive covenant on title preventing detached condominium strata developments from constructing or placing any barriers that would impede access to pedestrian connections – either physical or psychological (i.e., fences, gates, signage. etc.).

14. Registration of restrictive covenants that may include, but are not limited to:

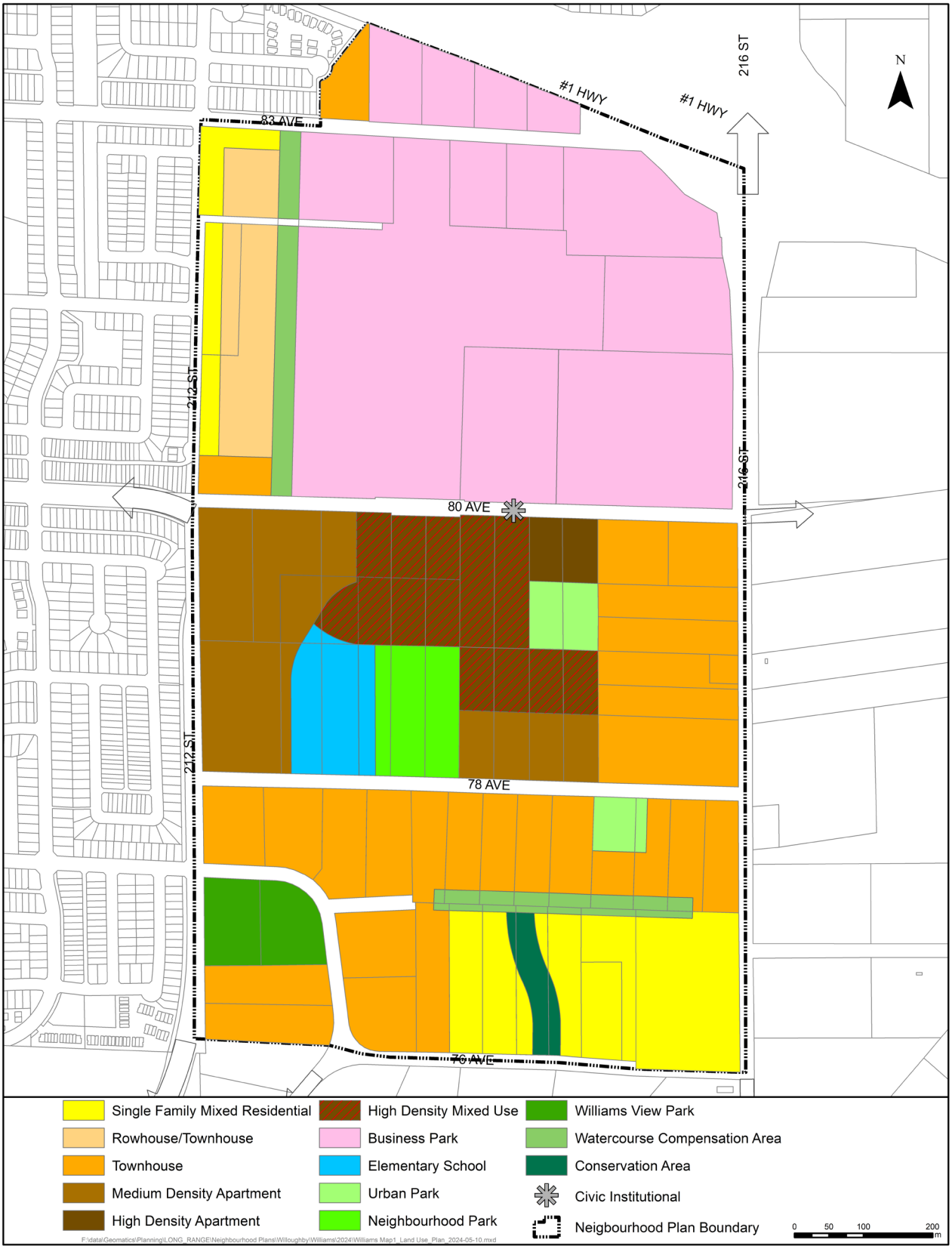
    a. Non-disturbance setbacks
    b. Driveway access/ location
    c. Building setbacks
    d. Restriction of on-street parking
    e. Exterior Design Control Agreements for single family developments

15. Register a restrictive covenant on title for the maintenance of the Pedestrian Connections and Interface Buffers. The covenant shall address preventing developments construction or placement of any barriers – physical or psychological (i.e., fences, gates, signage, etc.) that would prevent or discourage public access through the Pedestrian Connections.

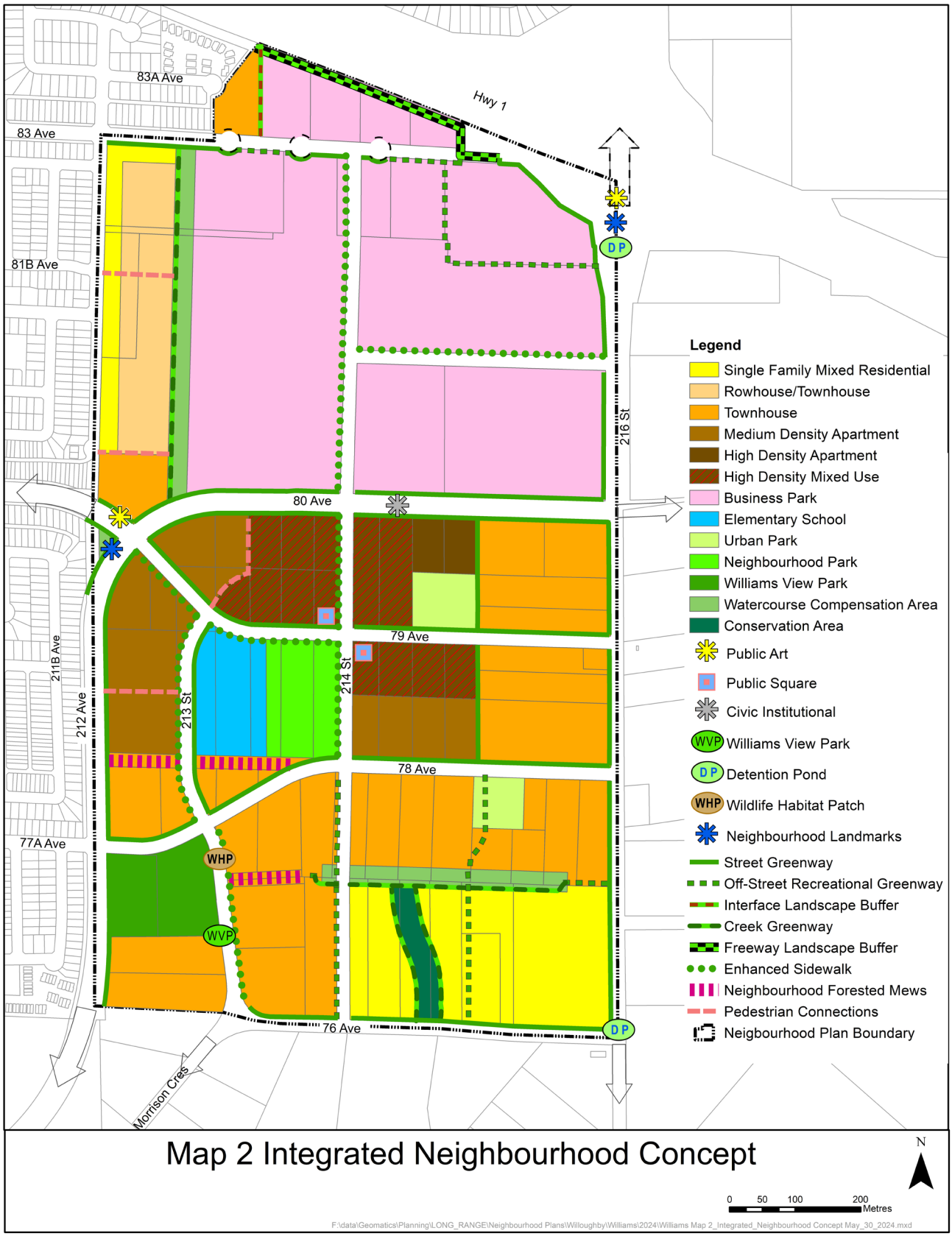
16. Pay rezoning, development permit and neighbourhood planning fees and amenity fees in accordance with the Williams Amenity Zoning Policy as amended from time to time.

MAPS

Map 1 | Williams Land Use Plan



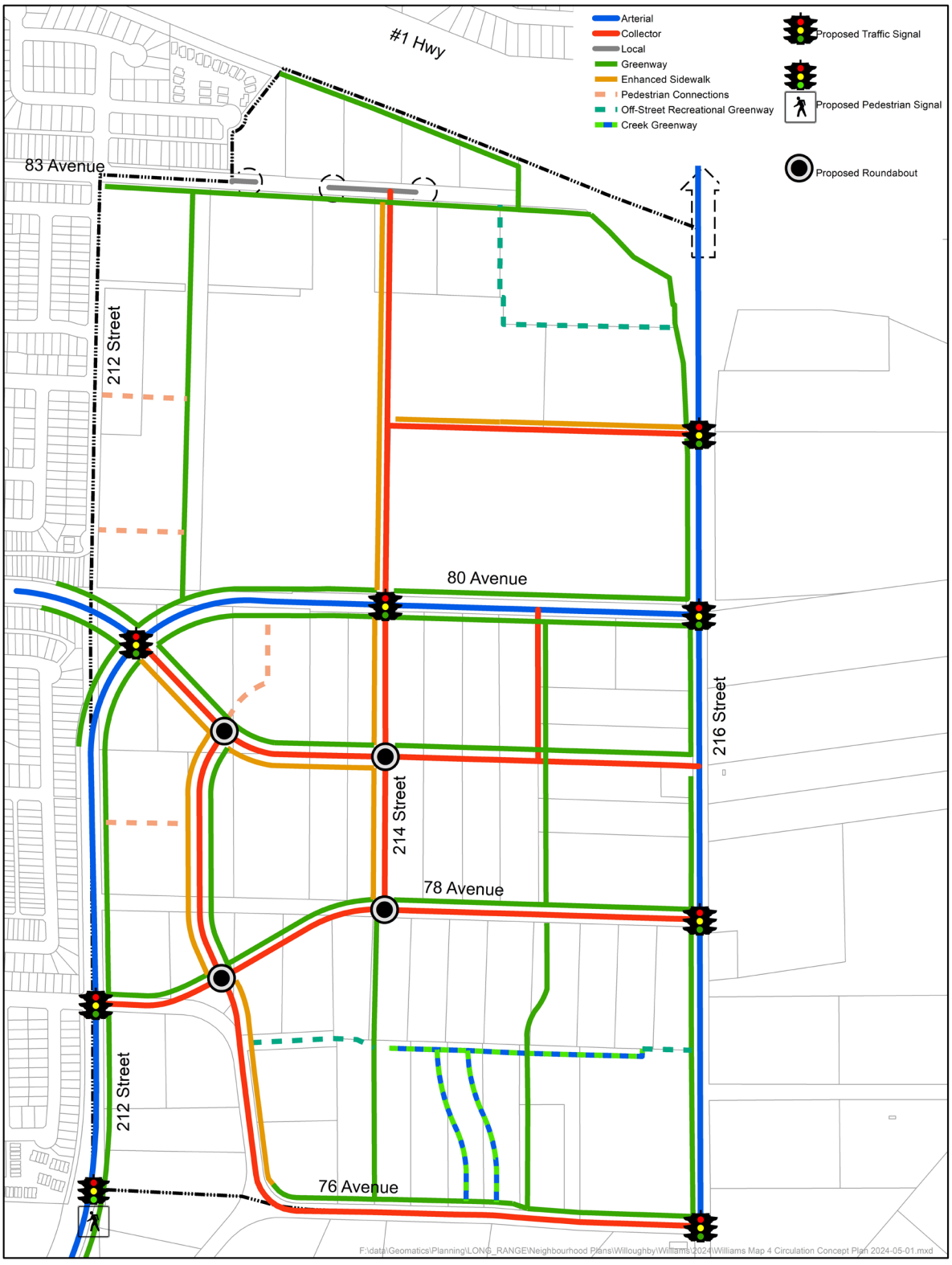
Map 2 | Integrated Neighbourhood Concept



Map 3 | Williams Riparian Areas Setbacks


#1 HWY
83 Avenue
Legend
Watercourse Compensation Areas
Watercourse Compensation Areas
(Conceptual locations)
Conservation Areas
(Yellow coded watercourse)
30 metres wide
80 Avenue
216 Street
212 Street
78 Avenue
30 metres wide
40 metres wide
76 Avenue

Map 4 | Williams Circulation Concept Plan



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 10, 2024 - REGULAR MEETING	**REPORT:**	24-120
FROM:	BYLAW, LEGAL, AND STRATEGIC IMPLEMENTATION DIVISION	**FILE:**	LRP00012
SUBJECT:	WILLIAMS NEIGHBOURHOOD PLAN UPDATE		

RECOMMENDATIONS:

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.

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 that 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.

EXECUTIVE SUMMARY:

In November 2022, Council directed staff to complete an update of the Williams Neighbourhood Plan (WNP). At the July 24, 2023 Regular Meeting, Council gave first and second reading to Bylaw No. 5799. Subsequently, a public open house and two Public Hearings were held. Following the close of the second Public Hearing, Council gave third and final reading to Bylaw No. 5799.

At the January 15, 2024 Regular Meeting, Council reconsidered third and final reading of Bylaw No. 5799 and referred it to staff for further review and consideration. Bylaw No. 5799 has been revised, based on Council directions and additional public consultation with major stakeholders and property owners having been conducted in the form of in-person and virtual meetings. Some of these stakeholders and property owners have provided written and verbal input, which has been incorporated into the revised Bylaw No. 5799.

The report discusses:

a) the revised Williams Neighbourhood Plan, based on the new Council directions on January 15, 2024;
b) proposed amendments to the Community Amenity Contributions (CAC) Policy and Willoughby Greenway Amenity Policy;
c) potential implications of the revised plans on the Township of Langley Financial Plan and Metro Vancouver Integrated Liquid Waste Water and Solid Waste Management Plans;
d) other requirements of the revised Williams Neighbourhood Plan under the Local Government Act; and
e) public consultation.

PURPOSE:

This report is in response to Council's direction on January 15, 2024 to further review the proposed Williams Neighbourhood Plan (Bylaw No. 5799).

BACKGROUND/HISTORY:

On October 1, 2018, Council adopted Bylaw No. 5335 for the Williams Neighbourhood Plan (WNP).

At the November 14, 2022 Regular Meeting, Council directed staff to complete an update of the WNP to provide for more residential density and mixed-use developments and urban park areas.

On December 1, 2022, a memorandum outlined a list of Council priority projects and included information on the WNP update which was anticipated to include public engagement and consultation with external agencies, traffic analysis, assessment of engineering servicing and public amenity requirements (see Item 7 of the December 1, 2022 Distribution). The memorandum noted the consultation requirements of section 475 of the Local Government Act (LGA) and Council Consultation - Official Community Plan Policy No. 07-160.

On January 16, 2023, a memorandum provided specific information on a work program, scope and process for completing the WNP update (see Item 4 of the January 16, 2023 Distribution). Also, it presented preliminary options for a mixed-use node and preliminary concepts for accommodating additional residential density in the Williams area. The memorandum proposed a public consultation program which included open houses, dialogue sessions with property owners and agency referrals.

At the July 24, 2023 Regular Meeting, Council received Report No. 23-152 that presented the updated WNP and provided several recommendations for compliance with the LGA and various applicable Township policies. More notably, Council gave first and second reading to Bylaw No. 5799 for the updated WNP and directed staff to schedule a public open house and a subsequent Public Hearing to receive feedback.

The public open house was held on September 27, 2023. Notices of the open house were advertised in the September 14 and 21, 2023 editions of the Langley Advance Times and were mailed on September 18, 2023 to 921 property owners/occupants within 100 metres of the Williams NP area, meeting the requirements in the Development Application Procedures Bylaw No. 576 (as amended) and the LGA. A memorandum on the open house was included in the September 25, 2023 Regular Meeting Agenda (Item O.3). Approximately 120 people attended the open house.

On October 23, 2023, Council held a formal Public Hearing to receive written input and hear verbal feedback on proposed Bylaw 5799. Notices of the Public Hearing were advertised in the October 12 and 19, 2023 editions of the Langley Advance Times and were mailed on October 11, 2023 to 921 property owners/occupants, based on the standard notification method described above. Following the close of the Public Hearing, Council referred Bylaw 5799 to staff with eight considerations for additional changes.

At the November 20, 2023 Regular Meeting, Council received Report No. 23-249, rescinded second reading of Bylaw No. 5799, gave second reading to the revised bylaw and authorized staff to schedule another Public Hearing for the revised bylaw.

On December 4, 2023, Council held a second Public Hearing on proposed Bylaw 5799. Notices of the Public Hearing were advertised in the November 23 and 30, 2023 editions of the Langley Advance Times and were mailed on November 22, 2023 to 923 property owners property owners/occupants, based on the standard notification method described above. Following the close of the Public Hearing, Council gave third and final reading to Bylaw No. 5799.

At the January 15, 2024 Regular Meeting, Council reconsidered third and final reading of Bylaw No. 5799 and referred the bylaw to staff for further review and consideration of:

1. Existing areas and possible updated guidelines for the Single Family Mixed Residential land use designation to ensure consistency with the Housing Statutes Residential Development Amendment Act, 2023, ("Bill 44"), and/or otherwise revised or removed.
2. Options to streamline and improve the flexibility and responsiveness of the neighbourhood planning process for the Williams Neighbourhood Plan.
3. Potential revisions to the proposed Mixed-use + Residential District and adjacent School and Park site(s), including potential improvements to the circulation concept plan.
4. Additional passive park spaces, perhaps adjacent to the Williams Neighbourhood Park and/or within close proximity to.
5. The location for a Civic Institutional use within the regionally-designated Employment Lands and Business Park area.
6. The current equitability of Community Amenity Contributions within the Williams Neighbourhood Plan and Council Policy 07-166, as amended.
7. Consistency between the proposed land uses, Development Permit Areas and map attached to proposed Bylaw 5799 as Schedule B ("Development Permit Areas").
8. Legal advice on the above changes and public consultation requirements.

For clarity, Council's reconsideration of third and final reading of the proposed bylaw effectively puts it back at second reading.

DISCUSSION/ANALYSIS:

The report discusses:

- the revised Williams Neighbourhood Plan, based on the new Council directions on January 15, 2024
- proposed amendments to the Community Amenity Contributions (CAC) Policy and Willoughby Greenway Amenity Policy
- potential implications of the revised plans on the Township of Langley Financial Plan and Metro Vancouver Integrated Liquid Waste Water and Solid Waste Management Plans
- the requirements of the proposed plan under the LGA
- public consultation

Council Directions

On January 15, 2024, Council provided specific directions for the NPs. Each direction is discussed below.

1. *Existing areas and possible updated guidelines for the Single Family Mixed Residential land use designation to ensure consistency with the Housing Statutes Residential Development Amendment Act, 2023, ("Bill 44"), and/or otherwise revised or removed:*

   The Williams Land Use Plan (Map 1) and Integrated Neighbourhood Concept (Map 2) have been revised. Properties bounded by Morrison Crescent, 77 Avenue (alignment) 214 Street (alignment) and 76 Avenue have been changed from "Single Family Mixed Use" to "Townhouse" which is the same as the proposed designations to the north and west of the area.

2. *Options to streamline and improve the flexibility and responsiveness of the neighbourhood planning process for the Williams Neighbourhood Plan:*

   Langley School District No. 35 has re-considered a combined elementary-middle school site in Williams, as another site (at 76 Avenue and 210 Street) has been acquired for a middle-high school campus. The site is less than half a kilometre away, making the previously proposed Williams site for a middle school redundant.

   An elementary school-neighbourhood park site will remain in Williams. A 10-acre site has been acquired by a proponent to facilitate development in the neighbourhood. It will be jointly developed by the Township and the School District, based on the standard that has been established for other joint sites in Willoughby.

3. *Potential revisions to the proposed Mixed-Use + Residential District and adjacent School and Park site(s), including potential improvements to the circulation concept plan:*

   The previously proposed Mixed-Use + Residential District, for the area generally bounded by 80 Avenue, 214 Street, 78 Avenue (alignment) and 212 Street, has been revised to "Medium Density Apartment" (6 storeys) and "High Density Mixed Use".

   In addition, the previously proposed "High Density Apartment" designation between 215 Street and 216 Street, south of 80 Avenue, has been revised to "Townhouse" to be consistent with the proposed land use south of 79 Avenue (alignment).

   79 Avenue has been added to create a full movement intersection at 79/80 Avenue and 212 Connector. 213 Street is proposed to connect between 78 Avenue and 79 Avenue which would facilitate traffic movement for the proposed elementary school to the east of the proposed 213 Street.

4. *Additional passive park spaces, perhaps adjacent to the Williams Neighbourhood Park and/or within close proximity to:*

   The proposed "Urban Park" at the northwest corner of 215 Street and 79 Avenue has been enlarged from 1.25 acres to 2.75 acres to provide more park and amenity space in close proximity to the proposed high density mixed use developments.

5. *The location for a Civic Institutional use within the regionally-designated Employment Lands and Business Park area:*

   The Civic Institutional designation on Maps 1 and 2 has been removed. A "floating symbol" has been added to the maps to indicate the need for a civic institutional use in the Williams neighbourhood. The policies for Civic Institutional uses have been updated to reflect the general nature of the land use designation.

6. *The current equitability of Community Amenity Contributions within the Williams Neighbourhood Plan and Council Policy 07-166, as amended:*

   Community Amenity Contributions Policy No. 07-166 has been revised to ensure that the Target Contribution Amounts are in line with other areas in Willoughby.

7. *Consistency between the proposed land uses, Development Permit Areas and map attached to proposed Bylaw 5799 as Schedule B ("Development Permit Areas"):*

   The noted maps have been revised to ensure consistency.

8. *Legal advice on the above changes and public consultation requirements:*

   Addressed, any discussions regarding legal advice should occur in a Closed Meeting.

Revised Community Amenity Contributions (CAC) Policy Amendment

Council approved a CAC Policy that guides voluntary amenity contributions by the developer as part of a rezoning application process. An amendment to the CAC Policy is recommended for the proposed changes to the Williams Neighbourhood Plan (Attachment A). Further changes to the CAC Policy may be required after the Open House and Public Hearing.

Revised Willoughby Greenway Amenity Policy

Council approved the Willoughby Greenway Amenity Policy on February 13, 2023. The policy identifies a list of amenities that supports the development of complete neighbourhoods. It has been revised to reflect the proposed changes to the Williams Neighbourhood Plan (Attachment B). Further changes to BFGAP may be required after the Open House and Public Hearing.

Township of Langley Financial Plan

Pursuant to Section 477 of the LGA, Council must consider the Official Community Plan (OCP) amendments in conjunction with its financial plan (both operating and capital). This section contemplates the potential financial implications of the OCP amending bylaw for the Williams Neighbourhood Plan.

Capital

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

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

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

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

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

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

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

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

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

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

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

As Williams develops, they will be serviced with municipal sanitary and stormwater systems in conformity with the Integrated Liquid Waste and Resource Management Plan.

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

- minimize waste generation
- maximize reuse, recycling and material recovery
- recover energy from the waste stream after material recycling
- dispose of all remaining waste in landfill, after material recycling and energy recovery

The Plan's goal is to achieve a regional diversion rate of 70% through waste reduction and recycling. Waste and recyclables from Williams will be collected and disposed of or recycled which complies with the Integrated Solid Waste and Resource Management Plan.

Housing Needs Report

Pursuant to Section 473 of the Local Government Act, Council must consider the most recent Housing Needs Report (HNR) and the housing information on which the report is based when amending an OCP in relation to residential development. The Township's 2020 HNR identified the need for a range of housing types and tenures including housing affordable for lower-income households. With a diversity of planned small scale multi-unit housing, apartment and other housing options, including secondary suites, the Williams Neighbourhood Plan contribute to addressing housing needs identified in the HNR.

The BC government is expected to release new guidance to update HNRs in 2024, with an expectation that municipalities follow the guidance to update their HNRs by January 1, 2025. The Township has considered the 2020 HNR and determined that information such as macroeconomic factors, regional economic trends, the Langley sub-regional housing market and the greenfield nature of the Township remains valid.

Should an updated HNR indicate necessary changes to the NPs, they could be incorporated into the amendments to the Township of Langley Official Community Plan required by the new provincial legislation by the end of December 2025.

Public Consultation

The planning process for the Williams neighbourhood began in 2015 when Council directed staff to initiate work. Public consultation has been a cornerstone for all planning processes, with Council Consultation – Official Community Plan Policy 07-160 providing guidance since its adoption in 2012. Enhancements to public consultation were added to the planning process (see Item 3 in the January 3, 2016 Distribution) for the Williams Neighbourhood Plan that was eventually adopted as Bylaw No. 5335 in 2018.

Robust public consultation continued for the 2023/2024 update to the Williams Neighbourhood Plan. As outlined in the Background/History section above, public consultation was identified in the December 1, 2022 memorandum. A public open house and two Public Hearings were conducted in 2023.

Subsequent to the referral of Bylaw No. 5799 to staff on January 15, 2024, consultation with major stakeholders and property owners has been conducted in the form of in-person and virtual meetings. Some of these stakeholders and property owners have provided written and verbal input, which has been incorporated into the revised Bylaw No. 5799.

Subject to Council direction, additional public consultation will include a public open house, a Public Hearing and agency referrals. More specifically, pursuant to sections 475 and 476 of the

LGA and Council Consultation – Official Community Plan Policy 07-160, Bylaw No. 5799 will be referred to the following external agencies:

- Katzie, Kwantlen, Matsqui and Semiahmoo First Nations
- Langley School District No. 35, TransLink, Metro Vancouver and Fraser Health Authority
- Langley Environmental Partners Society
- Urban Development Institute and Homebuilders Association Vancouver
- The Agricultural Land Commission

Any submissions to Council will need to be received by 4:30pm on the date of the advertised Public Hearing for the subject bylaw.

Next Steps

Subject to Council's direction, a suggested timeline and associated tasks are recommended as follows:

- Open House: potentially week of June 24
- Public Hearing: July 15
- Third and Final reading: potentially following the close of Public Hearing

Respectfully submitted,

Stephen Mikicich
MANAGER, COMMUNITY PLANNING AND MAJOR PROJECTS
for
BYLAW, LEGAL, AND STRATEGIC IMPLEMENTATION DIVISION

ATTACHMENT A Council Policy No. 07-166, Community Amenity Contributions (CAC) ~~Policy Amendment, revised draft~~

ATTACHMENT B Council Policy No. 07-234, Willoughby Greenway Amenity Policy, revised draft

Township of Langley
Est. 1873

ATTACHMENT A

COUNCIL POLICY

Subject: Community Amenity Contributions

Policy No:	**07-166**
Approved by Council:	**2018-07-23**
Revised by Council:	**2019-04-15**
	2019-11-18
	2021-10-18
	2022-12-12
	2023-02-13
	2023-07-24
	2023-09-25
	2023-12-04
	2024-06-10

1. Purpose

1.1 To provide administrative guidelines for a Community Amenity Contribution (CAC) Program.

2. Background

2.1 Municipalities are required to balance their budgets, which means the demand for new capital infrastructure and improvements must be kept within current fiscal and economic limits. Development Cost Charges (DCC), which are a primary source of funding especially for roads, water, sewer, stormwater systems, and park land acquisition and improvement, do not sufficiently assist in providing all facilities required for new communities.

2.2 CACs are voluntary amenity contributions by the developer as part of a rezoning process.

2.3 CACs are intended to offset the cost of providing community amenities associated with new commercial, industrial and residential development, thereby having a benefit to the community. In the event that CACs are not made to help provide the amenities, it is not necessarily in the public interest for the local government to support a rezoning. It has become common practice for many municipalities in B.C. for developers to propose, or municipalities to seek, amenities from projects that are applying for changes in use or density in order to help address the needs or impacts of new development. In this policy, the amenities are intended to be collected through a fixed rate contribution, based on a set of predetermined amenities.

3. Related Policies

3.1 The Official Community Plan (OCP) provides objectives and policies for the establishment of a community amenity contribution program. Objectives related to CACs aim to:

(a) Ensure that new development pays for the capital costs of providing new infrastructure and facilities to serve that development.

(b) Diversify revenue sources to fund new community infrastructure.

(c) Provide tools and incentives to encourage affordable housing options.

3.2 Specific policies include:

(a) Investigate potential for community amenity charges to cover the costs of facilities and amenities required for development that are not funded by DCCs.

(b) Create incentives to encourage developers to include affordable market rental housing and/or non-market housing in new developments, using community amenity contributions that include affordable housing as a community benefit (new units or cash).

4. Principles

4.1 As the Township of Langley continues to grow, new development should make a fair contribution to new community amenities, affordable housing, and other community needs, in order to meet the needs of a growing community and to contribute to managing growth pressures.

4.2 The Township of Langley will set its targets for CACs such that the cost implications for new development will be reasonable. The level of CACs will be such that there is minimal impact on new development. More specifically, the expectations for CACs are not likely to affect the financial viability of new development projects. The costs will be such that developers and landowners will still see incentives to seek higher density for residential developments.

5. Policy

5.1 The provision of community amenities will be subject to community input, Council prioritization, and available revenue. Where one developer is not expected to provide an entire amenity, the developer may pay the Township cash-in-lieu, referred to as CACs. The amenities are as follows:

(a) 13% will be Affordable Housing, and therefore 13% of CACs will go into the Affordable Housing Reserve Fund;

(b) 75% of community amenities will be Township-wide enhancements, and therefore 75% of CACs will go into a Community Amenity Contribution Fund to assist in funding amenities identified in the OCP, including the following amenities:

- Conference and Entertainment Centre
- Recreation Centre in Willowbrook
- Recreation Centre in Brookswood-Fernridge
- Indoor Pool and Community Centre in Yorkson Community Park
- Soccer Campus in the Smith Neighbourhood
- Recreation Facility at the Langley Events Centre for ice and dry floor recreation
- Additional urban parks for urban areas
- Fire Hall in North Willoughby
- Fire Hall in Brookswood-Fernridge;

- Community Police Office in Brookswood-Fernridge

(c) 5% of community amenities will be enhancements to areas within the Aldergrove Core Area Plan, and therefore 5% of CACs will go into an Aldergrove Community Amenity Fund to assist in funding amenities; and

(d) 7% of nature-based amenities will support the Climate Action Strategy, and therefore 7% will go into a Climate Action Reserve Fund to mitigate environmental impacts originating from development upon the Township of Langley for items related to corporate buildings, habitat preservation, agricultural areas, and transportation infrastructure improvements.

5.2 The Township intends to obtain contributions to civic infrastructure and amenities from new development that involves rezoning. In doing so, the Township will apply the following principles:

(a) New development should make a fair contribution to new community amenities, affordable housing, and other community needs to meet the needs of a growing community and to address some of the impacts of growth.

(b) The Township's community amenities are set out in section 5.1.

(c) The Township will set its targets for amenities (and for cash-in-lieu of amenities, referred to herein as CACs, where one developer is not expected to provide an entire amenity) such that the cost implications for new development will be reasonable. The extent of Community Amenity Contributions will be such that there is little risk that there will be any impact on the pace of new development in the Township.

(d) The Township will set targets for cash-in-lieu Community Amenity Contributions it hopes to obtain from new development. The targets as set out in Table 1 may be reviewed by Council from time to time, based on changing community needs, changing priorities, and changing market conditions.

Table 1: Township-wide Community Amenity Contributions

	Community Amenity Contributions per Dwelling Unit			
	Single Family*	Townhouse/ Rowhouse/ Duplex[1]	Apartment[2]	Required Amenity Contribution[3]
CAC Target Contribution Amounts	$16,900	$14,400	$11,000	See section 5.1

*New Single Family – per lot
[1]Townhouse / Rowhouse / Duplex or other ground-oriented dwelling unit
[2]Apartment
[3]Section 5.1 of Council Policy No. 07-166

(e) The Township will use phased development agreements or acknowledgement and release letters as the mechanisms to obtain cash-in-lieu CACs. In site by site negotiations, the Township will seek to obtain a target contribution that makes a meaningful contribution to community amenities while ensuring that land owners still have enough incentive to make land available in the redevelopment market.

(f) The Township shall utilize CAC funds in a manner that is appropriate and necessary for the purpose of servicing debt costs incurred as a result of delivering CAC capital projects.

(g) In addition to Community Amenity Contributions as set out in section 5.1, or set targets for cash-in-lieu as set out in Table 1, areas within the Urban Containment Boundary (UCB) as per Map 1, where an application includes an increase to the residential density beyond that established in the OCP or development regulations, the target CAC shall be as set out in Table 2.

Table 2: Density Bonus Contributions

Urban Areas (within the UCB)				
Use	Single Family	Townhouse / Rowhouse / Duplex	Apartment (6 storeys or less)	Apartment (7 storeys or more)
Target Contribution	$25,000 per unit	$20,000 per unit	$25 per ft^2	$20 per ft²

Calculating the contribution per ft^2 is as follows:

1.1.g.1 Apartment density is determined by a maximum floor space ratio (FSR), and the contribution per ft^2 will be based on the gross floor area exceeding the base density;

1.1.g.2 Development proposals seeking an increase above OCP densities are required to convert UPA to FSR as per the standardized UPA to FSR conversion, and the proposed FSR is below the FSR resulting from the standardized UPA to FSR conversion, a per ft^2 target contribution will apply to each additional unit based on the proponent's average unit size.

(h) For areas within the UCB as per Map 1, target rates will be based on a cash contribution proportional to the value being created by the increase in density for major OCP amendments, or development applications where:

1.1.h.1 The lot is currently designated Agriculture, Conservation & Recreation, Industrial, or Mixed Employment; and

1.1.h.2 The proposed density increase is greater than the maximum density allowed in the OCP, or development regulations.

(i) For Rural areas as per Map 1, CACs will be based on a per acre amenity contribution proportionate to the value being created by the increase in density for major OCP Amendments, or development applications where:

1.1.i.1 The lot is currently designated Agriculture, Conservation & Recreation, Industrial, Mixed Employment, or Rural; and

1.1.i.2 The proposed density increase is greater than the maximum density allowed in the OCP, or development regulations.

(j) Where lots designated Residential and significant increases in density are proposed, CACs will be based on an amenity contribution proportionate to the value being created by the increase in density for Major OCP Amendments, potentially in conjunction with or in lieu of the provisions of 5.2(g).

(k) For the Brookswood-Fernridge Neighbourhood Plan areas as per Map 1, a neighbourhood specific CAC will assist in funding amenities identified in the Official Community Plan based on the per unit target contributions as set out in Table 3.

Table 3: Brookswood-Fernridge Neighbourhood Plan Area

Brookswood-Fernridge Neighbourhood Plan Areas	Community Amenity Contributions per Dwelling Unit				
	Single Family*	Townhouse/ Rowhouse/ Duplex[1]	Apartment[2]	Employment[3]	Required Amenity Contribution[4]
CAC Target Contribution Amounts	$30,200	$25,000	$18,500	$17/ft², or $500,000/acre	See section 5.1

*New Single Family – per unit
[1]Townhouse / Rowhouse / Duplex or other ground-oriented dwelling unit
[2]Apartment
[3] Target contribution amounts for development on lands designated Employment shall be the greater of the two calculations
[4]Section 5.1 of Council Policy No. 07-166

(l) For the Smith and Williams Neighbourhood Plan areas as per Map 1, a neighbourhood specific CAC will assist in funding amenities identified in the Official Community Plan based on the per unit target contributions as set out in Table 4.

Table 4: Smith and Williams Neighbourhood Plan Area

Smith and Williams Neighbourhood Plan Areas	Community Amenity Contributions per Dwelling Unit				
	Single Family*	Townhouse/ Rowhouse/ Duplex[1]	Apartment[2]	Employment[3]	Required Amenity Contribution[4]
CAC Target Contribution Amounts	$25,000	$20,000	$17,500	$19/ft², or $550,000/acre	See section 5.1

*New Single Family – per lot
[1]Townhouse / Rowhouse / Duplex or other ground-oriented dwelling unit
[2]Apartment
[3] Target contribution amounts for development on lands designated Business Park shall be the greater of the two calculations
[4]Section 5.1 of Council Policy No. 07-166

5.3 EXEMPTIONS

Development that meets the following conditions is exempt from the CAC program:

(a) Any not-for-profit development as defined in the Development Cost Charge Waiver For Affordable And Supportive Housing Bylaw 2019 No. 5462;

(b) Where single family residential subdivisions propose fewer than three lots, the original lot is exempt, after which the CAC program applies to each new lot;

(c) Accessory dwelling units, such as a secondary suite or coach house;

(d) Duplex, triplex and fourplex dwelling units, where only one building is being constructed – only the first dwelling unit is exempt, after which the CAC program applies to each additional dwelling unit;

(e) The development of residential dwellings within the area identified in the Aldergrove Core Area Plan, including mixed-use development, that have received Third Reading from Council prior to July 31, 2024. Effective August 1, 2024 the Aldergrove Core Area will be subject to CACs applicable to Urban (see Map 1).

(f) Rezoning applications submitted prior to each subsequent amendment to this policy will be given a twelve (12) month grace period for each amendment and must receive fourth and final reading within the twelve (12) month grace period or will otherwise be subject to the amendments.

5.4 COLLECTION OF CACs

(a) Payment of the CAC shall be made to the Township, prior to Council consideration of adoption of the Zoning Bylaw amendment bylaw. At the discretion of the Director of Development Services, the provision of CACs may be secured through either a Phased Development Agreement or Acknowledgement and Release Letter. If adoption is not given by Council to the Zoning Bylaw amendment bylaw, the CAC (without interest) shall be returned to the applicant by the Township.

(b) Alternatively, payment of the CAC may be made to the Township at the time of issuance of a development permit, or where one is not required, at the time of issuance of a building permit. Where this option is selected by the applicant, an irrevocable letter of credit must be provided to the Township for the full amount of the CAC prior to Council consideration of adoption of the Zoning Bylaw amendment.

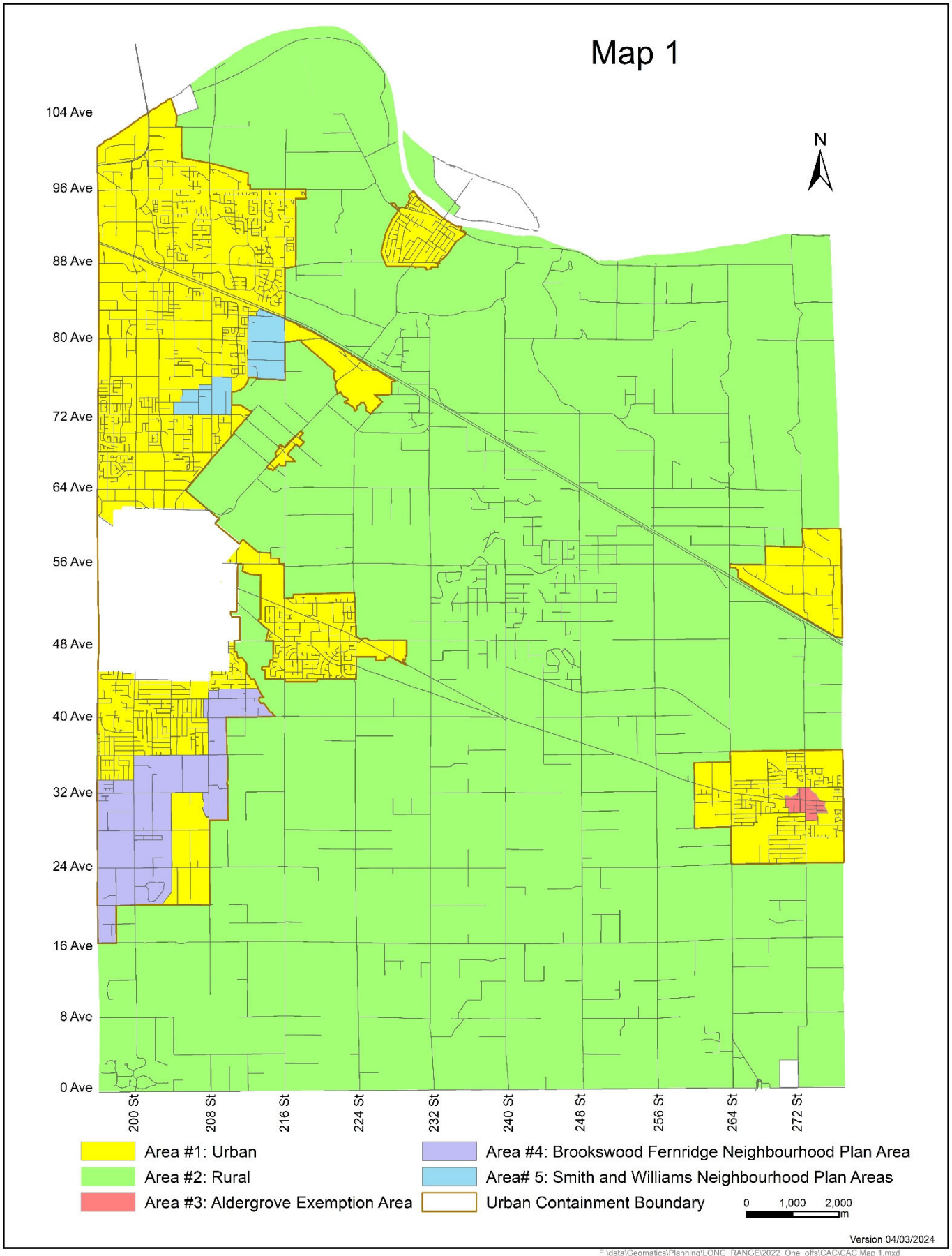
(c) Under specific circumstances, payment of CAC and Density Bonus target contribution amounts associated with residential floor space that exceeds OCP base densities may be made at the time of issuance of a Building Permit, as deemed appropriate by Council. Payment of CACs associated with base OCP densities will be required prior to Council consideration of adoption of the Zoning amendment bylaw.

5.5 Council may amend the CAC target contribution amounts and any other aspect of this Policy as it deems appropriate in response to changing needs.

5.6 Any proposed Community Amenity Contribution is subject to the Municipal Price Index (MPI) and maybe recalculated to reflect the changes to the MPI from time to time

5.7 This Policy is to be administered and monitored by the Community Development Division and the Finance Division.

5.8 This Policy will be reviewed periodically to assess amenities and associated capital costs as required. Timing of the CAC Policy review will be offset so as not to overlap with the periodic review of the Development Cost Charges Bylaw to the extent possible.


Map 1
N
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Area #1: Urban
Area #2: Rural
Area #3: Aldergrove Exemption Area
Area #4: Brookswood Fernridge Neighbourhood Plan Area
Area# 5: Smith and Williams Neighbourhood Plan Areas
Urban Containment Boundary
0 1,000 2,000 m
Version 04/03/2024
F:\data\Geomatics\Planning\LONG_RANGE\2022_One_offs\CAC\CAC Map 1.mxd

ATTACHMENT B

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Willoughby Greenway Amenity

Policy No: 07-234
Approved by Council: 2023-02-13
Revised by Council:

1. Purpose

1.1 To provide a means of providing amenities in the Willoughby Community Plan area pursuant to the Local Government Act.

2. Background

2.1 The Willoughby Community requires the provision and construction of various amenities including enhanced sidewalks, public art, heritage features, and a variety of park and greenway typologies. Amenity zoning provisions of the Local Government Act may be used to acquire and construct the amenities. The Willoughby Greenway Amenity Policy (GAP) consolidates a number of similar policies at the neighbourhood level, while maintaining the same basket of amenities in the community as a whole. The neighbourhood-level policies were rescinded when the Willoughby GAP was approved by Council on February 13, 2023.

3. Related Policy

3.1 Willoughby Community Plan

4. Policy

4.1 The Willoughby Community Plan requires the provision and construction of various amenities including enhanced sidewalks, public art, heritage features, and a variety of park and greenway typologies ("Amenities") as shown in Schedule A.

4.2 All developing properties in that portion of the Willoughby Community Plan shown on the attached schedule, excluding those properties being developed for public school ("Development Area" as shown in Schedule B), will benefit from the Amenities.

4.3 The Township has determined that an equitable sharing of the cost of the Amenities in the Development Area will be $70.98 per m^2 of Developable Land plus applicable sales or similar taxes ("Amenity Cost"), calculated as shown in Schedule C. For the purposes of this Policy, "Developable Land" means the gross area of a parcel excluding streamside protection areas, the area below the top of bank and land to be used for greenways and parks. Detention Pond lands are included within the definition of "Developable Land".

4.4 The Amenity Cost can be provided by means of land with improvements constructed thereon ("Improved Land"), cash plus land without improvements constructed thereon ("Unimproved Land") and cash alone.

4.5 Section 482 of the Local Government Act provides for the establishment of different density regulations for a zone, one generally applicable for the zone and the other applicable if conditions, including those relating to the conservation or provision of amenities, and the number, kind, and extent of amenities are met.

4.6 Where Council proposes to rezone a property within the Development Area pursuant to Section 482 it may choose to include the Amenity Cost as an amenity for the purposes of that bylaw.

4.7 Where the Amenity Cost is determined to be an amenity for the purposes of a bylaw adopted pursuant to Section 482 and the developer wishes to take advantage of the higher density set out in the bylaw referred to in Section 4.6 by providing the amenities, including the Amenity Cost, the Amenity Cost will be referenced in rezoning bylaws and may be provided as follows:

a) where the property being developed contains an amenitiy or amenities idendified in Section 4.13, subject to 4.7(b), provide the Amenity Cost by way of Improved Land plus cash;

b) where the property being developed contains an amenity or amenities identified in Section 4.13 and the General Manager of Community Development of the Township, or their designate, determines that the construction of the improvements would be premature, the developer shall provide the Amenity Cost by way of cash plus Unimproved Land; and

c) where the property being developed does not contain an amenity or amenities identified in Section 4.13, the developer shall provide the Amenity Cost by way of cash only.

4.8 The Amenity Cost payable in respect of any development shall be reduced by the value of the Improved Land provided as part of that development.

4.9 Where the value of the Improved Land exceeds the Amenity Cost, the difference shall be returned to the developer as a rebate. Contributions to the public art component of the Amenity Cost will not be included in the rebate.

4.10 Rebates shall be paid only when there are sufficient funds available based on a first-in first-out basis and shall be paid out at the collected rate.

4.11 Where the Amenity Cost includes Unimproved Land (including a wildlife habitat patch) the value of the Unimproved Land shall be deemed to be $4,000,000 per acre (2023 deemed cost).

4.12 Amenity costs collected will be placed in an interest-bearing Reserve Fund.

4.13 Where the Amenity Cost includes Improved Land, the value of the Improved Land shall be deemed to be the value of the Unimproved Land plus the costs outlined in Table 1. Amenities where the cost is per unit are based on pre-determined size of the amenity.

Table 1: Cost of individual amenities

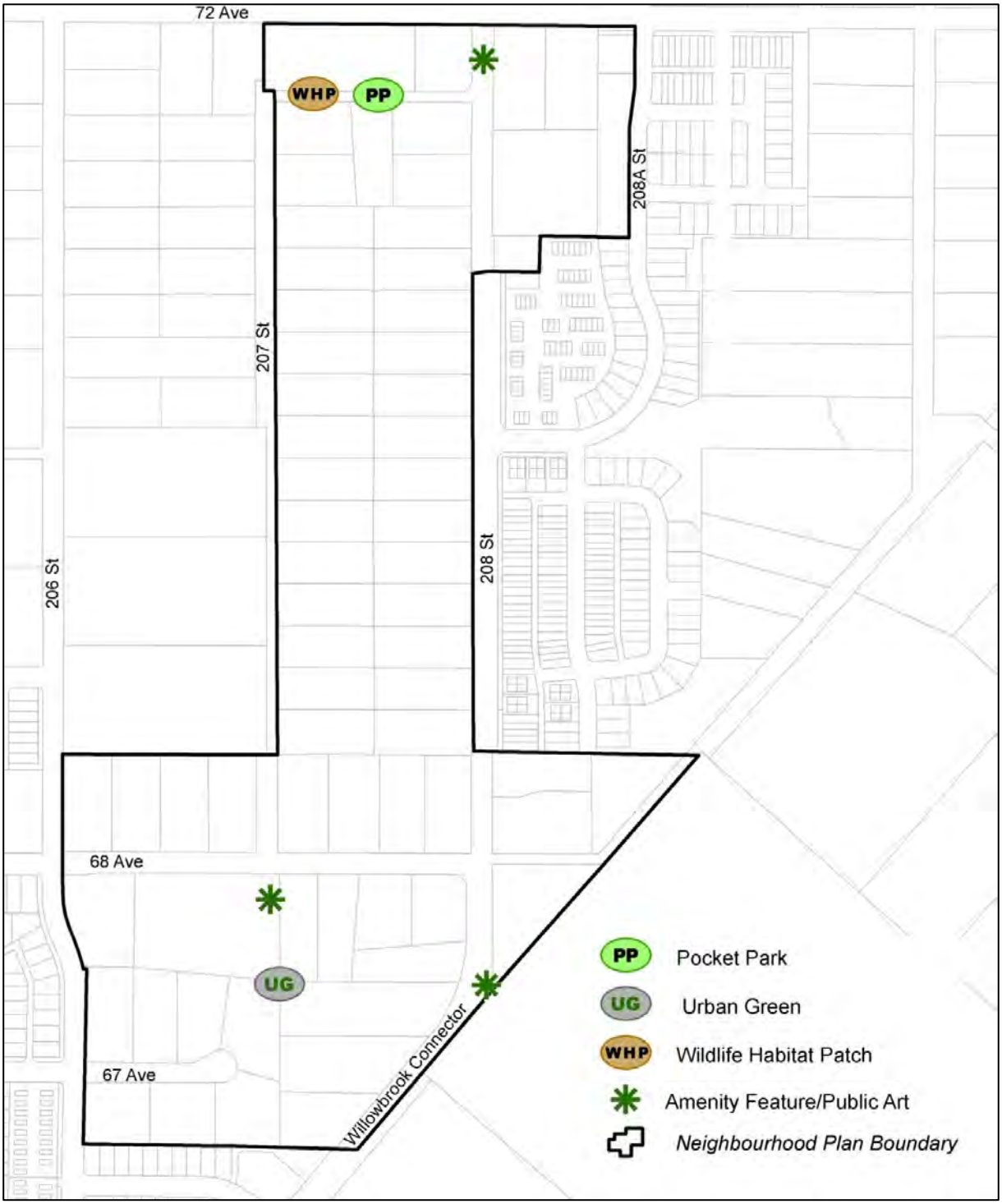
	Amenity	Amount	Per Unit
1	200 Street Greenway	$ 828.00	lineal metre
2	199 Street Greenway (6.0 metre width)	$ 725.00	lineal metre
3	200 Street Greenway fronting Commercial only	$ 690.00	lineal metre
4	202B and 68 Avenue amenity	$ 300.00	square metre
5	202B and 72 Avenue amenity	$ 100.00	square metre
6	Street Greenway with Wall	$ 850.00	lineal metre
7	212 Street Greenway	$ 850.00	lineal metre
8	216 Street Greenway (8 metres land, 12 metres construction)	$ 850.00	lineal metre
9	Blue Link / Art Walk	$ 2,888.00	lineal metre
10	Carvolth Commons	$ 336.91	square metre
11	Creek Greenway	$ 654.83	lineal metre
12	Dog Off-Leash Park	$ 49.41	square metre
13	Ecological Greenway	$ 704.83	lineal metre
14	Enhanced sidewalk	$ 365.67	lineal metre
15	Freeway Buffer	$ 1,412.50	lineal metre
16	Heritage (Smith)	$ 100,000.00	unit
17	Heritage (Latimer)	$ 200,000.00	unit
18	Integrated Open Space	$ 349.85	square metre
19	Living Wall[1]	$ 540,000.00	unit
20	Multi-Use Trail Linkages	$ 450.00	lineal metre
21	Neighbourhood Forested Mews (approx 2.07 Ac. In ROWs)	$ 672.17	lineal metre
22	Landmark Amenity (212 St and 80 Ave; west side)[2]	$ 242,599.00	unit
23	Landmark Amenity (N. of 212 St / 80 Ave) including public art[3]	$ 471,409.00	unit
24	Landmark Amenity (at 216 interchange) including public art[4]	$ 585,040.00	unit
25	Off-Street Recreational Greenway (6 m width)	$ 676.50	lineal metre
26	Off-Street Recreational Greenway Buffer (10 m)	$ 796.50	lineal metre
27	Plaza	$ 200.00	square metre
28	Pocket Park	$ 66.89	square metre
31	Public Art	$ 200,000.00	unit
32	Public Square	$ 36.16	square metre
32	Recreational Greenway	$ 796.50	lineal metre
33	Street Greenway	$ 695.67	lineal metre
34	Urban Green	$ 366.00	square metre
35	Urban Pocket Parks	$ 36.16	square metre
36	Wildlife Habitat Patch (1,563m^2 additional outside of ROW) (includes path)	$ 124,418.33	unit
37	Williams View Park	$ 406,520.00	unit

(1) Assuming 232.25 m^2 wall area, up to a maximum credit of $540,000 per location
(2) Assuming 0.95 acre total area: 0.45 acre in the Williams Neighbourhood Plan area and 0.5 acre in the Yorkson Neighbourhood Plan area
(3) Assuming 0.5 acre total area
(4) Assuming 0.5 acre total area

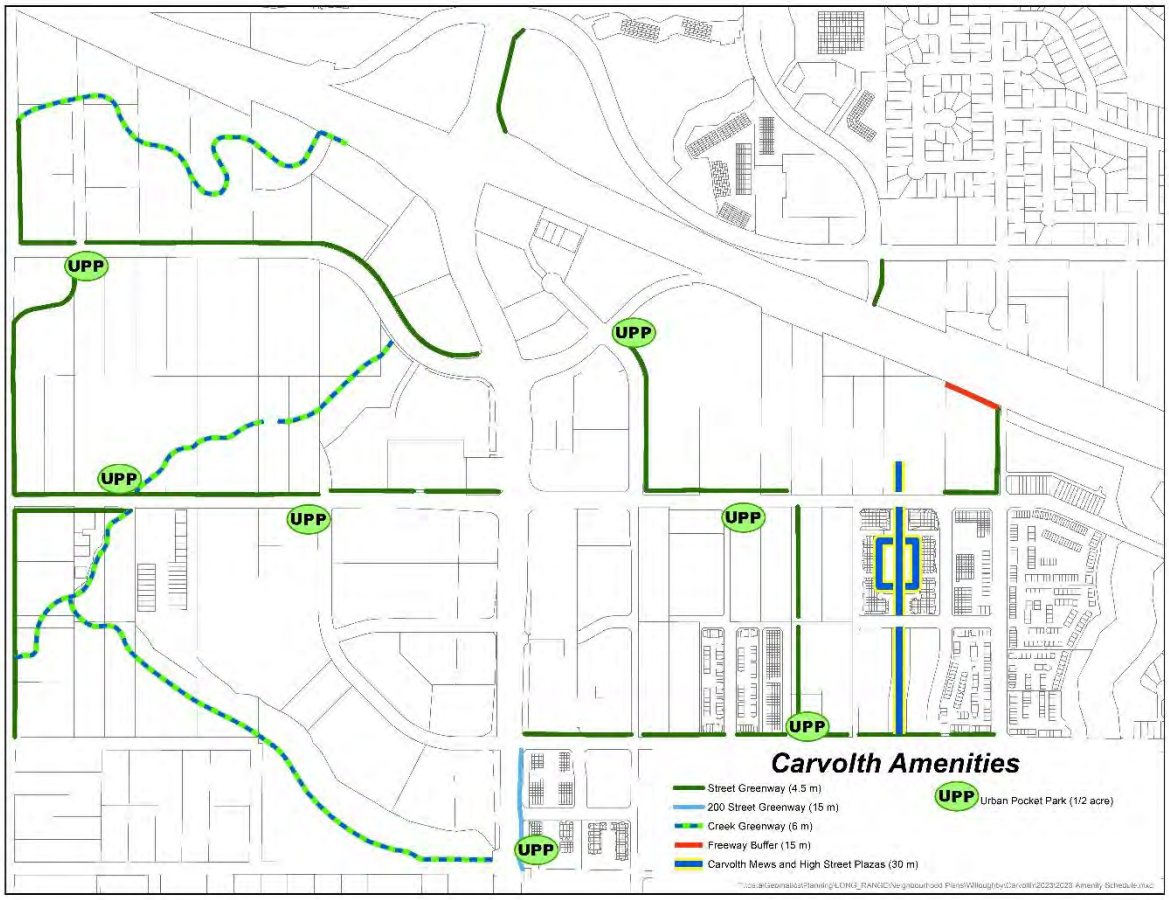
4.14 Nothing in this policy will fetter the discretion of the Council of the Township to exercise its legislative powers and functions.

Schedule A
Willoughby Amenities

Map 1: Willoughby Amenities (208 Street Density Review Area)



Map 2: Willoughby Amenities (Carvolth Neighbourhood Plan area)

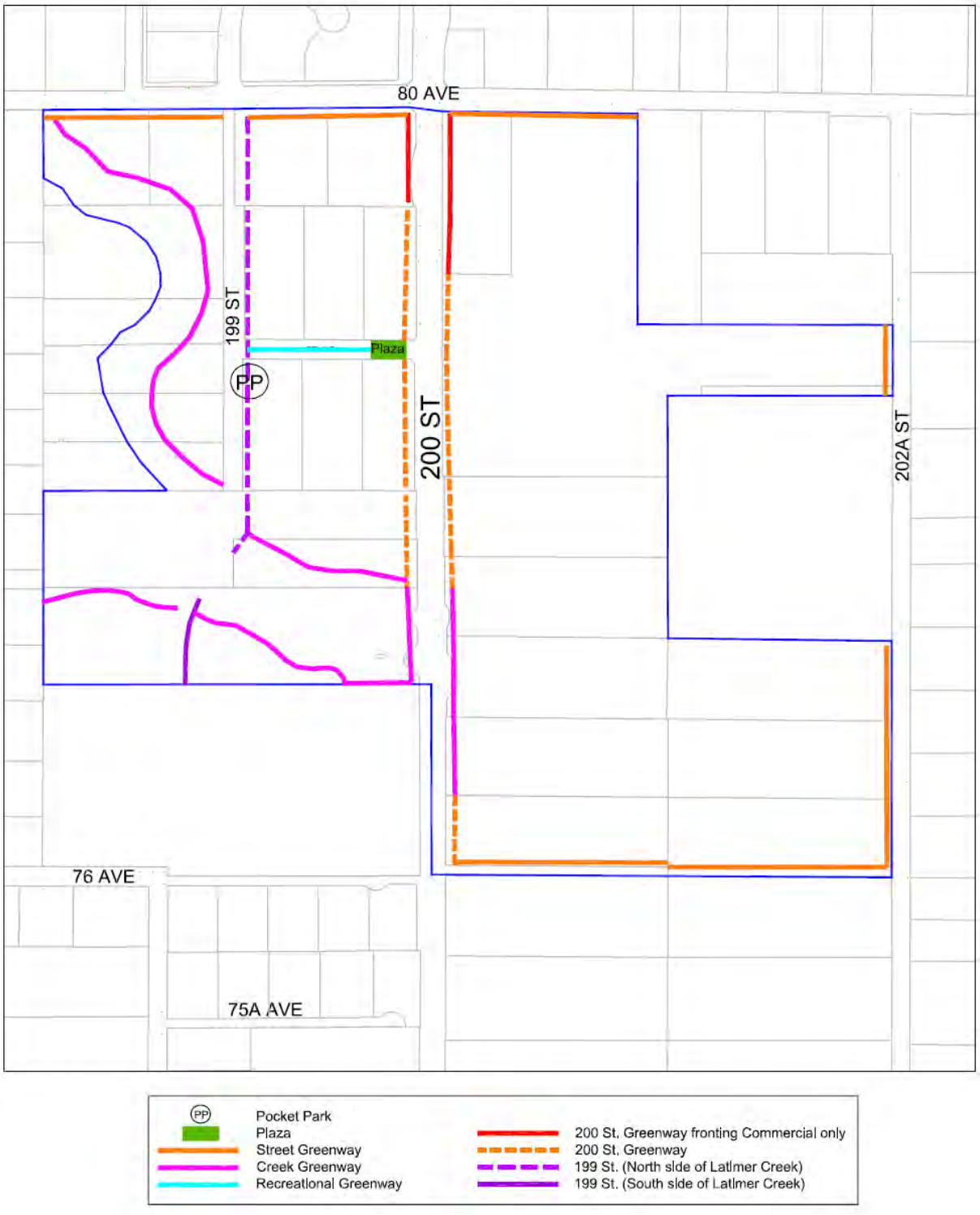


Public Art should be located in the plaza at 200 Street and 88 Avenue and in Carvolth Commons.

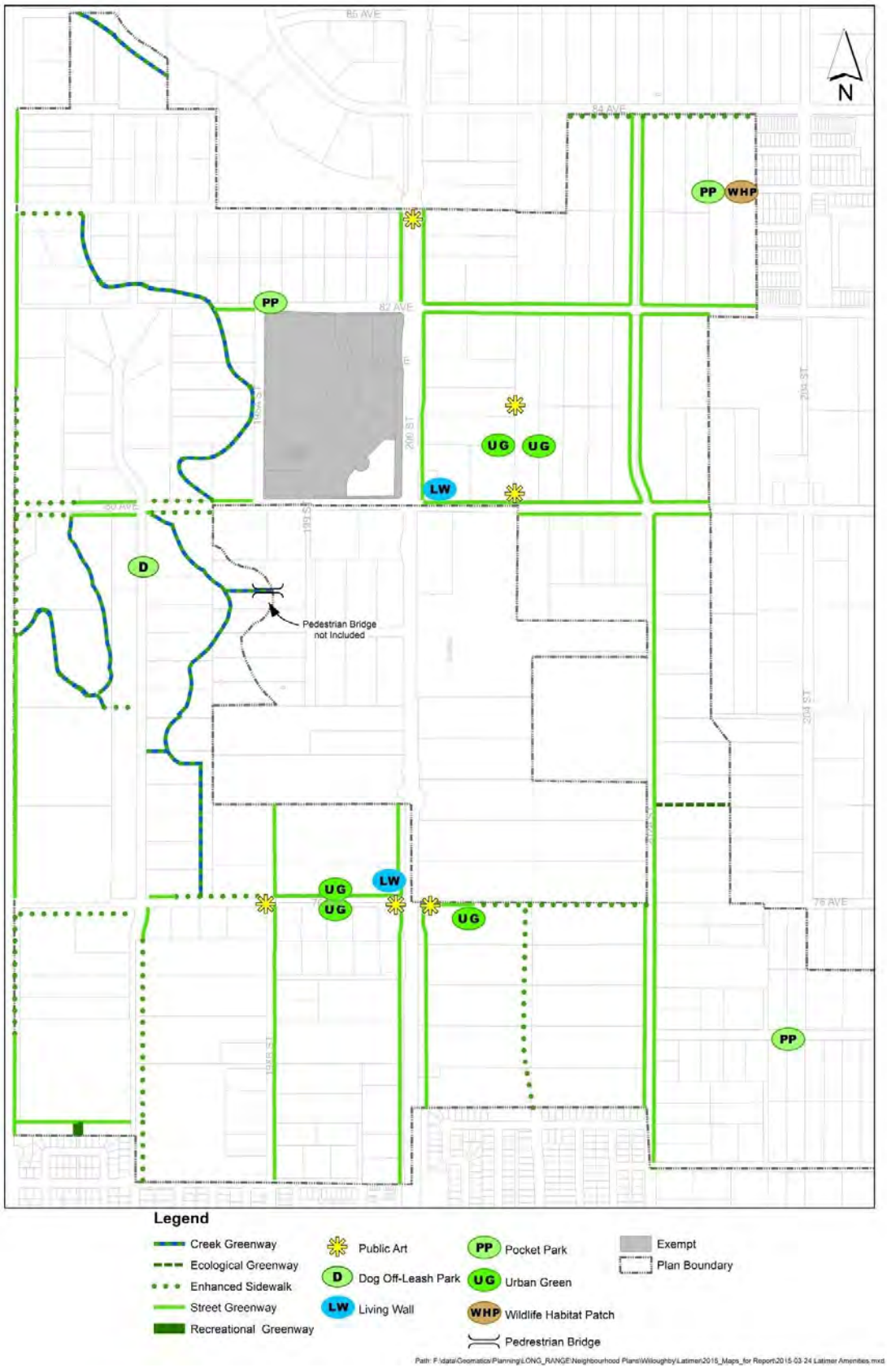
Map 3: Willoughby Amenities (Central Gordon Estate Neighbourhood Plan area)



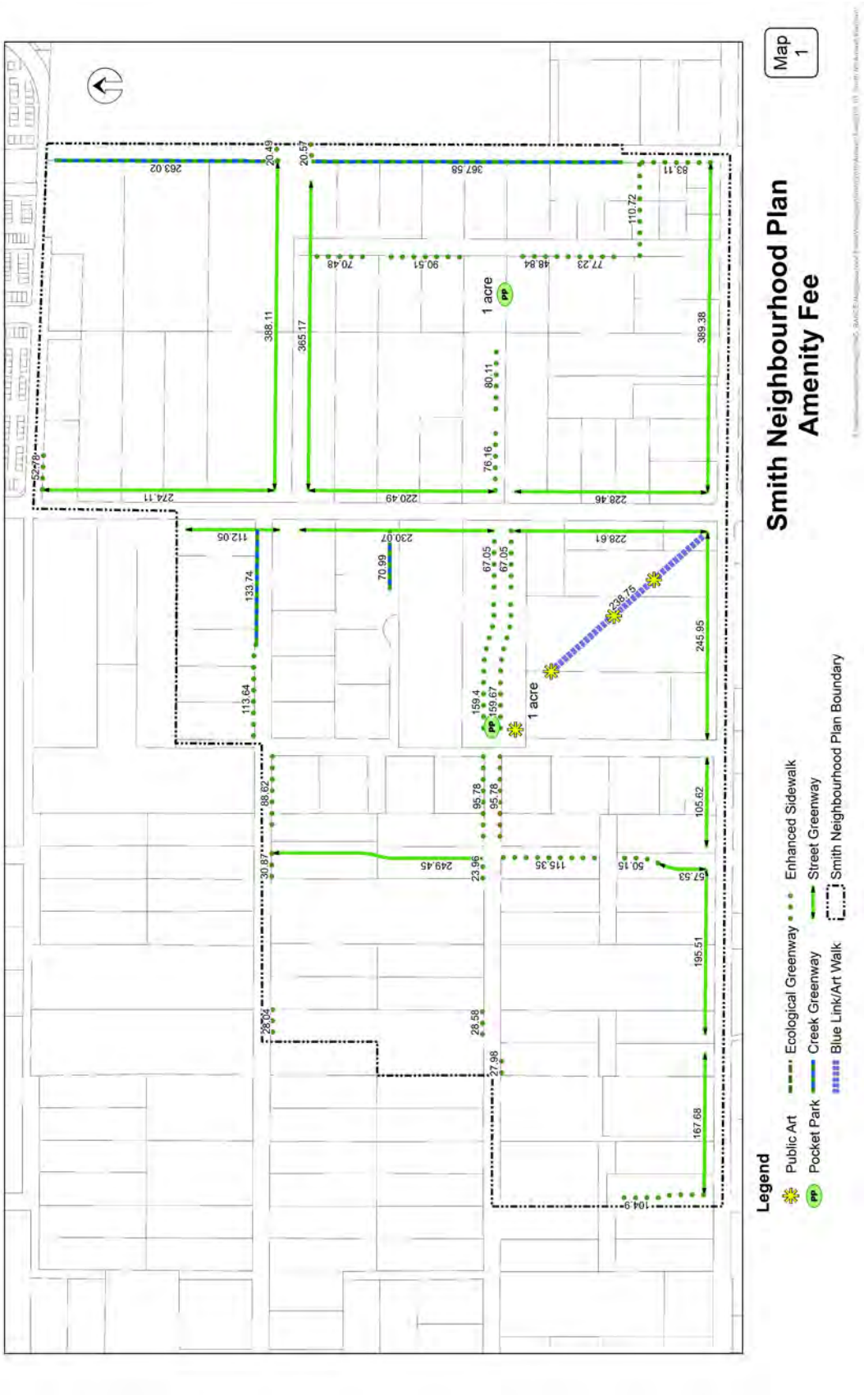
Map 4: Willoughby Amenities (Jericho Neighbourhood Plan area)



Map 5: Willoughby Amenities (Latimer Neighbourhood Plan area)



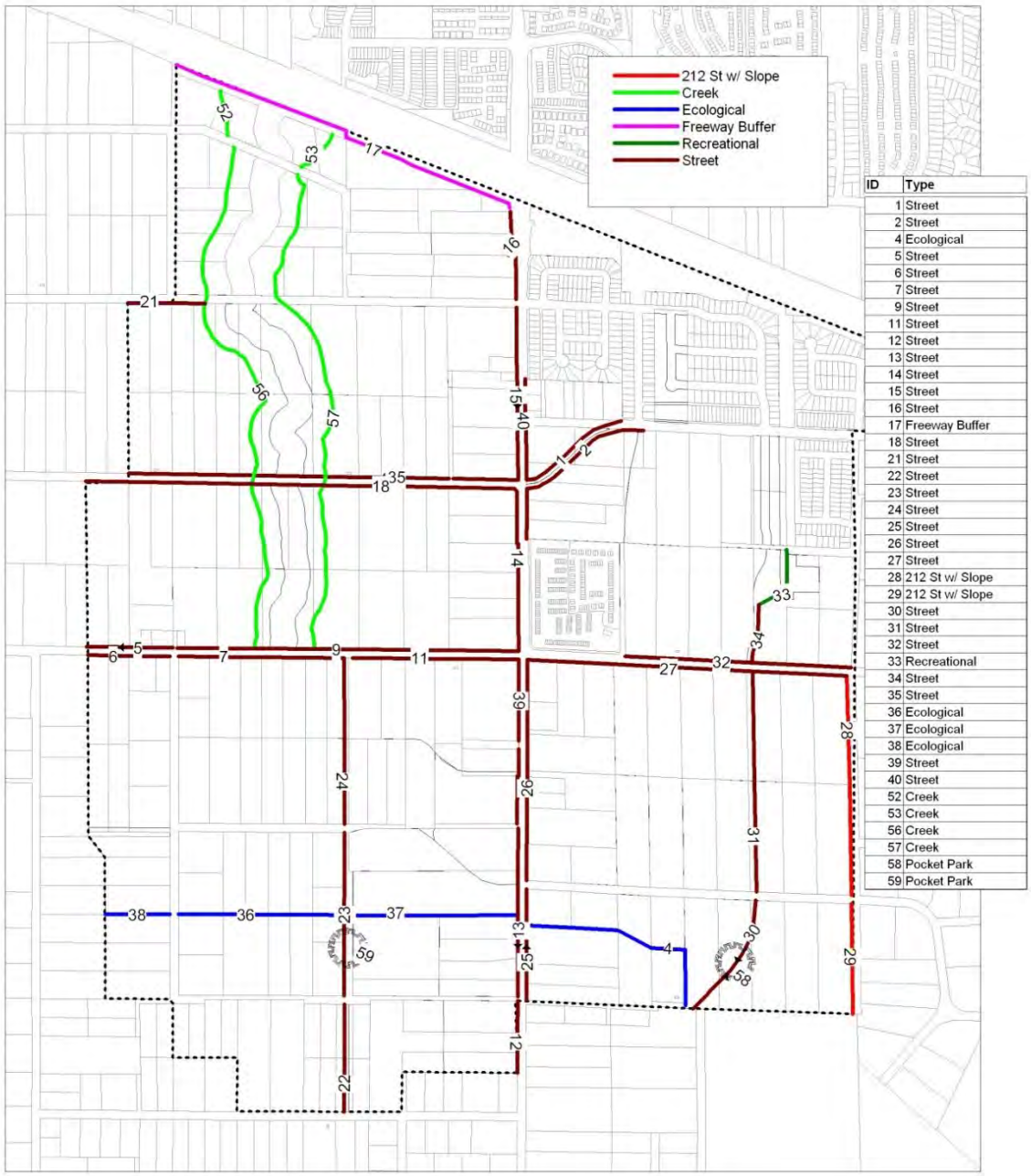
Map 6: Willoughby Amenities (Smith Neighbourhood Plan area)



Map 7: Willoughby Amenities (Williams Neighbourhood Plan area)



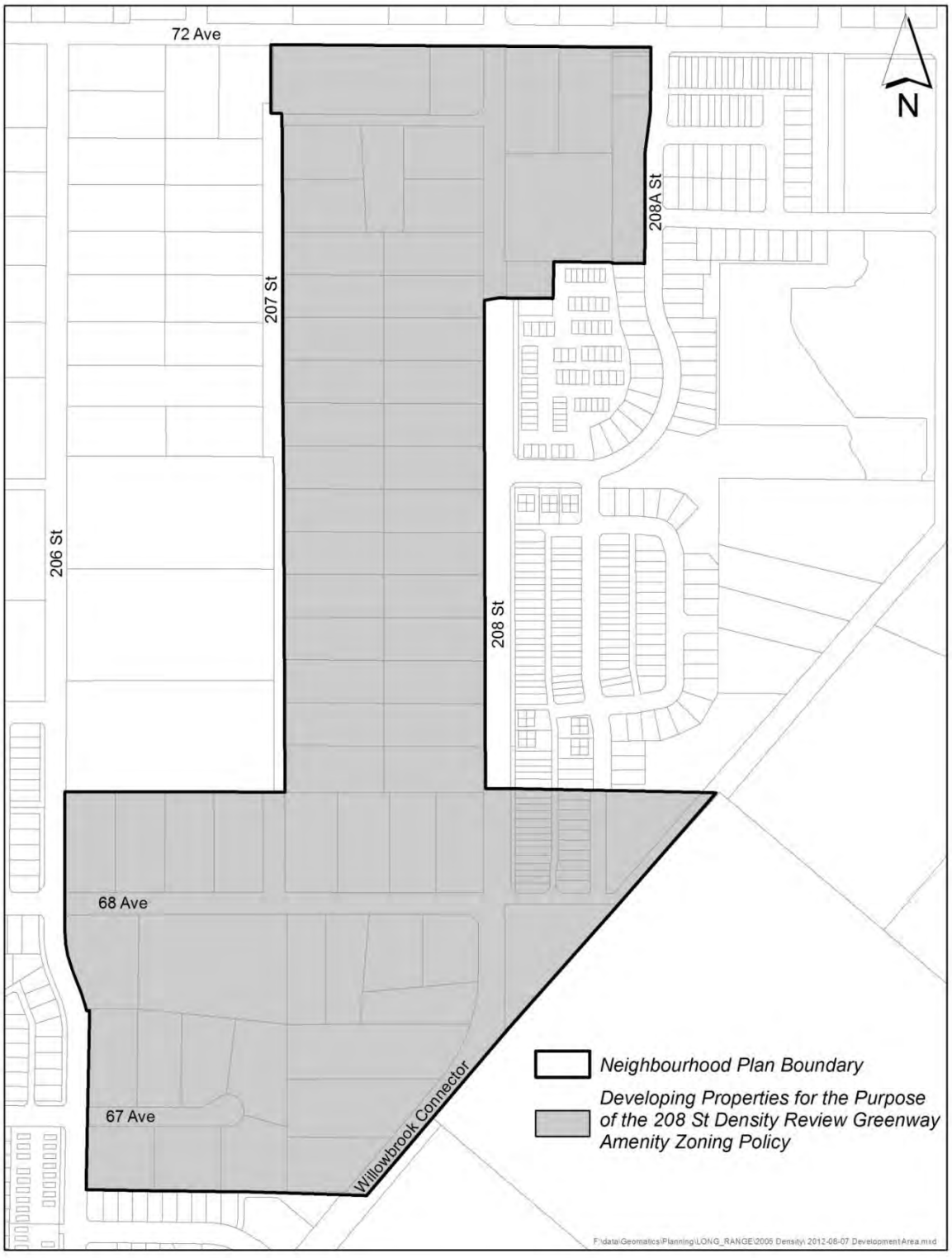
Map 8: Willoughby Amenities (Yorkson Neighbourhood Plan area)



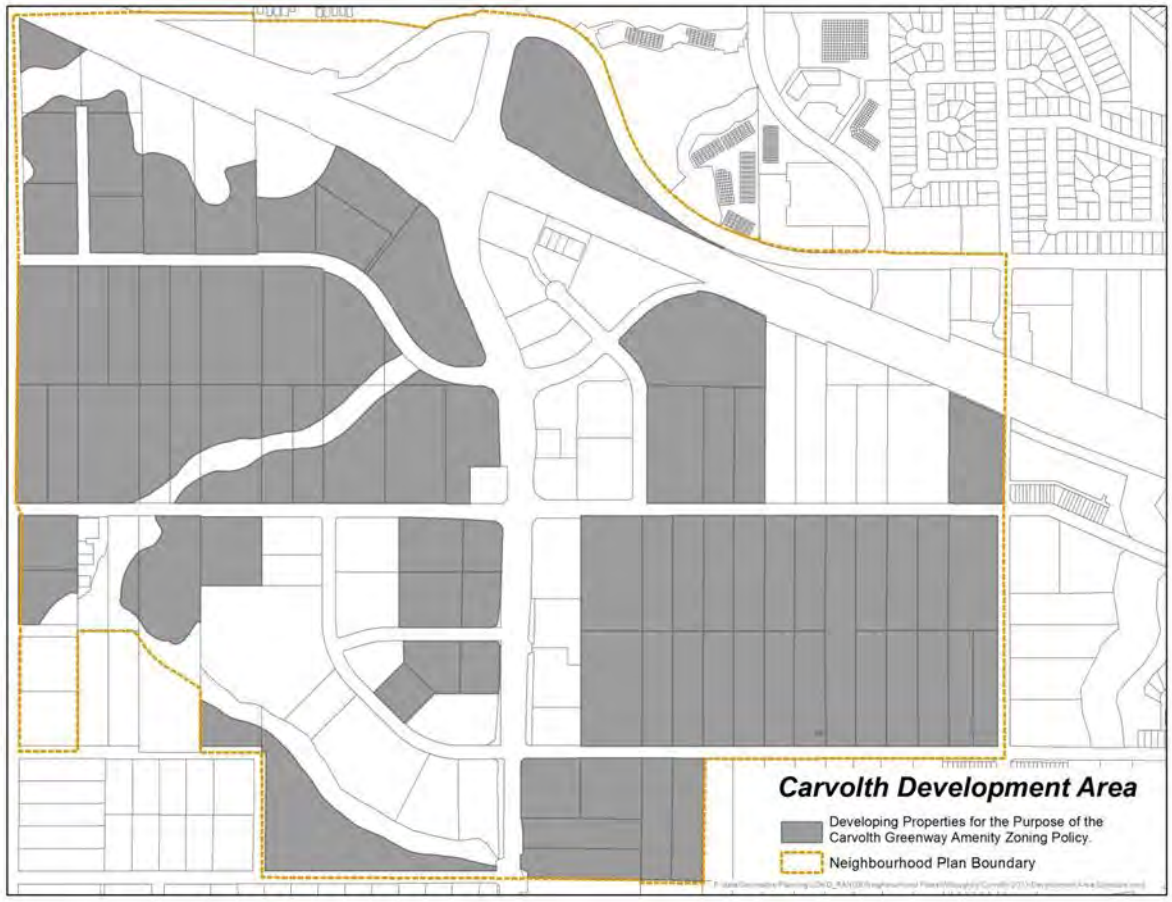
ID	Type
1	Street
2	Street
4	Ecological
5	Street
6	Street
7	Street
9	Street
11	Street
12	Street
13	Street
14	Street
15	Street
16	Street
17	Freeway Buffer
18	Street
21	Street
22	Street
23	Street
24	Street
25	Street
26	Street
27	Street
28	212 St w/ Slope
29	212 St w/ Slope
30	Street
31	Street
32	Street
33	Recreational
34	Street
35	Street
36	Ecological
37	Ecological
38	Ecological
39	Street
40	Street
52	Creek
53	Creek
56	Creek
57	Creek
58	Pocket Park
59	Pocket Park

Schedule B
Willouby Development Area

Map 9: Willoughby Development Area (208 Street Density Review area)



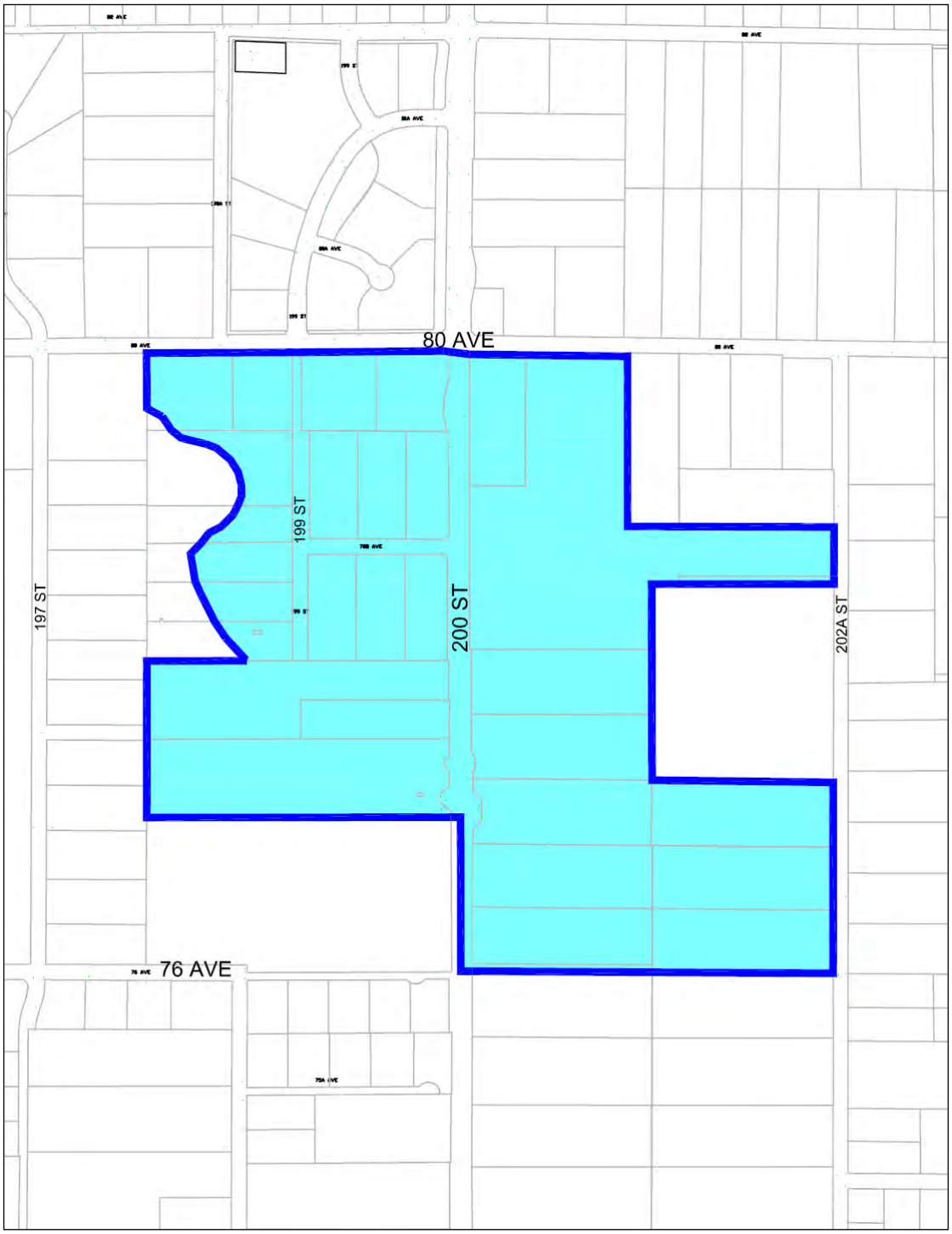
Map 10*:* Willoughby Development Area (Carvolth Neighbourhood Plan area)



Map 11*:* Willoughby Development Area (Central Gordon Neighbourhood Plan area)



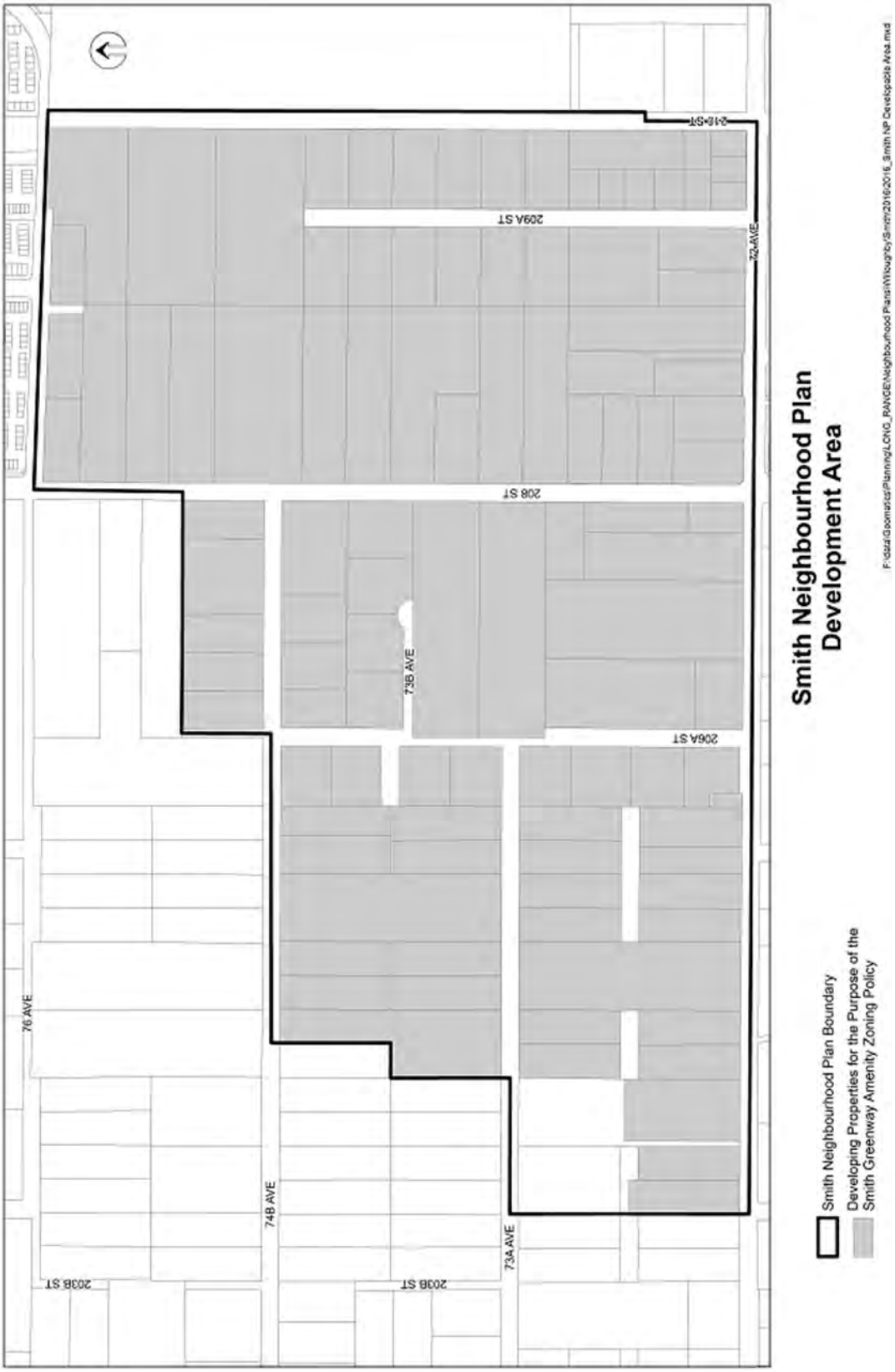
Map 12: Willoughby Development Area (Jericho Neighbourhood Plan area)



Map 13: Willoughby Development Area (Latimer Neighbourhood Plan area)



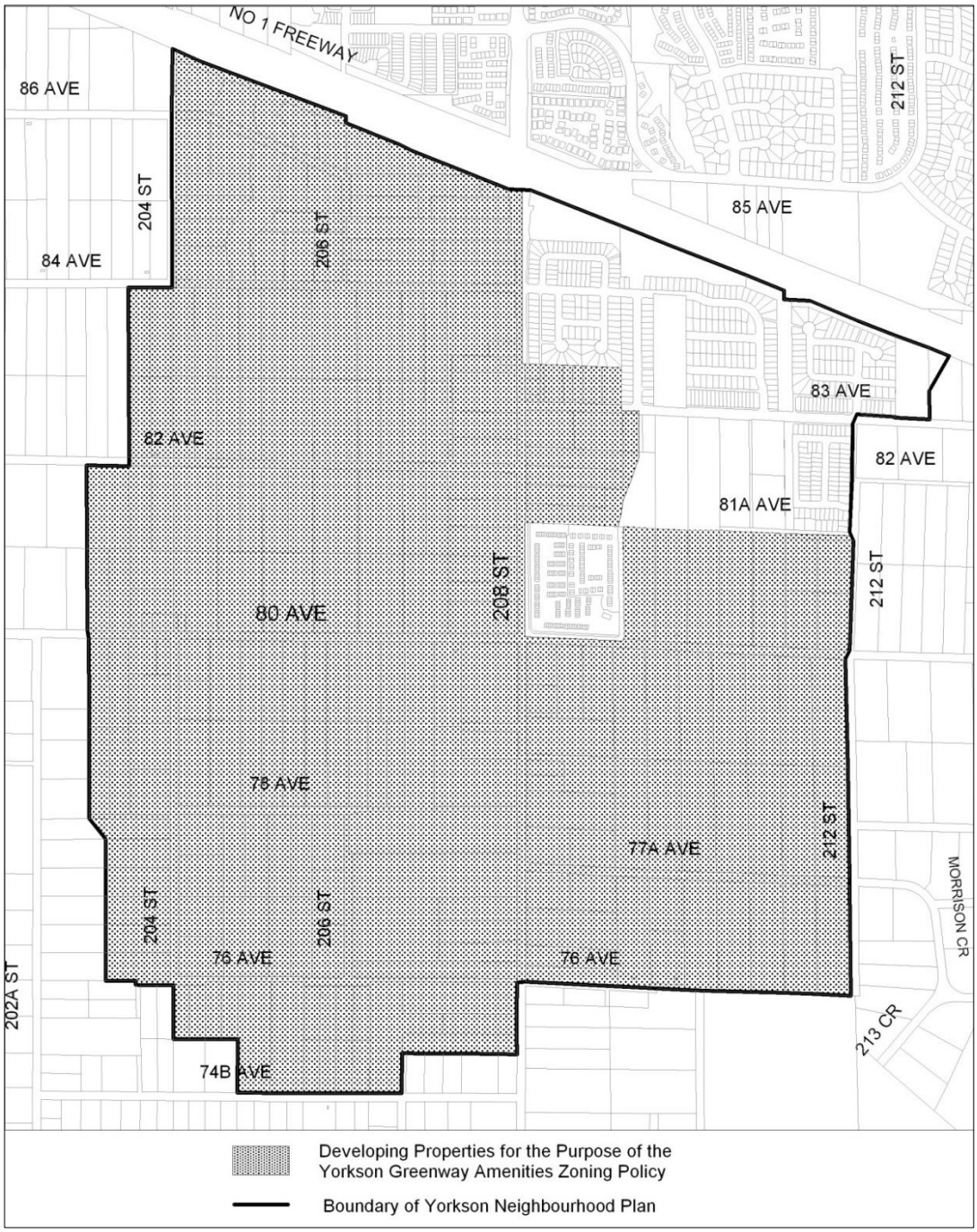
Map 14: Willoughby Development Area (Smith Neighbourhood Plan area)



Map 15: Willoughby Development Area (Williams Neighbourhood Plan area)



Map 16: Willoughby Development Area (Yorkson Neighbourhood Plan area)



Schedule C
Willoughby Amenity Cost

Table 2: Willoughby Total Amenity Cost Calculation

NP Specific/NP Universal	Amenity	Approximate Area (acres)[1]	Construction Cost	Land Cost	Total Cost
Universal	200 St Greenway (15 m width)	7.8	$2,086,746.81	$31,205,782.30	$33,292,529.11
Jericho	199 St GW (North side of Latimer Creek)	0.57	$278,737.00	$2,280,000.00	$2,558,737.00
Jericho	200 St Greenway fronting Commercial only	0.29	$179,957.00	$1,160,000.00	$1,339,957.00
CGE	202B & 68 Ave amenity	0.025	$607,200.00	$100,000.00	$707,200.00
CGE	202B and 72 Ave amenity	0.012	$40,000.00	$48,000.00	$88,000.00
Smith	212 St Connector Greenway with wall	0.43	$329,893.50	$1,725,537.00	$2,055,431.00
Yorkson	212 St Greenway	2.58	$755,254.45	$10,309,489.79	$11,064,744.24
Williams	216 St Greenway at (8 m land, 12 m construction)	1.44	$620,993.00	$5,776,763.03	$6,397,756.03
Smith	Blue Link / Art Walk		$689,510.00		$689,510.00
Carvolth	Carvolth Commons	1.3	$1,772,517.00	$5,200,000.00	$6,972,517.00
General	Creek Greenway (6 m)		$7,669,770.07	$0.00	$7,669,770.07
Latimer	Dog Off-Leash Park	1	$200,000.00	$4,000,000.00	$4,200,000.00
General	Ecological Greenway	11.74	$1,116,462.88	$46,966,594.55	$48,083,057.44
Williams	Enhanced sidewalk (1 m extra road ROW width)		$796,089.24		$796,089.24
Universal	Enhanced sidewalk[2]		$2,094,917.49		$2,094,917.49
Universal	Freeway Buffer	5.18	$1,972,248.32	$20,700,993.23	$22,673,241.55
Universal	Heritage		$900,000.00		$900,000.00
Carvolth	Integrated Open Space	2.3	$3,256,439.00	$9,200,000.00	$12,456,439.00
Latimer	Living Wall		$1,080,000.00		$1,080,000.00
Jericho	Multi-Use Trail Linkages		$20,000.00		$20,000.00
Williams	Neighbourhood Forested Mews (approx 2.07 Ac. In ROWs)		$247,143.47		$247,143.47
Williams	Neighbourhood Landmark Amenity Area (212 and 80; West side) (total area 0.45 acres)(private land area 0.11) (pub art incl)[3]	0.11	$242,599.00	$550,400.00	$792,999.00
Williams	Neighbourhood Landmark Amenity Area (North of 212 St and 80 Ave) (pub art incl) (0.5 acres total area)		$471,409.00		$471,409.00
Williams	Neighbourhood Landmark Amenity Area at 216 Interchange (pub art incl)		$585,040.00		$585,040.00

NP Specific/NP Universal	Amenity	Approximate Area (acres)[1]	Construction Cost	Land Cost	Total Cost
Williams	Off-Street Recreational Greenway (6 metre width)	1.55	$708,315.80	$6,209,221.65	$6,917,537.44
Williams	Off-Street Recreational Greenway Buffer (10m)	0.94	$303,785.10	$3,769,705.96	$4,073,491.06
Jericho	Plaza	0.2	$161,880.00	$0.00	$161,880.00
Universal	Pocket Park	10.776	$2,568,784.74	$43,104,000.00	$45,672,784.74
Universal	Public Art		$3,200,000.00	$0.00	$3,200,000.00
Williams	Public Square	1	$146,339.52	$4,000,000.00	$4,146,339.52
Universal	Recreational Greenway	0.56	$241,733.38	$1,201,126.74	$1,442,860.12
Smith	Smith View Park Assist (1 acre)		$500,000.00		$500,000.00
Universal	Street Greenway (8.5 m construction, 4.5 m land)	39.90	$21,374,504.69	$159,594,943.87	$180,969,448.56
Universal	Urban Green	1.5	$2,222,410.05	$6,000,000	$8,222,410.05
Carvolth	Urban Pocket Park existing detention pond)		$73,170.00		$73,170.00
Carvolth	Urban Pocket Parks	3	$439,019.00	$12,000,000.00	$12,439,019.00
Universal	Wildlife Habitat Patch (1 acre)	3.078	$0.00	$12,313,180.13	$12,313,180.13
Williams	Wildlife Habitat Patch (1,563 m^2 additional outside of ROW) (includes path)	0.39	$124,418.33	$1,544,848.04	$1,669,266.37
Williams	Williams View Park	5.02	$406,520.00	$20,080,000.00	$20,486,520.00
	Total	103.19	$60,212,117.83	$403,040,586.29	$463,252,704.63

(1) The actual size of an amenity may be larger than amounts shown in this column
(2) Enhanced sidewalks have 2 m buffer between curb and sidewalk, 3 m wide concrete sidewalk, and 1 m wide buffer between property line and sidewalk
(3) The total size of this Landmark Amenity is 0.95 acres: 0.45 acres in the Williams Neighbourhood Plan area and 0.5 acres in the Yorkson Neighbourhood Plan area

Net Development Area = 1612.70 acres = 652.64 hectares = 6,526,406.48m^2

Amenity Cost = $463,252,704.63 / 6,526,406.48 = $70.98per m^2 or $709,813.53 per hectare or $287,252.87 per acre

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

HIGHWAY AND TRAFFIC BYLAW 2010 NO. 4758

AMENDMENT BYLAW NO. 6029

EXPLANATORY NOTE

Bylaw No. 6029 amends the Highway and Traffic Bylaw 2010 No. 4758 bylaw for incorporating harmonized regulations between municipalities and the Province related to commercial vehicles.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

HIGHWAY AND TRAFFIC BYLAW 2010 NO. 4758

AMENDMENT BYLAW NO. 6029

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

1. This Bylaw may be cited for all purposes as "Highway and Traffic Bylaw 2010 No.4758 Amendment Bylaw No. 6029".

2. The Highway and Traffic Bylaw 2010 No.4758 is amended by:

A. In Part 1 – General Provisions
   a. In Section 106 adding 'Bylaw Enforcement Officer' after the Chief of Police and replacing signs with 'signs'.
   b. In Section 107 adding 'Bylaw Enforcement Officer' after the Chief of Police

B. In Part 2 – Traffic Regulations
   a. In Section 201 adding 'or Bylaw Enforcement Officer' after person authorized by a Peace Officer.
   b. Inserting a new Section 202 as follows and renumbering all subsequent sections accordingly:

      'Every person shall at all times comply with any order, direction, signal or command made or given by a Peace Officer or Bylaw Enforcement Officer in performance of their duties regulating traffic or otherwise taking any prescribed action under this Bylaw, including, without limitation, any order or direction to stop a moving vehicle."

C. In Part 3 – Parking and Stopping Regulations
   a. In Section 302 adding 'or Bylaw Enforcement Officer' after person authorized by a Peace Officer.
   b. In Section 303 adding 'or Bylaw Enforcement Officer' after directions of a Peace Officer
   c. Adding new Section 307 titled 'Obscuring Licence Plate' as follows and renumbering all subsequent sections accordingly:

      'No person shall:

      (1) obscure a license plate.

      (2) operate a vehicle with an obscured license plate.

      (3) operate a vehicle equipped with a device capable of temporarily or permanently obscuring a license plate.'

d. Adding new Section 308 titled 'Fail to State Name' as follows and renumbering all subsequent sections accordingly:

When requested by a Bylaw Enforcement Officer or Peace Officer:

(1) the driver or operator of a vehicle, or the person in charge of the vehicle on a highway, shall correctly state their name, address and driver's license number, and the name and address of the owner of the vehicle.

D. In Part 4 – Regulations Concerning Vehicles

a. Replacing Section 401 with the following:

Motor Vehicle Act Regulations, B.C. Reg. 26/58 as amended from time to time

a.	Section 4.13	Lamp
b.	Section 4.20	Flag on front or rear projection
c.	Section 7.161 – 7.162	Tires – Pneumatic
d.	Section 19.01	Interpretation
e.	Section 19.02	Commercial Transport
f.	Section 19.03	Tires – Prohibition
g.	Section 19.05	Weight scales
h.	Section 19.06	Permits

b. In Section 402

(i) Adding 'Enforcement' after Bylaw in the first sentence
(ii) In (1) adding 'or Bylaw Enforcement Officer' after Peace Officer
(iii) Adding new subsection (2) as follows and renumbering subsequent subsections accordingly:

'(2) produce for the inspection of a Peace Officer, Bylaw Enforcement Officer or other person authorized under this Bylaw the official registration certificate for the vehicle showing the maximum weigh of the vehicle'

c. Adding new section 404 as follows and renumbering subsequent subsections accordingly:

"Any driver who fails to stop their vehicle when directed to do so by a Peace Officer or Bylaw Enforcement Officer is guilty of an offence under this Bylaw'

d. Deleting Section 408 and inserting new Section 410 and renumbering subsequent sections accordingly:

'Except as authorized by a permit issued by the Engineer, no person shall drive or operate on a highway a vehicle or combination of vehicles if:

(1) the gross vehicle weight exceeds its licensed gross vehicle weight;

(2) the weight of an axle, group of axles or axle unit exceeds the weight permitted under the regulations in Section 401 or other applicable regulations;

(3) the dimensions of the vehicle, with or without the load included, exceed what is permitted under the regulations in Section 401 or other applicable regulations;

(4) the distance between the axles, group of axles or axle units is not permitted under the regulations in Section 401 or other applicable regulations; or

(5) the vehicle exceeds its allowable weights and loads permitted under the regulations in Section 401 or other applicable regulations.

e. Replacing Section 409 with the following:
'Except as authorized by a permit issued by the Engineer, no person shall drive or operate on a highway a vehicle or combination of vehicles exceeding the allowable limits of dimensions, drive axles, horsepower, or other limits prescribed in Section 401, herein.'

f. Adding new Section 412 as follows and renumbering subsequent sections accordingly:
"Every contravention of this section constitutes a separate and distinct offence'

g. Adding new Section 414 and 415 as follows and renumbering subsequent sections accordingly:

'(414) A person driving on a Truck Route authorized by a permit under this section shall produce a copy of the permit when required to do so by a Bylaw Enforcement Officer, a Peace Officer, or the Engineer.

(415) The Engineer may restrict the use of a truck route at any time and for any reason, in their sole discretion, including, without limitation, the size, weight, type, height, or other specification of commercial vehicles permitted to drive on a truck route and the hours when a commercial vehicle may be driven on a truck route.'

h. In newly numbered Section 416 revising the reference from Section 411 to 'Section 413'

i. In newly numbered Section 417 replacing his with 'their'

j. Adding new Section 418 as follows and renumbering subsequent sections accordingly:

'(418) A Peace Officer or Bylaw Enforcement Officer may stop a commercial vehicle driving on a highway under the jurisdiction of the Municipality to confirm compliance with this section and to, in addition to any other powers

under this or any other bylaw, direct the driver to immediately proceed to the nearest truck route if they are not in compliance with this section'

k. In Part 5 – Use of Highways

l. In Section 501 adding new (5) as follows:

'drive or operate a vehicle or trailer on a highway unless it is in all respects in compliance with the Motor Vehicle Act and the Regulations'

READ A FIRST TIME the	15	day of	July	, 2024
READ A SECOND TIME the	15	day of	July	, 2024
READ A THIRD TIME the	15	day of	July	, 2024
ADOPTED the		day of		, 2024

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

BYLAW NOTICE ENFORCEMENT BYLAW 2008 NO. 4703

AMENDMENT BYLAW NO. 6030

EXPLANATORY NOTE

Bylaw No. 6030 amends the Bylaw Notice Enforcement Bylaw 2008 No. 4703 to provide updates relating to new offenses in Highway and Traffic Bylaw 2010 No. 4758.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

BYLAW NOTICE ENFORCEMENT BYLAW 2008 NO. 4703

AMENDMENT BYLAW NO. 6030

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. 6030".

2. The Bylaw Notice Enforcement Bylaw 2008 No. 4703, as amended, is further amended by:

   A. The current designated bylaw contraventions under Schedule A with reference to the Township of Langley Highway and Traffic Bylaw 2010 No. 4758 be replaced with:

Township of Langley Highway and Traffic Bylaw 2010 No. 4758

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Compliance with traffic control	201(1) – 201(3) inclusive	$100.00
• Fail to comply with order	202	$200.00
• Cross Roadway Contrary to Traffic Control Device	207	$75.00
• Solicit Ride, Employment or Business	210	$75.00
• Sleigh/Ice Skate/Skate Board/Ski on Highway	212	$75.00
• Roller Skate/In Line Skate on Roadway not Designated for Cycles	213	$75.00
• Skate/Sled When Arm/Hand is Attached to a Vehicle.	214	$75.00
• Propel, Coast, Ride, Skate on Sidewalk with Undue Care.	215	$75.00
• Cycle Without Helmet	217 (2)	$75.00
• Fail to Yield to Pedestrian/Equestrian Traffic	217 (3)	$75.00

• Cycle on Highway Without Due Care	218 (1)	$75.00
• Cycle on Roadway, Sidewalk, Pathway Where Prohibited	218 (2)	$75.00
• Cycle When Arm/Hand is Attached to a Vehicle.	218 (4)	$75.00
• Cycle on Sidewalk within 3 meters of another Cyclist	218 (5)	$75.00
• Operate Cycle on Highway Without Lighted Lamp/Reflector	219	$75.00
• Operate Cycle on Sidewalk/Walkway/Trail Without Audible Warning Device	220 (3)	$50.00
• Operate Tracked Vehicle on Roadway	220 (4)	$50.00
• Activity on Trail Contrary to Traffic Control Device	220 (5)	$50.00
• Drive Vehicle in Park Where Prohibited	220 (6)	$50.00
• Startle/Endanger Horse/Rider/Cyclist With Sound Making Device	220 (9)	$50.00
• Ride/Herd Animals on Sidewalk	221 (1)	$50.00
• Ride/Lead Animal on Highway Without Proper Equipment	221 (2)	$50.00
• Ride/Herd Animal on Highway Where Prohibited	221 (3)	$50.00
• Race/Gallop Horse on Highway/Trail	221 (4)	$50.00
• Ride/Drive/Lead a Animal/Vehicle/Cycle in Park Where Prohibited	221 (5)	$50.00
• Tether Horse/Animal to Traffic Control Device/Appurtenance	221 (6)	$50.00
• Operate Horse Drawn Carriage Without Permit	221 (7)	$50.00
• Unnecessary Noise	222	$100.00
• Airside access	224	$50.00

• Park/Stop Contrary to Traffic Control Device	302	$50.00
• Park in Public Parking Lot Contrary to Restrictions	303 (1)	$50.00
• Park Within 1 m of Boulevard Crossing	303 (2)	$50.00
• Park Within 5 m of Fire Hydrant	303 (3)	$50.00
• Park On Municipal Land	303 (4)	$50.00
• Stop/Stand/Park on Sidewalk/Walkway/ Designated Corridor	303 (5)	$50.00
• Stop/Stand/Park to Obstruct Visibility Traffic Control Device	303 (6)	$50.00
• Stop/Stand/Park Within 3.5 m of Centre Line	303 (7)	$50.00
• Stop/Stand/Park in Lane	303 (8)	$50.00
• Stop/Stand/Park Within an Intersection	303 (9)	$50.00
• Stop/Stand/Park Within a Paved Shoulder	303 (10)	$50.00
• Stop/Stand/Park Within 30 m Before/15 m Beyond Crosswalk	303 (11)	$50.00
• Stop/Stand/Park Within 6 m of Stop Sign or Traffic Control Signal	303 (12)	$50.00
• Stop/Stand/Park Within 6 m of Entrance/Exit	303 (13)	$50.00
• Stop/Stand/Park Within 15 m of Nearest Rail of Railway Crossing	303 (14)	$50.00
• Stop/Stand/Park To Obstruct Traffic	303 (15)	$50.00
• Stop/Stand/Park On Roadway Side of a Vehicle	303 (16)	$50.00
• Stop/Stand/Park Upon a Bridge	303 (17)	$50.00
• Stop/Stand/Park Within 3 m of Lane	303 (18)	$50.00
• Stop/Stand/Park Within 3 m of Curb Return	303 (19)	$50.00

• Stop/Stand/Park Alongside Yellow Curb	303 (20)	$50.00
• Stop/Stand/Park Vehicle Exceeding 6 m In Angle Parking Zone	303 (21)	$50.00
• Stop/Stand/Park in Reserved Space Adjacent to Public Building	303 (22)	$50.00
• Stop/Stand/Park Within Bus Zone	303 (23) (a)	$50.00
• Stop/Stand/Park Within Bus Zone	303 (23) (b)	$50.00
• Stop/Stand/Park In Loading Zone	303 (24)	$50.00
• Stop/Stand/Park In Passenger Zone Exceeding 5 Minutes	303 (25)	$50.00
• Stop/Stand/Park in Taxi Zone	303 (26)	$50.00
• Stop/Stand/Park Abutting School Ground	303 (27)	$50.00
• Stop/Stand/Park on Boulevard	303 (28)	$50.00
• Stop/Stand/Park on Roadway Pavement less than 8 meters	303 (29)	$50.00
• Stop/Stand/Park Within 5m of Community Mailbox	303 (30)	$50.00
• Park In Disabled Zone	304	$100.00
• Park in Contravention of Time Allowed	305 (1)	$50.00
• Park on Public Parking Lot In Contravention of Time Allowed	305 (2)	$50.00
• Move Vehicle on Same Block/Lot	305 (3)	$50.00
• Park For Continuous Period Exceeding 72 Hours	306 (1)	$50.00
• Park Unlicensed Vehicle on Highway	306 (2)	$150.00
• Obscured Plate	307 (1)	$100.00
• Operate Vehicle with Obscured Plate	307 (2)	$100.00
• Operate Vehicle with Device to Obscure Plate	307 (3)	$100.00
• Fail to State Name	308 (1)	$100.00

• Improper Side of Roadway	309 (1)	$50.00
• Improper Parallel/Angle Parking	309 (2)	$50.00
• Park Outside Delineated Space	309 (3)	$50.00
• Park More Than 30 cm From Curb	309 (4)	$50.00
• Stop/Park Display Vehicle for Sale	310 (1)	$50.00
• Advertise/Wash/Repair Vehicle	310 (2)	$50.00
• Stop/Park Vehicle Displaying Signs	310 (3)	$50.00
• Stop/Park Vehicle to Sell Commodities	310 (4)	$50.00
• Park Commercial Vehicle Between 9:00pm and 6:00am	311 (1)	$100.00
• Park Commercial Vehicle in Residential Zone	311 (2)	$100.00
• Park Commercial Vehicle Within 3.5 m of Centre Line	311 (3)	$100.00
• Park Commercial Trailer on Highway	311 (4)	$100.00
• Park Recreational Vehicle Exceeding 48 hrs	312	$100.00
• Recreational Vehicle Used For Living Accommodations on Highway	313	$100.00
• Park Trailer Without Motive Power Unit	314	$100.00
• Obstruction of aircraft access	315	$100.00
• Removal of ticket	316	$100.00
• Fail to comply with Regulations	401(5)	$200.00
• Fail to stop for purposes of inspection and weighing	402(1)	$200.00
• Fail to produce certificate	402(2)	$200.00
• Fail to proceed to nearest weigh station	402(3)	$200.00
• Overweight vehicle or loads	403	$200.00 +$10 per 100kg over limit
• Fail to stop vehicle	404	$200.00

• Insecure Load	405 (1)-(6)	$100.00
• Fail to comply with weight and dimension Regulations	410 (1 – 5)	$100.00
• Park/Drive Commercial Vehicle on Highway Other Than Truck Route	413	$200.00
• Fail to produce a truck route permit	414	$200.00
• Fail to stop commercial vehicle	418	$200.00
• Fail to drive to nearest truck route when directed	418	$200.00
• Material Deposited on Highway	501 (1)	$100.00
• Place Fuel/Merchandise/Chattel on Highway	501 (2)	$150.00
• Deposit Garbage/Yard Waste On Highway	501 (3)	$150.00
• Fail to Fence/Barricade/Provide Traffic Control	501 (4)	$300.00
• Damage Highway	502 (1)-(2)	$500.00
• Fail to comply with standards	501 (5)	$200.00
• Mark/Imprint/Deface Highway/Structure	502 (3)	$500.00
• Affix Sign/Bill/Notice on Street Furniture	503	$200.00
• Fail to Clean Highway	506	$200.00
• Fence/Hedge/Berm Within Sight Triangle	506 (2)	$200.00
• Tree/Garden Waste/Fencing on Highway	506 (3)	$200.00
• Dump/Discharge Snow	506 (4)	$200.00
• Construct/Maintain/Use More Than One Boulevard Crossing Residential	506 (5) (a)	$200.00
• Construct/Maintain/Use More Than One Boulevard Crossing Rural	506 (5) (b)	$200.00
• Construct/Maintain/Use More Than One Boulevard Crossing Commercial	506 (5) (c)	$200.00
• Construct/Maintain/Use Boulevard Crossing Close to Intersection	506 (6)	$200.00

• Obstruction of Fire Hydrant	506 (7)	$200.00
• Fail to Remove Soil/Rubbish From Sidewalk	507 (1)	$100.00
• Fail to Remove Snow/Ice From Structure	507 (2)	$100.00
• Fail to Maintain Boulevard	507 (3)	$100.00
• Fail to Remove/Trim Dangerous Tree/Shrub	508	$100.00
• Fail to Remove Snow/Ice From Sidewalk - Residential	509 (1)	$100.00
• Fail to Remove Snow/Ice From Sidewalk - Commercial/Industrial	509 (2)	$100.00
• Dig/Break/Remove/Excavate Highway Without Permit	510 (1)	$500.00
• Damage/Remove Trees/Plants	510 (2)	$500.00
• Damage/Deface/Remove Things Erected By Municipality	510 (3)	$500.00
• Change Level of Highway/Stop Flow of Water	510 (4)	$500.00
• Construct Ditch/Culvert/Drain	510 (5)	$500.00
• Place/Construct Structures on Highway	510 (6)	$500.00
• Erect/Maintain/Alter Sign/Advertisement	510 (7)	$500.00
• Ride/Drive Vehicle or Animal in Excess of 270kg Over Boulevard	510 (8)	$500.00
• Construct Boulevard Crossing	510 (9)	$500.00
• Obstruct Flow of Traffic	510 (10)	$500.00
• Plant Tree/Shrub Landscape Boulevard	510 (11)	$500.00
• Construct/Maintain Driveway/Roadway	510 (12)	$500.00
• Organize Parade/Special Event Without Approval	511 (1),(2)	$100.00
• Operate Vehicle With Noise Making Device For Advertising or Other Purpose	511 (3)	$100.00

• Remove Vehicle From Accident	512 (1)	$100.00
• Tow Vehicle Without Authority	512 (2)	$100.00
• Fail to Clear Scene	512 (3)	$100.00
• Fail to Identify Tow Truck	512 (4)	$100.00
• Fail to Carry Portable Rear Lighting	512 (5)	$100.00
• Unlawful Use of Unopened Highway	513 (1) - (5)	$500.00

READ A FIRST TIME the	15	day of	July	, 2024
READ A SECOND TIME the	15	day of	July	, 2024
READ A THIRD TIME the	15	day of	July	, 2024
ADOPTED the		day of		, 2024

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TEMPORARY BORROWING (JERICHO BOOSTER STATION LOAN)

BYLAW NO. 6035

EXPLANATORY NOTE

Bylaw No. 6035 provides for temporary borrowing pending the issuance of debenture securities to complete Jericho Booster Station Construction, in the amount of $18,720,000 pursuant to Jericho Booster Station Loan Authorization Bylaw No. 5921.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TEMPORARY BORROWING (JERICHO BOOSTER STATION LOAN)

BYLAW NO. 6035

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

AND WHEREAS the Council has adopted Bylaw No. 5921, cited as Jericho Booster Station Loan Authorization Bylaw No. 5921 authorizing the borrowing of a sum not exceeding eighteen million and seven hundred twenty thousand dollars ($18,720,000) to complete Jericho Booster Station construction.

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

This bylaw may be cited as “Temporary Borrowing (Jericho Booster Station Loan) Bylaw No. 6035”.

The Council is hereby authorized and empowered to borrow an amount or amounts not exceeding the sum of eighteen million and seven hundred twenty thousand dollars ($18,720,000), as the same may be required.

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

The money so borrowed shall be used solely for the purposes set out in said Jericho Booster Station Loan Authorization Bylaw No. 5921.

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

READ A FIRST TIME the	15	day of	July	, 2024
READ A SECOND TIME the	15	day of	July	, 2024
READ A THIRD TIME the	15	day of	July	, 2024
ADOPTED the		day of		, 2024

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TEMPORARY BORROWING (CIVIC INFRASTRUCTURE LOAN)

BYLAW NO. 6036

EXPLANATORY NOTE

Bylaw No. 6036 provides for temporary borrowing pending the issuance of debenture securities to complete Civic Infrastructure Capital Works, in the amount of $29,492,000 pursuant to Civic Infrastructure Loan Authorization Bylaw No. 5922.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TEMPORARY BORROWING (CIVIC INFRASTRUCTURE LOAN)

BYLAW NO. 6036

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

AND WHEREAS the Council has adopted Bylaw No. 5922, cited as Civic Infrastructure Loan Authorization Bylaw No. 5922 authorizing the borrowing of a sum not exceeding twenty-nine million and four hundred ninety-two thousand dollars ($29,492,000) to complete Civic Infrastructure Capital Works.

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

This bylaw may be cited as “Temporary Borrowing (Civic Infrastructure Loan) Bylaw No. 6036”.

The Council is hereby authorized and empowered to borrow an amount or amounts not exceeding the sum of twenty-nine million and four hundred ninety-two thousand dollars ($29,492,000), as the same may be required.

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

The money so borrowed shall be used solely for the purposes set out in said Civic Infrastructure Loan Authorization Bylaw No. 5922.

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

READ A FIRST TIME the	15	day of	July	, 2024
READ A SECOND TIME the	15	day of	July	, 2024
READ A THIRD TIME the	15	day of	July	, 2024
ADOPTED the		day of		, 2024

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TEMPORARY BORROWING (YORKSON COMMUNITY PARK LOAN)

BYLAW NO. 6037

EXPLANATORY NOTE

Bylaw No. 6037 provides for temporary borrowing pending the issuance of debenture securities to complete Yorkson Community Park Capital Works, in the amount of $14,645,000 pursuant to Yorkson Community Park Loan Authorization Bylaw No. 5938.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TEMPORARY BORROWING (YORKSON COMMUNITY PARK LOAN)

BYLAW NO. 6037

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

AND WHEREAS the Council has adopted Bylaw No. 5938, cited as Yorkson Community Park Loan Authorization Bylaw No. 5938 authorizing the borrowing of a sum not exceeding fourteen million and six hundred forty-five thousand dollars ($14,645,000) to complete Yorkson Community Park Capital Works.

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

This bylaw may be cited as “Temporary Borrowing (Yorkson Community Park Loan) Bylaw No. 6037”.

The Council is hereby authorized and empowered to borrow an amount or amounts not exceeding the sum of fourteen million and six hundred forty-five thousand dollars ($14,645,000), as the same may be required.

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

The money so borrowed shall be used solely for the purposes set out in said Yorkson Community Park Loan Authorization Bylaw No. 5938.

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

READ A FIRST TIME the	15	day of	July	, 2024
READ A SECOND TIME the	15	day of	July	, 2024
READ A THIRD TIME the	15	day of	July	, 2024
ADOPTED the		day of		, 2024

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TEMPORARY BORROWING (ICE AND DRY ARENAS LOAN)

BYLAW NO. 6038

EXPLANATORY NOTE

Bylaw No. 6038 provides for temporary borrowing pending the issuance of debenture securities to complete Ice and Dry Arenas Capital Works, in the amount of $49,490,000 pursuant to Ice and Dry Arenas Loan Authorization Bylaw No. 5968.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TEMPORARY BORROWING (ICE AND DRY ARENAS LOAN)

BYLAW NO. 6038

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

AND WHEREAS the Council has adopted Bylaw No. 5968, cited as Ice and Dry Arenas Loan Authorization Bylaw No. 5968 authorizing the borrowing of a sum not exceeding forty-nine million and four hundred ninety thousand dollars ($49,490,000) to complete Ice and Dry Arenas Capital Works.

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

This bylaw may be cited as “Temporary Borrowing (Ice and Dry Arenas Loan) Bylaw No. 6038”.

The Council is hereby authorized and empowered to borrow an amount or amounts not exceeding the sum of forty-nine million and four hundred ninety thousand dollars ($49,490,000), as the same may be required.

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

The money so borrowed shall be used solely for the purposes set out in said Ice and Dry Arenas Loan Authorization Bylaw No. 5968.

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

READ A FIRST TIME the	15	day of	July	, 2024
READ A SECOND TIME the	15	day of	July	, 2024
READ A THIRD TIME the	15	day of	July	, 2024
ADOPTED the		day of		, 2024

_____ Mayor _____ Township Clerk

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. Replacing the table in Schedule "A" Residential Development Cost Charges with the following:

Type of Development	Unit	Road	Drainage	Sewage	Water	Parkland Acquisition and Development	Total
Residential 1	du	$29,997	$11,067	$1,870	$3,152	$40,701	$86,787
Residential 2	du	$21,270	$4,459	$1,320	$2,225	$28,730	$58,004
Residential 3	du	$18,543	$3,059	$1,265	$2,132	$27,533	$52,532
Residential 4	du	$16,362	$1,948	$825	$1,391	$17,956	$38,482

ii. Replacing the table in Schedule "B" Commercial and Institutional Development Cost Charges with the following:

Type of Development	Unit	Road	Sewage	Water	TOTALS	
					Road, Sewage and Water (based on Gross Floor Area)	Drainage (based on Area of Development)
Commercial 1	m^2	$109.08	$6.27	$10.57	$125.92	$27.12
Commercial 2	m^2	$85.08	$6.27	$10.57	$101.92	$27.12
Commercial 3	m^2	$39.27	$4.68	$7.88	$51.83	$0.00
Institutional	m^2	$52.36	$6.27	$10.57	$69.20	$24.13

iii. Replacing the table in Schedule "C" Industrial Development Cost Charges with the following:

Type of Development	Unit	Road	Drainage	Sewage	Water	Totals
Industrial	m^2	$16.92	$25.66	$2.48	$4.17	$49.23

READ A FIRST TIME the	24	day of	June	, 2024
READ A SECOND TIME the	24	day of	June	, 2024
READ A THIRD TIME the	15	day of	July	, 2024
RECEIVED THE APPROVAL OF THE MINISTRY OF MUNICIPAL AFFAIRS the	17	day of	July	, 2024
ADOPTED the		day of		, 2024

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

STRATEGIC LAND LOAN AUTHORIZATION

BYLAW NO. 6011

EXPLANATORY NOTE

Bylaw No. 6011 authorizes the Township of Langley to borrow $74,906,665 towards the estimated cost of the Strategic Land purchases.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

STRATEGIC LAND LOAN AUTHORIZATION

BYLAW NO. 6011

WHEREAS it is deemed desirable and expedient to prepare the Strategic Land purchases 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 Strategic Land Purchases including incidental thereto is equal to the sum of $74,906,665 (Seventy-four million nine hundred six thousand six hundred and sixty-five 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 “Strategic Land Loan Authorization Bylaw No. 6011”.

2. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the purchases of Strategic Land 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 $74,906,665 (Seventy-four million nine hundred six thousand six hundred and sixty-five 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 purchases of the said Strategic Land.

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	29	day of	April	, 2024
READ A SECOND TIME the	29	day of	April	, 2024
READ A THIRD TIME the	29	day of	April	, 2024
RECEIVED THE APPROVAL of the INSPECTOR of MUNICIPALITIES this	27	day of	May	, 2024
ADOPTED the		day of		, 2024

_____ Mayor _____ Township Clerk

Township of Langley

Est. 1873

CERTIFICATE OF ALTERNATIVE APPROVAL PROCESS RESULTS

STRATEGIC LAND LOAN AUTHORIZATION

BYLAW NO. 6011

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 *Strategic Land Loan Authorization Bylaw No. 6011*, as follows:

Estimated number of electors:	96,390
Number of valid, accepted elector response forms submitted prior to the deadline, August 8, 2024, 4:30pm:	5
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 *Strategic Land Loan Authorization Bylaw No. 6011,* the borrowing of funds to undertake land purchases.

Declared at the Corporation of the Township of Langley, British Columbia
This 9th day of August, 2024.

Wendy Bauer
Township Clerk

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JULY 15, 2024 - REGULAR MEETING	**REPORT:**	24-151
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE:**	LSP00020
SUBJECT:	200 STREET 2040		

RECOMMENDATIONS:

That Council endorse the vision and policy recommendations in *200 Street 2040: Transit-Oriented Development Vision, Feasibility, and Implementation Study* (Attachment B) to guide transformation of 200 Street into a rapid transit growth corridor and to use this study as an interim policy guide for the review of development applications within the 200 Street corridor until such time as existing Township plans and policies are updated.

That Council direct staff to report back with an implementation strategy for advancing the study's policy recommendations including required amendments to Township plans and policies and a new development permit area designation for transit-oriented development.

EXECUTIVE SUMMARY:

200 Street 2040: Transit-Oriented Development Vision, Feasibility, and Implementation Study is a comprehensive report outlining the results of the 200 Street corridor planning process undertaken during late 2023 through Spring 2024. It recommends a series of policy directions to realize the generational opportunity of a transit-oriented community in Langley supported by Bus Rapid Transit (BRT) or a higher-level transit service along 200 Street in Willoughby. An Executive Summary of the study is included as Attachment A.

PURPOSE:

This report recommends Council endorsement of *200 Street 2040: Transit-Oriented Development Vision, Feasibility, and Implementation Study* and seeks further Council direction for implementation of the study recommendations.

BACKGROUND/HISTORY:

At the December 12, 2022 Regular Meeting, Council requested "draft Terms of Reference outlining a potential process, scope of work, timeline, and funding that may be required to complete within 2023 a new land use and related policy document to be called *200 Street 2040* to achieve an updated future vision for the 200 Street corridor from the north edge of the 200 Street Interchange to the boundary of the Willowbrook Community Plan."

At the April 3, 2023 Regular Meeting, Council received for information a staff report on the 200 Street Corridor Plan and endorsed the draft Terms of Reference for the work.

At the April 17, 2023 Regular Meeting, Council endorsed a revised draft Terms of Reference for 200 Street 2040 with an expanded corridor planning area extending 800 m on both sides of 200 Street, consideration of both Light Rapid Transit (LRT) and Bus Rapid Transit (BRT) and approved $150,000 funding for 200 Street 2040 in the 2023 Budget.

The planning process for *200 Street 2040* commenced in Fall 2023 following a competitive bid process and awarding of a contract to Arcadis Professional Services (Canada) Inc. ("Arcadis"). This preceded the selection of 200 Street as one of the first three priority BRT routes in November 2023 by the Mayors' Council on Regional Transportation.

DISCUSSION/ANALYSIS:

200 Street 2040:

From Fall 2023 through Spring 2024, the Township undertook *200 Street 2040*, a planning process to provide the guiding vision and policy framework to fully realize the potential of 200 Street as a multi-modal transportation corridor and for the transformation of surrounding lands into a thriving transit-oriented community and vibrant regional destination.

Arcadis undertook comprehensive policy, technical and financial analyses of the 200 Street corridor, supported the Township in its community and stakeholder engagement and dialogue with external agencies and developed policy recommendations pertaining to land use and development, urban design, and transportation considerations.

The work program was undertaken in three distinct phases within a compressed timeframe:

- Phase I – Vision and Strategy Development (November – December 2023)
- Phase II – Planning and Policy Development (January 2024)
- Phase III – Design and Development (February – March 2024)

Each phase included a public survey, interactive open house, and more intensive workshop opportunities. In addition, Township staff and consultants engaged with external government agencies during the planning process.

The final report, *200 Street 2040: Transit-Oriented Development Vision, Feasibility, and Implementation Study,* is attached as Attachment B. It includes a destination development strategy, policy recommendations for land use and development and a series of urban design concepts which form the core components of the document. These sections are supported by a comprehensive policy review, a market assessment and generalized pro forma analysis, area-specific development strategies and public consultation summaries (included as appendices). The planning approach for the 200 Street corridor is based on a Transit-Oriented Development (TOD) methodology to achieve the vision for the corridor as a sustainable transit-oriented community.

TOD is the combined intentional planning of dense, mixed land uses that are served by a network of frequent transit and walkable services with a high standard of design in a compact area. TOD promotes a community design that offers housing and transportation choices that are convenient, affordable and create a high-quality environment and experience for people.

The three components of TOD are defined as:

- "Transit" (Transportation) – The different transportation modes (such as transit, walking, bicycle, automobile and ride share) and the infrastructure and amenities (such as travel lanes, parking spots, stopping locations and stations) that provide mobility services to an area.

- "Oriented" (Open Space) – The public domain (such as plazas, patios, parks and sidewalks) that forms the transition between the transportation facilities and the buildings experienced as "the spaces between" which can be public or private property.

- "Development" (Buildings) – The built-up areas and real estate where different human activities or uses occur that enable the activation of the surrounding open spaces and become a trip destination for transit and other modes.

The future vision for the 200 Street corridor is described as "a people-oriented community connector anchored by three distinct and vibrant urban villages with many live and work alternatives, surrounded by gathering spaces, nature, and quality amenities, and served by multiple mobility options."

Three urban (or transit) villages are contemplated along the 200 Street corridor, centred on anticipated BRT station locations at 86 Avenue, 80 Avenue and 72 Avenue. These villages are described in the destination development strategy as The Gateway (North Village), The Hub (Centre Village) and The Commons (South Village) – each with a distinct character and varying development opportunities. While the planning for the 200 Street BRT route is currently underway, there is the potential for additional (infill) stations at some future date.

Applicable Policies:

Land use planning within the 200 Street corridor is governed by policies contained in the Township of Langley Official Community Plan, Willoughby Community Plan, Southwest Gordon Estate Neighbourhood Plan, Routley Neighbourhood Plan, Jericho Neighbourhood Plan, Carvolth Neighbourhood Plan and Latimer Neighbourhood Plan, in addition to other Township plans, policies and regional land use designations. The study includes an in-depth policy review and recommends various plan amendments.

In the absence of a comprehensive policy framework to realize the transformative potential of transit-oriented development along the 200 Street corridor, this comprehensive study serves as an interim policy document until such time as required amendments to applicable Township (and regional) plans and policies are implemented.

In particular, the policy recommendations and urban design concepts in this study expand upon existing Township policies within the Official Community Plan, Willoughby Community Plan and applicable neighbourhood plans as they relate to higher density development and taller buildings that would be anticipated within a future transit-oriented area.

Legislation:

Land use planning in the 200 Street corridor will also be impacted by recent amendments to the Local Government Act; specifically, Bill 44 (Residential Development), Bill 46 (Development Financing) and Bill 47 (Transit Oriented Areas).

While the three anticipated BRT stations on 200 Street have not been identified as transit-oriented areas under provincial legislation, it is anticipated that this will be forthcoming.

Intergovernmental Implications:

Township staff hosted an inter-agency meeting in January 2024 as part of the corridor planning process to provide information and gather agency input.

Interdivisional Implications:

The planning process for 200 Street 2040 has included input from various Township departments including departmental representation at all public engagement events and meetings with external agencies.

Community Implications:

The active engagement of Langley residents and various stakeholder groups in the planning process indicates strong community awareness of the transformative opportunity of transit-oriented development supported by senior government investment in rapid transit infrastructure.

Based on the recommendations set out in the development strategy, it is projected that the 200 Street corridor could at build-out accommodate the following:

- 47,050 new housing units
- 98,500 new population
- 58,200 new office/industrial jobs
- 941,000 square feet of new retail floor area

The process of identifying development opportunity areas within the 200 Street corridor has also been respectful of the stable urban fabric of more recently developed neighbourhoods. These areas comprising approximately 23% of the total land area within the corridor have been excluded from the Development Strategy to ensure minimum disruption to existing and vibrant neighbourhoods.

The proposed review and updating of relevant Township plans and policies to implement the recommendations in *200 Street 2040* will also consider community needs related to schools, parks, roads, services, health care and other facilities.

Parks, Open Space, and Environmental Implications:

The Open Space Strategy for the 200 Street corridor is intended to guide the Township's future park acquisition and planning decisions as well as the allocation of future Community Amenity Contributions in meeting key objectives in the Official Community Plan including:

- Expanding and connecting natural areas, parks, and open spaces.
- Providing a variety of spaces for year-round outdoor recreation opportunities.

Financial Implications:

Budget implications for advancing the policy recommendations for the 200 Street corridor through required plan and policy amendments have not been determined at this time but will be identified in a subsequent report to Council.

Respectfully submitted,

Stephen Mikicich
MANAGER, COMMUNITY PLANNING AND MAJOR PROJECTS
for
COMMUNITY AND POLICY PLANNING DIVISION

ATTACHMENT A Executive Summary – *200 Street 2040: Transit-Oriented Development Vision, Feasibility, and Implementation Study*

ATTACHMENT B Full Report – *200 Street 2040: Transit-Oriented Development Vision, Feasibility, and Implementation Study*

200 Street 2040
Transit-Oriented Development Vision, Feasibility, and Implementation Study
JULY 2024

ATTACHMENT A

EXECUTIVE SUMMARY

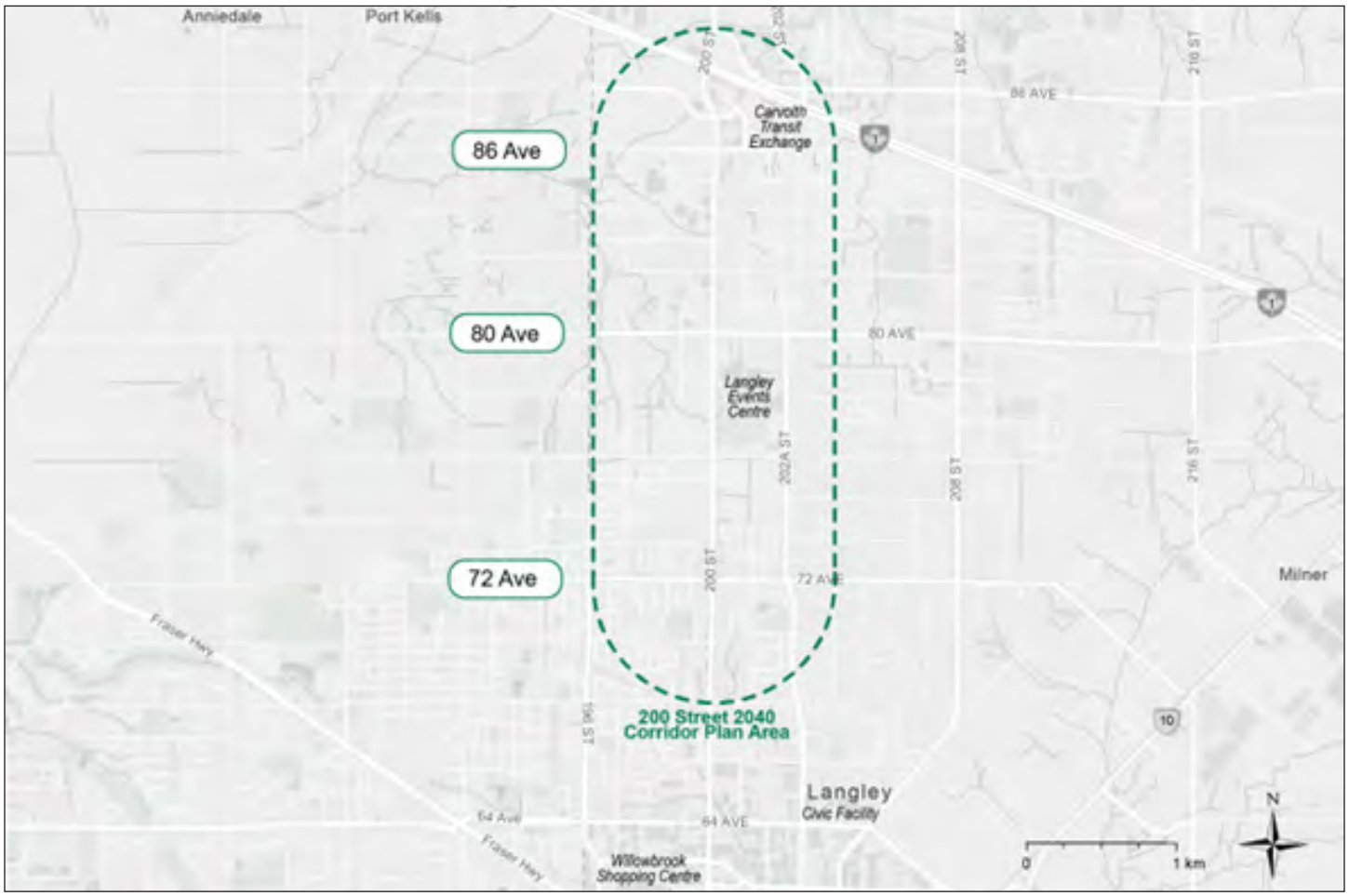


Township of Langley Est. 1873 ARCADIS ACCESS. RESONANCE BINNIE

Project Context

The Township of Langley is growing and transitioning from a suburban commuter town to an urbanized, amenity-rich, transit-serviced community. As one of the fastest growing municipalities in the region, the population is expected to expand to 200,000 people by 2040, along with an increase in jobs and local businesses. This growth drives demand for new housing, services, and transit. As a varied city with diverse needs, growth is not intended to be spread evenly across Langley, but rather, growth will be focused on specific areas with the capacity to accommodate new residents, jobs, and activities.

The region's Major Transit Network expands into the Township of Langley. The forthcoming Surrey Langley SkyTrain and 200 Street Bus Rapid Transit lines will bring transit investment from senior levels of government. This indicates the important role the Township plays in connecting the region, as well as becoming a thriving community and vibrant destination in its own right.



200 Street 2040 Corridor Plan Area

Plan Purpose

To continue to provide a high quality of life for residents, and meet the needs of future generations, the Township has undertaken a transit-oriented approach to growth planning. 200 Street is a strategic location for infrastructure investment and service improvements as it is the backbone of Langley's circulation network, it is a desirable place to live and work, and it has promising growth potential. 200 Street 2040 provides a guide for public and private investment that directs growth in a way that is compact, complete, and community-building.

The plan provides:

- A baseline of current conditions on 200 Street
- An assessment of potential activities and users
- A strategy to attract new residents, workers, businesses, and visitors
- An outline of an "urban village" and "corridor" structure around stations
- A plan to strategically maximize development potential
- Policy recommendations to implement the strategies and directions in the plan
- Design considerations to create a distinct character and identity on 200 Street

Most importantly, 200 Street 2040 provides a vision for the corridor and urban villages as they develop over the course of the next several decades. The overall vision for 200 Street 2040 is:

> *"In 2040, 200 Street will be a Green Community Corridor that offers multi-modal transportation, a multitude of destinations, multiple housing options and multiple ways for residents and visitors to gather and connect."*

As a vision, feasibility, and implementation study, 200 Street 2040 will inform important updates to existing Township plans including the Official Community Plan, a number of Neighbourhood Plans that intersect with the corridor, and other city-wide policies.

200 Street Today

200 Street is a primary growth corridor in Langley, with local and regional significance. It is an important spine for the movement of goods and services, a well-utilized commuter route for drivers and transit users, and a connection between key places including Maple Ridge to the north and Langley City to the south. It currently is the site of a mix of developments from over the past century – from detached homes, to mid-rise multi-family housing, and is home to several strip-mall style retail hubs, workplaces, and the Langley Events Centre as an anchor. The fragmented and intermittent development has led to a disjointed corridor that doesn't express a defining character or strong identity.

However, the Township of Langley is Transit-Oriented Development (TOD) ready, which has been recognized by all levels of government. Langley has been proactive and forward-thinking, attracting a diverse community and growing an innovative economy. The Township has embraced the 200 Street BRT line as an opportunity to bring about a new wave of urban development, create a network of connected public spaces, and protect and enhance the Township's natural assets.



200 Street looking north near 86 Ave
Source: Langley Collections



200 Street looking north near Willoughby Park
Source: Langley Collections



200 Street looking south at 72 Ave
Source: Google Streetview



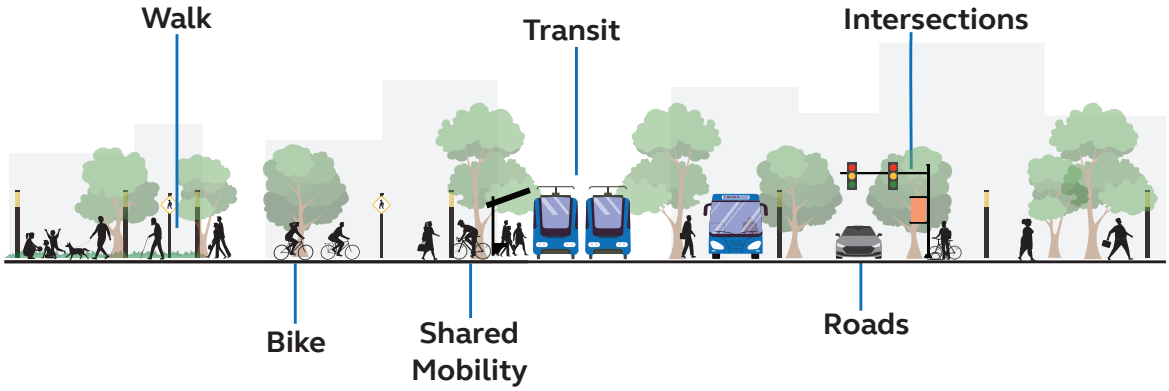
200 Street looking north at 83 Ave
Source: Google Streetview

Planning Approach

The 200 Street Corridor Plan uses a Transit-Oriented Development (TOD) methodology to achieve the vision for the corridor as a sustainable transit-oriented community. TOD is the combined, intentional planning of dense, mixed use land use that is served by a network of frequent transit and walkable services with a high standard of design in a compact area. It promotes a community design that offers housing and transportation choices to residents that are convenient, affordable, and create a high-quality environment and experience for people.

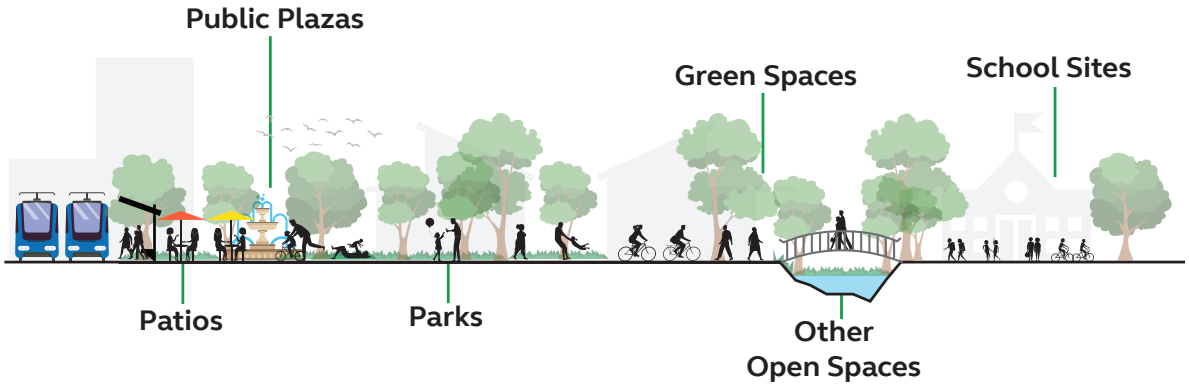
T

Transit (Transportation) The different transportation modes and the infrastructure and amenities that these need that provide mobility services to an area.



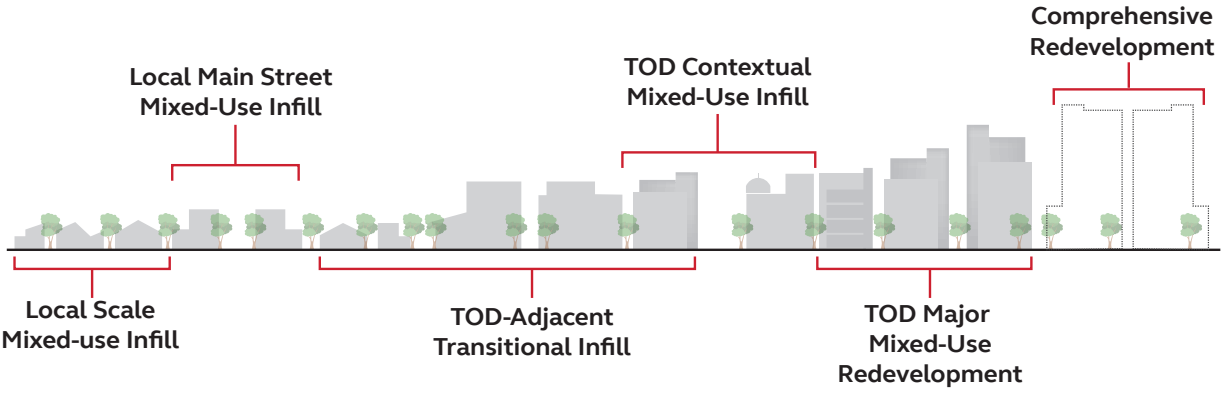
O

Oriented (Open Space) The public domain that forms the transition between the transportation facilities and the buildings, experienced as 'the spaces between,' which can be public or private property.



D

Development (Buildings) The built-up areas and real estate market where different human activities or uses occur that enable the activation of the surrounding open spaces and become a trip destination for transit and other modes.



Plan Process

Planning Phase	Output
 **Phase 1: Vision and Strategy** The Vision and Strategy phase included the background research, policy context, and market assessment of the 200 Street area, as well as understanding the current perceptions and future aspirations that the community has for the corridor.	Destination Development Strategy *Refer to Chapter 3*
 **Phase 2: Planning and Policy** The Planning and Policy phase included the development of transportation, open spaces, and development policy options including public amenity priorities.	Land Use and Development Policy Recommendations *Refer to Chapter 4*
 **Phase 3: Urban Design** The Urban Design phase included design principles, strategies, and elements for streets, public spaces, and buildings. This introduced streetscape design options and amenities to the public and included opportunities for feedback and input on the options.	Urban Design Concepts *Refer to Chapter 5*

Community Input

Planning Phase	Insights
Phase 1: Vision and Strategy 	• Transportation and amenity options in the 200 Street area are insufficient and do not currently have capacity to **support growth**. • Improvements to **traffic flow, safety, convenience, and efficiency** are needed. • More **mobility options** are needed. • 200 Street needs more **destinations and attractions** for locals and visitors to gather together. • **Accessibility and affordability** needs are high priority to create a welcoming community. • Qualities of **public spaces** should reflect the unique aspects of the community, including green spaces, art and culture, and places with evening activities. • Local **economic vitality** and business opportunities are a priority.
Phase 2: Planning and Policy 	• Residents want safe, comfortable, convenient options for travelers using **all transportation modes**, whether short or long trips. • A better **local connectivity network** is needed along the corridor. • More diverse types of **open spaces** are needed. • The qualities of open spaces are they should be green, flexible multi-use, connected, and accessible to people of **all ages and abilities**. • Residents are **willing to support trade-offs** of higher density, taller buildings and a mix of uses if it ensures affordable places to live near parks, community facilities, shops, and services. • Buildings of all types, heights, and sizes may be supported in the corridor, but not anywhere or everywhere—the **location and context** of development matters. • Many new amenities, especially **community services** for families with children and seniors, are needed to meet current and future needs.
Phase 3: Urban Design 	• The urban design principles and strategies are moving in a **supportable direction**. • The vision for each of the **Urban Villages** is supportable, especially The Hub. • The community's priorities for transportation design are to **separate modes** and improve **efficiency, safety, and comfort.** • New open space **designs and activities** are welcome, but their location matters. Not all elements are suited for every part of the corridor. • The development directions presented, though generally supported, are conditional on the ability to **mitigate impacts** and **remain inclusive** to diverse segments of the community.

Corridor Structure

The 200 Street corridor is structured in two elements for the purpose of this plan, Urban Villages and the 200 Street spine.

Urban Villages are gathering places where residents and visitors travel, promising a functional and rewarding experience. They direct activities away from the 200 Street frontage, and focus life on the human-scaled, pedestrian-oriented transit station areas, while allowing the corridor to continue functioning in its important role as a transportation arterial. The Urban Villages are based on expected future BRT Station locations at key cross-roads, and areas with ample room for redevelopment.





The Gateway is home to next-gen workplaces that house a modern mix of uses — workshops and labs, remote office lounges, learning and sharing spaces. Brewpubs offer places for after-hours networking and connection, and hotels bring in people from further afield.

Priority Uses:

- Office/light industrial
- Residential
- Hospitality



The Hub is a dawn to dusk recreation and residential centre and a world of health, activity, and community well-being. Local residents mix with sports fans from across the region who come to watch a wide range of games and tournaments, or are drawn in by headlining bands and performances.

Priority Uses:

- Community/civic uses
- Outdoor recreation space
- Residential



The Commons is an up-and-coming residential village designed for mixed-use, mixed-life, multi-generational living that also brings together singles, families and elders of varying means. Along with parks and plazas, a seniors' centre provides a focal point and a wide variety of physical and intellectual stimulation for older residents, and is also home to a village daycare.

Priority Uses:

- Residential
- Neighbourhood retail
- Professional services
- Offices

		THE GATEWAY	THE HUB	THE COMMONS	TOTAL/ALL URBAN VILLAGES
Population	Projected New Housing Units	12,200	20,000	12,500	**44,700**
	Projected New Population	24,700	41,300	25,500	**91,500**
Jobs	Projected New Office/Industrial Jobs	55,000	3,200	none proposed	**58,200**
	Projected New Retail (sq. ft.)	244,000	400,000	250,000	**894,000**

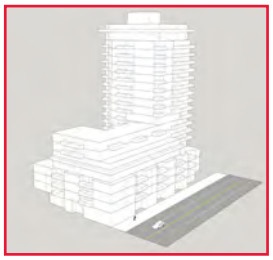
TOD Opportunities

The plans assume three future BRT stations in the 200 Street corridor area.

- A north station at 86 Avenue
- A central station at 80 Avenue
- A south station at 74 Avenue

Development opportunities are designed around these three intersections at the core, with radii of 800m around each station area indicating the approximate reach of the Urban Village. A mix of uses including residential, retail, and services is encouraged in all villages, with an emphasis on workplaces in the north village. Four main types of development opportunities are proposed:

Highrise High-Density

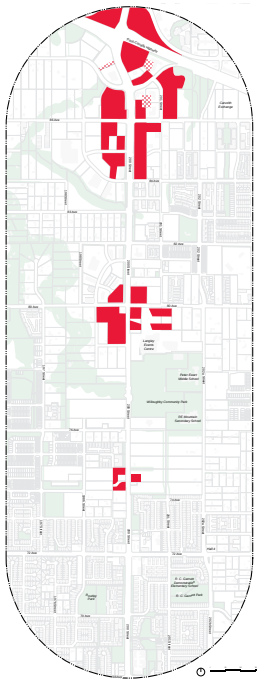


FAR: ~8.0

Stories: 20+

Typology: Tower + Podium

Distance from BRT Station: 200m



Midrise High-Density

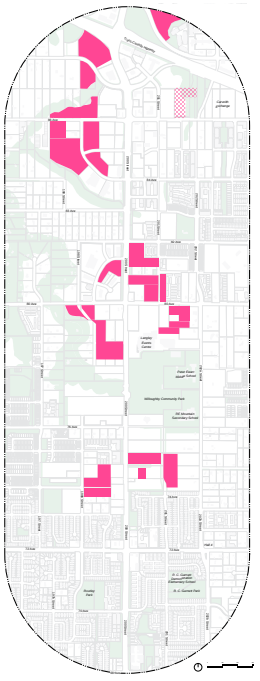


FAR: ~6.0

Stories: 12+

Typology: Midrise Building

Distance from BRT Station: 400m



Highrise Mid-Density

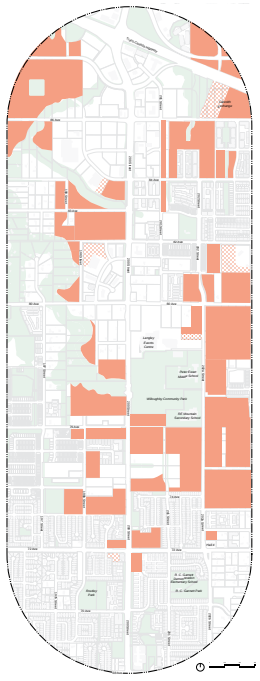


FAR: ~3.0

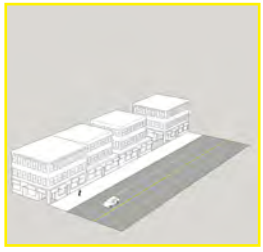
Stories: 6+

Typology: Lowrise Building

Distance from BRT Station: 800m



Lowrise Mid-Density

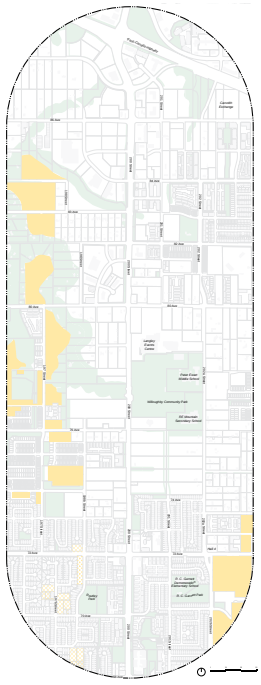


FAR: ~2.0

Stories: 4+

Typology: Stacked Townhome/Lowrise

Distance from BRT Station: Outside 800m



Development Strategy

Buildings in the 200 Street corridor should be:

1. **Tenure- and Typology-rich**
A large number of housing types, sizes, and tenures should exist to respond to different user needs and to provide affordable options.

2. **Context-sensitive**
Building forms should respond to the built environment; density needs to be placed in the right location and in the right way.

3. **Amenity-rich**
Communities should have access to a variety of amenities that provide quality of life for people of all ages, needs, and income levels.

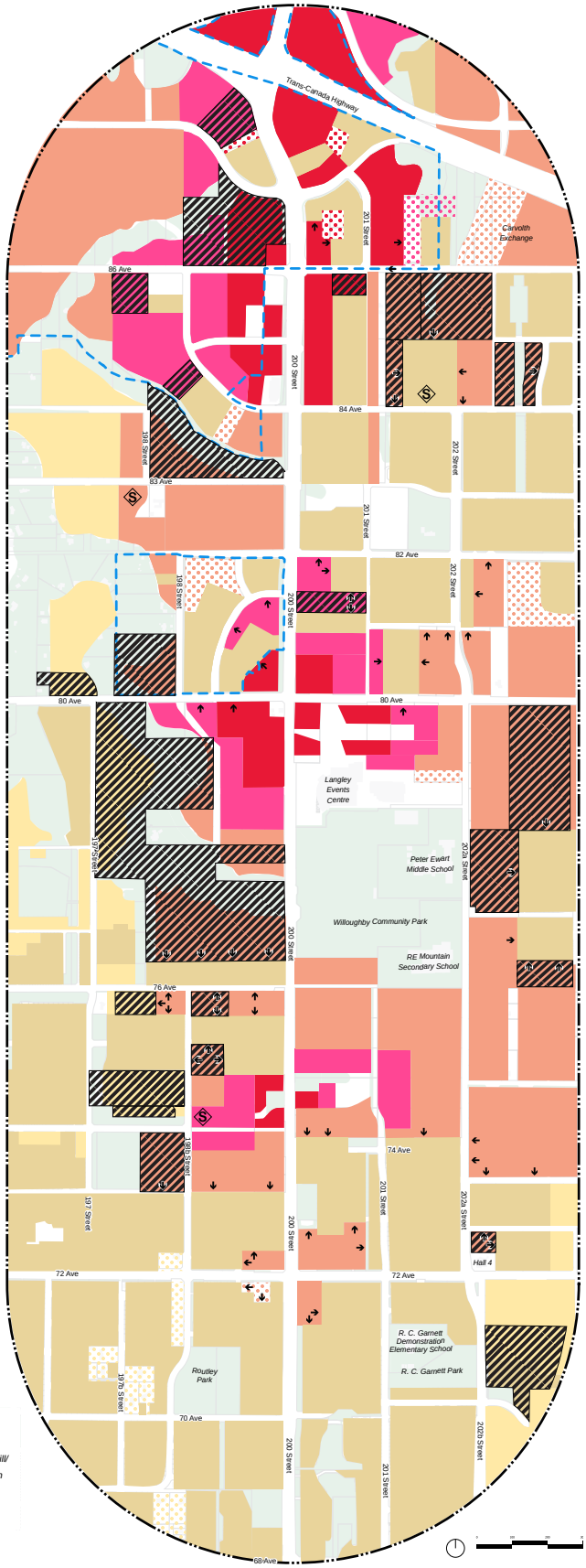
4. **Vibrant at Street Level**
Buildings should have active uses at street level and connect the inside and the outside both visually and functionally.

5. **Layered and Mixed-use**
Different functions and uses should be provided within the same building or close-by to ensure everything needed on a daily basis is nearby.

6. **Energy-efficient**
Building forms should be compact, respond to local climate, and use materials responsibly to minimize energy use and reduce their carbon footprint.

7. **Flexible and Adaptable**
Buildings, especially at street level, should be planned to adapt to different users and functions over time with minimal effort.

Development Overlay Map



Transportation Strategy

Transportation in the 200 Street corridor should be:

1 **People-focused**
Transportation in the 200 Street area should be focused on moving people, not cars

2 **Multifunctional**
All types of trips, from local errands to commutes, to the delivery of goods and services should be efficiently accommodated.

3 **Efficient and Convenient**
Mobility in the 200 Street area should allow users to efficiently and conveniently accomplish their daily tasks.

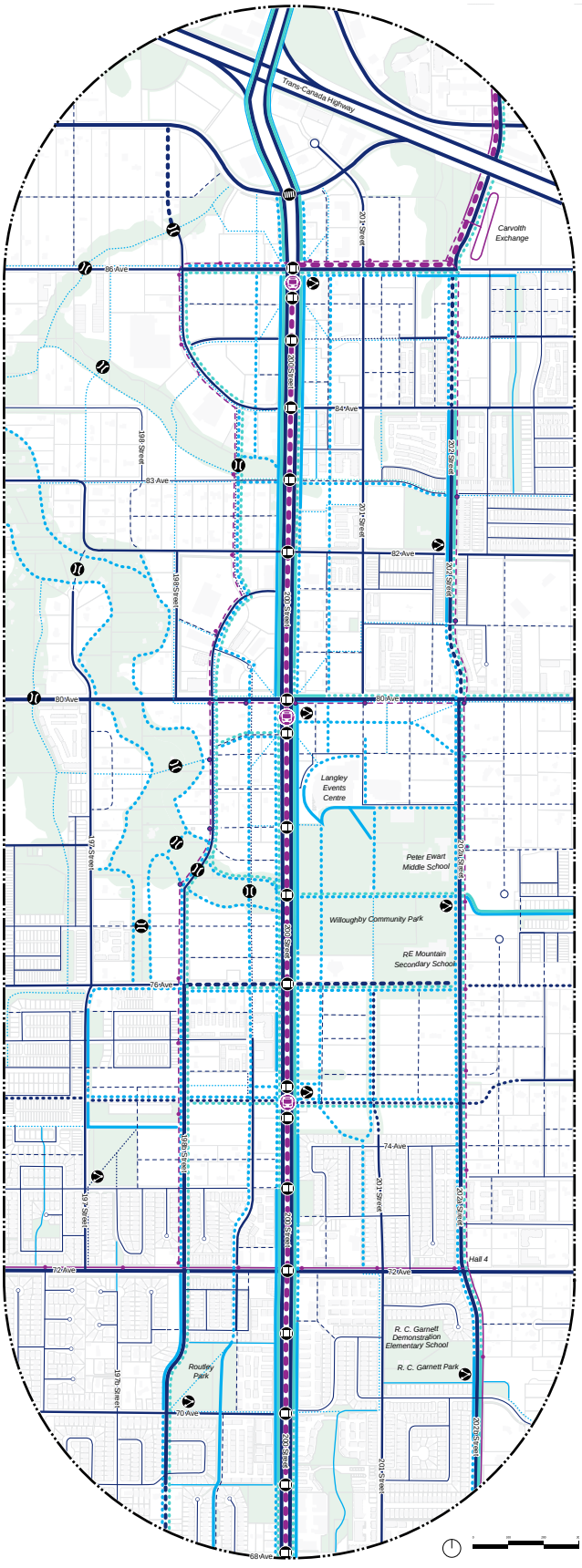
4 **Multimodal**
Different modes of transportation – walk, bike, roll, ride, and drive – should all be available and possible in every area.

5 **Accessible and Safe for All**
People of all ages and abilities should be able to move in and through the area safely and comfortably.

6 **Fine-grained**
The street, bicycle, pedestrian, and transit networks should be granular and interconnected to be resilient, provide options, and shorten trip times.

7 **Sustainable**
The mobility system should favour infrastructure investments that are climate-positive, energy-efficient, and use space effectively.

Transportation Overlay Map



Open Spaces Strategy

Open spaces in the 200 Street corridor should be:

1. **Human-scaled and High-quality**
Open spaces should be designed for quality multi-sensory experiences rooted in human dimensions, senses, and behaviour.

2. **Diverse and Varied**
Open spaces should include a full bandwidth of types, sizes, and characters, ranging from public, to semi-public, to private.

3. **Close-by**
The 200 Street area should strive to have at least one public open space within 300 metres of each building or activity node.

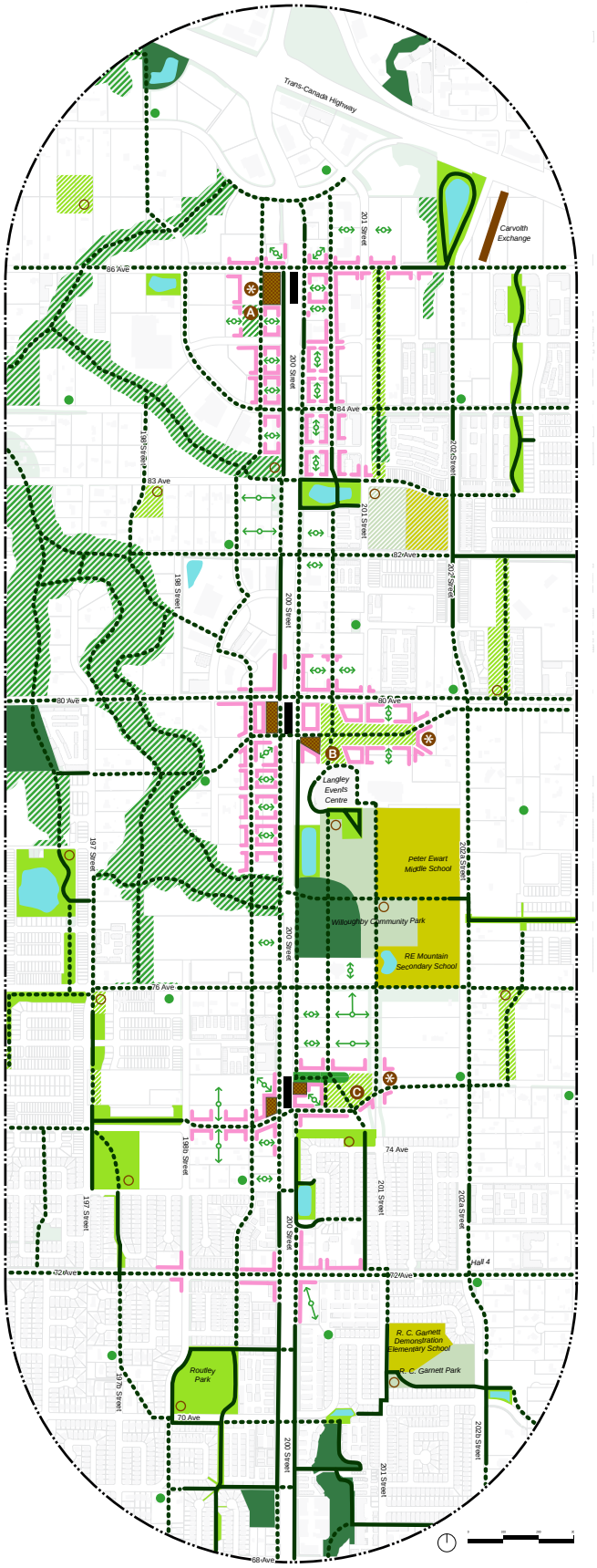
4. **Interconnected**
Open spaces should form a network that provide safe and convenient access to the area's full offering of places and amenities.

5. **Active and Multi-use**
Open spaces should be able to contain and adapt to a broad number of activities and should be situated close to major attractions and destinations.

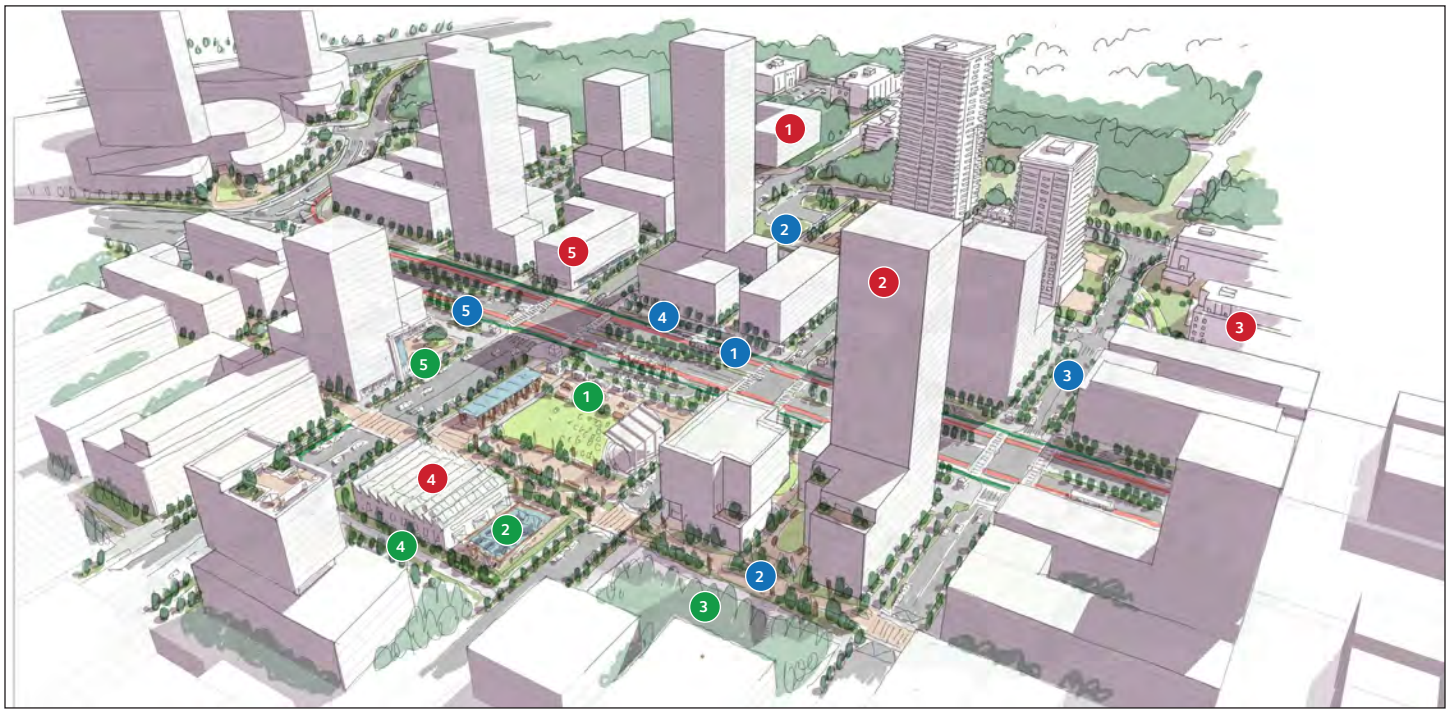
6. **Nature-oriented and Comfortable**
Open spaces should include natural elements and respond to climate conditions to improve user comfort and usability.

7. **Unique and Authentic**
Open spaces should provide a distinct and identifiable character to the 200 Street area, rooted in local context and history.

Open Spaces Overlay Map



Putting it All Together: The Gateway



View of 200 Street and 86 Avenue, artists' rendering of what The Gateway Urban Village concept could look like.

T Transportation Design Moves

1. Central BRT station
2. Pedestrian-priority paths parallel to 200 Street
3. Network of east-west connecting streets
4. Multi-modal hub with commuter amenities near BRT station for cyclists, vehicle passenger drop-off, and transit user
5. Separated cyclist network

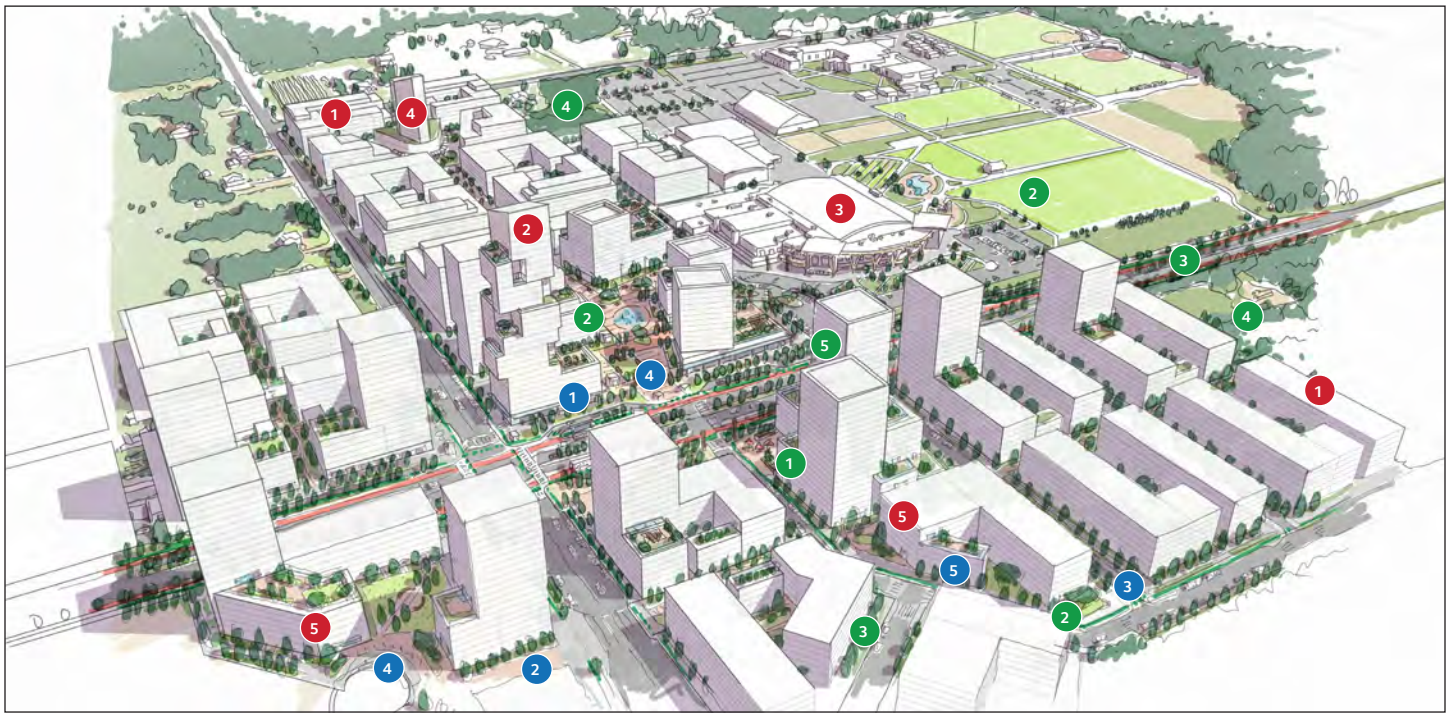
O Open Spaces Design Moves

1. Large, active transit plaza adjacent to BRT station
2. Employment area-serving open space (e.g. brewery with patio or food truck park)
3. Extend Latimer Creek conservation area by preserving and expanding tree cover
4. Trails and greenways connect open spaces and create linear ecosystem corridors
5. Activated building frontages and plazas make public realm around workplaces attractive and provide activities beyond 9-5 hours

D Development Design Moves

1. Transition in scale towards existing urban fabric
2. Highest buildings are located nearest station to offer the greatest convenience for many commuters
3. Existing development preserved and integrated where possible, building on existing industry hubs
4. Variety in building form and character, particularly where it expresses unique areas (e.g. employment areas, light industrial)
5. Buildings define blocks and frame open spaces, allowing light, greenery, and natural ventilation

Putting it All Together: The Hub



View of 200 Street and 80 Avenue, artists' rendering of what The Hub Urban Village concept could look like.

T Transportation Design Moves

1. Central BRT station conveniently located near Langley Events Centre
2. Pedestrian-priority paths parallel to 200 Street
3. Network of east-west connecting streets break up the existing large block pattern into more human-scaled, walkable, short blocks
4. Direct, diagonal connections to the BRT Station from surrounding blocks offer high-capacity pedestrian paths that direct crowds to transit and away from residential areas after hockey games or concerts
5. Separated cyclist network

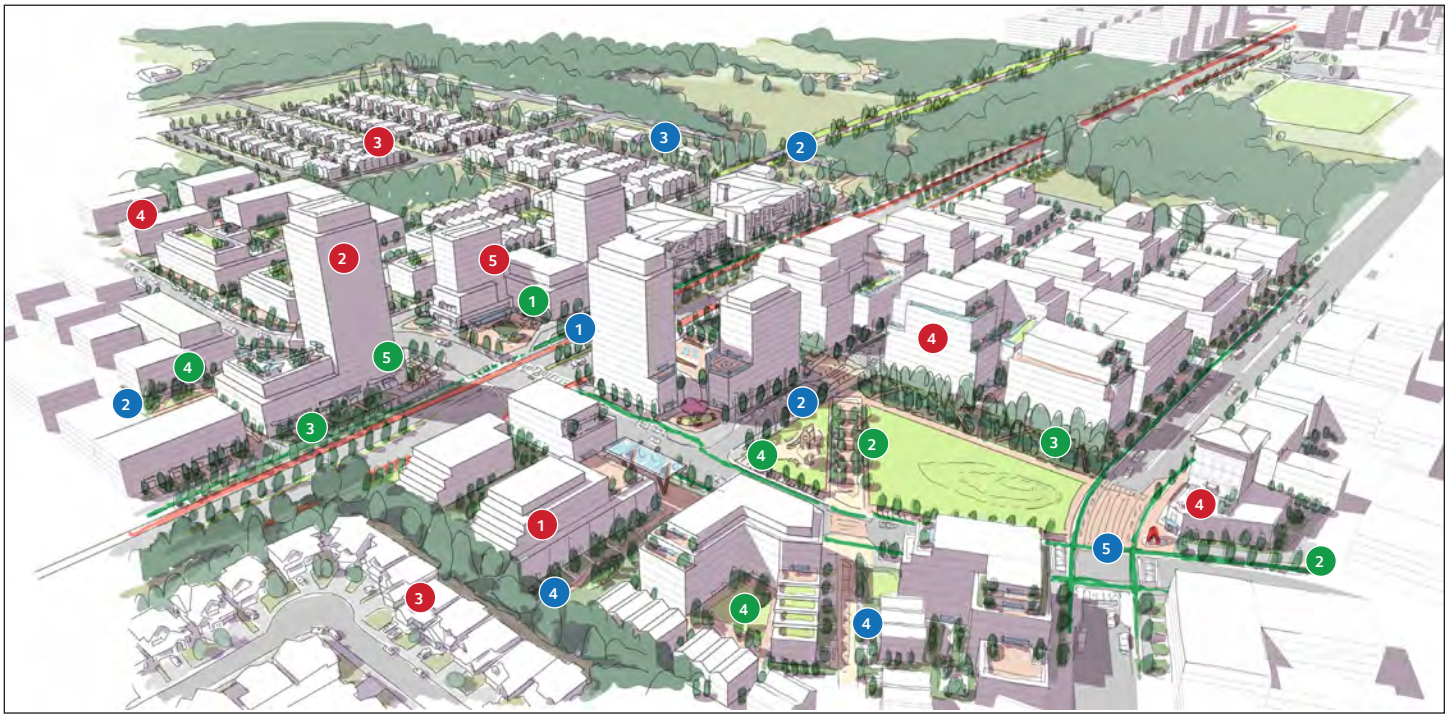
O Open Spaces Design Moves

1. Large, active transit plaza adjacent to BRT station ready for game-day activations, outdoor concerts, markets, and community events
2. A variety of outdoor community amenities throughout the urban village with small and large-scale parks and plazas
3. Open spaces are connected by treed greenways and linear park-like pedestrian and cyclist-priority paths
4. Tree canopy and plantings extend the natural assets of Willoughby Community Park into neighbourhoods
5. Activated building frontages and plazas host a variety of places to dine, shop, and play

D Development Design Moves

1. Transition in scale towards existing urban fabric and establishing a new apartment neighbourhood
2. Highest buildings nearest the BRT station and 200 Street
3. Existing development preserved and integrated, building on the success of the Langley Events Centre
4. Variety in building form and character, particularly where it expresses unique areas (e.g. hotels, community centres)
5. Buildings define blocks and frame open spaces, allowing light, greenery, and natural ventilation

Putting it All Together: The Commons



View of 200 Street and 74 Avenue, artists' rendering of what The Commons Urban Village concept could look like.

T Transportation Design Moves

1. Central BRT station with local transit serving at the cross-street, centred on where the greatest potential for new housing can be located
2. Pedestrian-priority paths parallel to 200 Street
3. Network of east-west connecting local streets
4. New pedestrian paths integrate the new and existing blocks to create a seamless circulation network
5. Separated cyclist network connects community services, businesses, and residential areas

O Open Spaces Design Moves

1. Transit plaza adjacent to BRT station caters to neighbourhood needs and community events
2. A variety of outdoor community amenities including playgrounds, sports fields, and patios throughout the urban village
3. Neighbourhood trees, community gardens, and seasonal plantings bring colour and vibrancy and soften the built form
4. Building courtyards and passages offer local-scaled open space amenities
5. Cafe and grocer patios offer small-scale patios that activate local streetscapes

D Development Design Moves

1. Transition in scale towards existing urban fabric and buffer edges with trees
2. Locate highest buildings nearest stations and undeveloped areas of 200 Street where possible
3. Provide new service uses including for example libraries, health services, or a school
4. Primarily midrise built form with a light mix of other typologies to provide a variety of housing options
5. Define short, walkable blocks with buildings that frame open spaces, allowing light, greenery, and natural ventilation

Implementation

This Transit-Oriented Development Vision, Feasibility, and Implementation Study serves as an aspirational guide that identifies opportunities for 200 Street as a transit-oriented community in Langley. Using this as a base, further policy updates are required for the Township's Official Community Plan, Neighbourhood Plans, and other municipal policies to bring this vision to life and align the Township with the provincial Transit Oriented Areas policies.

More than solely a compliation of recommendations or compilation of plans, 200 Street 2040 identifies the values of the Township as it transitions to a thriving community and vibrant destination. Transit investment will better connect Langley residents to the places they already visit, and bring new visitors in from around the region to experience what the Township has to offer. Improving and revitalizing 200 Street will provide more homes and jobs to people in Langley, and ensure that it remains a high quality place to live, fosters wellbeing for residents, and that meets the needs of current and future residents. The intention for 200 Street is to build communities around transit stations, creating a series of urban villages that reflect the Township of Langley's diverse, multi-generational residents, and welcomes a wave of newcomers who choose 200 Street as their home.



View of 200 Street and 88 Avenue, artists' rendering of what The Gateway Urban Village concept could look like.



View of 200 Street and 80 Avenue, artists' rendering of what The Hub Urban Village concept could look like.



View of 200 Street and 74 Avenue, artists' rendering of what The Commons Urban Village concept could look like.



200 STREET 2040

ATTACHMENT B

Transit-Oriented Development Vision, Feasibility, and Implementation Study

JULY 2024

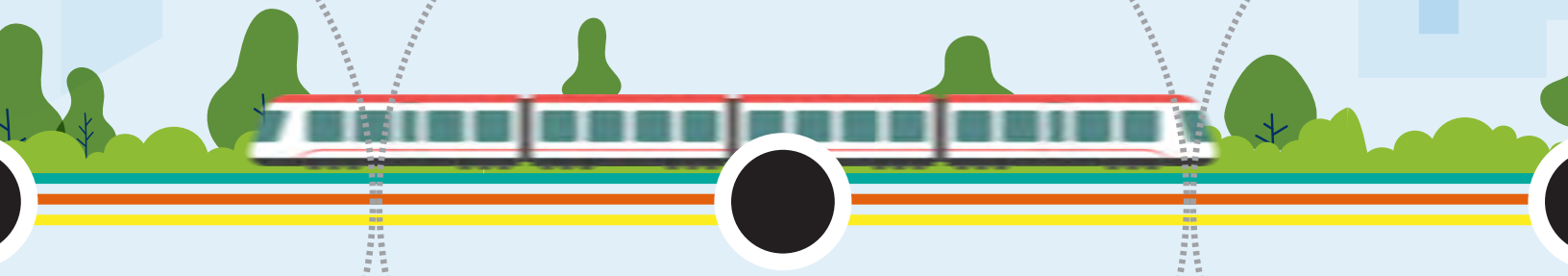


Township of Langley Est. 1873

ARCADIS ACCESS. RESONANCE BINNIE

"Transit-Oriented Development is the planning, design, and development of communities where residents can live, work, play, shop and learn in a walkable and mixed-use community supported by rapid transit and where car ownership is an option, not a necessity."

GARY ANDRISHAK, ARCADIS TOD STUDIO FOUNDER



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ARCADIS

Planning

Urban Design

Economic Feasibility

Engagement

ACCESS

Transportation

RESONANCE

Visioning

Destination Development

Market Assessment

BINNIE

Infrastructure

Servicing

Acronym Glossary

Acronym	Definition in this document
BRT	Bus Rapid Transit
FAR	**Floor Area Ratio** - a measure of density used by TransLink and the Province. Interchangeable with FSR.
FSR	**Floor-Space Ratio** - a measure of density used by Township of Langley Zoning "FLOOR SPACE RATIO" means the figure obtained when the area of all the floors of the buildings constructed or proposed to be constructed on a lot is divided by the area of the lot, subject to the following: a) when calculating the floor space ratio, undevelopable areas (as defined in Community Plans or Neighbourhood Plans) are excluded from the lot area in all zones; b) those areas used as an accessory use for parking within the building envelope or underground parking are excluded; c) where parking is a principal use of the lot, those areas which are used for parking within the outermost walls of a building or underground shall be counted in the calculation; and d) those areas used as indoor age-friendly amenity areas(s) are excluded from floor area.
FTDA	Frequent Transit Development Areas
OCP	Official Community Plan
POPS	Privately Owned Public Spaces
RGS	Regional Growth Strategy
TOD	Transit-Oriented Development

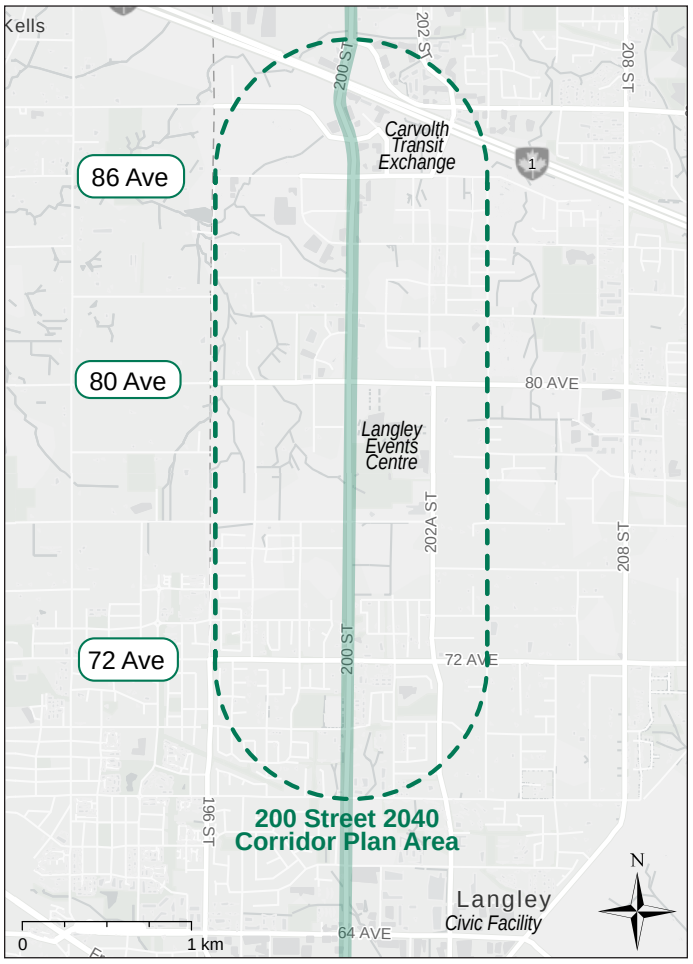
INTRODUCTION



1

Project Background

In April 2023, the Township of Langley Council endorsed work to begin for 200 Street 2040, for a "vision and guiding document for 200 Street as a frequent transit corridor." The plan comes at an important time as the Township of Langley is one of the fastest growing municipalities in Metro Vancouver. At the time, the 200 Street corridor was identified as a part of the Major Transit Network in the Transport 2050 Regional Transportation Strategy, and proposed for rapid, street-level transit to extend from the committed Surrey-Langley SkyTrain. The subject area included 800m on both sides of 200 Street to be consistent with the Frequent Transit Station/Exchange Area catchment outlined by TransLink. Three potential locations for future rapid transit stations were identified at or near 72 Avenue, 80 Avenue, and 86 Avenue for future Light Rapid Transit (LRT) or Bus Rapid Transit (BRT).



200 Street 2040 Corridor Plan Area

Transit-Supportive Corridor

On November 16, 2023, TransLink announced the first three BRT priority corridors selected for Metro Vancouver, which included the 200 Street corridor as part of the Langley to Haney Place BRT route. This confirmed that the corridor would see a high-frequency BRT route with dedicated lanes and rail-like stations. The area was chosen based on its development potential, position to increase ridership and improve access to transit, accommodate housing and economic growth, infrastructure capacity, and support from local government.

> *"The Surrey-Langley SkyTrain extension is a long overdue investment and expansion in the region. For too long, commuters in Surrey and the Township of Langley have had few options to get around. We look forward to future progress on this project, and the recently announced Langley-Maple Ridge bus rapid transit route connecting to the future SkyTrain network."*
>
> *-Eric Woodward, Mayor of the Township of Langley*

Plan Purpose

200 Street is envisioned as a future transit-oriented community and vibrant regional destination. This will involve an evolution from its current form, which includes a mix of new development as well as low-density residential and commercial development, and some greenfield sites. Current policy, including the Official Community Plan and a number of neighbourhood plans, do not provide a sufficient, holistic vision for the corridor to guide this transition. The 200 Street 2040 Corridor Plan will play a key role in imagining the possibilities along the corridor and making sure they are realized.

CURRENT CONDITION	FUTURE OPPORTUNITY
Low-rise, single-use development pattern	Mixed-use, increased heights, higher density
Previous Neighbourhood Plans	New land use overlay & 20-year plan
Lacking corridor identity and placemaking	Attractive destination & transit-oriented community
Regular bus service, Car-oriented	Frequent rapid transit, Multi-modal

The plan provides an opportunity to:

- Maximize development potential and community benefit
- Attract new residents, workers, businesses, and visitors
- Consider higher densities, taller buildings, and a mix of uses around transit nodes

Planning Process

The process included three phases: (1) Vision and Strategy, (2) Planning and Policy, and (3) Urban Design.

Phase 1: Vision and Strategy

The Vision and Strategy phase included the background research, policy context, and market assessment of the 200 Street area, as well as understanding the current perceptions and future aspirations that the community has for the corridor. This yielded an understanding of the concerns and opportunities for each of the three initial transit nodes as well as the corridor as a whole, and a draft vision statement. The results of this phase informed the Destination Development Strategy.

Phase 2: Planning and Policy

The Planning and Policy phase included the development of transportation, open spaces, and development policy options including public amenity priorities. An inter-agency meeting was held during this phase to consult with provincial, regional, and local authorities and agencies and update them with plan progress. During the public open house, a community workshop was held where the "TOD Boardgame" interactive planning and design exercise was played. This contributed to initial land use, urban design, and built form typology direction and informed the Land Use and Development Policy Recommendations Report.

Phase 3: Urban Design

The Urban Design phase included design principles, strategies, and elements for streets, public spaces, and buildings. This introduced streetscape design options and amenities to the public and included opportunities for feedback and input on the options. Height, density, and land use trade-offs were also presented with public benefit options and alternatives. The inputs from this phase informed the Urban Design Concepts booklet.

Each phase included a community consultation component to keep the public informed and engaged at key milestones, as well as a technical component where planners and experts worked together to establish parts of the plan, and build towards the final corridor plan as a whole. Each phase launched with an online community survey, asking Langley residents about their current and future aspirations, priorities, and concerns for topics related to TOD in the corridor area. The same topics were also presented in a public open house, as well as brought forward to technical experts, community groups, or other agencies. The inputs gathered were integrated into planning work to advance the plan.



Planning Approach

Transit-Oriented Development

The 200 Street Corridor Plan uses a Transit-Oriented Development (TOD) methodology to achieve the vision for the corridor as a sustainable transit-oriented community. TOD is the combined, intentional planning of dense, mixed use land use that is served by a network of frequent transit and walkable services with a high standard of design in a compact area. It promotes a community design that offers housing and transportation choices to residents that are convenient, affordable, and create a high-quality environment and experience for people.

Components of TOD

The methodology used in the 200 Street 2040 corridor plan is founded in part by Arcadis' Senior TOD Advisor, Gary Andrishak. This method breaks down the concept into three components, all of which are essential to produce a successful TOD plan that benefits the community.



Transit (Transportation) The different transportation modes (transit, walking, bicycle, cars, ride share, etc.) and the infrastructure and amenities that these need (lanes, parking spots, stopping locations, stations, etc.) that provide mobility services to an area.



Oriented (Open Space) The public domain (plazas, patios, parks, sidewalks, etc.) that form the transition between the transportation facilities and the buildings, experienced as 'the spaces between,' which can be public or private property.



Development (Buildings) The built-up areas and real estate market where different human activities or uses occur that enable the activation of the surrounding open spaces and become a trip destination for transit and other modes.

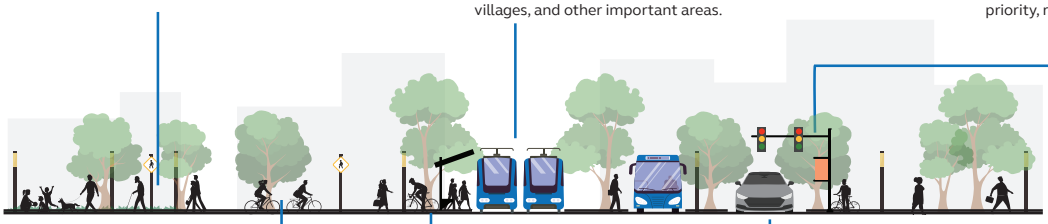
TOD Components

T Transit

Walk
Improvements that ensure that walking to and from transit stops and stations is convenient, safe and comfortable.

Transit
Improvements that increase frequencies of existing routes or, potentially, development of new feeeder routes to serve the corridor, urban villages, and other important areas.

Intersections
Improvements include upgrades that increase safety and comfort or reduce crossing delay, such as signals with transit priority, raised crosswalks, medians, etc.



Bike
Improving 'bikability' within station areas by linking major local destinations and connecting to the wider bike network.

Shared Mobility
Enchancements to facilities/amenities that favour shared mobility options such as carshare parking, end-of-trip bicycle amenities, drop-offs, etc.

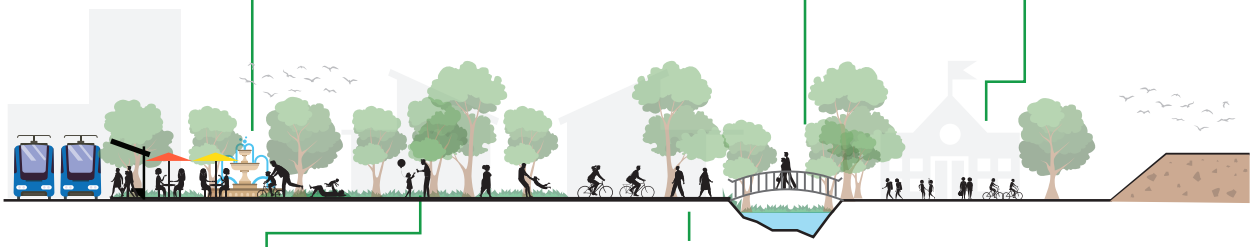
Roads
Improvements to neighborhood streets that are well traveled and/or have high traffic speeds in order to manage or calm traffic, balancing the needs of motorized and non-motorized travel.

O Open Space

Public Plazas
New public open spaces located at activity nodes, the community heart, and transit stations

Green Spaces
Similar to public parks with an emphasis on nature preservation functions more than public use.

School Sites
Sports fields and playgrounds contribute to the open space network in their community.



Public Parks
Existing and new public green spaces designed for public use and enjoyment Throughout the community and accessible by transit and active transportation.

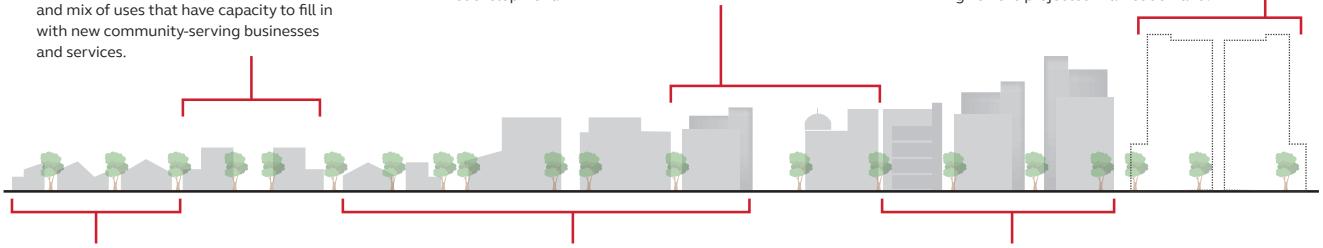
Other Open Spaces
Major TOD redevelopment sites including public, semi-public, and semi-private open spaces, such as pocket parks, plaza, courtyards, mews and community gardens.

D Development

Local Main Street Mixed-Use Infill
Existing local main streets of varied scale and mix of uses that have capacity to fill in with new community-serving businesses and services.

TOD Contextual Mixed-Use Infill
Areas near transit stops and stations planned for context-sensitive incremental redevelopment.

Comprehensive Redevelopment
These are areas that will not be redeveloped over the next decades as TOD given the projected market demand.

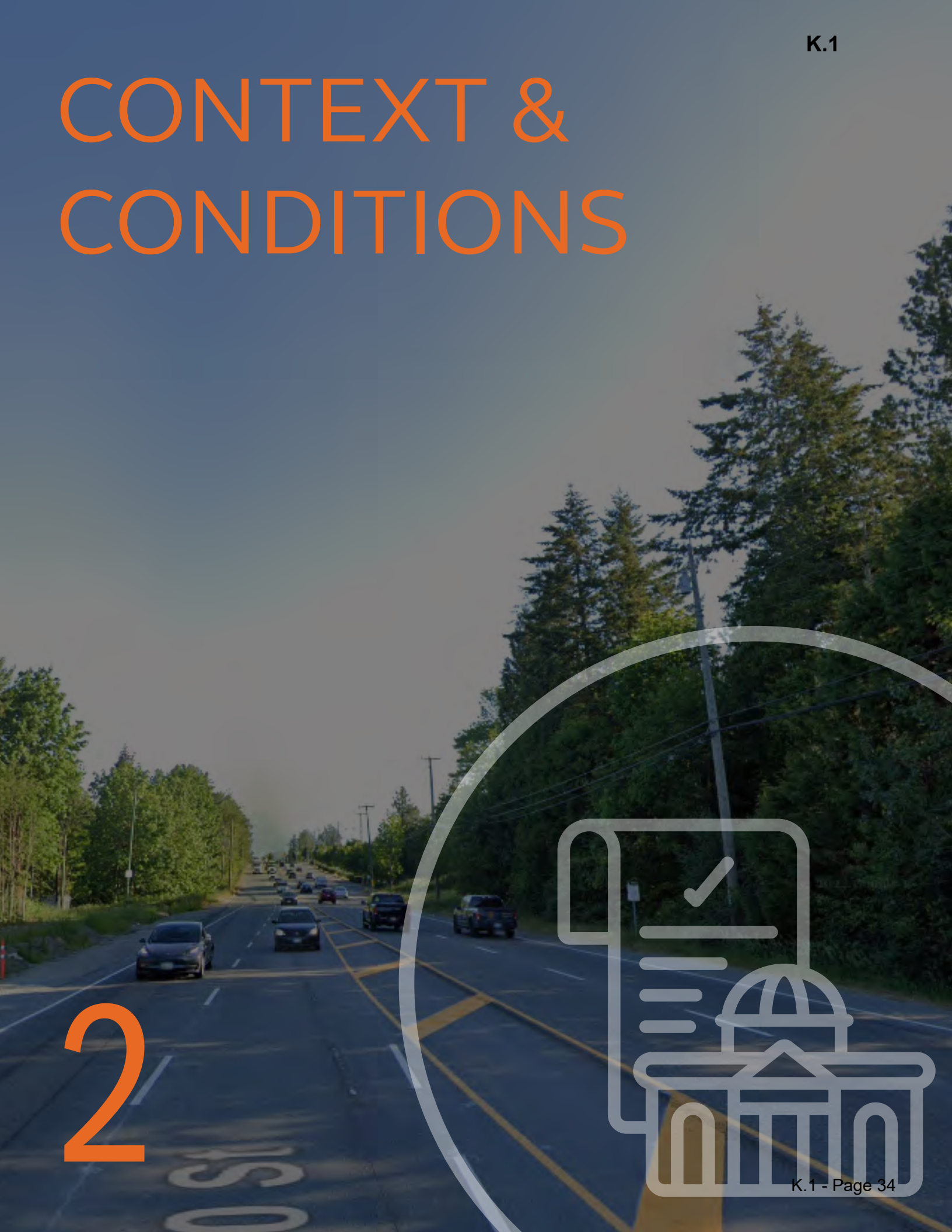


Local Scale Mixed-use Infill
Primarily single-family, small-lot residential areas not expected to substantially change in the near or long term, but may be infilled with similar small-scale development.

TOD-Adjacent Transitional Infill
Primarily small lot residential areas near transit corridors that may redevelop and provide a transition from local scale residential to TOD related infill or redevelopment areas.

TOD Major Mixed-Use Redevelopment
Areas with large-scale buildings and a broader mix of uses with an underlying large-lot pattern, usually separated from established residential neighbourhoods.

CONTEXT & CONDITIONS



2

200 Street Today

Three elements informed the background context of the 200 Street existing conditions and context study:

1. Policy Context

2. Market Conditions

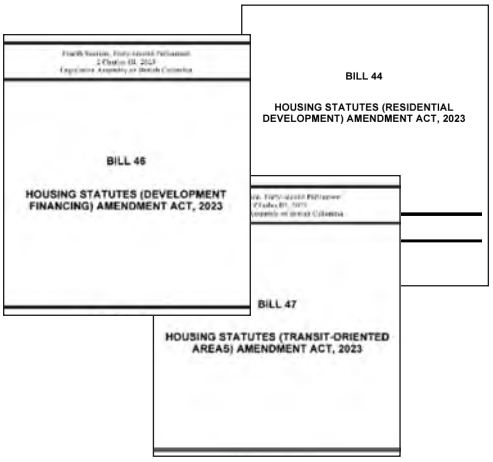
3. Public Perceptions

This initial study was undertaken to create an understanding of the qualitative and quantitative elements of the corridor, and the role it plays for Langley and the region. Although the current context is an important foundation for the plan, the impetus for the plan came from the changing local, regional, and provincial directions and growth expected for 200 Street, and a need to capture Langley's potential, leverage investment, and accommodate growth in an appropriate and thoughtful way.

Policy Context

The 200 Street 2040 Corridor Plan was developed during a period of time when new provincial legislation was implemented, indicating a time of Province-led change. These changes were spurred by the ongoing housing crisis in BC, limited municipal mechanisms for generating revenue, and higher-level government investment in public transit. As a result, more emphasis is placed on municipalities including the Township to proactively plan to accommodate new housing and jobs in high-growth designated areas, of which 200 Street is one. Refer to Appendix A for a detailed policy analysis report.

Provincial Policies



Key Takeaways

- Use zoning to permit more housing
- Use new financing tools to fund community services
- Direct growth near transit

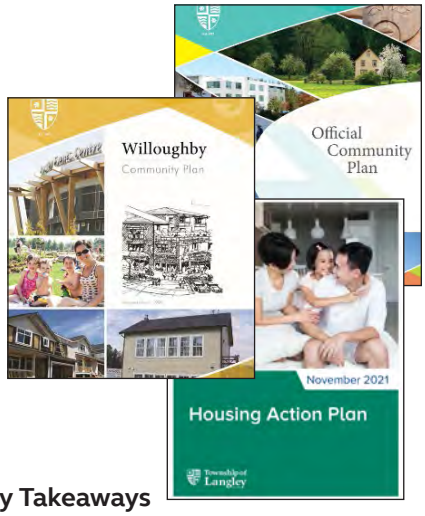
Regional Policies



Key Takeaways

- 200 Street is designated General Urban and Frequent Transit Development Area; High density, mixed use land uses are expected
- Preserve places for business and industry to support the local economy
- Build transit-supportive complete communities along 200 Street

Municipal Policies



Key Takeaways

- 200 Street is designated Urban and Mixed Employment uses
- Growth and densification should be supported by high-quality design and services

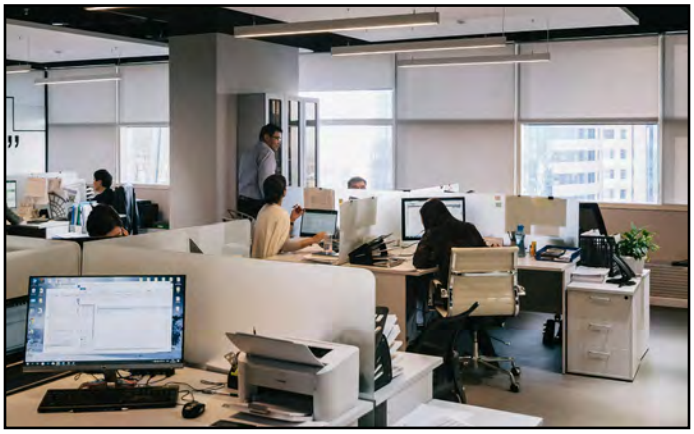
Market Conditions

The demographic and real estate trends in Langley were studied in a Market Assessment in fall 2023 to inform this plan and understand the current population, workforce, and economic conditions in the area. The full report can be found in Appendix B.

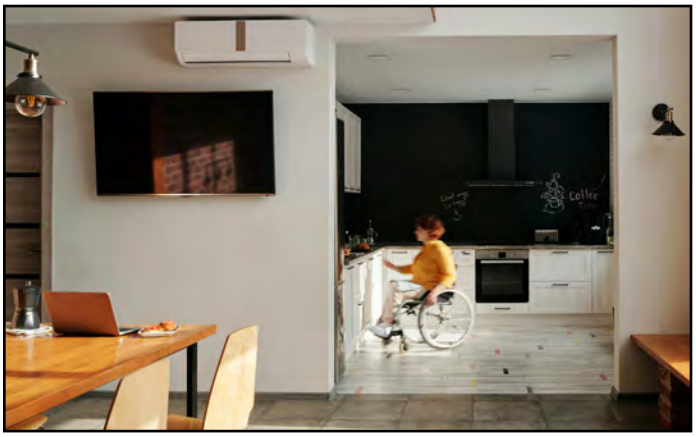
Population Charactaristics

The 200 Street sub-market area community shows the following demogrpahic trends:

- A young median age, with a growing elderly population
- A diverse community with a higher portion of immigrants than Langley overall
- Higher income earning households than the Township overall, and incomes continuing to rise
- A majority of homeowners, but this is declining as a greater share of renters live here
- A growing labour force in a variety of jobs, particularly sales, business, and management







Real Estate Market Trends

Housing

- More multi-unit residential developments are required to increase variety of housing types and tenures to meet diverse needs, including households that work from home, age in place, and have a range of incomes.

Retail

- The 200 Street area is dominated by chain retail, and has a lack of diversified, specialized services that attract clients.

Hospitality

- Langley has an opportunity to grow its tourism industry by offering unique hospitality services to attract visitors.

Office

- New innovative workplaces will help keep Langley a viable, competitive labour market.

Public Perception

The third pillar of the conditions and context that informed the plan was the public perception of 200 Street today, and the aspirations for what it could be in the future. These inputs were gathered from an online survey with over 1,200 respondents, a stakeholder session, and a public open house session with over 125 attendees at the Langley Events Centre. Refer to Appendix E for full reports on the public consultation findings.

"200 Street is..."

- Busy
- Loud
- Traffic
- Dull
- Dangerous
- Highway

OVERALL CURRENT PERCEPTION
Langley residents find 200 Street currently to be a car-dominated, busy, boring, unsafe, and poor quality street.

KEY INSIGHTS	COMMUNITY EXPECTATION
200 Street is a **car-dominated** throughfare	Effective transportation is needed to address current and future transportation demand and mitigate traffic impacts that reduce neighbourhood quality
The public priority for 200 Street is transportation improvements for **all modes of travel**	More new, safe, efficient mobility options are needed along the corridor
The community prioritizes recreational, cultural, and **community/social** activities in the corridor	New gathering places are needed for locals and visitors in mixed-use hubs throughout the corridor
Diverse groups in the community have unique social, accessibility, and affordability needs	To create a welcoming, equitable environment that serves Langley residents, a balance is needed to serve different social, accessibility, and affordability needs
New **public spaces** with placemaking elements are important to the community	New public spaces are needed with qualities that reflect unique aspects of the Langley community including green spaces, arts, and culture
200 Street is seen as an opportunity to grow Langley's **local economy**	New workplaces, retail, businesses, and employment-spurring activities along 200 Street are needed to support economic vitality in the Township

200 STREET DESTINATION DEVELOPMENT STRATEGY



3

Vision

200 Street: Where the Township Comes to Life

A people-oriented community connector anchored by three distinct and vibrant urban villages with many living and working alternatives, surrounded by gathering spaces, nature, and quality amenities, and served by multiple mobility options.

By 2040, 200 Street and its surrounding area will have evolved from an auto-dominated commuter corridor into a people-oriented community connector. Safe, efficient transportation options will take you where you need to go, including three vibrant urban villages – destinations where you and your neighbours can gather, socialize and find the services you need.

200 Street will provide room to move your way, with space for Bus Rapid Transit, pedestrians and cyclists as well as drivers. And improved mobility is just the beginning. More than a corridor, 200 Street and its surrounding area will be a place you 'go to' and 'go through'. Villages at 72, 80 and 86 avenues will offer the well-being of green spaces and gathering places, from village parks and plazas to cafés and workplaces. You, your friends and family can comfortably meet, go for a stroll or a bike ride, see a game, or settle into a workspace.

200 Street will put more town in your Township. More thrive, less drive. More community, less isolation. More natural green time and less screen time.

200 Street Transformation

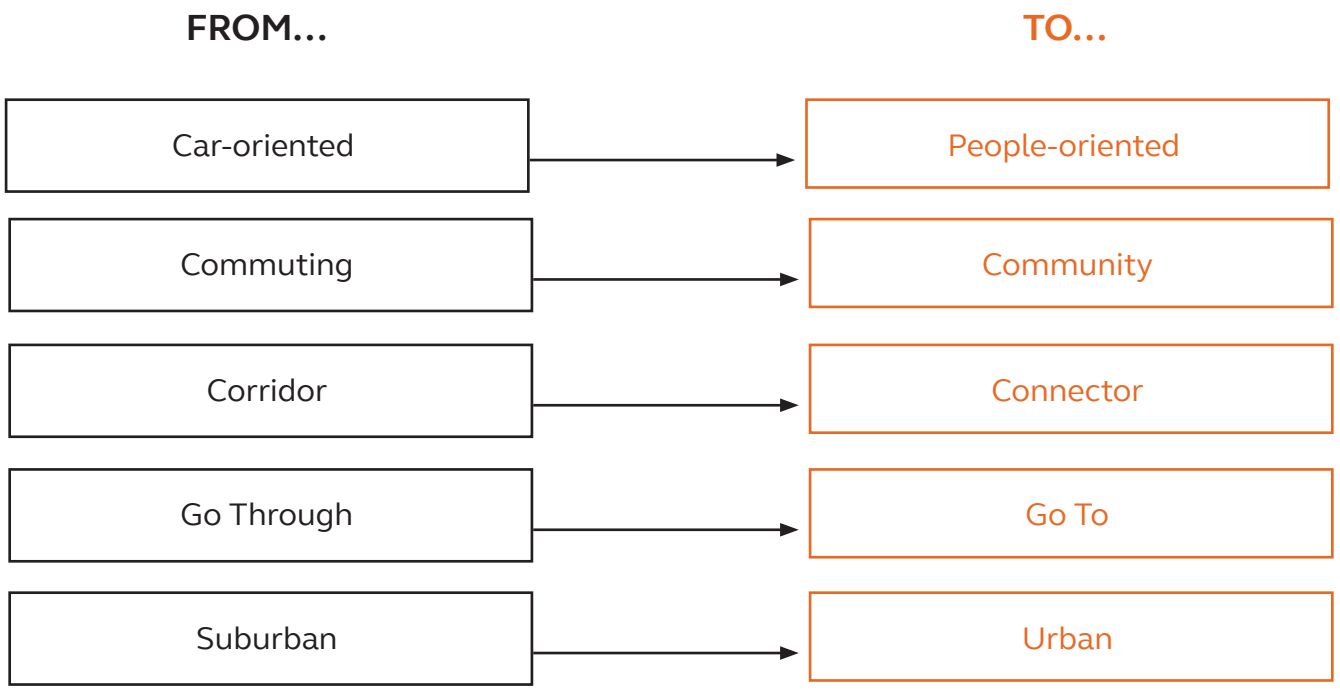
200 Street 2040 represents a once-in-a-generation opportunity to create transit-oriented communities along a corridor that will see the development of rapid transit in the very near future.

From its earliest incarnation as a two-lane road marked by the Happy Face Gas station to its current iteration as Langley's longest and widest street, 200 Street has been a major arterial corridor of the Township of Langley for decades. The corridor starts at 0 Avenue at the U.S. Border, up through Brookswood, into the City of Langley, and north through Willoughby and Walnut Grove to the Golden Ears Bridge, which leads into Pitt Meadows and Maple Ridge across the Fraser River.

Today, 200 Street is designated for more intensive transit-oriented development in both municipal and regional land use plans. In the near term, it is envisioned that 200 Street will be served by Bus Rapid Transit (BRT), with the potential for Light Rail Transit (LRT) or SkyTrain service in the future. The Surrey-Langley SkyTrain project begins construction in 2024, with stations on 203 and 196 streets. The eventual BRT on 200 Street will connect to these stations.

Destination Strategy Objectives

- **Expresses a vision** inspired by audiences at the workshops, interpreted and articulated in a way that will resonate with current and future residents, talent, visitors and businesses.
- **Define differentiators** of the corridor and positions it relative to its surroundings.
- Detail where the 200 Street corridor is competitive, where it's deficient, and help **leverage market opportunities.**



200 Street Then: A Corridor of Convenience and Commuters

The Township of Langley has a rich narrative involving many cultures and activities. From its First Nations origins through European settlement and the Hudson's Bay Company era, it has played a role in provincial and national consolidation and the development of resources, trade and agriculture within the region.

The Township was incorporated in 1873 and grew and flourished as transportation expanded in Canada, from the development of the British Columbia Electric Railway to the Fraser Highway.

The completion of the Trans-Canada Highway through north Langley in 1964 made the Township more attractive for suburban development and regional commuters. Since then, much of the Township's growth has occurred outside the original communities of Fort Langley and Murrayville, and closer to Langley City and near the Trans-Canada Highway due to the ever-growing influence of private vehicles. In the past few decades, the Township has seen extensive strip mall development.

While the old commercial area on Fraser Highway in Langley City (incorporated in 1956) remains pleasant to walk through, many core businesses (including professional services and several banks) have moved to the malls, further reinforcing the automobile orientation of the community.



House at 200 and 66th Ave, Source: Langley Collections



Construction of Highway 1 at 200 Street
Source: Langley Collections



200 Street Circa 1920
Source: Langley Collections

200 Street Today: A Wave of Change

According to the October 2023 community survey, the community currently relies on the corridor for convenience goods and neighbourhood services with commonly-used grocery store, gas station, and gym amenities. The same survey says that 200 Street is not considered a good place to retire, find affordable housing, enjoy art, or be creative. Still, the lands flanking Langley's 200 Street Corridor are seeing an upward trajectory in development and price trends: millions of square feet of residential and office space either under construction in the area or in the planning phase.

While the corridor is currently dominated by private vehicles, major transit development is coming to the area in various forms, which will drastically change the ways that people will get around the region and gain access to employment opportunities, education, and other social activities.

Planned changes including the Surrey-Langley SkyTrain and 200 Street Bus Rapid Transit route mean that the Township and Region are anticipating that development patterns will see a significant change. The nodes around Carvolth and 80 Avenue, in particular, have been identified as high-growth areas to facilitate higher-density forms of residential, commercial, and mixed-use development as market demand increases. These nodes are intended to become sustainable urban villages designed on the principles of complete communities —places where necessary services and amenities can be accessed within a 15-minute walk, bike ride or transit.



200 Street looking north near 86 Ave
Source: Langley Collections



200 Street looking north near Willoughby Park
Source: Langley Collections



200 Street looking south at 72 Ave
Source: Google Streetview



200 Street looking north at 83 Ave
Source: Google Streetview

200 Street Tomorrow: Diverse, Modern Suburbia

Lifestyle shifts coupled with immigration have brought a continuous stream of people to Metro Vancouver in search of more space to call home. This has changed the makeup of the Township of Langley's population and created demand for more housing, services, and amenities.

Today, there are over 109,000 residents living around 200 Street, many of whom comprise affluent households with median incomes of $120,680 (compared with the regional median income of $106,314). Residents have a median age of 38 years —with more than half aged 15-44—younger than the national and regional median ages.

The core of current and prospective residents is made up of a wide range of ages, backgrounds and interests—people who can be attracted to visit, live in and invest in the Township, who are described below.

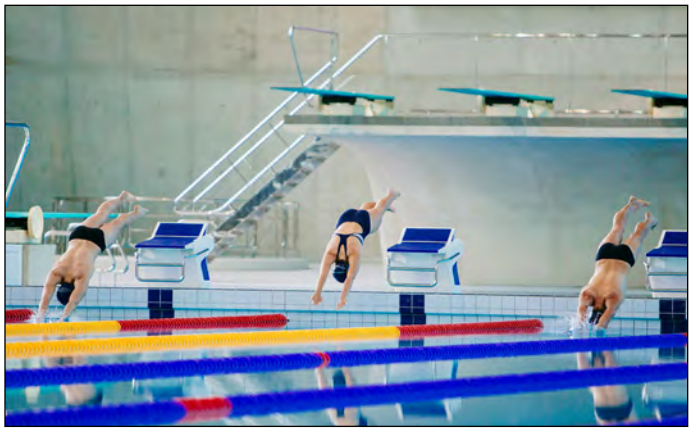
"NEW" NEWCOMERS

27% of the residents of the Township are immigrants, primarily identifying as South Asian, Chinese and Korean. These younger-to-middle-aged diverse families are 1st- and 2nd-generation Canadians primarily from the Asian sub-continent. They have a university or college education, which has helped them find well-paying jobs that give them upper-middle-class incomes. Their children are at the centre of all their actions, fueled by their sense of personal optimism and the "Canadian Dream."



SUBURBAN SPORT ENTHUSIASTS

In the Township of Langley, where over 20% of the population is aged below 15, there are kids on skates, kids with soccer balls, kids on horses, kids on teams of every kind. That means there are high-earning parents taking kids to every kind of game and tournament, especially at the Langley Events Centre where there are an average of 3,500-5,000 attendees at any event. Median household incomes in the area are upward of $120,000, leaving families with the disposable income needed to engage in extracurricular activities.



When young people aren't playing, many people are watching signature events like the Vancouver Giants hockey team, Vancouver Bandits basketball, Vancouver FC soccer, and Langley Thunder lacrosse. They're enthusiastic and engaged fans—they may have played themselves at one point—and they find amature sports an exciting, entertaining and affordable afternoon with the family.

Parallel to the spectators are the doers—fitness enthusiasts for whom well-being is part of the everyday. Increased awareness of the importance of physical activity touches everyone, from newcomers to seniors, who can stroll in parks and plazas or engage in classes in the rec centre.



SAVVY SENIORS

One in two residents in the 200 Street area is currently aged between 30-64, and by 2028, the fastest-growing age group is projected to be the 65+ age group. This group comprises elder singles and couples as well as divorced or widowed individuals with steady upper-middle incomes. They prefer living in “easy-to-maintain” apartment buildings, condos and row houses that offer a range of amenities and encourage and embrace their lively approach to life. As with many seniors, they enjoy better health and have more financial stability than previous generations. They get involved in a variety of clubs, events and volunteer opportunities, picking and choosing those that align with their interests.



ENTREPRENEURS AND BUSINESS

The suburbs are ever-evolving, but since the pandemic, remote work is making them even more attractive as reliance on Vancouver-based jobs decreases. Today, more than 62,000 employees can be found around 200 Street, primarily employed in white-collar jobs in ‘Sales and Service’, ‘Business, Finance and Administration’, and ‘Management’. In time, with the large share of civic-minded jobs in ‘Education, Law, and Social Services’, homegrown businesses, like social service and civic tech startups, are most likely to have offices in the Township as it grows to accommodate growing numbers of employees in these sectors who live in the area. (There will also be a few satellites of companies with head offices downtown.) The two-or-more-day-a-week presence of local employees contributes to the growth of a range of services in the neighbourhood, and keeps the area pleasantly active throughout the day.





Urban Village Structure

As the population grows and the region becomes built out, the area around 200 Street has the potential to rival Surrey City Centre as the live-work-play hub and heart of an increasingly urban area south of the Fraser River, a destination that expresses and shares the character of the region and the people who live there. While access to Highway 1 and the Lougheed Highway is a strategic advantage for 200 Street, the corridor needs to offer more than superior road access.

> The opportunity is to shift both the perception and reality of 200 Street from an auto-oriented corridor to a multi-modal connector linking a series of urban villages.

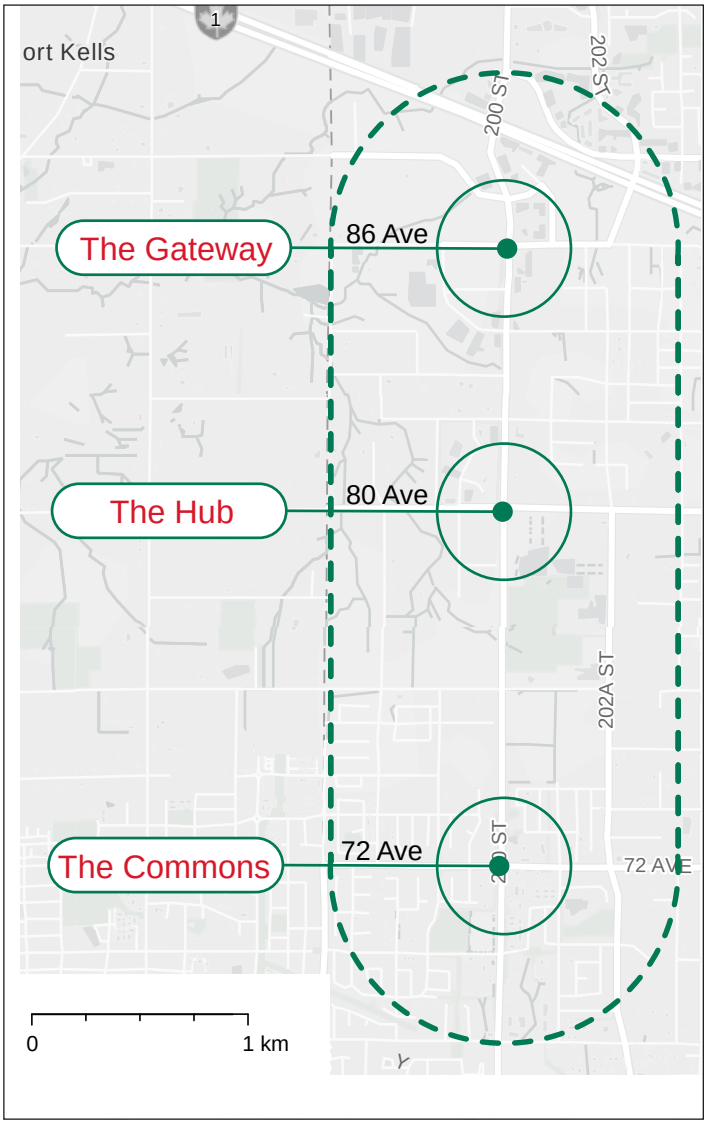
The seeds of urban villages in the Township—mixed-use places with homes, services, recreation and even workspaces in close proximity—have already been sown. Clear opportunities to enrich these nodes and community gathering places exist at 72, 80 and 86 Avenues.

What exactly is an "urban village"?

Most simply, it's a kind of destination—a gathering place you travel to in order to be there. And once you have been attracted by opportunities offered, the urban village promises an experience that's both functional and rewarding. A destination village can offer things like the 'fresh produce markets and food truck days' that residents have asked for, as well as the 'concerts and performances,' and 'cultural festivals and parades'.

The three urban villages being contemplated within the Corridor offer these in the north, central and south of 200 Street, anchored by key intersections at 86, 80 and 72 Avenue.

- At 86 Avenue is **The Gateway**, where office and residential uses come together.
- At 80 Avenue is **The Hub**, home to the Langley Events Centre, along with future opportunities for sports, recreation, cultural, and community events.
- At 72 Avenue, **The Commons** is a largely residential community with a seniors-focused centre that draws the neighbourhood together.



86 Avenue - The Gateway

The Gateway welcomes you to grow new ways to balance work and life.

The Gateway welcomes you into the Township. This economic centre, with its mix of residential and commercial space, welcomes people to Langley or sees them off. It's a cluster of places where you don't need your car: Fast BRT buses whisk commuters to connections to everywhere; all buses in the system are frequent enough to be useful even if the locals don't keep 9 to 5 hours, and fast enough that they could work in Vancouver if they wanted to. The Gateway is home to next-gen workplaces that house a modern mix of uses—workshops and labs, remote office lounges, venues for continuous learning and sharing, and adaptable spaces that facilitate a variety of activities, depending on what companies and residents need. One main attraction is a brewery—a sort of Hops to Glass place with a food hall offering strong local flavours and a local roastery. Makers of charcuterie from local animals, honey, wine from nearby vineyards, artisan soap, vegetables fresh and farm-canned, things crafted and much more. And lots of local 200 Beer, bottles and growlers and draft, served around a long, welcoming tasting bar, with food made by a group in the building. It's a classic Third Place: a destination before home; an early dinner and drinks for residents of the region, who often just jump on a bus to get there, because, at last, they can.

Case Studies

Congdon Yards, High Point, North Carolina

Congdon Yards is High Point North Carolina's new downtown destination to work, gather, innovate and celebrate. A quintessential adaptive reuse innovation district that once housed a hosiery maker is now a place for entrepreneurs to build a new home base for their businesses, and for innovators to prototype their ideas and collaborate, and where Board Members or the community gather for a cup of joe or a pint.

The development of the district was primarily driven by a large philanthropic commitment by the Earl and Kathryn Congdon Family Foundation, exceeding $40 million dollars. Today, the district features co-working office suites and community meeting spaces, an events/ entertainment venue, light industrial manufacturing, restaurants, breweries and distilleries, and an upcoming hotel with 128 keys.



Congdon Yards Credit: Landmark Builders

Fulton Market, Chicago, Illinois

The former meat-packing, warehouse and industrial district of Fulton Market on the West Loop of Chicago IL is now an up-and-coming mixed-use downtown destination where traditional and innovative businesses, residents, and visitors coexist dynamically. Over the years, the district has transformed into a unique blend of modern towers and well-preserved historic low-rise brick structures, and is working to balance over 6,500 new residences with a surge of other new land uses and commercial tenants.

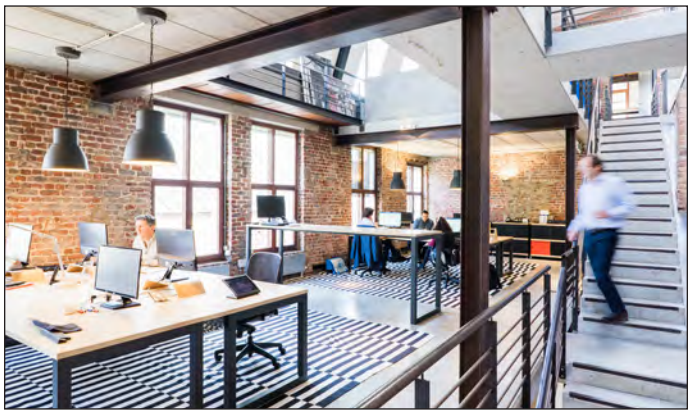


Fulton Market Credit: Ajay Suresh

Aspirational Mix of Land Uses/ Activities

Priority 1: Office & Light Industrial (including craft beverage and food processing, production & manufacturing) with supplementary retail activity

- The reality is that, in today's market, for offices to thrive, they must be carefully stitched to become a part of the fabric of our communities. Commercial offices in The Gateway will be designed as adaptable spaces that facilitate a variety of activities beyond just working at a desk. There will be workshops, laboratories, production spaces, and venues for continuous learning. The Gateway offices will also be amenitized by social spaces with quality food and drink, made and processed on site, that can help facilitate chance encounters between co-workers and innovators.



Priority 2: Residential

- Homes of the future in and around The Gateway will support the robust post-pandemic work-life balance, where more people spend days working from home. This includes residential developments that maximize available common spaces for lifestyle facilities/amenities that support hybrid work, such as co-working floors and playrooms for younger children who require day care; and that are located in close proximity to inter-modal transfers such as the Carvolth Bus Exchange to enable easy commute to the office, when needed.



Priority 3: Hospitality

- In order to attract travellers off the Trans-Canada Highway route, and differentiate from the myriad choices within the market, a new hotel development at The Gateway will need to curate unique, once-in-a-lifetime experiences. Travellers who may be combining business and leisure trips today are especially looking for accommodations with co-working lobbies or on-site restaurants and cafes that support business meetings.



80 Avenue - The Hub

The Hub is the centre of an active residential community with a fun mix of sports, entertainment, and recreation.

While the Gateway caters to the live/work/commuter crowd, and the Commons offers a quieter, more traditional residential experience, The Hub, home to both the Langley Events Centre and new community and recreation spaces, is all about living surrounded by opportunities for activity and well-being.

Classes, workshops, and coaching are on the after-school schedule for The Hub residents; adults can drop-in at a variety of courses, occasionally lingering longer for coffee with friends afterward. Proximity to activities—whether it's fitness, pottery, or creative writing—encourages people to persist in their practices. Trails and cycle paths around The Hub are well-traveled throughout the day and into the evenings. Walking or rolling through the village exposes residents to the wide variety of activities, and maybe urges them to try something new they wouldn't had considered before.



The Hub is for Townshippers who are athletic or otherwise. A main pool satisfies master lap swimmers and warm aquatic play pools get a thumbs up from tots in arm floaties. Flexible rooms can host social programs, ballet classes, book clubs or community theatre readings and meetings of all kinds. Courts of many kinds serve amateur athletes, but they're big and flexible enough to host holiday craft fairs too.



Physiotherapists and health specialists have offices and offer services to everyone from athletes to seniors to young hockey players from the Langley Events Centre next door—and many of these service providers have chosen to live in The Hub so they can walk to work.

An outdoor field is used during the day by people who walk and run its perimeter, and by night when teams come to practice. Spectating is a key sport in The Hub, and the wide range of games and tournaments bring teams, fans and families to the rinks and courts year round, inspiring kids to get involved. Hotels cater to fans coming in to watch a semi-pro hockey game at the LEC and stay the night to enjoy the local offerings, or fill up with excited tots and chaperons on little league tournament weekends. The hotel's conference rooms are often booked by lifestyle conventions, where attendees can enjoy the amenities even if they're only in town for a few days.



Case Studies

Hillcrest Centre
Vancouver, British Columbia

As the largest aquatic and community centre facility in Vancouver, the Centre features a myriad of educational and recreational uses for the local community including a library, pool, skating rink, curling rink, gymnasium, dance studios, playgrounds, and field team rooms. There is something for everyone in the family and today the project is widely recognized as a model civic hub that not only outlived its intended use for the Olympics but grew into a beacon for the diverse and active community that surrounds the facility.



Hillcrest Centre Credit: City of Vancouver

Beyond the community centre facility, communities are now more engaged in sports and wellness with recreational league games becoming a popular weekend activity in neighbouring fields, and families coming out to tend the Riley Park community garden. Businesses along Cambie Main Street have also evolved to support the health of the community with new chiropractor and physical therapy offices alongside vegetarian restaurants and fresh grocers.

Delbrook Community Recreation Centre
North Vancouver, British Columbia

A dynamic hub for health and wellness, North Vancouver's Delbrook Rec Centre was designed to seamlessly weave in and out of the natural landscapes surrounding the site. The front plazas and green spaces, for example, are designed to respect the adjacent natural landscapes and incorporate sustainable infrastructure including stormwater management and water recycling. These features were intended to reflect the values and experiences of the highly active and outdoorsy community of North Vancouver.



Delbrook Community Recreation Centre
Credit: District of North Vancouver

Beyond the typical amenities such as a swimming pool, gymnasium, fitness centre, and turf fields, Delbrook also features an art studio, pottery studio, youth, senior and child care centres to support art and culture development in the community across all ages and abilities.

Aspirational Land Uses/Activities

Priority 1: Community/Civic Uses & Outdoor Recreation Spaces

- Recreation centres and cultural event venues today are about much more than the sport or performance itself. The events and activities rally people from various walks of life together and often help foster a sense of community. As such, in thinking about the future of the Langley Events Centre and the areas surrounding it, it is important to consider the creation of a holistic civic hub that creates a variety of gathering places - indoors and outdoors - for young and old. Pools, fields, rinks are still important but so are artist studios, social enterprise incubators, and flexible outdoor event venues that collectively promote community wellness and social connections.



Priority 2: Residential

- The condominiums that have most recently been developed around 84 Avenue will continue to grow in numbers, gravitating towards the centre of activity at The Hub. This housing will feature a mix of ground floor commercial uses - from specialty food stores to professional offices including wellness-supportive services such as massage therapists, day spas, and chiropractors.



72 Avenue - The Commons

The Commons grows thriving families and engaged elders.

The Commons is an up-and-coming residential village designed for mixed-use, mixed-life, multi-generational living that also brings together singles, families and elders of varying means. Diversity of people, ages and incomes in a village setting makes the place feel more interesting than more homogeneous neighbourhoods—the effect is a neighbourhood that's more lively, with a range of activities for many ages—kids in playgrounds and parks where seniors walk or sit, taking in the scene; young fathers running into older neighbours as both stroll to the bank, or to pick up cleaning, or have a coffee. Along with parks and plazas, a seniors' centre provides a focal point and a wide variety of physical and intellectual stimulation for older residents, and is also home to the village daycare, where the neighbourhood's youngest citizens spend their days. Much productive and satisfying volunteering ensues.

Case Studies

Casa de la Misión (San Francisco, California USA): Developed in partnership between Mercy Housing, one of America's largest nonprofit affordable housing developers and local social services provider, Mission Neighborhood Centers, the five-storey mixed use development in Calle 24 Latino Cultural District in San Francisco's Mission neighbourhood features affordable senior housing apartments, along with ground floor community and meeting spaces, rooftop gardens, and a restorative open courtyard.



Casa de la Misión Credit: Mercy Housing

Agrihood (Santa Clara, California USA): Agrihood is a mid-rise, affordable housing community in Santa Clara, CA providing more than 150 affordable units for seniors and veterans. Located adjacent to one of the city's busiest transit corridors, the project was heavily supported by over $38 million in public financing. Its anchor gathering place features 1.5 acres of urban farmland and open space that provides outdoor recreational resources and access to healthy, organic produce to its residents and neighbours.



Agrihood Credit: San Jose Housing

The development was carefully designed to align closely with Santa Clara's agricultural heritage while transforming it into an inter-generational, sustainable community and public asset. In addition to the urban farm, Agrihood also features an on-site library that facilitates continuous learning and outdoor walking paths that connect the site to adjacent community services and amenities, including a public park, the mall, a senior centre, and veterans services offices.

Aspirational Land Uses/Activities

Priority 1: Residential

- As the local population ages and the 65+ age group grows, housing options in The Commons will support multi-generational living as it becomes increasingly important to support aging-in-place. Multi-generational homes will be designed to allow families, either close relatives or extended family, equal space to live harmoniously under one roof or one neighbourhood. This includes ensuring sufficient communal public spaces within and outside the home for families to come together while also maintaining private suites and spaces. The Commons will incorporate local seniors' care and health services.



Priority 2: Neighbourhood Retail and Professional Service Offices

- Storefronts in The Commons will be adaptable and flexibly-designed to accommodate more than just sales transactions for goods. Located adjacent to residential neighbourhoods, the commercial storefronts will feature more than just neighbourhood retailers. They will be anchored by a cluster of professional services, particularly in healthcare/medical ('Medtail'), that provide on-demand care for residents and generate higher foot traffic for adjacent retailers such as grab-and-go meals or beverages, grocery store/convenience store, and pharmacies.



Destination 200 Street: A Day in the Life

In 2040, 200 Street isn't described as a "corridor." It's more of a connector—it still gets people where they want to go, but there are more places to go and more ways to get there.

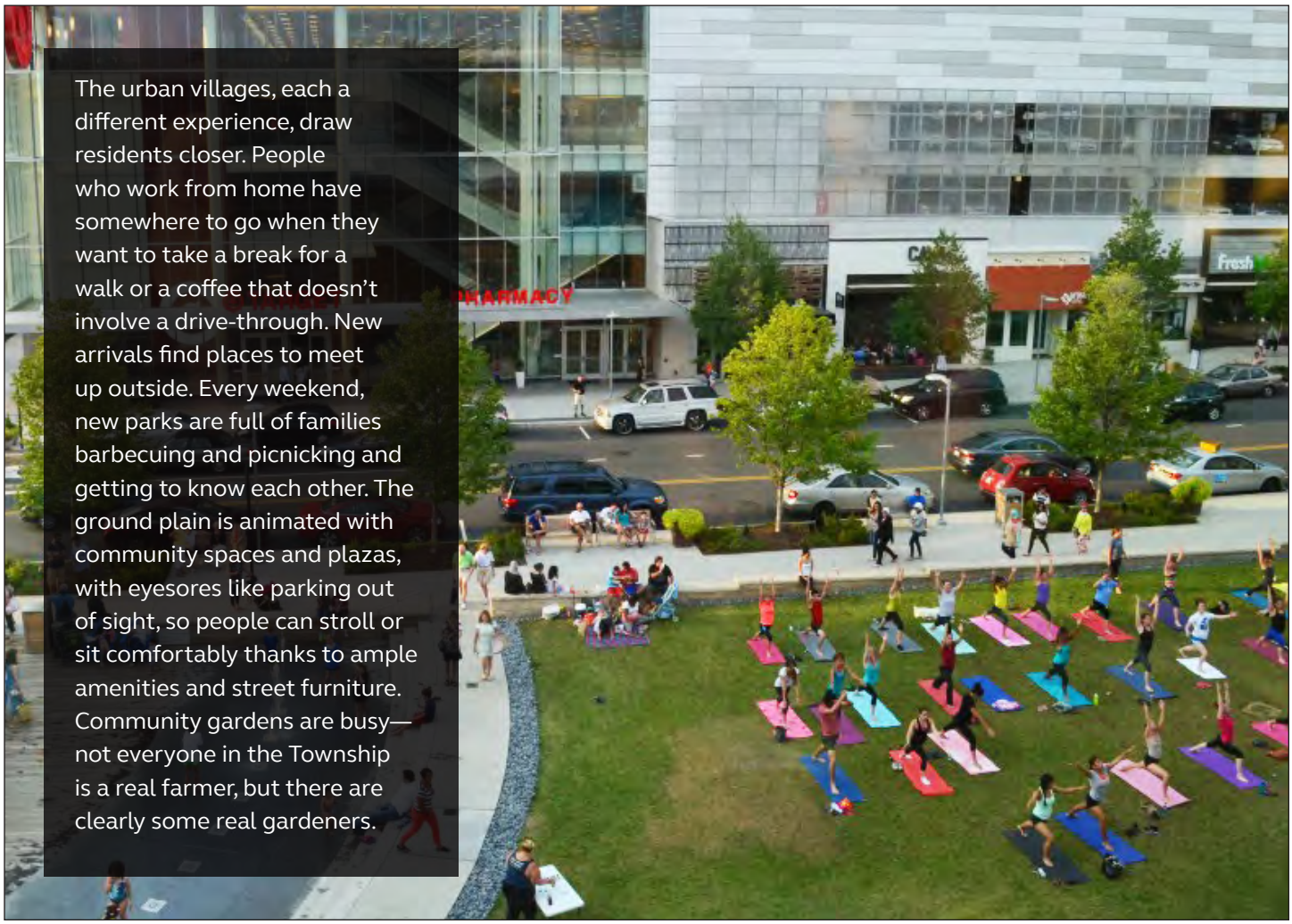


Because the sidewalks are wider, and TransLink put in the BRT stops and the protected bike lanes—and installed the oh-so-convenient bike corrals—it made 200 Street a lot more like a main street that connects three urban villages along the way: The Gateway, The Hub, and The Commons. 200 Street is still busy, of course, but it's a different, active kind of busy.

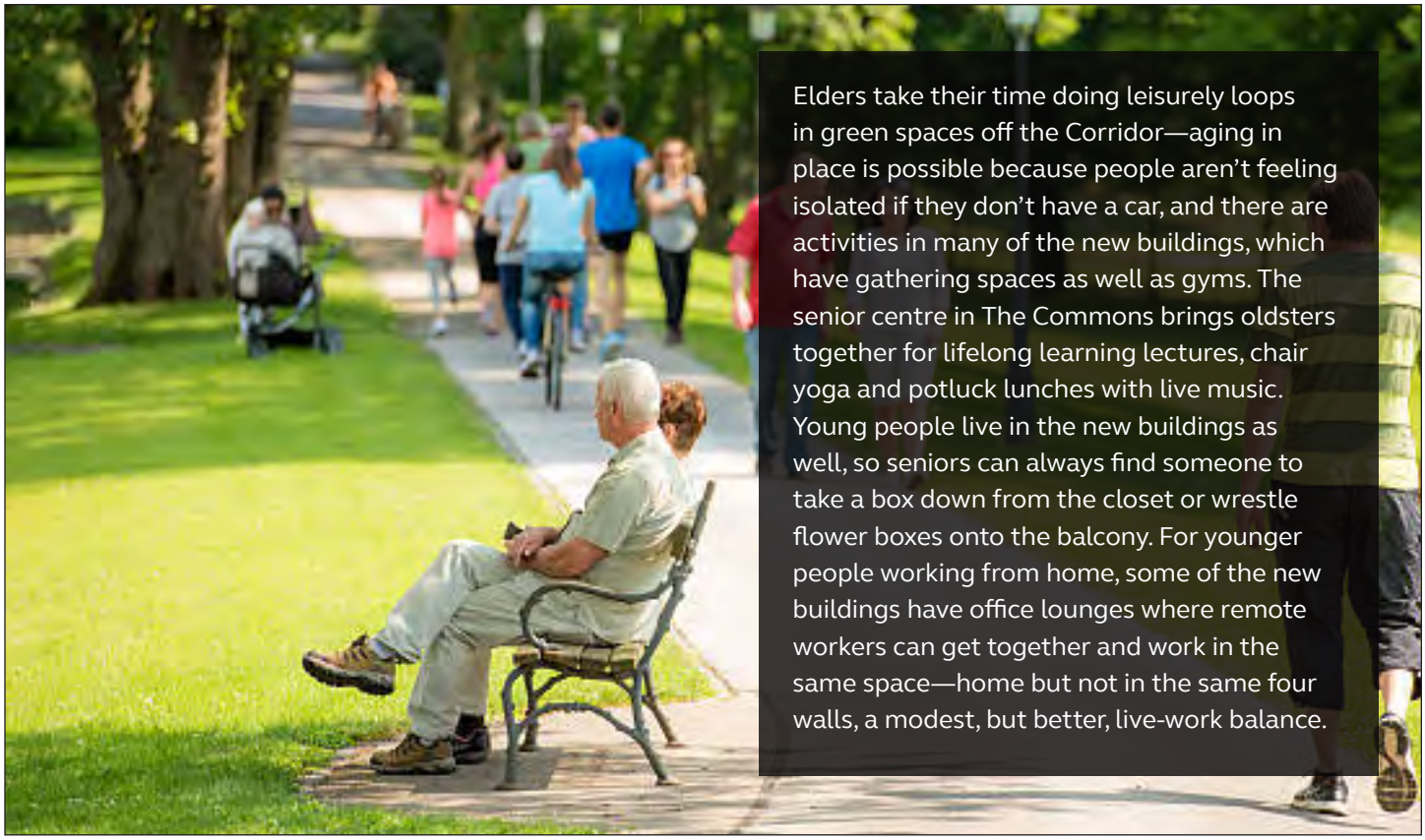
As the SkyTrain and the BRT have become a part of everyday life—and cycling is safe and accessible for peole of all ages and abilities—Townshippers have realized that what's called "transit-oriented" is, in fact, **"people-oriented."** The multiple modes of transportation make it possible, but the result is that the people who live here and are trying to get around are the most important part of the equation.



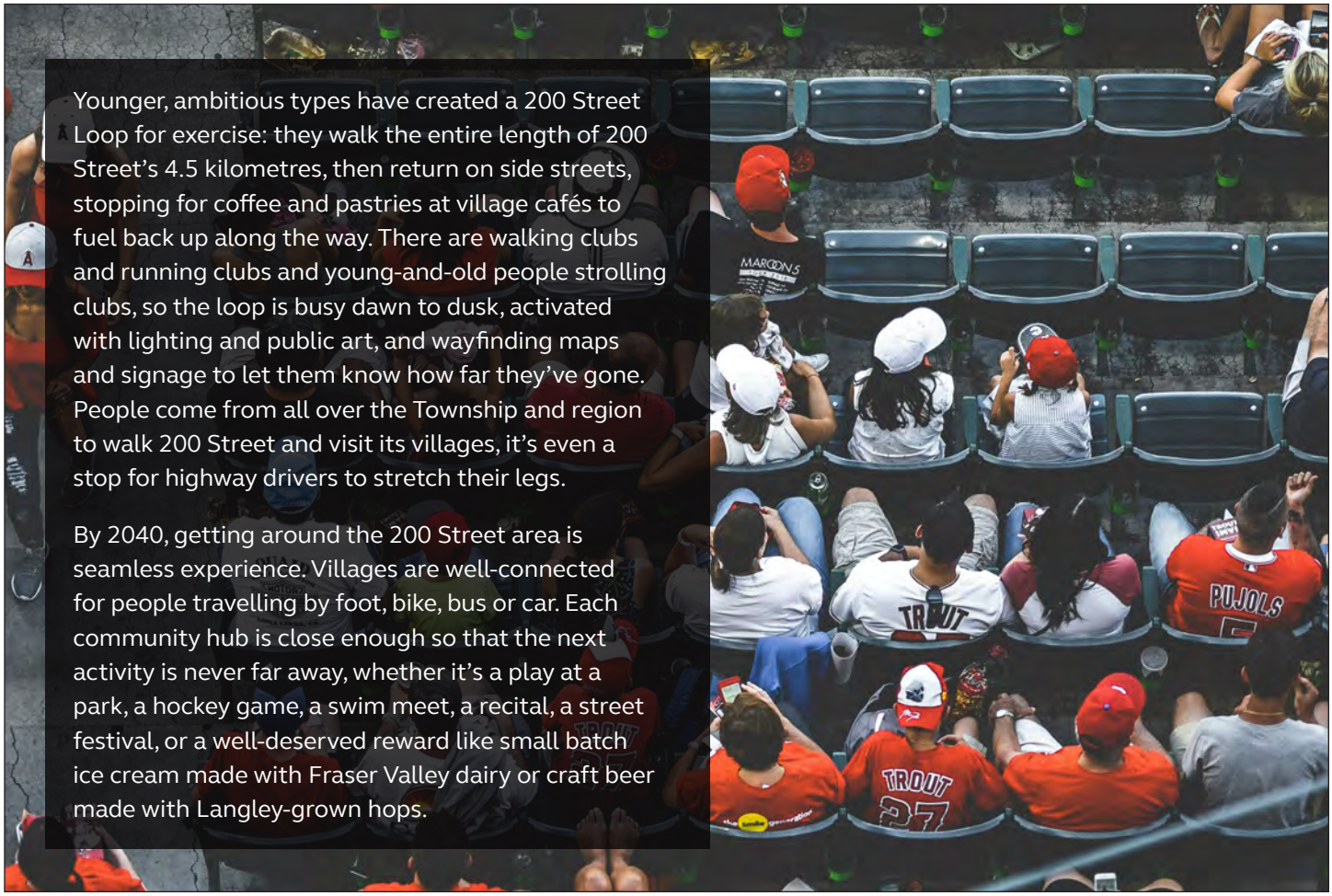
The result is two-fold: people gather in the three villages, and also on the blocks just off the Corridor. In fact, much of the small-town "village effect" is felt behind the many homes that line 200 Street in 2040. It's here where the plazas, public spaces, and people flourish.



The urban villages, each a different experience, draw residents closer. People who work from home have somewhere to go when they want to take a break for a walk or a coffee that doesn't involve a drive-through. New arrivals find places to meet up outside. Every weekend, new parks are full of families barbecuing and picnicking and getting to know each other. The ground plain is animated with community spaces and plazas, with eyesores like parking out of sight, so people can stroll or sit comfortably thanks to ample amenities and street furniture. Community gardens are busy—not everyone in the Township is a real farmer, but there are clearly some real gardeners.



Elders take their time doing leisurely loops in green spaces off the Corridor—aging in place is possible because people aren't feeling isolated if they don't have a car, and there are activities in many of the new buildings, which have gathering spaces as well as gyms. The senior centre in The Commons brings oldsters together for lifelong learning lectures, chair yoga and potluck lunches with live music. Young people live in the new buildings as well, so seniors can always find someone to take a box down from the closet or wrestle flower boxes onto the balcony. For younger people working from home, some of the new buildings have office lounges where remote workers can get together and work in the same space—home but not in the same four walls, a modest, but better, live-work balance.

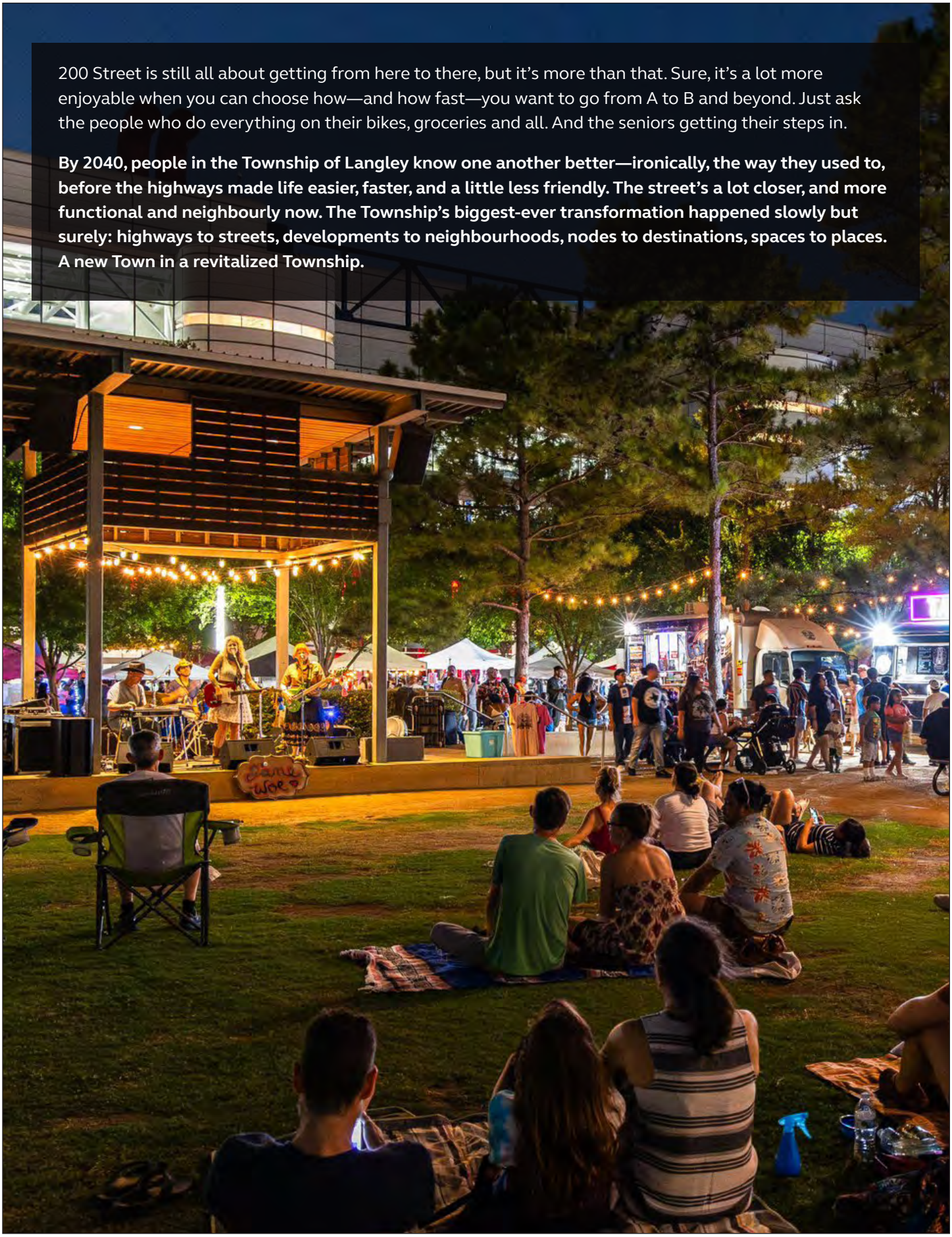


Younger, ambitious types have created a 200 Street Loop for exercise: they walk the entire length of 200 Street's 4.5 kilometres, then return on side streets, stopping for coffee and pastries at village cafés to fuel back up along the way. There are walking clubs and running clubs and young-and-old people strolling clubs, so the loop is busy dawn to dusk, activated with lighting and public art, and wayfinding maps and signage to let them know how far they've gone. People come from all over the Township and region to walk 200 Street and visit its villages, it's even a stop for highway drivers to stretch their legs.

By 2040, getting around the 200 Street area is seamless experience. Villages are well-connected for people travelling by foot, bike, bus or car. Each community hub is close enough so that the next activity is never far away, whether it's a play at a park, a hockey game, a swim meet, a recital, a street festival, or a well-deserved reward like small batch ice cream made with Fraser Valley dairy or craft beer made with Langley-grown hops.

200 Street is still all about getting from here to there, but it's more than that. Sure, it's a lot more enjoyable when you can choose how—and how fast—you want to go from A to B and beyond. Just ask the people who do everything on their bikes, groceries and all. And the seniors getting their steps in.

By 2040, people in the Township of Langley know one another better—ironically, the way they used to, before the highways made life easier, faster, and a little less friendly. The street's a lot closer, and more functional and neighbourly now. The Township's biggest-ever transformation happened slowly but surely: highways to streets, developments to neighbourhoods, nodes to destinations, spaces to places. A new Town in a revitalized Township.



LAND USE & DEVELOPMENT POLICY RECOMMENDATIONS

4



200 Street TOD Strategy and Recommendations Framework

Using the planning process and approach to TOD outlined in Chapter 1, and building on the policy and context analysis, the Policy Recommendations in this chapter are founded on studies and inputs from experts and the community. The proposed recommendations are designed to establish the 200 Street Corridor as a successful TOD community.

This chapter is organized around proposed strategies for the three component parts of Transportation, Open Space and Development. Each of the strategies includes:

- **Map -** A plan map showing the physical interventions proposed.
- **Guiding Principles -** Underlying each map are a set of "Guiding Principles."
- **Objectives -** Supporting each map are target "Objectives" required to successfully implement the plan.
- **Recommendations -** To meet these Objectives, a series of policy-related "Recommendations" are proposed. Recommendations are categorized as "Physical" or "Enabling."



Physical Recommendations: Physical Recommendations relate to the 200 Street Corridor's built form and its future development. Physical Recommendations include changes to general standards, corridor improvements, transit operations, development approvals, or other municipal-policy level actions. These Physical Recommendations correspond with associated Transportation, Open Space and Development Plans.



Enabling Recommendations: Enabling Recommendations are intended to support the Physical Recommendations and involve aligning municipal strategies and high-level policies with this 200 Street Corridor TOD Plan, initiating studies, and creating working partnerships with key agencies.

Further detailed area-specific recommendations at a block-level are outlined in Appendix D: Area-Specific Development Strategies.

D Development Strategy

The Development Strategy prioritizes the intensification of key sites within three "transit villages" that have the greatest short and medium-term redevelopment potential. The Development Strategy generally maintains the allowable uses (i.e. residential, office, and light industrial) set out in the *Willoughby Community Plan* and its component Neighbourhood Plans but provides for increased building heights and densities that reflect the 200 Street Corridor's role as a transit-oriented destination. On certain key sites, it is recommended that both use and density be amended in the applicable Neighbourhood Plan.

It is anticipated that the Development Strategy and the building heights and densities set out in Map 2.1: Development Plan will inform an amendment to the *Official Community Plan*. This amendment will update the policies and land use designations set out in the following governing Neighbourhood Plans:

- Official Community Plan (Schedule A): Willoughby Community Plan (1998)
- Southwest Gordon Estate Neighbourhood Plan (2000)
- Willoughby Community Plan (Schedule W-3): Routley Neighbourhood Plan (2001)
- Willoughby Community Plan (Schedule W-5): Jericho Neighbourhood Plan (2011)
- Willoughby Community Plan (Schedule W-7): Carvolth Neighbourhood Plan (2013)
- Willoughby Community Plan (Schedule W-8): Latimer Neighbourhood Plan (2015)

The Development Strategy is intended to help the Township of Langley meet key Objectives in its Official Community Plan, including:

- Creating a sustainable urban area by designing communities based on the principles of centres, walkability, and viable transit;
- Encouraging high-density development;
- Encouraging complete communities;
- Diversifying the range of housing types;
- Ensuring that job growth matches population growth; and,
- Protecting employment lands for industrial uses.

Current Conditions Analysis

The geographic scope of the Development Strategy has been based on a careful analysis of existing and future conditions in the 200 Street Corridor. This analysis has allowed us to target proposed increases to allowable building heights and densities on key opportunity sites that are currently underdeveloped and near future BRT Stations.

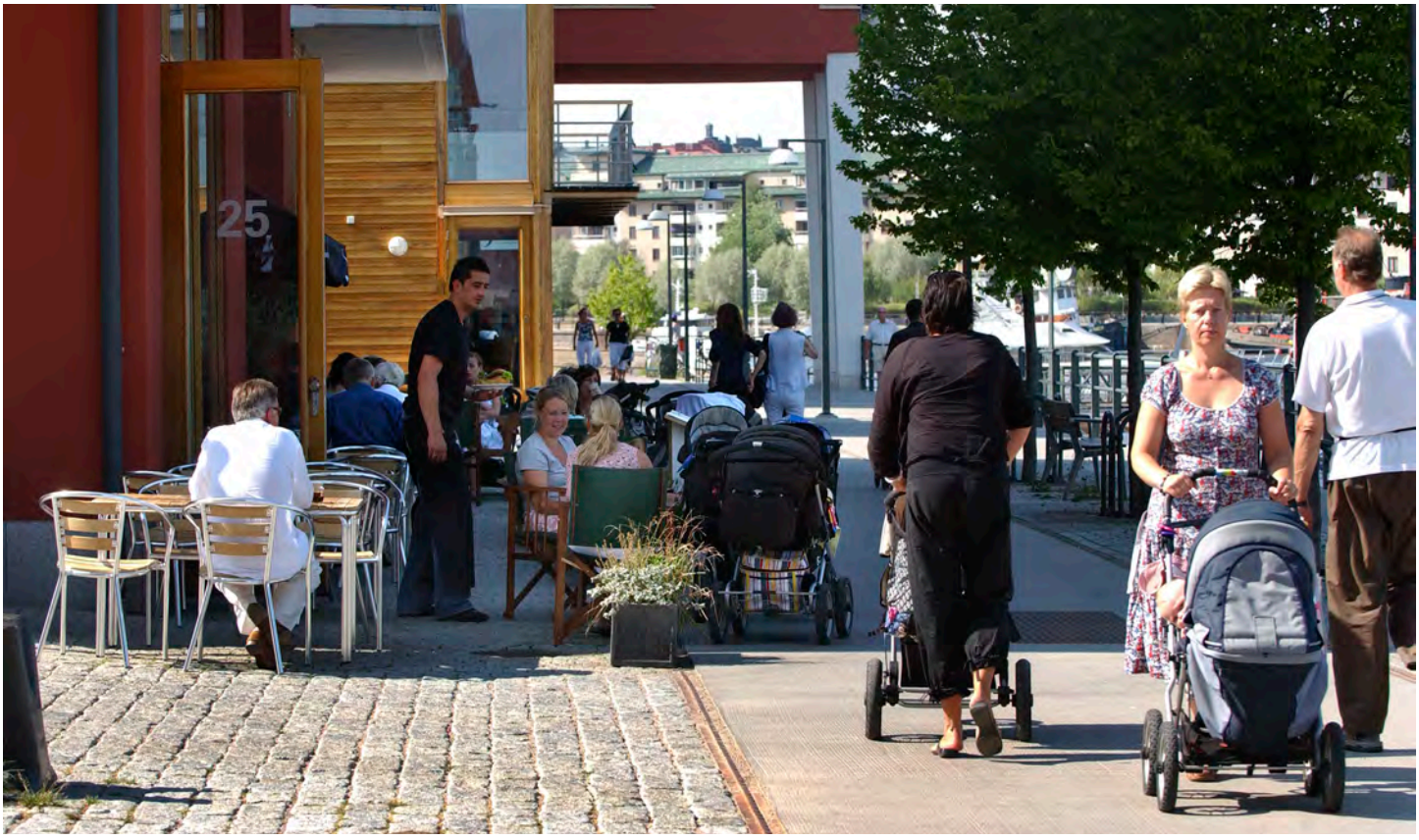
The background analysis first defines the parameters of three "transit villages" and then identifies and inventories the underdeveloped sites within these villages that have the best potential for short or medium-term redevelopment.

Defining the Three "Transit Villages"

The Development Strategy targets intensification of three core "transit villages." These transit villages are defined by 800 metre concentric rings radiating out from the three anticipated future BRT station locations. 800 metres represents a 10-minute walking distance to each BRT station and conforms to the widest definition of a Transit-Oriented Development Area, as per the Province of British Columbia's *Bill 47: Housing Statutes (Transit-Oriented Areas) Amendment Act (2023)*. These transit villages are the primary focus for intensification of retail, employment, and residential uses.

While three transit villages are currently proposed, associated with three anticipated BRT station locations, the Corridor could conceivably accommodate one to two more stations. The three transit villages largely align with the BRT stop locations anticipated by the Township Staff which were the intersections of 72 Avenue at 200 Street, 80 Avenue at 200 Street, and 86 Avenue at 200 Street. However, given the expansive areas of low-density built form near 72 Avenue and 200 Street, it is recommended to relocate the southernmost BRT Station further north, near the future intersection of 74B Avenue and 200 Street, where there is considerable redevelopment potential for a high-density transit village.

A vision for each transit village has been set out in Chapter 3: Destination Strategy. The recommendations for each village are intended to help them develop in accordance with their respective vision.



Transit Villages on 200 Street

North Village

The North Village is located within the "Gateway District" of the 200 Street Corridor and encompasses most of the Carvolth Frequent Transit Development Area (the "FTDA").

The North Village stretches from just north of the Trans-Canada Highway, south to 82 Avenue and from 196 Street in the west to 204 Street in the east. The North Village is comprised of important, regionally designated employment lands on the west side of 200 Street and near the highway, and predominantly residential lands east of 200 Street with some office and employment space.



Figure 1: North Village Extents

Centre Village

The Centre Village is concentrated around the intersection of 80 Avenue and 200 Street in the "Hub District." Key civic infrastructure forms the heart of the Centre Village with the Langley Events Centre, Willoughby Stadium, Vancouver Football Club, Peter Ewart Middle School and RE Mountain Secondary School.

The Centre Village is generally bounded by 83 Avenue to the north, 76 Avenue to the south, 196 Street to the west and 204 Street to the east. The Centre Village overlaps with the North Village between 83 Avenue and 82 Avenue, and with the South Village between 76 Avenue and 78B Avenue.



Figure 2: Centre Village Extents

South Village

The South Village is located near 74B Avenue and 200 Street in the "Commons District." The South Village is generally bounded by 78 Avenue to the north, 70 Avenue to the south, 196 Street to the west and 204 Street to the east.

The South Village consists of two distinctive character areas. The central and northern sections of the village are comprised of relatively underdeveloped greenfield and rural properties, while the southern sections have been developed with a low-density, traditional suburban built form comprised of single-family homes, duplexes and townhouses.



Figure 3: South Village Extents

Methodology: Identifying "Development Opportunity Areas" on 200 Street

The proposed Development Strategy prioritizes the redevelopment of key "Development Opportunity Areas" in the three transit villages, sites with the highest potential for short and medium-term redevelopment. The Development Opportunity Areas have been identified based on the following criteria:

1. **Underdeveloped Greenfield Sites**

The 200 Street Corridor is evolving from a rural and agricultural node to a mixed-use urban neighbourhood. Given its historically low population densities, much of the Corridor is still comprised of large blocks of underutilized sites. The rural character of these sites provides opportunities for transformative redevelopment projects without large-scale lot assembly, opening the door to near-term redevelopment.

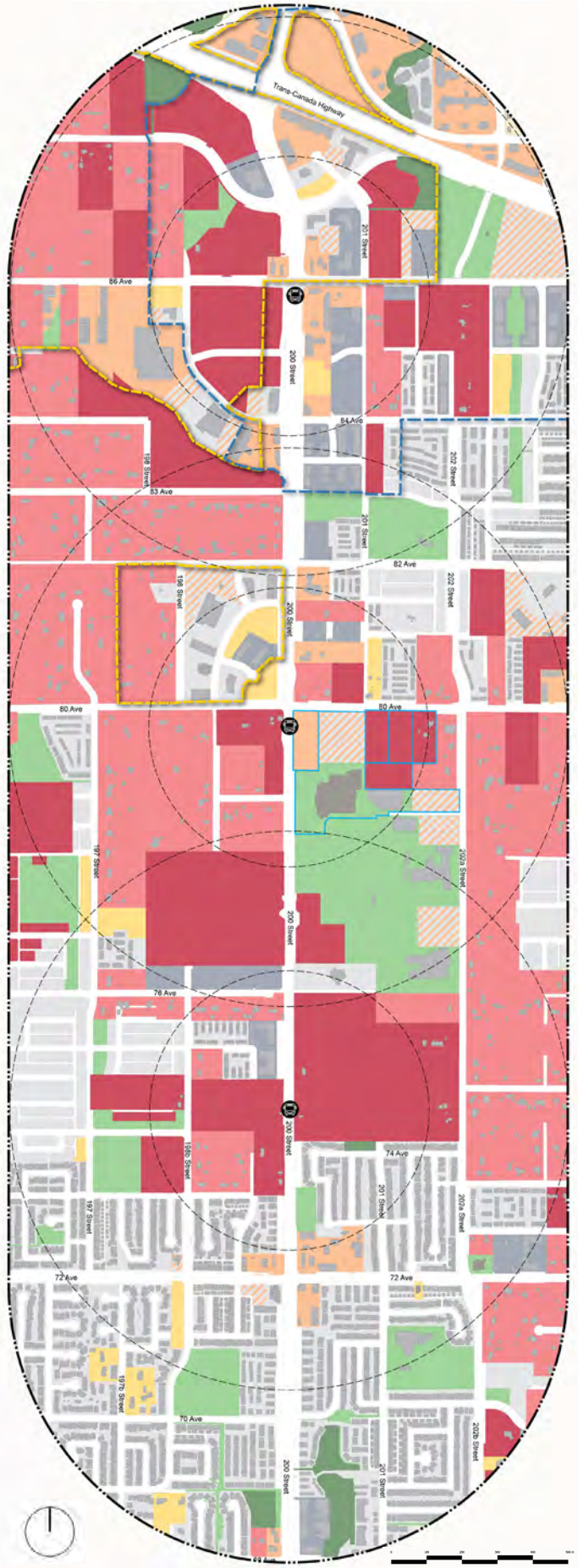
2. **Blocks with the Highest Potential for Redevelopment**

These have been classified as follows:

- Small-Scale Infill: These sites are generally comprised of a single lot or several small, adjacent lots within a built-up environment. These sites are suitable for "urban acupuncture," where targeted higher- density developments can complete the built environment.
- Partial Parcel Redensification: These sites are comprised of the partial, underdeveloped areas of larger and generally built-up blocks. These sites are often surface parking lots adjoining an existing building and provide opportunities for targeted densification to "fill in" underdeveloped lots.
- Gray/Brownfield Redensification: These are small to medium-sized sites that host active uses, generally commercial or employment, but are underutilized in the context of an urban, transit-oriented community. These sites are mostly comprised of retail strip malls, gas stations or low-density industrial buildings.
- Rural Residential Redevelopment: These sites are comprised of clusters of small single-detached homes on larger lots. These sites are generally concentrated in blocks on a gridded street network, providing opportunities for easy land assembly.
- Larger-Scale Greenfield Redevelopment: These sites are comprised of large areas of open space and provide the greatest opportunity for large-scale redevelopment with little lot consolidation required. This includes remnant rural lots that are inconsistent with 200 Street's urban character.

Development Opportunities Map

The above criteria are mapped out on in Figure 4, revealing the sites with the highest potential for redevelopment.



LEGEND

- Study Area
- Mixed Employment Area
- Frequent Transit Development Area
- Parcels
- Conservation areas
- Open space and parks
- Building footprint
- Municipal facilities
- Municipal properties (holding and leased)
- Future BRT Stations

Urban Fabric

- Parks and community amenities
- Stable urban fabric - low density
- Stable urban fabric - mid/high density
- Small - scale infill site
- Partial parcel redensification
- Gray/ brownfield redevelopment
- Rural residential redevelopment
- Larger - scale greenfield development

Figure 4: 200 Street Development Potential Site Identification

Removing Areas of "Stable" Urban Fabric

The Willoughby Community Plan and some of its component Neighbourhood Plans have been in effect for more than two decades. Considerable development has taken place under these existing plans in that time, which has resulted in large areas of relatively new construction.

These newer developments are deemed to be "stable" urban fabric composed of viable and vibrant neighbourhoods, with less likelihood of redevelopment in the near- to medium-term. While some of these newer developments have been built at transit-supportive densities, particularly in Carvolth, southern extents of the 200 Street Corridor have been built up with traditional suburban forms of development comprised predominantly of low-density single-family homes or townhouse complexes.

The extent of the stable urban fabric is shown in Figure 5. In total, these areas comprise approximately 151 hectares, or 23% of the total 200 Street Corridor land base. These areas of stable urban fabric have been excluded from the Development Strategy to ensure minimum disruption to existing and vibrant neighbourhoods.



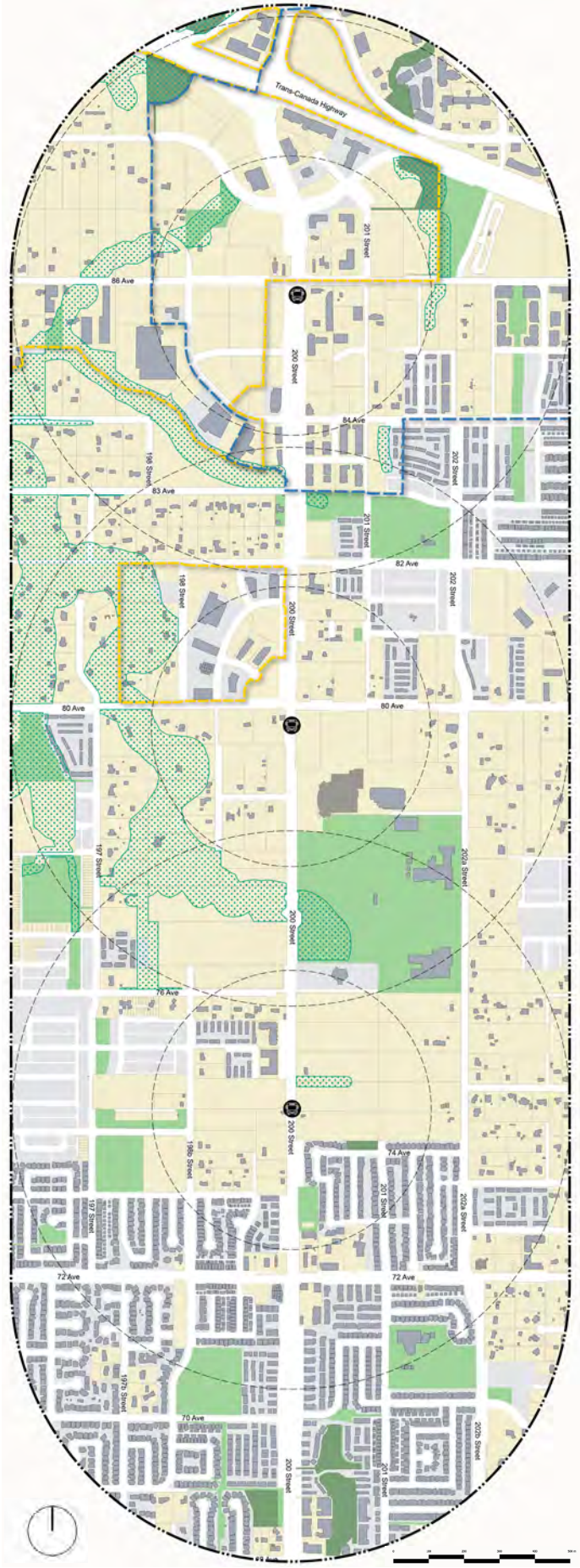


Figure 5: Stable Urban Fabric

Removing Certain In-Stream Developments

As noted above, the 200 Street Corridor has seen rapid growth in recent years under the existing policy framework resulting in large areas of stable urban fabric.

In addition to these stable neighbourhoods, many key development sites along the Corridor have in-stream development applications or projects under construction. Some of these applications are recently submitted and their designs and proposed densities could change based on the intensification of uses set out in this Development Strategy. Other projects are closer to Council approval and are less likely to see significant design changes prior to adoption. This analysis is based on Township of Langley data available in January 2024, and this analysis is intended to act as a guide only, this does not reflect or impact Council decisions for development approvals in the 200 Street corridor.

The sites with active development applications are shown in Figure 6. Sites with approved development applications or those that are nearly approved total approximately 77 hectares. This comprises nearly 12% of the total 200 Street Corridor land base. Sites with approved or nearly approved development applications have been excluded from the Development Strategy.

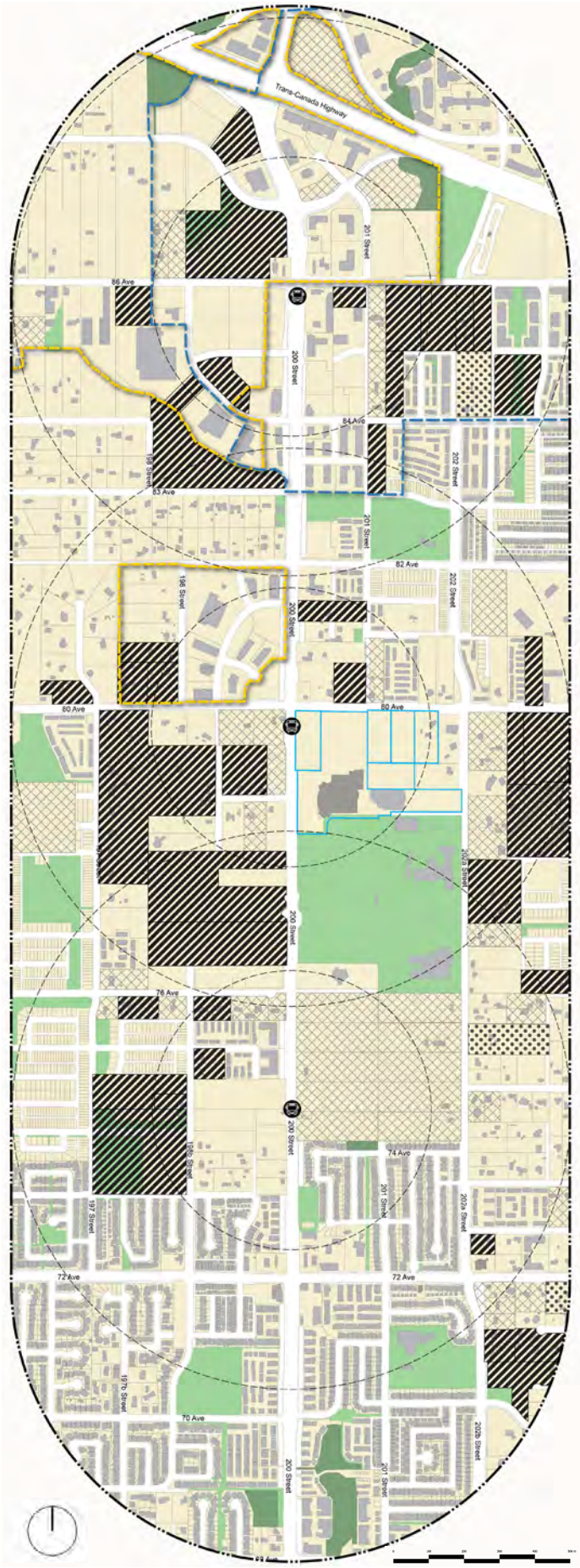


Figure 6: Approved or Nearly Approved Development Applications

Summary of Development Opportunity Areas
After removing areas of stable urban fabric and the sites with approved or nearly approved development applications there are approximately 227 hectares remaining of short- to medium-term redevelopment parcels that will catalyze the vision for the 200 Street Corridor. Figure 7 shows where these Development Opportunity Areas are located.

The North Village has the greatest amount of development potential with 84 hectares, followed by the Centre Village with 63 hectares and the South Village with 53 hectares of Development Opportunity Areas. A further 27 hectares of Development Opportunity Areas are located outside of the 800-metre radius of a station and are suitable for gentler forms of intensification, for example ground-oriented housing typologies including townhouses, rowhouses and plexes.

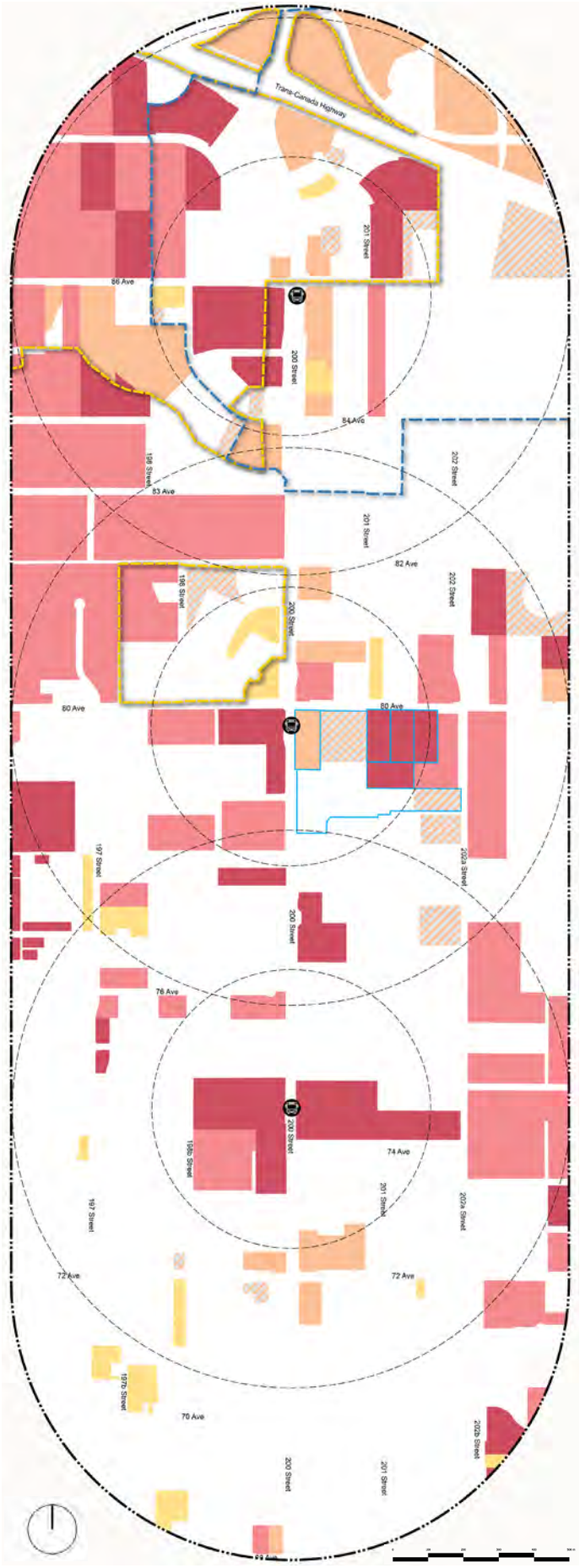


Figure 7: Development Opportunity Areas

Development Strategy Methodology

The maximum building heights and densities proposed in this Development Strategy have been determined according to two underlying considerations. The first consideration is the Transit-Oriented Development Area density requirements under the provinces' *Bill 47: Housing Statutes (Transit-Oriented Areas) Amendment Act (2023)*. It is assumed that minimum building heights and densities for BRT stations will reflect those of other Rapid Transit Stations (i.e. SkyTrain stations) in Metro Vancouver.

The second consideration is the density required for economically feasible development projects, and the built form typologies associated with those densities. Economic feasibility has been analyzed through a generalized pro forma model applicable to sites across the 200 Street Corridor.

The building heights and densities proposed in Map 2.1: Development Plan are intended to be economically feasible at minimum. Where economically feasible development densities fall short of the assumed provincial minimums, building heights and densities have been set at or above the provincial standard.

Provincial Transit-Oriented Areas Legislation

The province has not designated future BRT stations as Transit-Oriented Development Areas at this time, nor has it provided the minimum building heights and densities that will be applicable to these station areas. The proposed Development Strategy has been drafted under an assumption that BRT stations will be considered Category 1 Transit-Oriented Areas with minimum building densities and heights as follows:

Transit-Oriented Development Area Type	Transit Hub Type	Prescribed Distance	Minimum Allowable Density (FAR)	Minimum Allowable Height (Storeys)	Type of Building	Parking Minimums Allowed?
Category 1 (Metro Vancouver)	Rapid Transit	≤ 200m	Up to 5.0	Up to 20	Tower	No
		201-400m	Up to 4.0	Up to 12	High-Rise, Mid-Rise	No
		401-800m	Up to 3.0	Up to 8	Mid-Rise	No

Maximum densities and building heights permitted under the *Willoughby Community Plan* and its subsidiary Neighbourhood Plans are generally below those potentially required by the Province's *Bill 47: Housing Statutes (Transit-Oriented Areas) Amendment Act (2023)*.

Figure 8 shows existing allowable building densities as set out in the *Willoughby Community Plan* and subsidiary Neighbourhood Plans. Figure 9 shows the minimum allowable densities as per the provincial Transit-Oriented Areas Category 1 framework. Figure 10 highlights where existing land use plans fall short of the assumed minimum densities required under the new provincial legislation and depicts the FAR 'uplift' required for each lot within the three 800 metre station areas to meet provincial minimums. Lots within the *Routley, Central Gordon Estate and Southwest Gordon Estate Neighbourhood Plan* areas require the greatest density uplift when applying the new provincial minimums. Lots within *Carvolth, Latimer and Jericho Neighbourhood Plan* areas show less average density uplift, however, most lots will still require increases to maximum allowable densities beyond an additional 1.0 FAR to meet assumed provincial mandates.

It should be noted that the provincial density and building height minimums apply only to residential areas, and therefore Figures 9 and 10 have removed employment lands from the analysis. Although areas of stable urban fabric have been excluded from the Development Strategy, provincial mandated minimum building heights and densities, once defined for BRT station areas, will apply to these lots as well. Further planning work to determine densification strategies for these areas will be required.

These density minimums will apply to gross lot area, regardless of whether a specific lot contains a watercourse, steep slopes, or other limiting environmental features. Lots with geographical constraints (e.g. streamside setbacks) may require more intensive built forms to meet the provincial density minimums.

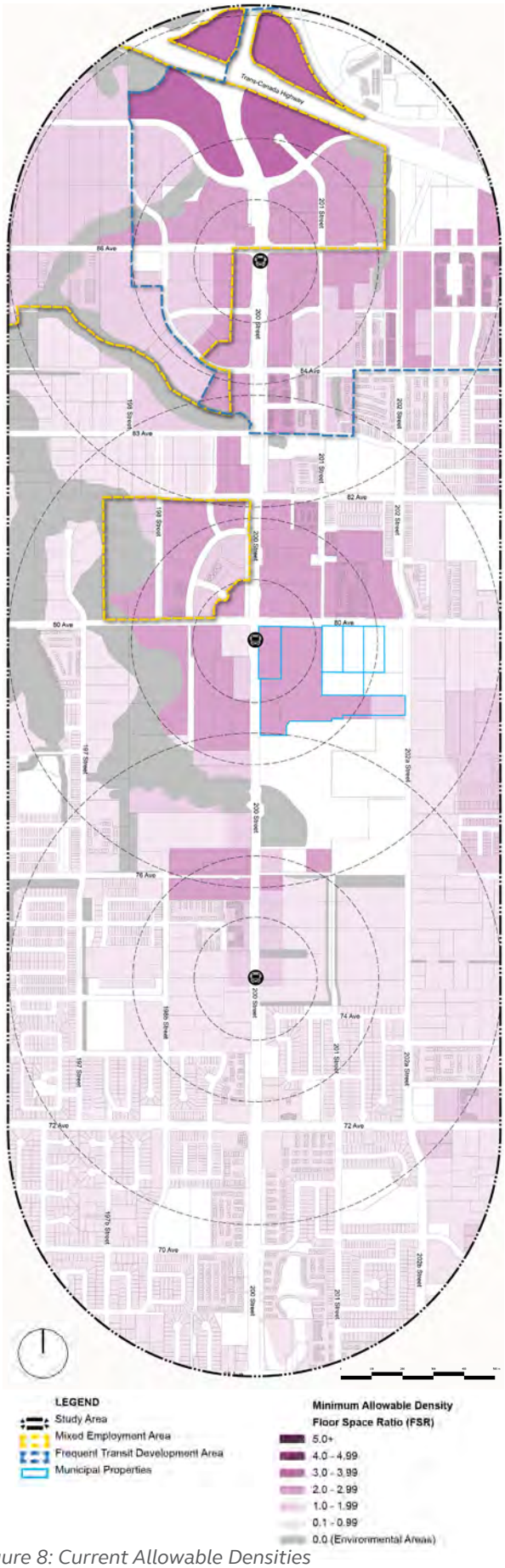


Figure 8: Current Allowable Densities (Neighbourhood Plan Designations)



Figure 9: Provincial Mandated Minimum Densities - Category 1

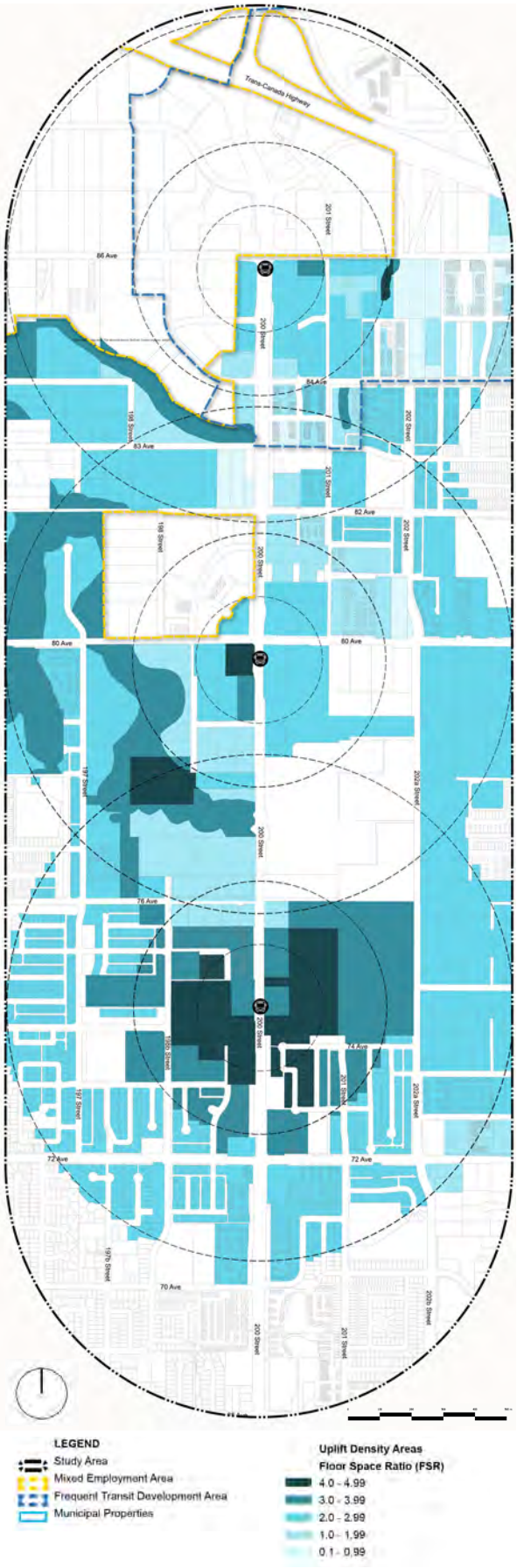


Figure 10: Difference in FAR between Current Allowable and Provincial Mandated Densities

Economically Feasible Development Densities

A generalized pro forma analysis has been undertaken to determine feasible development densities and associated typologies for the 200 Street Corridor, which can be found in Appendix C. The typologies considered are townhouses, low-rise woodframe buildings, mid-rise concrete buildings, and high-rise concrete buildings. The pro forma model incorporates existing land prices, construction costs, soft costs, marketing costs, borrowing costs and municipal fees (on a per unit basis, and based on existing Township of Langley DCC and CAC rates) as well as anticipated sales price on a per square foot basis based on recent Willoughby sales data by housing typology. Land prices were determined through reference to lot values in areas across the study area, referring to official assessed value data available in January 2024. Generalized land values were derived from the trends observed across the study area.

As set out in Figure 11, current land prices range between the transit villages and within each transit village. Between the transit villages land prices are higher in the North Village, with lower land prices in the Centre and South Villages. Within each Transit Village, land prices are generally higher near 200 Street and east of 200 Street and lower west of 200 Street.

	West Side	Close to 200 St	East Side	Average
North Segment	$66.20	$121.49	$121.50	
	$53.75	$141.74 $	$151.22	
	$72.95	$134.99	$200.46	
	$89.99	$135.00	$129.60	
	$70.72	$133.31	$150.70	$118.24
Centre Segment	$29.09	$107.94	$44.25	
	$52.60	$107.17	$62.07	
	$55.90	$127.57	$98.22	
	$21.65	$122.85	$ 74.38	
	$39.81	$113.88	$69.73	$74.47
South Segment	$78.25	$88.32	$76.64	
	$62.19	$98.24	$98.36	
	$45.00	$43.78	$127.80	
	$49.07	$91.97	$98.14	
	$58.63	$80.58	$100.24	$79.81
Total	**$56.39**	**$109.26**	**$106.89**	**$90.84**

Figure 11: 2024 Land Prices (per square foot) in the 200 Street Corridor as of January 2024

Sensitivity Analysis

Based on these current land values, a sensitivity analysis for each lot within the Development Opportunity Areas determines the minimum densities required, at current land prices, construction costs, and current sales prices, to make redevelopment financially feasible. Due to the changing nature of land prices and sales prices, the sensitivity analysis considers a range of land and sales price. Minimum viable densities are set out in Figure 12.

MINIMUM FAR (RE)DEVELOPMENT THRESHOLD

			Land Price (psf of net land)				
			$50	$75	$100	$125	$150
Willingness to pay psf of construction	Townhomes	$600psf	1.7	2.6	3.5	4.4	5.2
		$650psf	0.7	1.1	1.4	1.8	2.1
		$700psf	0.4	0.7	0.9	1.1	1.3
	Woodframe Midrise	$750psf	4.2	6.3	8.3	10.4	12.5
		$800psf	0.9	1.4	1.8	2.3	2.8
		$850psf	0.5	0.8	1.0	1.3	1.6
	Concrete Tower	$900psf	NV	NV	NV	NV	NV
		$950psf	2.3	3.5	4.6	5.8	6.9
		$1000psf	0.8	1.2	1.0	2.0	2.3

May be unviable from a construction perspective

/ NV Unviable from construction perspective

Minimum FAR typology to ensure redevelopability

MINIMUM # OF FLOORS (RE)DEVELOPMENT THRESHOLD

			Land Price (psf of net land)				
			$50	$75	$100	$125	$150
Willingness to pay psf of construction	Townhomes	$600psf	4	6	8	10	12
		$650psf	2	3	4	4	5
		$700psf	1	2	2	3	3
	Woodframe Midrise	$750psf	9	13	17	21	26
		$800psf	2	3	4	5	6
		$850psf	2	2	3	3	4
	Concrete Tower	$900psf	NV	NV	NV	NV	NV
		$950psf	7	10	14	17	20
		$1000psf	3	4	5	6	7

May be unviable from a construction perspective

/ NV Unviable from construction perspective

Minimum # of floors to ensure redevelopability

Figure 12: Sensitivity Analysis - Minimum Viable Building Density and Height at Given Land Prices (per square foot at 2024 prices)

Minimum Viable Densities

Derived from this sensitivity analysis, in conjunction with the anticipated densities required under Bill 47: Housing Statutes (Transit-Oriented Areas) Amendment Act (2023), minimum development densities have been determined as set out in Figure 13. Figure 13 also compares the minimum economically feasible densities to those required by the Province for Category 1 Transit-Oriented Areas, minimum densities recommended by TransLink to support rapid transit, and minimum viable densities required to create a full-service neighbourhood (0.84 FAR, blended across the three transit villages). A complete neighbourhood includes sufficient residential density to support commercial services required for residents' day-to-day needs, for example banks, grocery stores, and cafes.

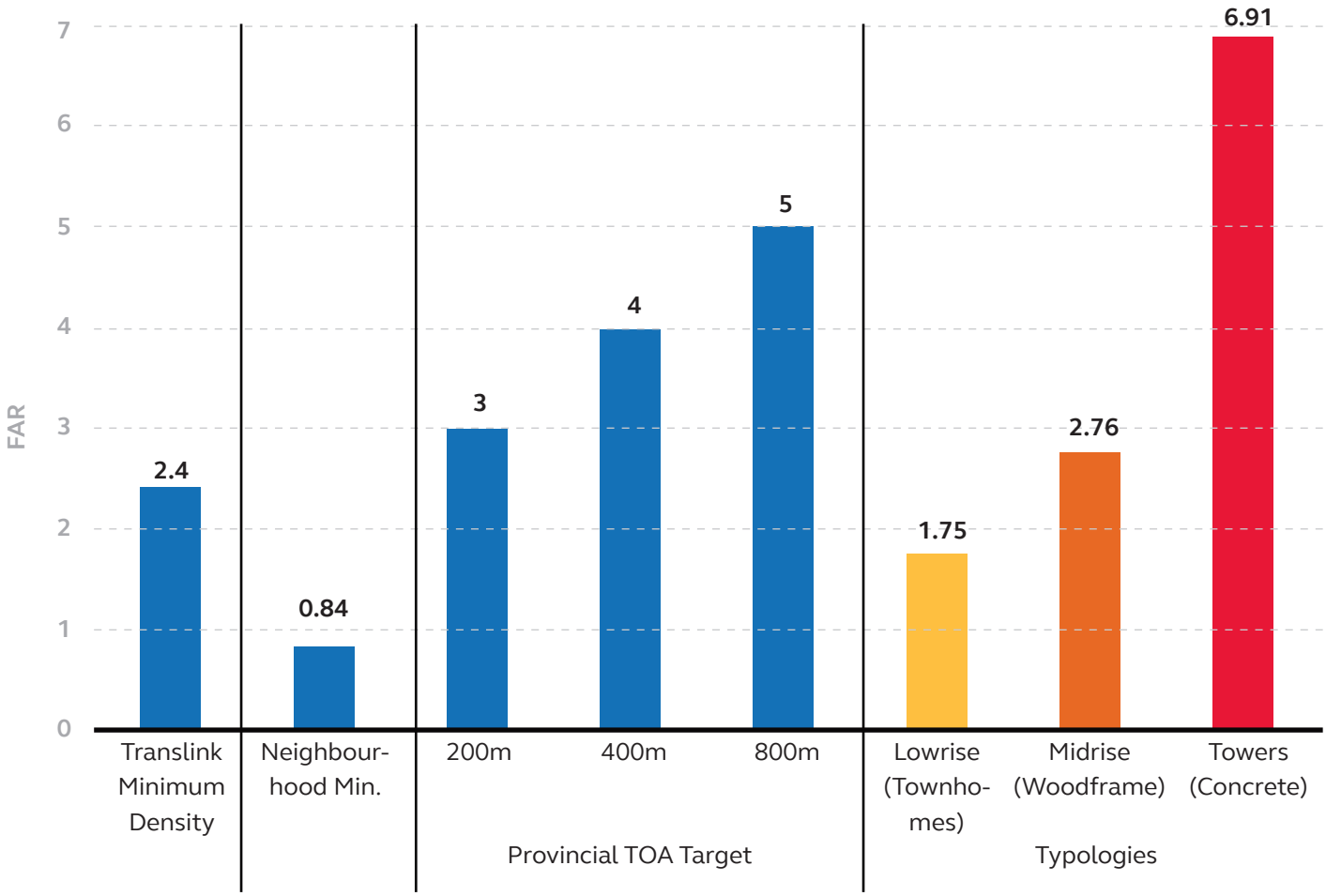


Figure 13: Minimum Viable Densities and Density Comparison Chart

The minimum density typologies presented in the above chart are reflected in the Development Plan in Map 2.1. Typologies correspond to their TOA density tier per the Bill 47 provincial mandate, and are plausibly feasible to develop per the sensitivity analysis.

Development Plan Guiding Principles

1 **Tenure- and Typology-rich**
A large number of housing types, sizes, and tenures should exist to respond to different user needs and to provide affordable options.

2 **Context-sensitive**
Building forms should respond to the built environment; density needs to be placed in the right location and in the right way.

3 **Amenity-rich**
Communities should have access to a variety of amenities that provide quality of life for people of all ages, needs, and income levels.

4 **Vibrant at Street Level**
Buildings should have active uses at street level and connect the inside and the outside both visually and functionally.

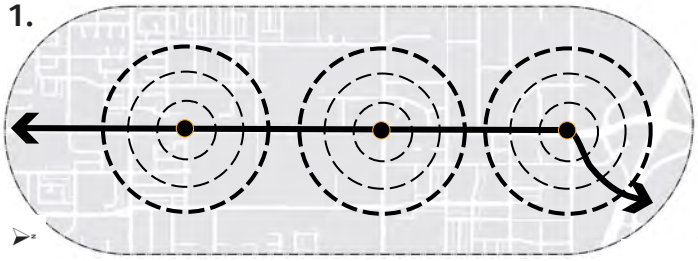
5 **Layered and Mixed-use**
Different functions and uses should be provided within the same building or close-by to ensure everything needed on a daily basis is nearby.

6 **Energy-efficient**
Building forms should be compact, respond to local climate, and use materials responsibly to minimize energy use and reduce their carbon footprint.

7 **Flexible and Adaptable**
Buildings, especially at street level, should be planned to adapt to different users and functions over time with minimal effort.

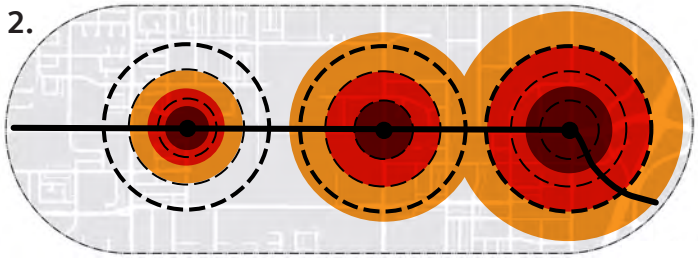
Development Plan Design Strategies

1.



Distribute density in concentric rings to align with Provincial mandate for increased density in station areas.

2.



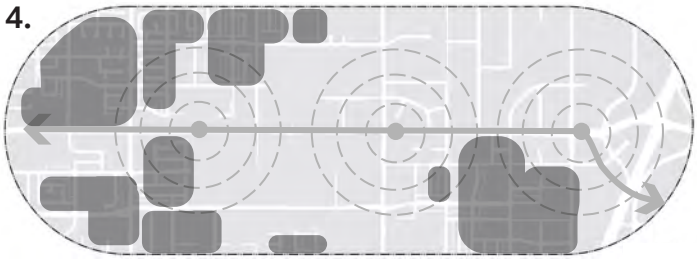
Allocate more higher density sites towards the north to respond to urban village character and proximity to Highway 1.

3.



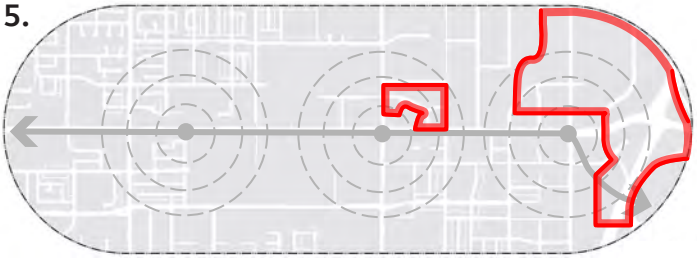
Distribute density in a way that is economically viable to build.

4.



Exclude stable urban fabric and existing neighbourhoods in development plans, except for gentle infill.

5.



Reconfigure employment lands to respond to Metro Vancouver guidance on mixed use near BRT stations.

6.



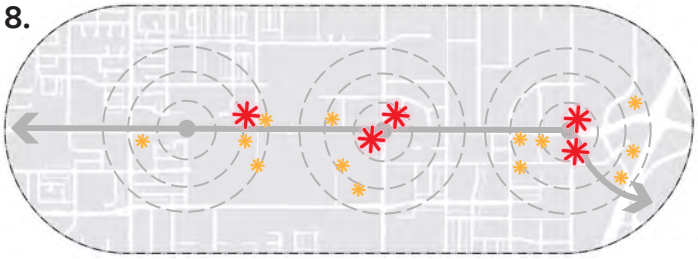
Encourage contextually appropriate infill and partial lot densification on leftover and underutilized parcels.

7.



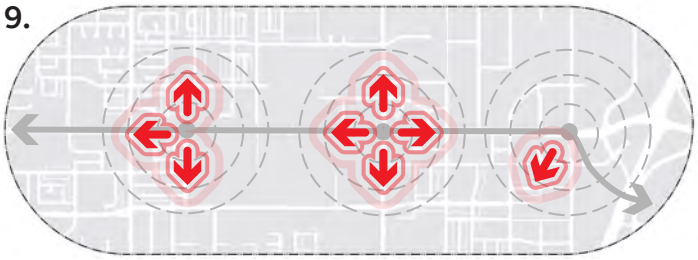
Identify approved or near-approved development projects to encourage them to adapt to the 200 Street 2040 plan whenever possible.

8.



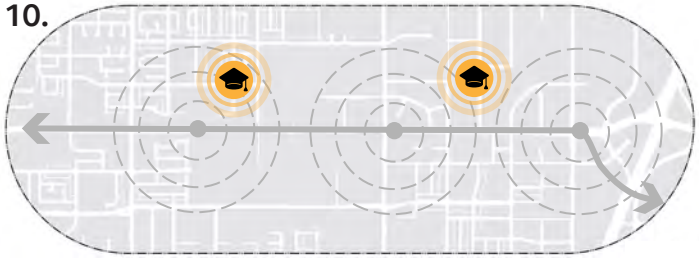
Allow higher landmark towers in key locations where higher density is feasible and visible.

9.



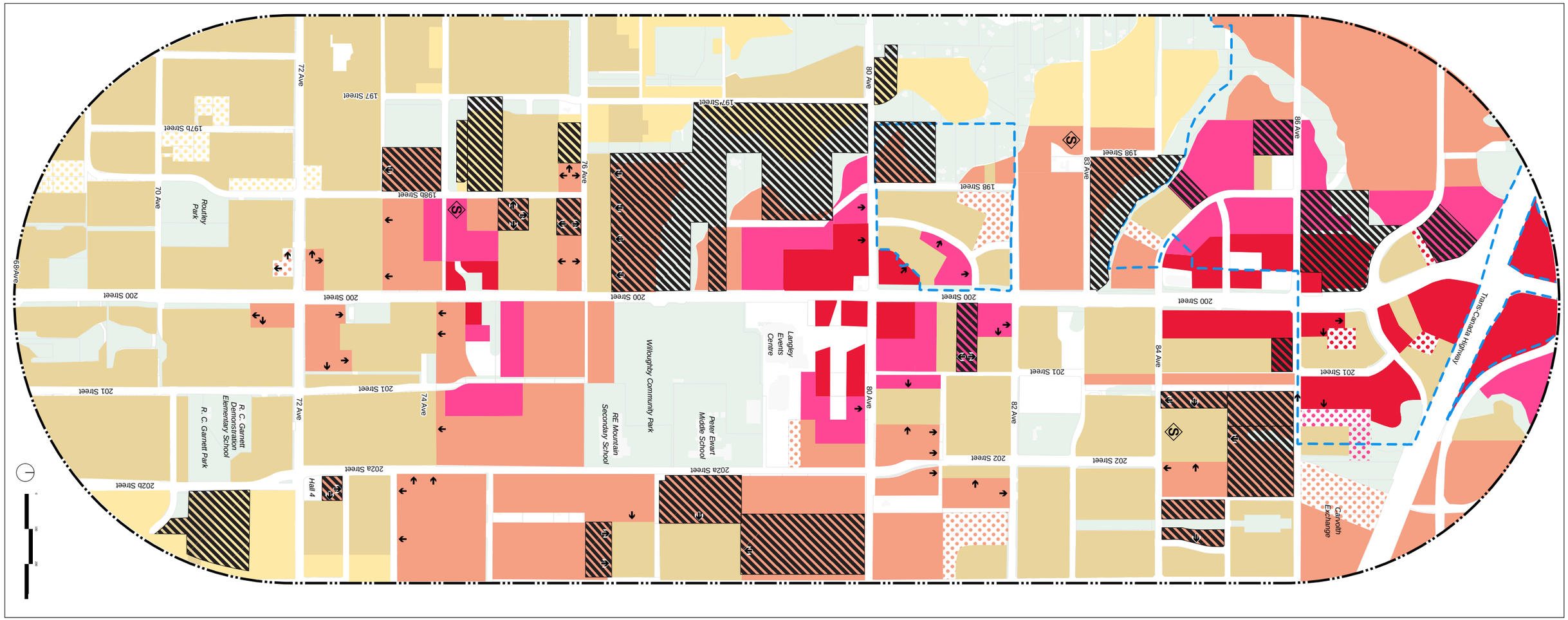
Transition heights down towards lower density stable neighbourhoods.

10.



Locate new school sites to respond to future population demand.

Map 2.1: Development Plan



LEGEND

- Potential site for urban school
- Transition to adjacent lower density
- Gentle densification in existing stable urban fabric
- Approved/almost approved development project
- Employment Area with Residential Use Limitations

TOD Opportunity Sites

- Highrise High-Density
- Midrise High-Density
- Midrise Mid-Density
- Lowrise Mide-Density
- *Contextual infill/ Partial lot redensification*

Updated March 2024

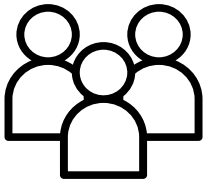
200 Street Corridor Study Area Growth Projections

200 STREET CORRIDOR EXISTING CONDITIONS

The 200 Street Corridor is currently in a state of flux, with considerable new development built or under construction interspersed between greenfield sites. Under the existing Neighbourhood Plans, there is little cohesion or coordination in the Corridor's built form. The existing density of residents and employees is currently below those required to support rapid transit. The Corridor currently has an existing residential population of approximately 13,700, with approximately 7,800 jobs and 546,000 square feet of commercial retail space.

200 STREET CORRIDOR PROJECTIONS[4]

With the adoption of the Recommendations set out in the Development Strategy, it is projected that the Corridor could, at build-out, accommodate the following:



POPULATION[5]

Projected New Housing Units	**47,050**
Projected New Population	**98,500**



JOBS

Projected New Office/Industrial Jobs	**58,200**
Projected New Retail (Square Feet)	**941,000**

[4] Projections are approximate and assume full build out of Development Opportunity Areas at permitted densities. 35% of Development Opportunity Areas assumed to be provided for roadways, paths, open spaces and public amenities. Building efficiencies have been assumed at 80% for all uses. Unit sizes are assumed to be 800 square feet for apartment and 1,200 square feet for townhouse. Household size assumed to be 2.0 for apartment and 3.5 for townhouse. Square footage per worker assumed to be 250 square feet for office worker and 600 square feet for industrial worker. Retail space requirements assumed to be approximately 20 square feet per unit.

[5] Projections include areas within the three transit villages, as well as areas outside the three transit villages.

Development Strategy: Physical Recommendations

Objective D1	**Distribute density in concentric rings around future BRT stations to ensure highest density of people and jobs are located near transit, and to meet provincial mandates.**
Recommendation D1.1	Facilitate a transition of built form and scale with higher densities permitted near 200 Street and a gradual step down in density moving further east and west, as identified in Map 2.1: Development Plan.
Recommendation D1.2	Concentrate the highest allowable building densities and heights within 200 metres of the future BRT stations, with a step down in density between 200 metres and 400 metres of the stations. Areas between 400 and 800 metres from a station should host lower densities, acting as a transition to the established single-detached and townhouse neighbourhoods of Willoughby.
Objective D2	**Locate higher density developments toward the north of the 200 Street Corridor, responding to the Urban Village character of the Carvolth Frequent Transit Development Area, and the proximity of this area to Highway 1.**
Recommendation D2.1	Allow for the tallest buildings to be located in the north of the Study Area, in the Carvolth neigbhourhood, in exchange for increased amenity contributions.
Objective D-3	**Distribute density with consideration to current land prices, ensuring that densities reflect economic feasibility for redevelopment.**
Recommendation D3.1	Allow the highest development densities adjacent to 200 Street, reflecting the higher land value of these areas, ensuring economically feasible development in the short- term.
Recommendation D3.2	Allow the highest densities in the northeast portion of the Corridor where current land prices are highest.
Objective D4	**Exclude areas of stable urban fabric and sites with recently or nearly approved development applications, except for gentle infill for these areas.**
Recommendation D4.1	Maintain existing land uses and densities in areas with recently completed “stable” urban fabric until municipal infill housing strategies have been developed in alignment with the provincially mandated multi-plex legislation set out in Bill 44: Housing Statutes (Residential Development) Amendment Act (2023).
Objective D5	**Encourage contextual infill and partial lot densification on underutilized parcels, or in areas with stable urban fabric.**
Recommendation D5.1	Permit additional density for infill development on underutilized sites, for example business park surface parking lots, to spur the redevelopment of these areas and complete the urban fabric.
Objective D6	**Identify sites with submitted development applications and encourage applicants to adapt their proposals to align with the 200 Street Corridor Plan land use designations.**
Recommendation D6.1	Where recent development applications have been submitted at densities below those contained in Map 2.1: Development Plan, work with applicants to revise their proposals to align with the permitted building heights and densities.

Development Strategy: Plan Typologies

This section provides further detail on each of the land use designations set out in Map 2.1: Development Plan. For each proposed designation, its alignment with the Section 2.3 Development Objectives is shown, as well as anticipated typologies that can likely be accommodated within each designation, and alignment of the designation with existing Township zones.

Each designation is assigned a base density. It is recommended that the Township's Official Community Plan be updated to reflect these base densities. In addition, maximum densities have been set out for each land use designation. These maximum densities are achievable where a Density Bonus amenity contribution has been paid over and above the Township's base rate Community Amenity Contributions. A Community Amenity and Density Bonusing Strategy is outlined on page 75.

While much of the 200 Street Corridor is anticipated to provide opportunities for mixed- tenure housing, the Development Strategy ensures that regionally important employment lands are not only maintained but intensified. The Development Strategy is intended to create a new downtown for the Township of Langley that meets the objectives of the Official Community Plan.

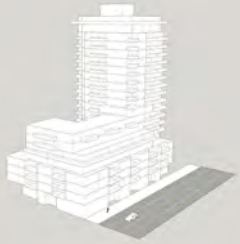
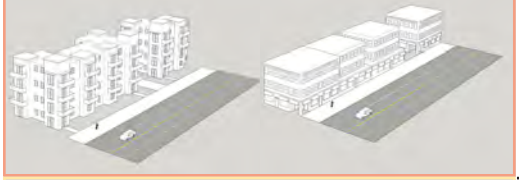
Density Tier	Built Form Typology	Density (FSR)	Approx. Height (Storeys)	BRT Station Distance
4 	**Highrise High-Density** ie: Concrete Podium + Tower	5.0-8.0+	12-20 storeys+	200m
3 	**Midrise High-Density** ie: Concrete Towers, CLT Blocks	4.0-8.0	12-20 storeys	400m
2 	**Midrise Mid-Density** ie: Woodframe blocks	3.0-6.0	6-12 storeys	800m
1 	**Lowrise Mid-Density** ie: Ground-oriented lowrise, stacked townhomes	2.0-3.0	4-6 storeys	Outside of BRT Station area 800m radius

Figure 13: Proposed development designations and associated potential typologies

Tier 4: High-Rise High Density

The highest density forms of development are reserved for areas that will maximize ridership on adjacent BRT stations and that currently command the highest land prices. These areas are intended to form the cores of the vibrant neighbourhood centres. Active uses at grade, including commercial retail, are required with residential and/or employment space above. Development in these areas will meet the following objectives of the Development Strategy:

- **Objective D-1:** Distribute density in concentric rings around future BRT stations to ensure highest density of people and jobs are located near transit, and to meet provincial mandates.
- **Objective D-2:** Locate higher density developments toward the north of the 200 Street Corridor, responding to the Urban Village character of the Carvolth Frequent Transit Development Area, and the proximity of this area to Highway 1.
- **Objective D-3:** Distribute density with consideration to current land prices, ensuring that densities reflect economic feasibility for redevelopment.

Development Parameters	
Typical Zone	CD
Base Density	5.0 FAR
Maximum Density (with Bonus)	Determined on site-by-site basis
Maximum Height	Determined on site-by-site basis
Building Form	Concrete High-Rise Tower
Anticipated Uses	Mixed-Use Residential/Commercial or Mixed-Use Office/ Commercial
Total Area for High-Rise High Density	51 Hectares

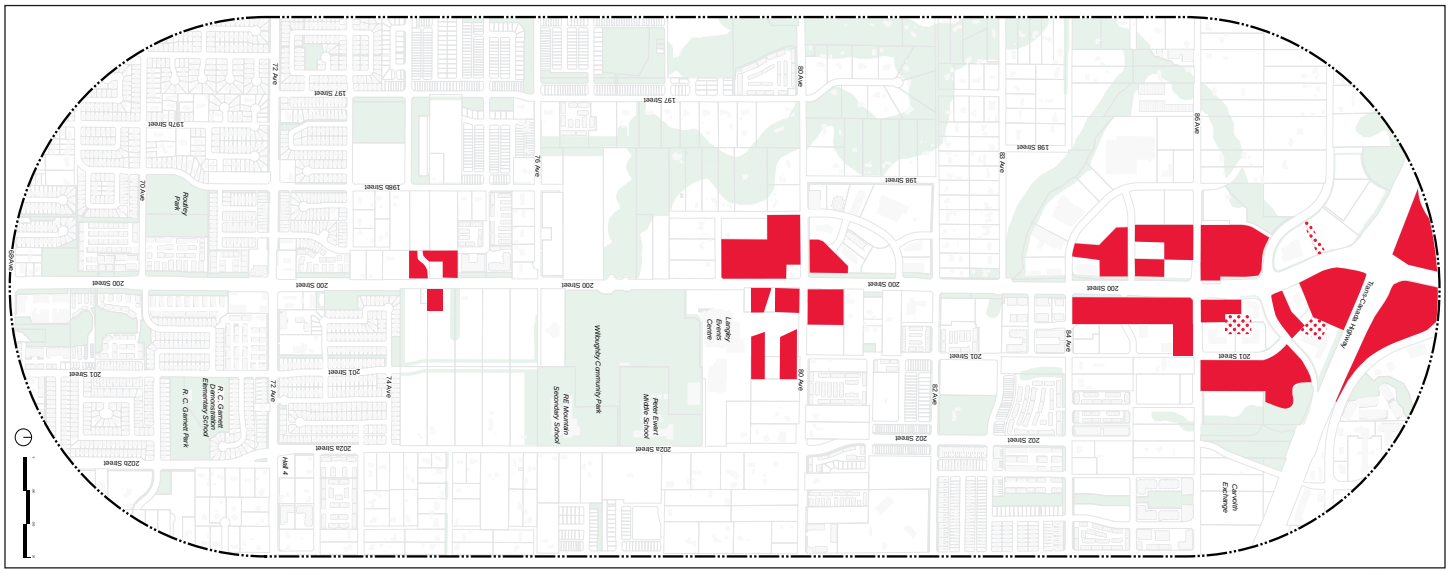


Figure 15: Areas Designated for High-Rise High Density Development

Tier 3: Mid-Rise High Density

Stepping down from the highest density forms of development, areas that are within 400 metres of the future BRT stations, but not directly adjacent to the stations, will generally allow for medium to high density developments. These areas are intended to supplement the higher-density neighbourhood cores. Activated ground floor uses are encouraged, with residential or employment space above. Development in these areas will meet the following objectives of the Development Strategy:

- **Objective D-1:** Distribute density in concentric rings around future BRT stations to ensure highest density of people and jobs are located near transit, and to meet provincial mandates.
- **Objective D-2:** Locate higher density developments toward the north of the 200 Street Corridor, responding to the Urban Village character of the Carvolth Frequent Transit Development Area, and the proximity of this area to Highway 1.
- **Objective D-3:** Distribute density with consideration to current land prices, ensuring that densities reflect economic feasibility for redevelopment.

Development Parameters	
Typical Zone	CD
Base Density	4.0 FAR
Maximum Density (with Bonus)	8.0 FAR
Maximum Height	Up to 20 Storeys
Building Form	Concrete or Cross Laminated Timber Mid-Rise Towers
Anticipated Uses	Mixed-Use Residential/Commercial or Mixed-Use Office/ Commercial
Total Area for Mid-Rise High Density	56.6 Hectares

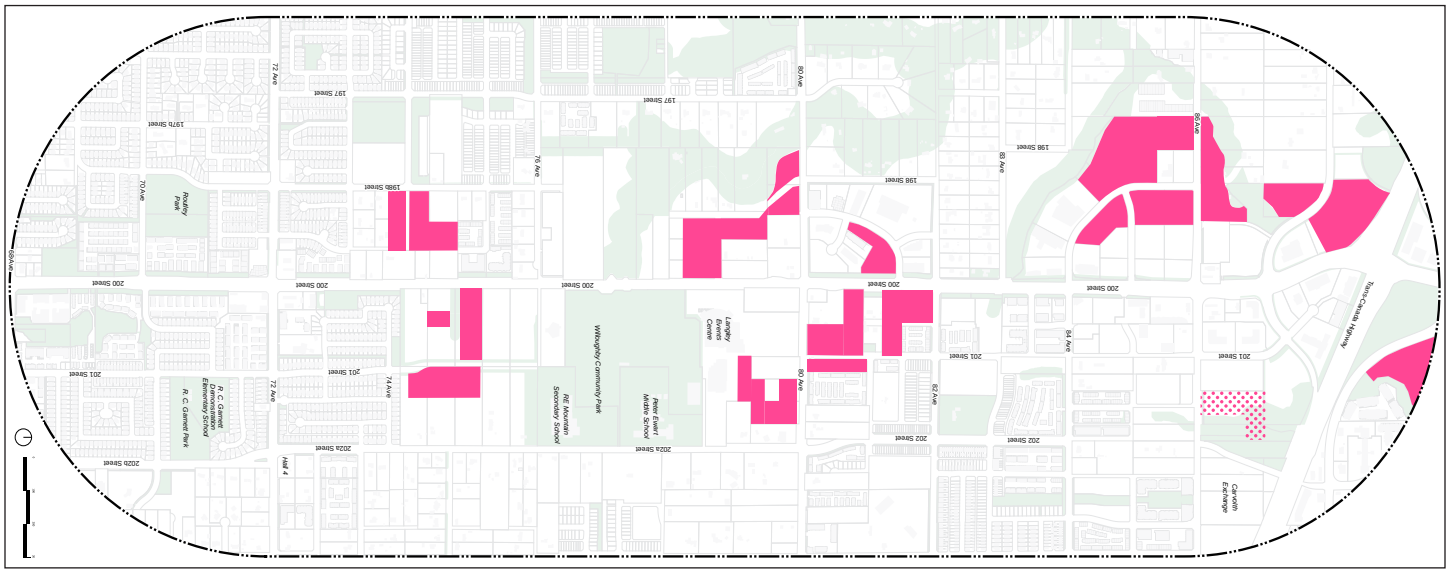


Figure 17: Areas Designated for Mid-Rise High Density Development

Tier 2: Mid-Rise Mid Density

Transitioning from the tower forms of development, areas of medium density will comprise the majority of built form between 400 metres and 800 metres of a future BRT station. Development in these areas will meet the following objectives of the Development Strategy:

- **Objective D-1:** Distribute density in concentric rings around future BRT stations to ensure highest density of people and jobs are located near transit, and to meet provincial mandates.
- **Objective D-2:** Locate higher density developments toward the north of the 200 Street Corridor, responding to the Urban Village character of the Carvolth Frequent Transit Development Area, and the proximity of this area to Highway 1.
- **Objective D-3:** Distribute density with consideration to current land prices, ensuring that densities reflect economic feasibility for redevelopment.

Development Parameters	
Typical Zone	CD, RM-4, M-11, M-12, C-18
Base Density	3.0 FAR
Maximum Density (with Bonus)	6.0 FAR
Maximum Height	12 Storeys
Building Form	Woodframe or Concrete Mid-Rise Blocks
Anticipated Uses	Mixed-Use Residential/Commercial, Residential, Mixed-Use Office/Commercial, Office, and Light Industrial/ Innovation.
Total Area for Mid-Rise Mid Density	170.5 Hectares

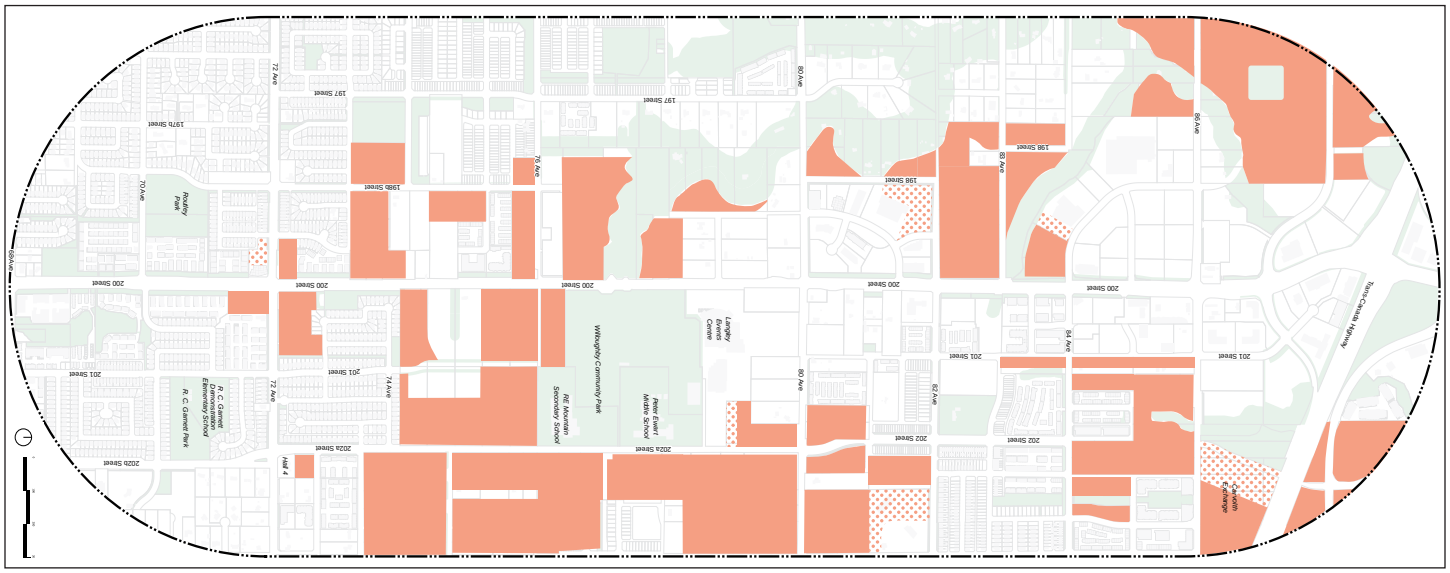


Figure 16: Areas Designated for Mid-Rise Mid Density Development

Tier 1: Low-Rise Mid Density

Areas outside of the 800-metre radius of a future BRT station will accommodate neighbourhoods of townhouses, stacked townhouses or low-rise woodframe that provide a built form that transitions down to the existing, lower density neighbourhoods of Willoughby. Development in these areas will meet the following objectives of the Development Strategy.

- **Objective D-1:** Distribute density in concentric rings around future BRT stations to ensure highest density of people and jobs are located near transit, and to meet provincial mandates.
- **Objective D-3:** Distribute density with consideration to current land prices, ensuring that densities reflect economic feasibility for redevelopment.
- **Objective D-5:** Encourage contextual infill and partial lot densification on underutilized parcels, or in areas with stable urban fabric.

Development Parameters	
Typical Zone	CD, RM-1, RM-2, RM-3, RM-4
Base Density	2.0 FAR
Maximum Density (with Bonus)	4.0 FAR
Maximum Height	6 Storeys
Building Form	Townhouse, Stacked Townhouse or Low-Rise Woodframe.
Anticipated Uses	Residential, Neighbourhood-Serving Commercial (e.g. corner stores and cafes)
Total Area for Low-Rise Mid Density	31.1 Hectares

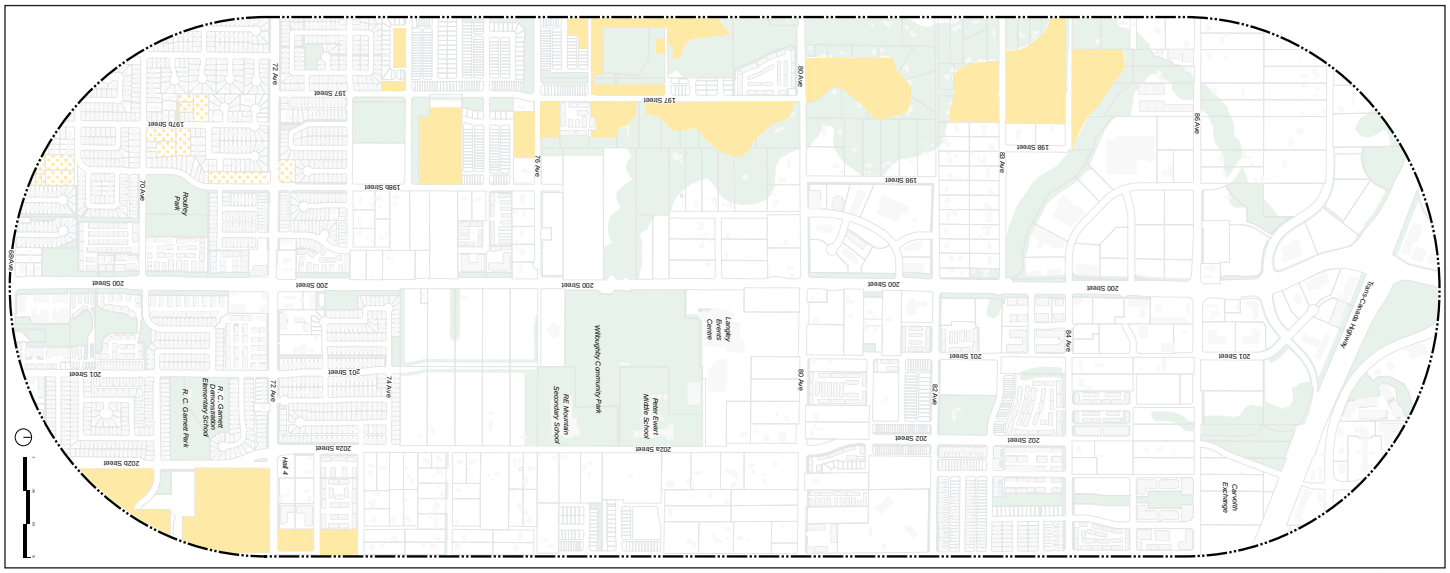


Figure 17: Areas Designated for Low-Rise Mid Density Development

Development Strategy: Enabling Recommendations

Objective D25	**Adopt and apply the Proposed Development Strategy.**
Recommendation D25.1	Adopt the Recommendations set out in this Development Strategy and Map 2.1: Development Plan through an *Official Community Plan* amendment that will increase allowable building heights and densities throughout the Corridor.
Recommendation D25.2	Designate the three proposed BRT station locations as Transit-Oriented Areas, as required under *Bill 47: Housing Statutes (Transit-Oriented Areas) Amendment Act (2023)*.
Recommendation D25.3	Work with the Ministry of Transportation to enter into a Section 52 Agreement under the British Columbia Transportation Act to enable the increased density proposed in this Development Strategy for areas that are within 800 metres of the intersection of 200 Street and Highway 1.
Objective D26	**Adopt policies and guidelines to ensure design excellence in projects along the 200 Street Corridor.**
Recommendation D26.1	Produce and adopt, through *Official Community Plan* Amendment, 200 Street Corridor Design Guidelines to guide the quality of development along the Corridor.
Objective D27	**Encourage social sustainability by promoting rental and affordable housing.**
Recommendation D27.1	Explore and study policy options to encourage rental and/or affordable rental housing (e.g. inclusive zoning or rental-only zoning) based on the in-progress policy recommendations under Action 2A of the Township's *Housing Action Plan.*
Recommendation D27.2	Work with regional and provincial housing agencies (e.g. BC Housing or Metro Vancouver Housing) to partner in developing affordable housing on Township-owned properties.
Recommendation D27.3	Work with TransLink to support the development of rental and affordable housing on or adjacent to the Carvolth Exchange lands.
Objective D28	**Communicate the 200 Street Corridor TOD Plan to the public and relevant stakeholders**
Recommendation D28.1	Engage the public, partner agencies and industry stakeholders through Open Houses, workshops and Public Information Meetings prior to the adoption of any *Official Community Plan* amendment intended to enact the Recommendations set out in this TOD Plan.
Objective D29	**Review development applications to promote alignment with the Development Strategy**
Recommendation D29.1	Work with applicants of recently submitted development applications to align their proposals with the heights and densities set out in this Development Strategy.
Recommendation D29.2	Encourage resubmission of development applications that do not meet the Objectives of the Development Strategy, or that could result in key Development Opportunity Areas being underbuilt.

Transportation Strategy

The Transportation Strategy encourages the development of a walkable, multi-modal and transit- oriented neighbourhood. A thorough review of existing and proposed street networks has been undertaken to identify shortcomings in the connectivity network. This analysis has identified the current large block structure, disconnected nature of existing trail and road networks, and lack of safe cycling infrastructure as key challenges.

The Transportation Strategy as set out in Map 3.1: Development Overlay Plan is intended to inform the development of the forthcoming Township of Langley Transportation and Mobility Strategy.

The Transportation Strategy will help the Township of Langley meet key Objectives in its Official Community Plan, including:

- Creating a sustainable urban area by designing communities based on the principles of centres, walkability, and viable transit; and,
- Increasing the use of alternative modes of transportation, such as walking, cycling and transit.



Transportation Plan Guiding Principles

1 **People-focused**
Transportation in the 200 Street area should be focused on moving people, not cars

2 **Multifunctional**
All types of trips, from local errands to commutes, to the delivery of goods and services should be efficiently accommodated.

3 **Efficient and Convenient**
Mobility in the 200 Street area should allow users to efficiently and conveniently accomplish their daily tasks.

4 **Multimodal**
Different modes of transportation – walk, bike, roll, ride, and drive – should all be available and possible in every area.

5 **Accessible and Safe for All**
People of all ages and abilities should be able to move in and through the area safely and comfortably.

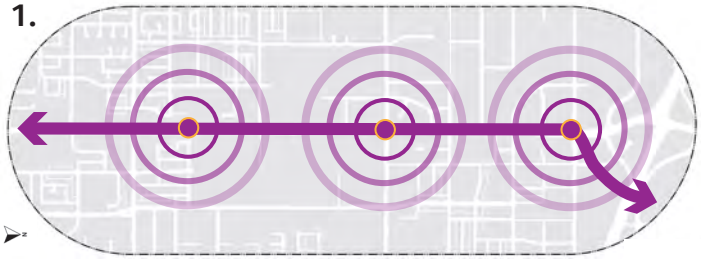
6 **Fine-grained**
The street, bicycle, pedestrian, and transit networks should be granular and interconnected to be resilient, provide options, and shorten trip times.

7 **Sustainable**
The mobility system should favour infrastructure investments that are climate-positive, energy-efficient, and use space effectively.

Transportation Plan Design Strategies

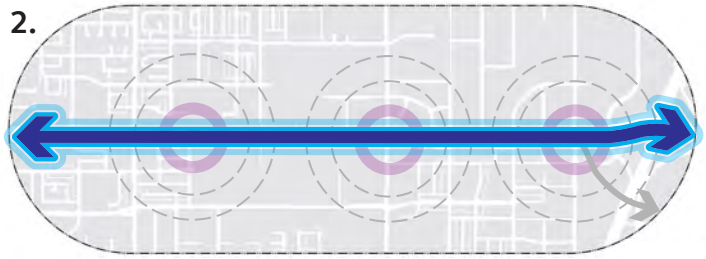
Map 3.1: Transportation Plan is guided by the following design strategies:

1.



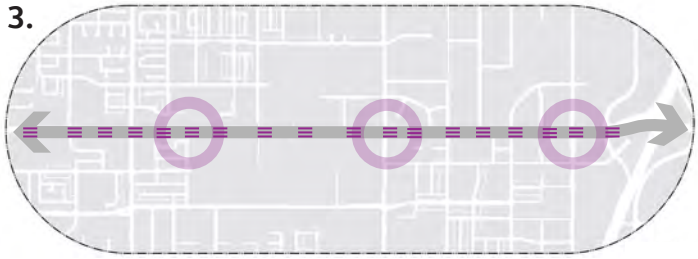
Strategically locate BRT stations to maximize (re)development opportunities.

2.



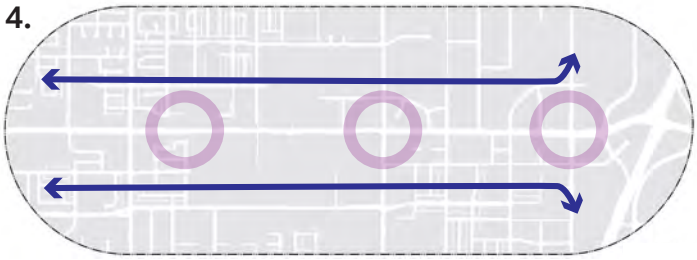
Reconfigure 200 Street as a multimodal "Transit-First Street" that serves local and regional needs.

3.



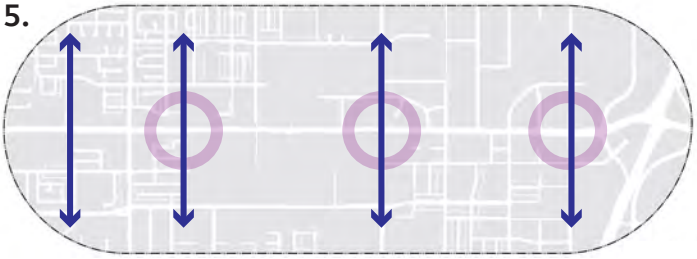
Generate regularly spaced safe crossings across 200 Street, locating more closer together near BRT stations.

4.



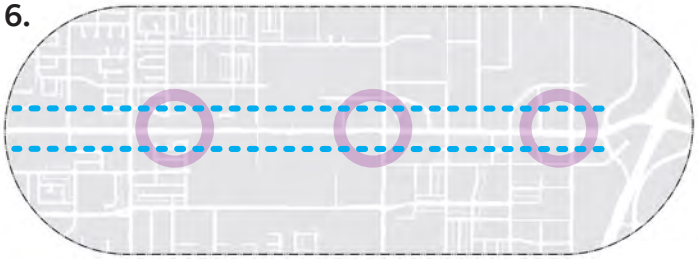
Complete two major north-south arterials on 198 and 202 Streets for local vehicular and bike traffic to reduce pressure on 200 Street.

5.



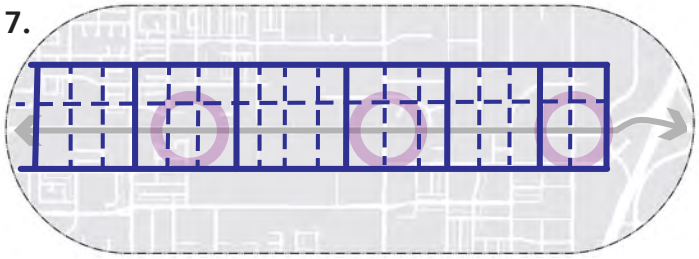
Complete a series of east-west connecting "ribs" for local multimodal traffic to and from 200 Street.

6.



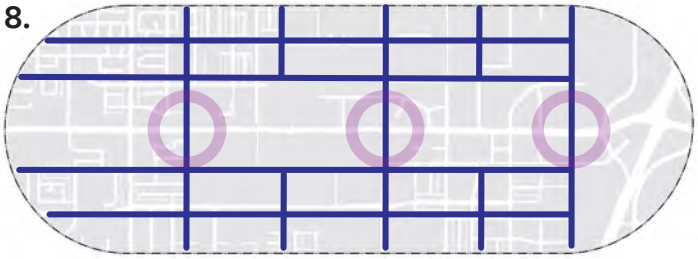
Create two close-by parallel pedestrian-priority streets for safe and comfortable pedestrian movement along the corridor.

7.



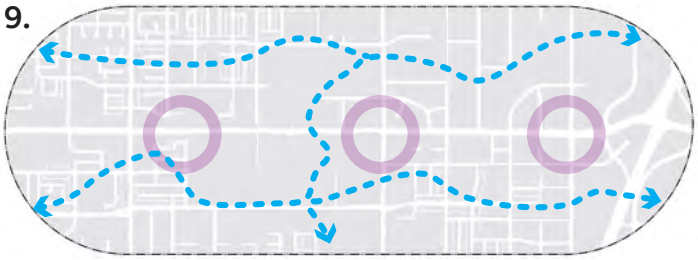
Establish a tighter street network closer to 200 Street to facilitate access to stations.

8.



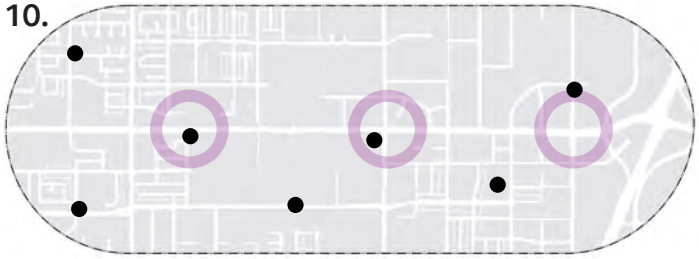
Create a connected overall street network to dilute traffic and accommodate development.

9.



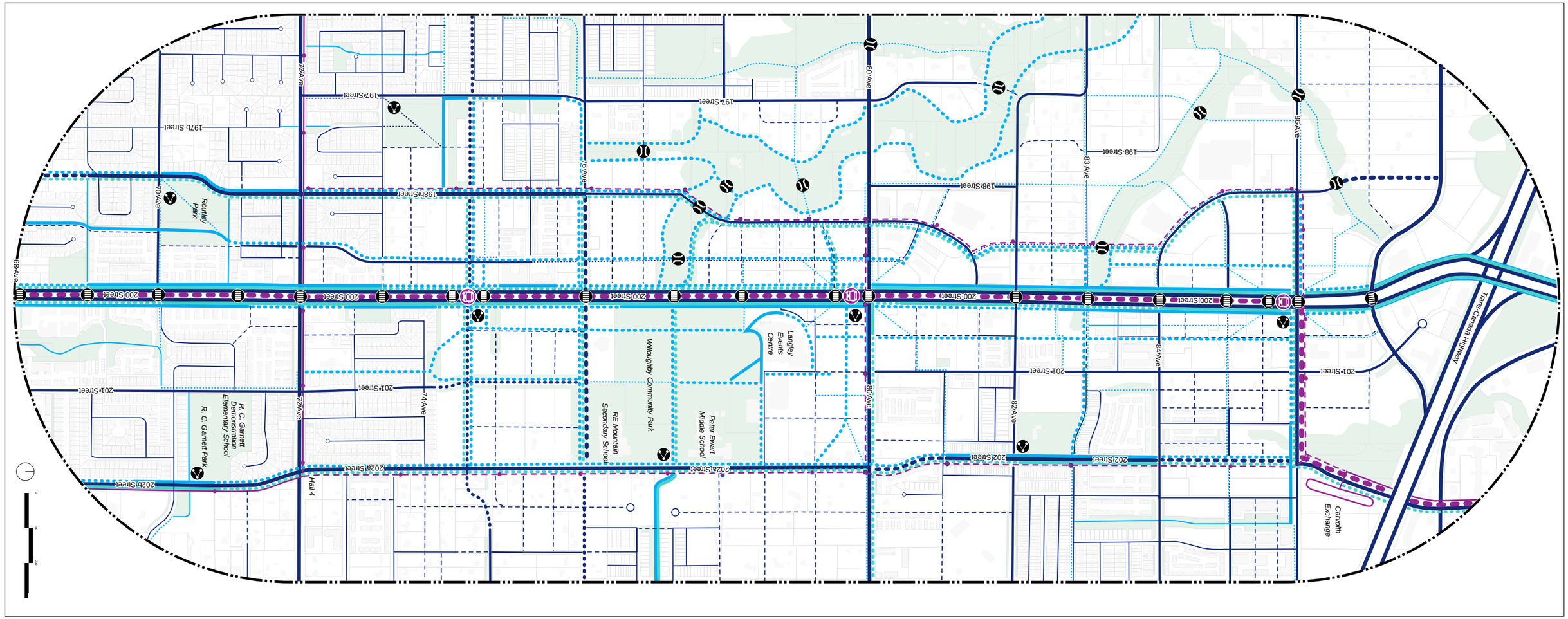
Connect existing off-street greenways and complete a system of trails in natural conservation areas.

10.



Locate multimodal mobility hubs at stations and schools to provide alternative mobility options.

Map 3.1: Transportation Plan



LEGEND

Existing / New

- *Streets*
  - Arterial
  - Collector
  - Local
- *Pedestrian Connections*
  - Major
  - Minor
- *Cyclist Connections*
  - Major
  - Minor
- *Transit Connections*
  - BRT Route + Station
  - Bus Route + Stop

Signalized Crossing on 200 Street

Bridge over Creek

Shared/Multimodal Mobility Hub

Transportation Strategy: Physical Recommendations

Public Transportation

Objective T1	**Strategically locate future BRT stations to service recent, higher-density developments and to maximize new redevelopment opportunities.**
Recommendation T 1.1	Station locations should be selected in those areas with a concentration of existing multi-unit developments and office space (near the intersection of 86 Avenue and 200 Street), and in locations with the greatest redevelopment potential for new high-density neighbourhoods (near the intersection of 80 Avenue and 200 Street and near the future intersection of 74B Avenue and 200 Street). Spacing and locations is to be further studied with TransLink, taking into consideration potential for east/west transit route connection to BRT.

Active Transportation

Objective T2	**Reconfigure 200 Street as a multi-modal "transit-first street."**
Recommendation T 2.1	Continue to require sufficient dedication for a multi-use path and planted greenway for new developments along both sides 200 Street. This greenway dedication should be reduced when adjacent to ground floor commercial uses, with sufficient space for a multi-use pathway.
Recommendation T 2.2	Align all updates with the forthcoming Transportation and Mobility Strategy, capitalizing on the timing to undertake studies and move the 200 Street plan transportation directions forward.
Objective T3	**Ensure regularly spaced and safe pedestrian crossings across 200 Street, particularly near new BRT stations.**
Recommendation T 3.1	Undertake a Transportation Impact Assessment to determine the viability of increased signalized intersections on 200 Street.
Recommendation T 3.2	Where possible, require that new developments in strategic locations provide intersection upgrades, including full signalization, as part of Servicing Agreements for rezoning approval.
Objective T4	**Create two pedestrian-priority streets for safe and comfortable pedestrian traffic directly east and west of 200 Street.**
Recommendation T 4.1	Develop road sections for north-south aligned Local and Neighbourhood streets directly east of 200 Street (loosely following the alignments of 200a Street and 199 Street) that prioritize pedestrian movements (pedestrian-priority or pedestrian-only) with wide sidewalks and traffic calming measures.
Objective T5	**Connect existing on and off-street greenways to complete an interconnected multi-modal transportation network.**
Recommendation T 5.1	Require a sufficient dedication from new developments to accommodate creekside greenways along riparian areas.
Recommendation T 5.2	Require sufficient dedications to allow for a greenway on one side of key north-south and east-west aligned streets to provide for shared pedestrian and bicycle greenways, allowing for comfortable, convenient alternative active transportation routes off 200 Street.

Road Network

Objective T6	**Complete two major north-south aligned arterial roads on 199 Street and 202 Street for local vehicular and bicycle traffic to reduce congestion on 200 Street.**
Recommendation T 6.1	Continue planned upgrades to 202 Street to create a four-lane arterial road. Explore and study opportunities to create another four-lane arterial west of 200 Street on 199 Street.
Objective T7	**Establish a compact street network near 200 Street to facilitate pedestrian circulation and easy access to future BRT stations.**
Recommendation T 7.1	Develop a tight network of local roads to create urban block sizes near 200 Street and require that new developments provide sufficient road dedications sufficient to complete this network.
Objective T8	**Create a grid-like and connected street network throughout the 200 Street Corridor to dilute traffic from arterials and to facilitate development.**
Recommendation T 8.1	Identify undeveloped or underdeveloped sites to prioritize the formation of this grid and require that new developments provide road dedications sufficient to complete this network.
Recommendation T 8.2	Throughout planning and design of the 200 Street right-of-way, prioritize the movement of goods and services and 200 Street's role as a regionally important truck route. Maintain all standards for truck routes, and create a plan to maintain the flow of trucks during construction of the 200 Street BRT line and other potential disruption periods.

Transportation Strategy: Enabling Recommendations

Objective T9	**Incorporate the Proposed 200 Street Transportation Plan into existing and future transportation strategies.**
Recommendation T 9.1	Review and update where necessary the proposed street, bicycle and greenway networks in the Willoughby Community Plan and its associated Neighbourhood Plans to align with Map 3.1: Transportation Plan.
Recommendation T 9.2	Review and update where necessary the proposed street classifications and associated street sections in the Willoughby Community Plan and its associated Neighbourhood Plans to align with Map 3.1: Transportation Plan.
Recommendation T 9.3	Incorporate the street, bicycle and greenway networks set out in Map 3.1: Transportation Plan in the Township's forthcoming Transportation and Mobility Strategy.

Objective T10	Require that new developments promote active transportation and transit ridership
Recommendation T10.1	Require robust Transportation Demand Management ("TDM") strategies as a part of all new developments to encourage and subsidize transit ridership. Best practices suggest that TDM requirements may include: • Developer funded transit passes to workers and residents (up to 3 years); • Developer funded car share memberships for workers and residents (lifetime); • Developer funded car share credits; • Provision of reserved car share parking stalls; • Provision of additional secure bike parking, above bylaw minimums; • Provision of end-of-trip bike facilities and, • Micromobility (e.g. electric scooter) charging stations and storage.
Recommendation T10.2	Encourage incentives for new developments to provide for cyclist-friendly entrances and exits, bike repair hubs, showers and locker rooms.
Recommendation T10.3	Implement parking maximums for new developments within 800 metres of a BRT station. To align with provincial Transit-Oriented Development Area mandates, remove parking minimums for new developments within 800 metres of a BRT station.
Objective T11	**Ensure strong working relationships with regional agencies and adjacent municipalities.**
Recommendation T11.1	Coordinate with TransLink early in the planning and design phase of the 200 Street BRT Corridor to ensure that future BRT stations are located in areas that will service the greatest number of jobs and people.
Recommendation T11.2	Coordinate with City of Langley, City of Maple Ridge and City of Pitt Meadows to define a cohesive design for the 200 Street BRT that ensures continuity across municipal boundaries.

Open Space Strategy

The Open Space Strategy seeks to encourage the development of a green and amenity-rich neighbourhood. A thorough review of existing parks, open spaces, trails, and civic infrastructure has been undertaken to identify shortcomings in the open space and amenity supply. This analysis has identified as potential issues the disconnected nature of existing trails, lack of sufficient public open space, particularly around future BRT stations, and insufficient supply of neighbourhood amenities.

The Open Space Strategy as set out in Map 4.1: Open Space Plan is intended to guide the Township of Langley's future park acquisition and planning decisions, as well as the allocation of future Community Amenity Contributions. It is not anticipated that all proposed open spaces be acquired or dedicated to the Township of Langley, and that some of these spaces be developed as Privately Owned Public Spaces ("POPS").

The Transportation Strategy will help the Township of Langley meet key Objectives in its Official Community Plan, including:

- Expanding and connecting natural areas, parks and open spaces; and,
- Providing a variety of spaces for year-round outdoor recreation opportunities.



Open Space Plan Guiding Principles

1 **Human-scaled and High-quality**
Open spaces should be designed for quality multi-sensory experiences rooted in human dimensions, senses, and behaviour.

2 **Diverse and Varied**
Open spaces should include a full bandwidth of types, sizes, and characters, ranging from public, to semi-public, to private.

3 **Close-by**
The 200 Street area should strive to have at least one public open space within 300 metres of each building or activity node.

4 **Interconnected**
Open spaces should form a network that provide safe and convenient access to the area's full offering of places and amenities.

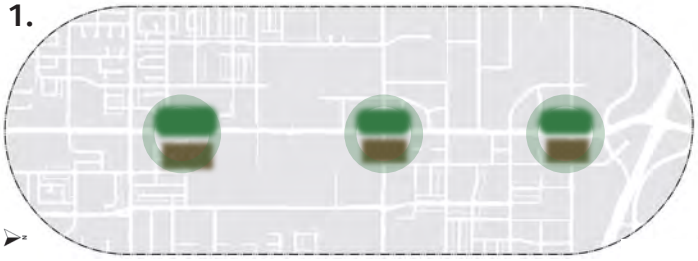
5 **Active and Multi-use**
Open spaces should be able to contain and adapt to a broad number of activities and should be situated close to major attractions and destinations.

6 **Nature-oriented and Comfortable**
Open spaces should include natural elements and respond to climate conditions to improve user comfort and usability.

7 **Unique and Authentic**
Open spaces should provide a distinct and identifiable character to the 200 Street area, rooted in local context and history.

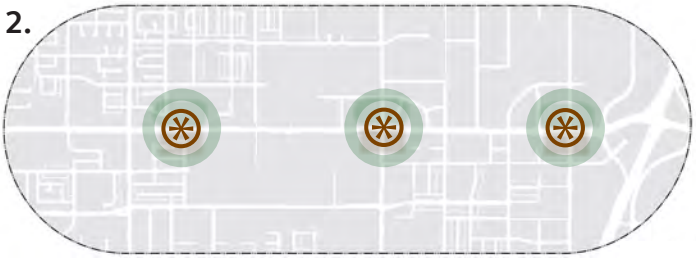
Open Space Plan Design Strategies

1.



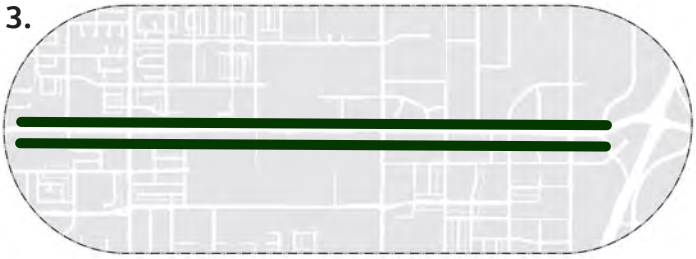
Centre each urban village on a major open space and transit station plaza.

2.



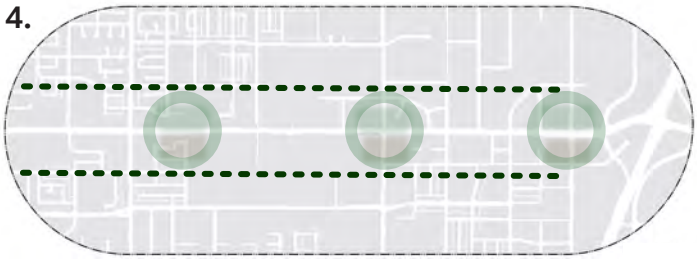
Locate a major community amenity in each urban village to anchor the open spaces.

3.



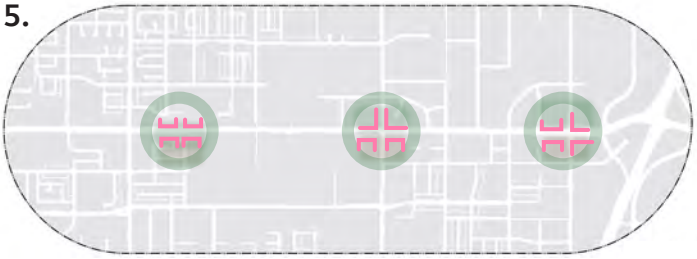
Complete the 200 Street greenways on either side to make a comfortable environment for biking and walking.

4.



Create parallel pedestrian-first linear greenways to connect the neighbhourhoods to the main urban village spaces.

5.



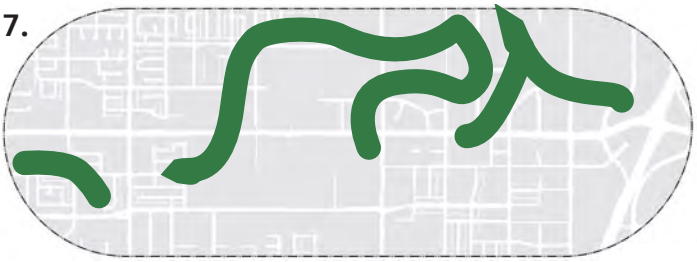
Activate streets and public spaces in the urban villages with retail frontages on lively ground-floor uses.

6.



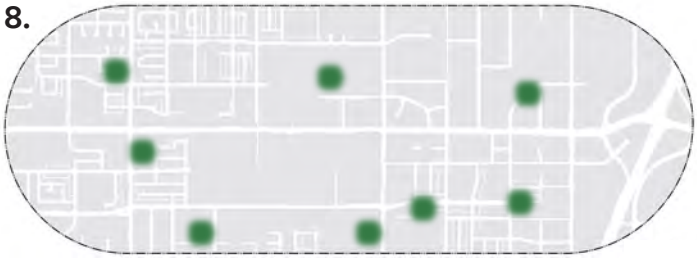
Create mid-block connections via semi-public courtyards through buildings near stations and 200 Street to increase pedestrian connections.

7.



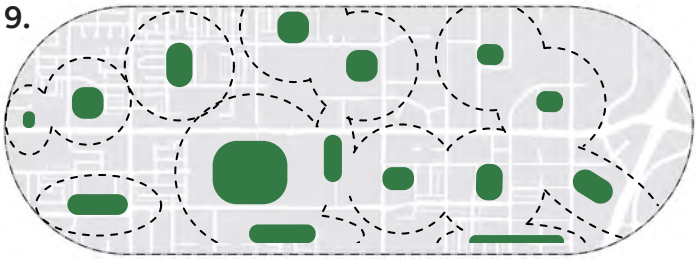
Integrate natural conservation areas in the overall open space network.

8.



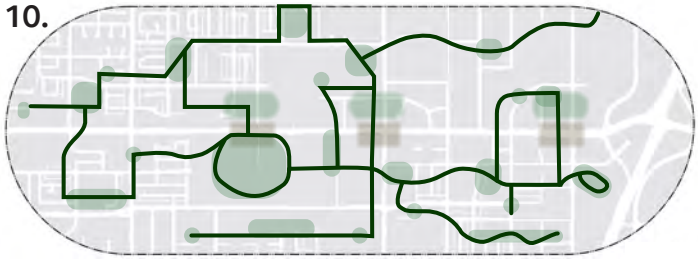
Complement parks and conservation areas with strategically placed pocket/corner parks.

9.



Create a network of community park and varied outdoor amenities so that the park space is within 300m from every lot.

10.



Connect all pieces of the open space network with treed, ample greenways and trails.

Map 4.1: Open Space Plan

Open Space Strategy: Physical Recommendations

Parks and Open Space

Objective O1	**Create major open spaces within each of the Transit Villages, linked to station plazas.**
Recommendation O1.1	Secure sites near the future BRT stations through parkland dedication or by requiring developers to provide Privately-Owned Public Open Spaces (“POPS”) for transit plazas.
Recommendation O1.2	Ensure transit plazas are provided on one or both sides of 200 Street, helping to create connections across the major thoroughfare.
Objective O2	**Create a network of community parks with varied outdoor amenities so that park space is within 300 metres of every lot.**
Recommendation O2.1	Where possible, secure park space through acquisition or parkland dedication. Where Township acquisition of parkland is not possible, ensure community park space is provided as POPS.
Recommendation O2.2	Improve existing neighbourhood parks for higher use through upgrades that consider active and passive park programming for all ages (e.g., paths and trails, seating and open space, playgrounds, off-leash dog areas, multi-use hard surfaces, spray parks).
Objective O3	**Complement parks and conservation areas with strategically placed pocket/ corner parks and plazas.**
Recommendation O3.1	Secure through acquisition or parkland dedication land for pocket parks and plazas within the predominantly residential or employment areas away from the Transit Village cores. These pocket parks should connect to the proposed greenways or streamside setback areas. Where land cannot be secured by the Township, ensure that pock parks are provided as POPS. Continue to apply the Willoughby Greenway Amenity Policy to fund the development of these pocket parks and plazas.

Greenways

Objective O4	**Complete the 200 Street Greenway on either side of the street to make walking and cycling safe and comfortable**
Recommendation O4.1	Continue to require sufficient dedication for a multi-use path and planted greenway for new developments along both sides 200 Street. This greenway dedication should be reduced when adjacent to ground floor commercial uses, with sufficient space for a multi- use pathway.
Objective O5	**Create parallel pedestrian-first linear greenways to connect the neighbourhoods to the main village spaces.**
Recommendation O5.1	Require a sufficient dedication to allow for a greenway on one side of key north-south aligned streets through the 200 Street Corridor to provide for shared pedestrian and bicycle greenways, allowing for comfortable, convenient alternative active transportation routes off 200 Street.
Objective O6	**Create mid-block connections through publicly accessible private open spaces, including building courtyards, close to stations and 200 Street to increase pedestrian permeability.**
Recommendation O6.1	Secure rights-of-way for mid-block pedestrian-only connections as a requirement for development approvals to allow for easy access to 200 Street and the BRT stations.

Complete Communities

Objective O7	**Locate a major community amenity in each village to act as an anchor to the other open spaces.**
Recommendation O7.1	Utilize Community Amenity Contributions and/or implement an Amenity Contribution Charge policy to fund the development of new indoor amenity spaces for each village. These amenity spaces should be located within a park or public space and have good connections to both the BRT stations and the greenway network.
Objective O8	**Create retail-oriented and pedestrian friendly 'high streets' within the 200 Street Corridor, both along 200 Street and on quieter adjacent neighbourhood streets.**
Recommendation O8.1	Require commercial retail or other active uses at grade for buildings framing transit plazas, greenways and along the following street edges: • 200 Street in each of the three station areas; • 200a Street between 83 and 86 Avenue; • 199a Street between 83 and 86 Avenue; • The proposed pedestrian promenade north of the Langley Events Centre; • 86 Avenue between 198a Street and 204 Street; • 80 Avenue between 199 Street and 201 Street; • 74 Avenue between 198b Street and 201 Street; and, • 72 Avenue on the blocks lying east and west of 200 Street.

Open Space Strategy: Enabling Recommendations

Objective O9	**Study amenity needs for the 200 Street Corridor population at build out and create a strategy to deliver those needs.**
Recommendation O9.1	Prepare a Public Benefit Strategy (PBS) that will provide strategic direction for future capital investments in the 200 Street Corridor over the long-term. The PBS should: • Assess Corridor needs within a city-wide context. • Develop a strategy (including outcomes and/or targets) for addressing the identified needs. • Provide a rough order-of-magnitude cost to fulfill the strategy. • Outline a financial strategy to support the strategy.
Recommendation O9.2	The PBS should assess affordable housing, childcare, parks and open spaces, community facilities, civic facilities, transportation, and utilities. The PBS should take into account the existing network of amenities needed to support the area as well as district- and city-serving amenities that provide services beyond the planning boundary.
Recommendation O9.3	The PBS should provide: • Long-Term Vision: setting out the long-term aspirational goals of the Plan. • Short-Term Strategy: priority projects identified within a 10-to-15-year strategy with associated funding strategies.
Objective O10	**Strategically time park space acquisition.**
Recommendation O10.1	Pursue the acquisition of land for new neighbourhood parks in underdeveloped areas where significant population growth is anticipated.

200 Street Corridor Amenity Strategy

Community Amenity and Density Bonusing Strategy Options

Under the Township of Langley's Community Amenity Contributions Policy, every new development along the 200 Street Corridor that requires a rezoning will pay a base rate Community Amenity Contribution ("CAC") at the Area #1 Urban rates. For developments that exceed the allowable density for as set out in the Official Community Plan or an associated Neighbourhood or Sub-Neighbourhood Plan, a Density Bonus will be paid at a flat rate that is proportionate to the additional density above the OCP or Neighbourhood Plan's maximum allowable density.

The Township's base CAC and Density Bonus contribution rates are set out in the table below:

Base CAC Rates	
Use	**Target Contribution**
Single-Family	$16,900 per unit
Townhouse	$14,400 per unit
Apartment	$11,000 per unit
Density Bonus Contribution Rates	
Use	**Target Contribution**
Single-Family	$25,000 per unit
Townhouse	$20,000 per unit
Apartment (6 Storeys or Less)	$25 per Square Foot
Apartment (7 Storeys or More)	$20 per Square Foot

The following section provides three alternative strategies for Density Bonusing along the 200 Street Corridor to reflect the anticipated increases in densities as set out in this TOD Plan. The strategies are:

1. Increase the base densities in the OCP and Neighbourhood Plans as set out in Map 2.1: Development Plan;

2. Maintain the base densities as per existing OCP and Neighbourhood Plan designations; or,

3. Set a corridor-wide base density of 2.0 FSR.

To illustrate how these three strategies will impact amenity contributions paid by development, a precedent site at 20037 84 Avenue has been chosen. For each of the three strategies, a calculation of the total amenity contributions paid for a development on this precedent site has been run, assuming a build-out to a maximum density of 8.0 FSR.

Density Bonus Strategy 1

Strategy 1 considers a two-step approach to allowable densities across the 200 Street Corridor. Each density "tier" set out in Map 2.1: Development Plan includes a base density that generally aligns with provincial density minimums for Category 1 Transit-Oriented Areas as well as a maximum density.

For Tier 1, Tier 2 and Tier 3 areas, a maximum density applies even where a bonus has been paid. For example, through density bonusing, a development in Tier 2 could increase the allowable densities from the base of 3.0 FSR to a maximum of 6.0 FSR. This would incur base rate CACs on every unit in the proposed development. Density Bonus contributions would be paid only on the additional 3.0 FSR.

Density Tier	Base Density (FSR)	Maximum Bonus Density (FSR)	Maximum Density (FSR)	Maximum Height
1	2.0	1.0	3.0	6 storeys
2	3.0	3.0	6.0	12 storeys
3	4.0	4.0	8.0	20 storeys
4	5.0	3.0 bonus 1 none bonus 2	8.0 bonus 1 none bonus 2	20 storeys bonus 1 none bonus 2
	Provincial TOD Targets		*200 Street 2040 Targets*	

For Tier 4, there is no maximum density set out. However, two Density Bonus rates are recommended. Where a development proposes to increase densities beyond the base of 5.0 FSR up to 8.0 FSR, the Township's existing Density Bonus rates apply. Where a development proposal exceeds 8.0 FSR, a higher density bonus rate applies. This higher rate should be determined through additional financial analysis.

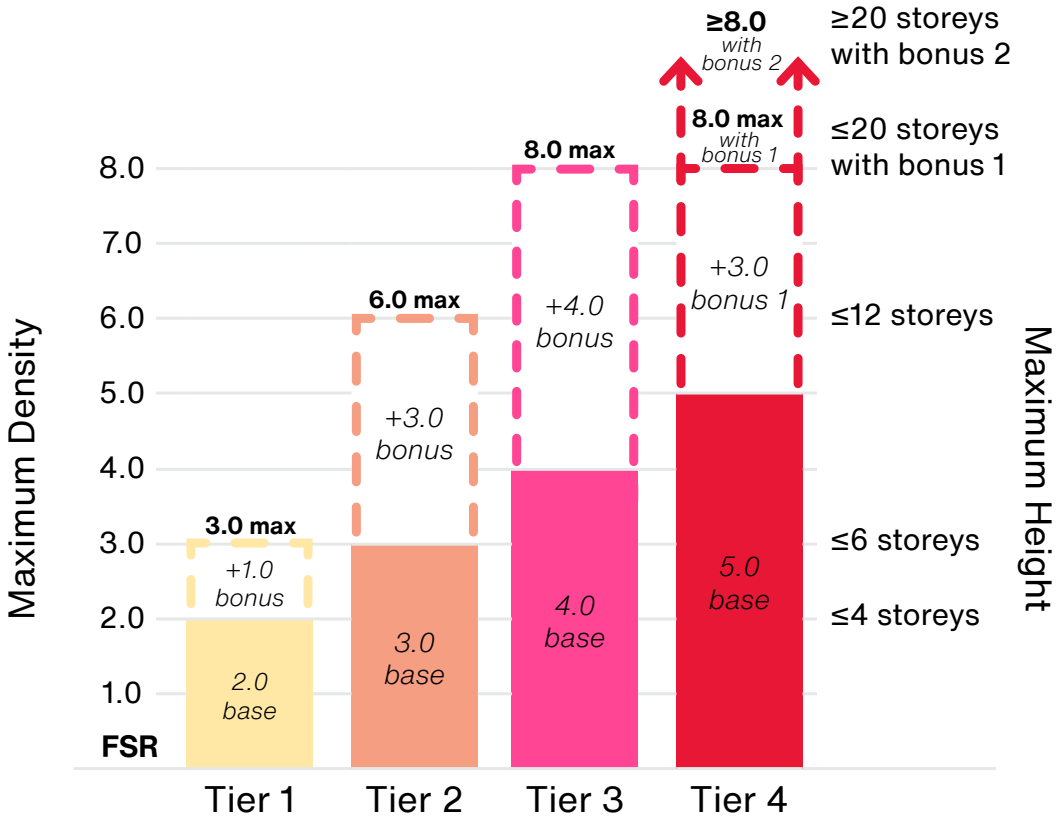


Figure 18: Proposed Density Tiers for Base and Density Bonus Amenity Contributions

Using the precedent site at 20037 84 Avenue, a project built-out to the maximum density on this site (8.0 FSR) as allowable under Map 2.1: Development Plan would contribute $7,959,100 in amenity contributions on 430 residential units under Density Bonus Strategy 1. This includes a base rate CAC of $4,730,000 and a Density Bonus of $3,229,100 for additional square footage beyond 5.0 FSR.

20037 84 Avenue Amenity Contributions - Strategy 1				
Base Rate CAC				
Use	**Target Contribution**	**Total SqFt (@ Max 8 FSR)**	**Total Units**	**Base Rate Contribution**
Apartment	$11,000 per unit	430,550	430	$4,730,000
Density Bonus Contributions				
Use	**Target Contribution**	**Total SqFt @ Base 5 FSR**	**Additional SqFt Above Base**	**Density Bonus Contribution**
Apartment (7 Storeys +)	$20 per Square Foot	269,095	161,455	$3,229,100
Total Contributions (with Bonusing)				**$7,959,100**

Density Bonus Strategy 2

The second Density Bonus strategy is to maintain allowable densities as they currently exist in the Willoughby Community Plan and its associated Neighbourhood Plans. These existing allowable densities would be the new base densities. Maximum densities, where a Density Bonus contribution has been paid, would remain as set out in Figure 18.

As indicated in Figure 8 of this Chapter, the densities in the existing Neighbourhood and Sub-Neighbourhood Plans are considerably lower than the base densities proposed in Map 2.1: Development Plan. Even within 200 metres of proposed BRT stations, existing neighbourhood plans set maximum densities at between 2.0 and 3.0 FSR. Maintaining these existing densities would set a lower trigger for the Density Bonus contribution requirements. Developments that exceed these existing densities would pay Density Bonus contributions on the proportion of floor area (square footage) or units beyond the existing allowable densities.

Using the precedent site at 20037 84 Avenue, a project built-out to the maximum density on this site (8.0 FSR) as allowable under Map 2.1: Development Plan, would contribute $10,650,040 in amenity contributions on 430 residential units under Density Bonus Strategy 2. This includes a base rate CAC of $4,730,000 and a Density Bonus of $5,920,040 for additional square footage beyond 2.5 FSR which is the maximum density permitted under the site's existing designation in the Carvolth Sub-Neighbourhood Plan.

20037 84 Avenue Amenity Contributions - Strategy 2				
Base Rate CAC				
Use	**Target Contribution**	**Total SqFt (@ Max 8 FSR)**	**Total Units**	**Base Rate Contribution**
Apartment	$11,000 per unit	430,550	430	$4,730,000
Density Bonus Contributions				
Use	**Target Contribution**	**Total SqFt @ Base 2.5 FSR**	**Additional SqFt Above Base**	**Density Bonus Contribution**
Apartment (7 Storeys +)	$20 per Square Foot	134,548	296,002	$5,920,040
Total Contributions (with Bonusing)				**$10,650,040**

Density Bonus Strategy 3

The third Density Bonusing strategy is to establish a 200 Street Corridor-specific Density Bonusing policy with a Corridor-wide base density. In this strategy, a Corridor-wide base density of 2.0 FSR would be established. All developments that exceed the 2.0 FSR base density would be required to pay a Density Bonus contribution up to their maximum allowable densities, as set out in Figure 18. By setting the base FSR at 2.0, this strategy would target Density Bonus contributions only for apartment developments along the Corridor. Townhouse developments which will generally remain below 2.0 FSR will continue to pay only base rate CACs.

Using the precedent site at 20037 84 Avenue, a project built-out to the maximum density on this site (8.0 FSR) as allowable under Map 2.1: Development Plan, would contribute $**11,188,240** in amenity contributions on 430 residential units under Density Bonus Strategy 3. This includes a base rate CAC of $4,730,000 and a Density Bonus of $6,458,240 for additional square footage beyond 2.0 FSR, the proposed Corridor-wide base density.

20037 84 Avenue Amenity Contributions - Strategy 3

Base Rate CAC

Use	Target Contribution	Total SqFt (@ Max 8 FSR)	Total Units	Base Rate Contribution
Apartment	$11,000 per unit	430,550	430	$4,730,000

Density Bonus Contributions

Use	Target Contribution	Total SqFt @ Base 2.0 FSR	Additional SqFt Above Base	Density Bonus Contribution
Apartment (7 Storeys +)	$20 per Square Foot	107,638	322,912	$6,458,240
Total Contributions (with Bonusing)				**$11,188,240**

Recommended Approach

Although Strategy 2 and Strategy 3 will result in greater amenity contributions than Strategy 1, they may also impact development financial feasibility and could potentially diminish the uptake in development along the Corridor. In addition, the higher amenity contribution rates could lead to increased housing prices as these fees get passed on to home purchasers.

Strategy 1 will result in fewer developments paying less in Density Bonus contributions, which may incentivize greater development activity along the corridor.

It is recommended that the Township undertake or commission a full study on the Community Amenity Contribution and Density Bonusing policy for the 200 Street Corridor to determine the financial need in the Corridor, as well as the impacts the proposed strategies may have on development financial feasibility.

Amenity Contribution Objectives and Recommendations

Objective C1	**Ensure anticipated amenity contributions align with the PBS funding strategy as recommended in Object O8.**
Recommendation C1.1	Undertake a full study of projected Community Amenity Contributions based on robust financial and market absorption modeling.
Recommendation C1.2	Explore the creation of a neighbourhood-specific CAC rate if required amenity costs exceed anticipated contributions under the Area #1: Urban rates.
Objective C2	**Undertake further study on proposed and alternative density bonusing strategies to increase CAC contributions.**
Recommendation C2.1	Undertake financial modeling to determine the most appropriate density bonusing strategy that will balance both development financial feasibility, and the need for sufficient amenity contributions to meet Township expectations.
Objective C3	**Explore new tools for amenity contributions.**
Recommendation C3.1	Study the use and applicability of newly authorized Amenity Contribution Charges, as per *Bill 46: Housing Statutes (Development Financing) Amendment Act (2023)*, to replace or as an addition to Community Amenity Contributions.
Objective C4	Incentivize more rental and affordable housing along the Corridor.
Recommendation C4.1	Consider reduced rates for CACs and Density Bonusing contributions for purpose-built rental housing.

200 Street Corridor Servicing Strategy

Sanitary Servicing Strategy

Existing Conditions

Existing 200 Street Corridor sanitary servicing is characterized by an extensive network of small to medium- sized gravity sewers with a few local lift stations. Sewers north of 74 Avenue are generally routed north along 200 Street and 204 Street to the Northwest Langley Treatment Plan. Sewers south of 74 Avenue are generally routed along 197 Street and 201 Street to Metro Vancouver Langley Sewerage Connector No.1 on 62 Avenue.

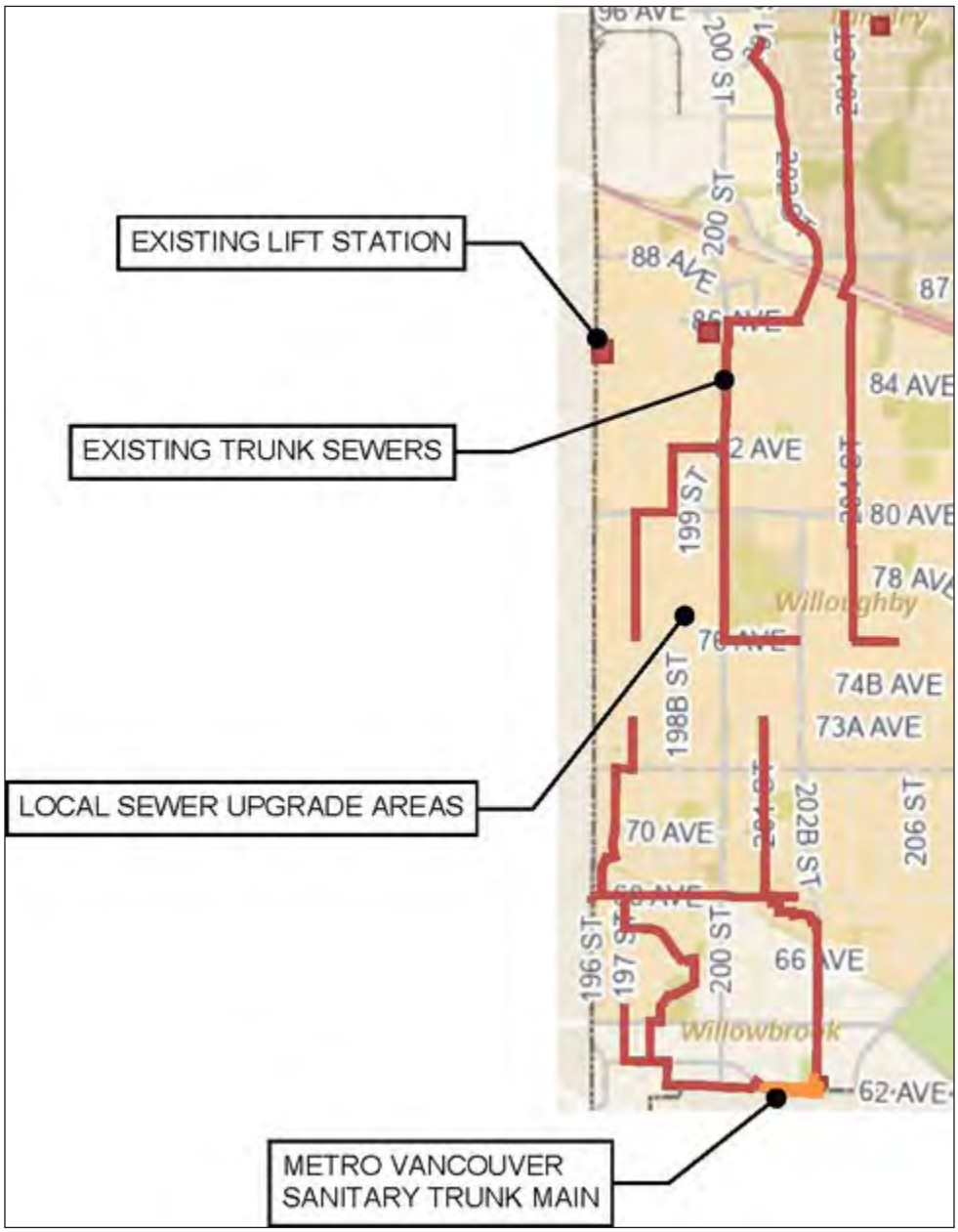


Figure 18: Existing Sanitary Servicing

Recommended Sanitary Servicing Upgrades

Objective S1	**Ensure a sufficient sanitary network to accommodate future development through Township and Developer upgrades.**
Recommendation S1.1	Township of Langley Engineering to assess capacity of existing trunk mains at full build- out of the 200 Street Corridor under proposed densities set out in Map 2.1: Development Plan.
Recommendation S1.2	Township of Langley to upgrade local sanitary lift stations as required as the 200 Street Corridor develops.
Recommendation S1.3	Require local off-site sewerage upgrades by developers on a project-by-project basis.

Stormwater Drainage Servicing Strategy

Existing Conditions

Existing 200 Street Corridor stormwater drainage consists of an extensive network of medium to large sized gravity sewers directing flow toward existing watercourses. Sewers north of 74 Avenue and west of 203A Street direct stormwater flows northwest to the Latimer Creek Watershed. Sewers north of 74 Avenue and east of 203 A Street direct stormwater flows north to the Yorkson Creek Watershed. Sewers south of 74 Avenue generally direct stormwater flows to either Matheson Creek or Jefferies Creek (Nicomekl River).

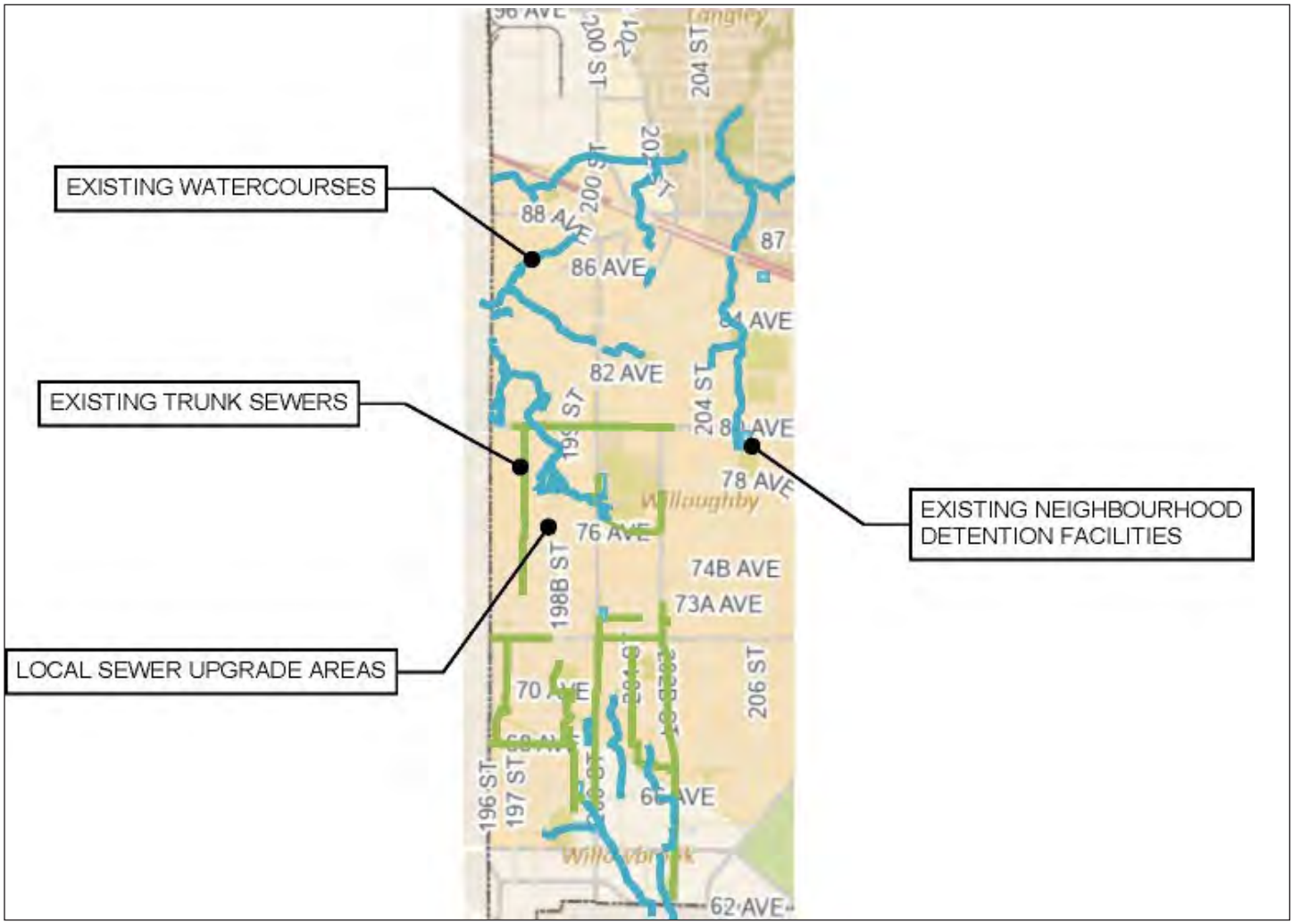


Figure 20: Existing Stormwater Drainage Servicing

Recommended Stormwater Drainage Servicing Upgrades

Objective S2	**Ensure a sufficient drainage network to accommodate future development through Township and Developer upgrades.**
Recommendation S2.1	Township of Langley to complete Nicomekl River Integrated Stormwater Management Plan to inform future development within the watershed.
Recommendation S2.2	Require construction of onsite and offsite detention facilities by developers on a project- by-project basis.
Recommendation S2.3	Require local offsite sewer upgrades by developers on a project-by-project basis.

Water Servicing Strategy

Existing Conditions

Existing 200 Street Corridor water system servicing consists of an extensive network of small to medium sized water mains supplied from Metro Vancouver's large diameter Barnston Island main along 204 Street and the smaller diameter Jericho Clayton main along 72 Avenue. Metro Vancouver's Jericho Reservoir is also located in the Study Area (near 204 Street and 72 Avenue). Some sections of the water network are incomplete or under construction.

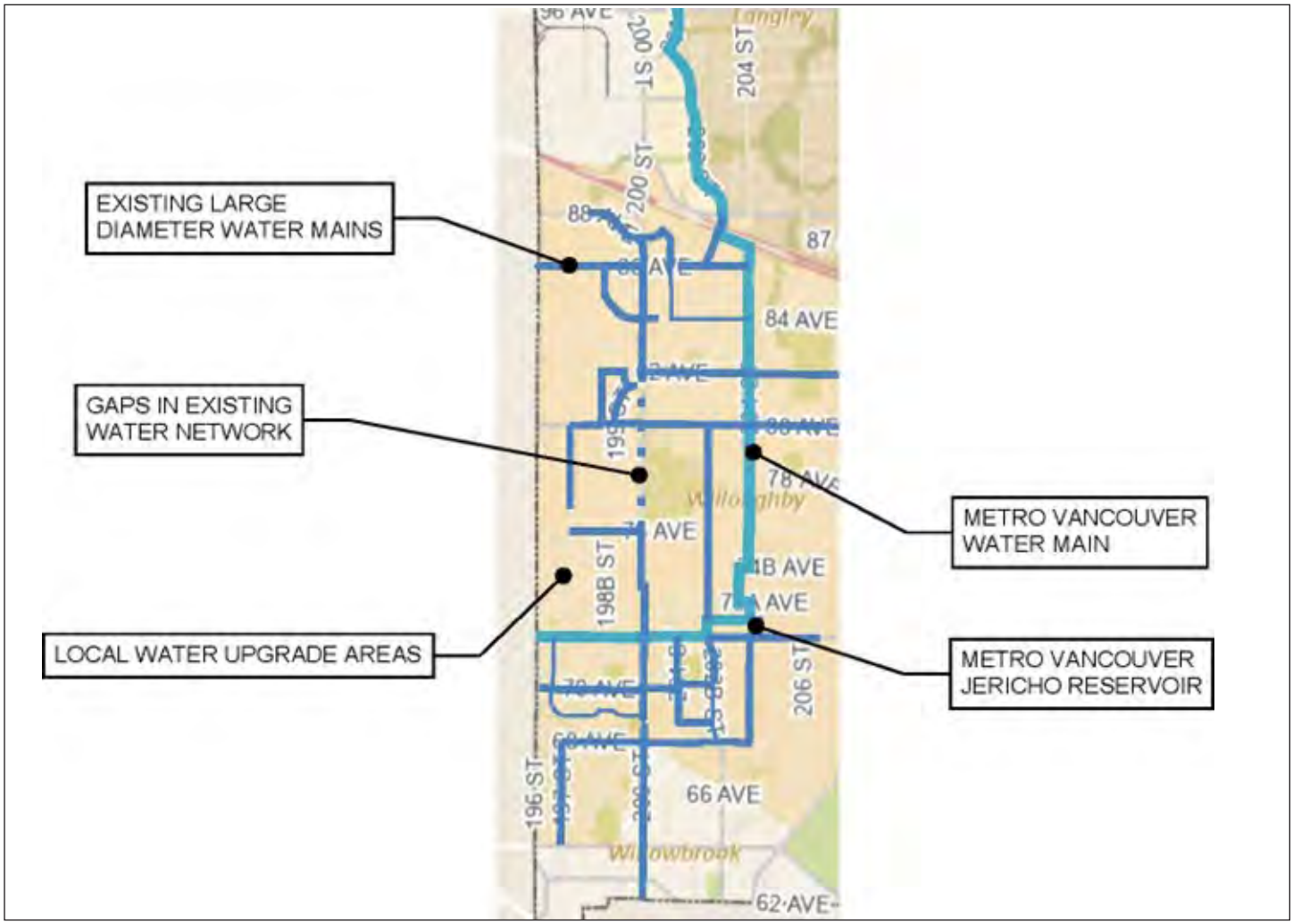


Figure 21: Existing Water System Servicing

Recommended Water Servicing Upgrades

Objective S3	**Ensure a sufficient water network to accommodate future development through Township and Developer upgrades.**
Recommendation S3.1	Complete the water network to connect through the extent of 200 Street by Township of Langley capital works or developer offsite works.
Recommendation S3.2	Require local offsite water upgrades by developers on a project-by-project basis.

URBAN DESIGN CONCEPTS



5

Urban Design Framework

As the 200 Street corridor area develops into an active transit-oriented community and destination, urban design standards and guidance will shape the look, feel, and experience for people who live, work, learn, shop, and play here.

Per the Township's Official Community Plan Goal #5, Encourage high quality urban design,

"Urban neighbourhoods and communities in Langley are transitioning from a traditional auto-oriented suburban form to a more sustainable form of development that includes transit, bicycle, and pedestrian facilities. Urban design is the key to a high quality of life in high-density residential and mixed-use neighbourhoods. Strong urban design will shape the development of mixed-use centres and provision of amenities in a way that creates great places and strengthens community character."

Intention

Chapter 5 Urban Design Concepts is intended to act as a preliminary guide and standard for development, public spaces, and streetscapes in the corridor plan area. It is not a Development Permit Guideline or requirement checklist. This chapter will help to create a shared understanding of the direction and vision for the urban villages and corridor of 200 Street, and a foundation for developing further design direction as led by the Township.



Corridor-Wide Guiding Principles

T Transportation Principles

People-focused
1. Transportation in the 200 Street area should be focused on moving people, not cars.

Multifunctional
2. All types of trips, from local errands to commutes, to the delivery of goods and services should be efficiently accommodated.

Efficient and Convenient
3. Mobility in the 200 Street area should allow users to efficiently and conveniently accomplish their daily tasks.

Multimodal
4. Different modes of transportation – walk, bike, roll, ride, and drive – should all be available and possible in every area.

Accessible and Safe for All
5. People of all ages and abilities should be able to move in and through the area safely and comfortably.

Fine-grained
6. The street, bicycle, pedestrian, and transit networks should be granular and interconnected to be resilient, provide options, and shorten trip times.

Sustainable
7. The mobility system should favour infrastructure investments that are climate-positive, energy-efficient, and use space effectively.

O Open Space Principles

Human-scaled and High-quality
1. Open spaces should be designed for quality multi-sensory experiences rooted in human dimensions, senses, and behaviour.

Diverse and Varied
2. Open spaces should include a full bandwidth of types, sizes, and characters, ranging from public, to semi-public, to private.

Close-by
3. The 200 Street area should strive to have at least one public open space within 300 metres of each building or activity node.

Interconnected
4. Open spaces should form a network that provide safe and convenient access to the area's full offering of places and amenities.

Active and Multi-use
5. Open spaces should be able to contain and adapt to a broad number of activities and should be situated close to major attractions and destinations.

Nature-oriented and Comfortable
6. Open spaces should include natural elements and respond to climate conditions to improve user comfort and usability.

Unique and Authentic
7. Open spaces should provide a distinct and identifiable character to the 200 Street area, rooted in local context and history.

D Development Principles

Tenure- and Typology-rich
1. A large number of housing types, sizes, and tenures should exist to respond to different user needs and to provide affordable options.

Context-sensitive
2. Building forms should respond to the built environment; density needs to be placed in the right location and in the right way.

Amenity-rich
3. Communities should have access to a variety of amenities that provide quality of life for people of all ages, needs, and income levels.

Vibrant at Street Level
4. Buildings should have active uses at street level and connect the inside and the outside both visually and functionally.

Layered and Mixed-use
5. Different functions and uses should be provided within the same building or close-by to ensure everything needed on a daily basis is nearby.

Energy-efficient
6. Building forms should be compact, respond to local climate, and use materials responsibly to minimize energy use and reduce their carbon footprint.

Flexible and Adaptable
7. Buildings, especially at street level, should be planned to adapt to different users and functions over time with minimal effort.

Designing for Bus Rapid Transit

The major change that will support the growth and development of 200 Street is the forthcoming BRT line. This will not only help people move through 200 Street, but it will also significantly impact how the street looks and feels.

Bus Rapid Transit Key Components

Frequent Service
Buses come every few minutes, so riders don't necessarily have to check a schedule ahead of time to know that transit is coming soon.

Dedicated Lanes
Rapid buses are able to provide reliable, fast service because they aren't competing with other traffic.

Station Amenities
Bus stops are designed with the comfort and convenience of stations, such as weather protection, digital bus arrival time screens, and are fully accessible to passengers of all ages and abilities.



TransLink Partnership

The Township of Langley is already working with TransLink to establish the design direction for the 200 Street BRT line. The Township and TransLink will collaborate on the final design implementation of the line, including travel lane alignment, station locations, and integration of each station into the surrounding neighbourhood. This will include technical and financial considerations, as well as design considerations that are explored here in two design concepts. The purpose of these concepts is to understand the impacts on the experience of passengers, pedestrians, cyclists and drivers in the corridor, and understand the opportunities for public realm and placemaking in station areas.

BRT Running Way Scenarios

The running way, or alignment, of BRT lines varies in many of the cities with existing BRT service. Variables include not only a variety of horizontal placements where the lane is placed within the streetscape, but also vertical placements if the lane is raised or sunken compared to grade, lane separation and marking options, and many more. To determine which scenario is most appropriate for 200 Street, TransLink and the Township of Langley will model and study the street and compare the performance of each scenario based on criteria that includes the following elements:

Safety and Security
Including safety and comfort of passengers, pedestrians, cyclists, and drivers.

Urban Design and Character
An aesthetic, intuitive, human-scaled alignment that allows the most vibrant streetscape and station areas.

Travel Time and Efficiency
To ensure the running way allows reliable and fast service to passengers and has minimal impact on surrounding traffic.

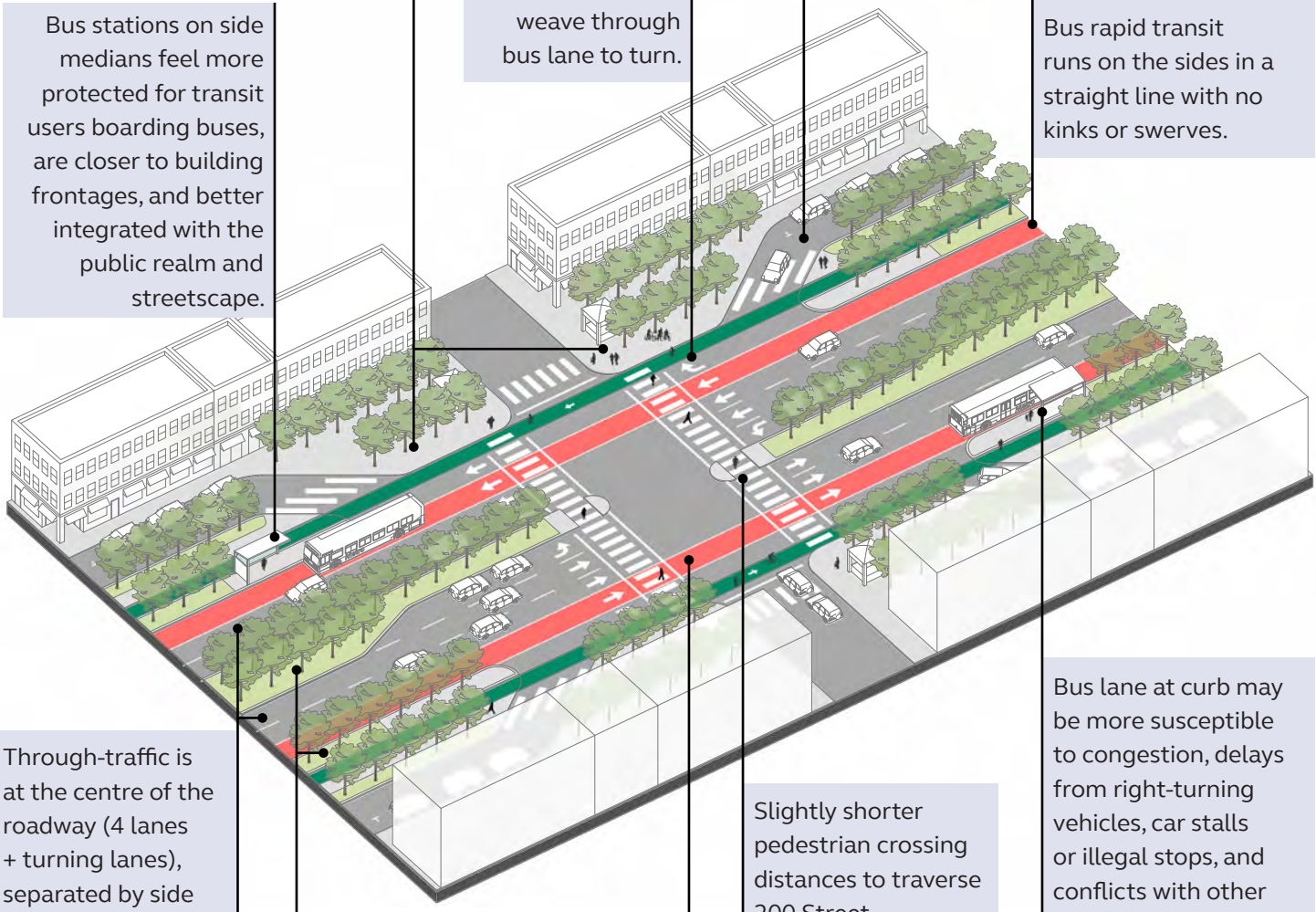
Capacity and Demand
An alignment that provides accessible service to all passengers, and can adapt to future growth.

Two Key Scenarios

The biggest impact that the BRT will have on the urban design of 200 Street is the running way lane alignment. As a wide corridor, the BRT lanes can be accommodated in the existing right-of-way without widening 200 Street. There are two primary ways that BRT lanes are planned: a **multiway transit boulevard**, or a **centre-running transit avenue.**

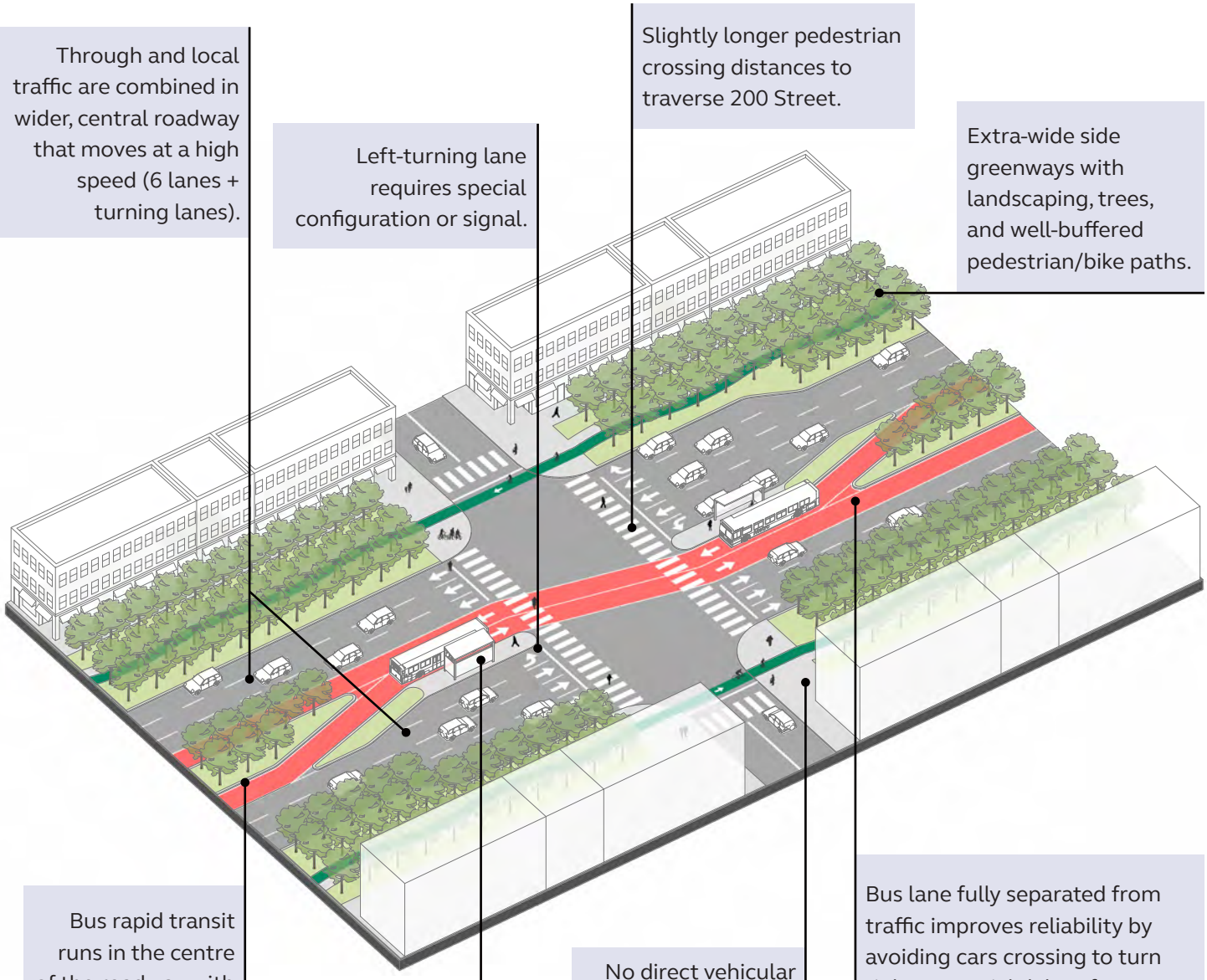
Scenario 1: Multiway Transit Boulevard

Buses travel on the outer lanes of the street, allowing stations to be located just off of the sidewalk, and retaining four vehicle travel through-lanes (two each way) in the centre of the street, separated by a boulevard or median, and two side roads for local traffic and street parking on each block.



Scenario 2: Centre-Running Transit Avenue

Buses travel in the centre of the street, with six lanes of through-traffic, three in each direction. This scenario offers fewer traffic conflicts, and looks a lot like many light-rail transit systems.



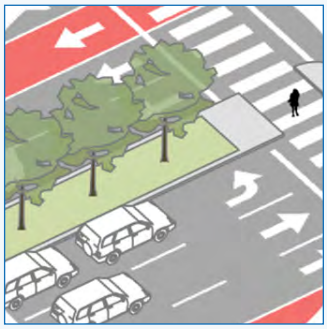
Corridor-Wide Design Building Blocks

Transportation: "Going Through"

A series of "Building Blocks" or design elements will help improve how to get around the 200 Street Corridor area. These apply to varying degrees to the 200 Street corridor, arterial roads, collector streets, and the pedestrian network connecting them all. Though the layout of transit lanes, station locations, and configuration of the streetscape is not yet determined, the qualities and building blocks can be achieved in a variety of different forms and by different methods.

1. Street Hierarchy





WHAT THIS ACHIEVES

- Maintain 200 Street as the highest status in the hierarchy of streets as the rapid transit corridor and major thoroughfare with the greatest traffic volume.
- Improve 200 Street a "Transit-First" street, such as adding a tree canopy, improving safety at crossings, buffering pedestrians, and accommodating rapid transit.
- Design collectors and arterials to accommodate local transit and driving routes, while maintaining high standards for cyclists and pedestrians.
- Include local roads and lanes as short, quiet connections between higher order streets or through residential areas.

2. Bike Lanes





WHAT THIS ACHIEVES

- Build out a connected network of bike lanes that provide convenient, quick, direct access between major destinations.
- Corridors and arterials should incorporate all ages and abilities (AAA) level bike lanes.
- Provide mobility hubs that include secure bike parking and cyclist amenities at major destinations and transit stations where cyclists may begin or end their trip.
- Make cycling safe and protected by separating, buffering, and shading bike lanes.
- Add cyclist crossing signals at intersections.

3. Sidewalks and Pedestrian Realm



WHAT THIS ACHIEVES

- Expand, enhance, and connect the sidewalk network to make walking an attractive option to get to/between destinations.
- Organize sidewalks by zones including frontage zone, throughway zone, street furniture zone, and planting zone to offer a variety of amenities while maintaining functionality.
- Provide opportunities for pedestrians to interact with businesses including pocket parks, corner plazas, retail frontages, and patios that activate and enhance the sidewalk.
- Design wide, smooth, buffered sidewalks to universal design standards.

4. Transit Station Experience

WHAT THIS ACHIEVES

- Provide gateway features at BRT stations, such as wayfinding and orientation and transit plazas.
- Provide amenities at stations including shade trees, shelters, seating, waste bins, and digital bus arrival time displays.
- Ensure all transit stops are universally accessible and safely accessed from any arrival point.
- Locate transit stations in the busiest areas, near high-capacity cross-streets with local transit routes, so they are conveniently accessed by the most amount of people.

5. Street Trees

WHAT THIS ACHIEVES

- Reduce the scale of the street and development by providing rows of trees.
- Plant deciduous trees which provide shading at street level during the summer, and permit sunlight at the street level during the winter
- Create a row of trees that, together, act as a buffer for noise between vehicle lanes and the pedestrian realm.
- Plant native species that are adapted to the local climate and enhance the urban ecosystem.

6. Street Crossings and Crosswalks



WHAT THIS ACHIEVES

- Protect pedestrians and cyclists from vehicles by providing street crossing access at regular intervals that align with key destinations and activities.
- Minimize crossing distance and maximize crossing opportunities to improve comfort and safety for pedestrians.
- Use curb extensions (also known as bulb-outs) to create more space for pedestrians and shorten the crossing distance.
- Clearly mark intersections and use warning signals or lights at high-volume crossings such as near schools and community centres.
- Design all crosswalks and crossings to universal accessibility standards including ample crossing time, and refuge islands if necessary.

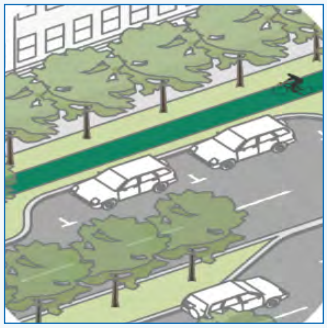
7. Trails and Greenways



WHAT THIS ACHIEVES

- Utilize and expand the existing trail network, connecting it to parks and open spaces, and link through urban spaces with greenways.
- Provide pedestrian and cyclist-friendly multi-use paths along greenways.
- Integrate green infrastructure, linear parks, and other urban ecosystem enhancements along the greenway system.

8. Convenience Parking



WHAT THIS ACHIEVES

- Allow street parking on arterials, collector, and local streets as an extra buffer between traffic lanes and sidewalks.
- Ensure that the connection between street parking and the sidewalk is universally accessible.
- Limit street parking to clusters along the street, but not the entire length, to allow for parklets, bulb-outs, and other amenities to share the lane.
- Cluster convenience parking near businesses and commercial zones.

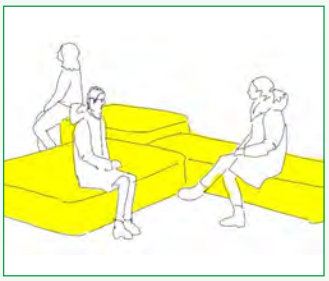
Open Spaces: Places to "Go To"

Open space "Building Blocks" will provide amenities for people in the 200 Street corridor area, and are an opportunity to create a unique identity by defining the look and feel of public space in each of the Urban Villages and the open space network in-between that joins them all

1. Seating and Street Furniture

WHERE TO APPLY

☑ 200 Street Corridor ☑ Urban Villages



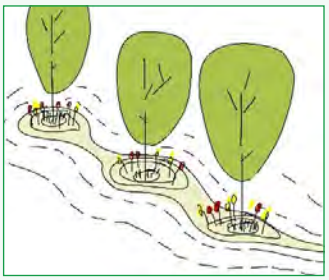
WHAT THIS ACHIEVES

- Provide universally designed seating choices.
- Consider elements such as weather protection/shelter, seating with backs and arm rests for comfort.
- Use seating as an opportunity to introduce elements of art, playfulness, or design into the public realm.

2. Planting and Landscaping

WHERE TO APPLY

☑ 200 Street Corridor ☑ Urban Villages



WHAT THIS ACHIEVES

- Use trees, gardens, and plantings to produce creative and colourful spaces throughout the public realm.
- Support the urban forest canopy with clusters of trees.
- In areas with no tree viability, use planters to create pockets of natural elements and flower beds that enhance the quality of the urban realm.
- Rely on native species with high drought tolerance and low maintenance requirements.

3. Enhanced Wayfinding and Branding

WHERE TO APPLY

☑ 200 Street Corridor ☑ Urban Villages



WHAT THIS ACHIEVES

- Provide information and orientation to people about directions and destinations around 200 Street.
- Increase wayfinding and branding elements in station areas.
- Contribute to a defined sense of place using consistent, cohesive civic elements such as lamp posts, signage, maps, and pageantry.
- Define urban villages through design motifs and consistent messaging within each village

4. Lighting for Pedestrians and Vehicles

WHERE TO APPLY

- [x] 200 Street Corridor
- [x] Urban Villages



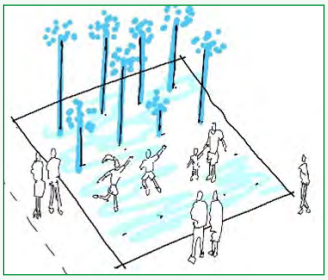
WHAT THIS ACHIEVES

- Illuminate pathways at night to increase safety and usability.
- Use lighting fixtures to contribute to the character of the streetscape.
- Scale lighting appropriately depending on the street hierarchy.
- Implement Dark Sky Association principles to reduce light pollution.

5. Water Features and Fountains

WHERE TO APPLY

- [x] 200 Street Corridor
- [x] Urban Villages



WHAT THIS ACHIEVES

- Utilize water features and fountains to create engaging, interactive streetscapes at the heart of urban villages.
- Use interactive water features to encourage play and allow enjoyment and cooling in the summer.
- Consider water features in buffers between quiet areas such as residential streets and louder areas such the arena or street noise.

6. Public Art

WHERE TO APPLY

- [ ] 200 Street Corridor
- [x] Urban Villages



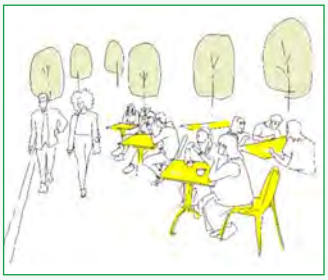
WHAT THIS ACHIEVES

- Enhance places and express local character with a variety of public art.
- Use public art as a tool to screen required infrastructure eyesores.
- Promote Township of Langley identity, history, and culture through public art.

7. Outdoor Café and Restaurant Patios

WHERE TO APPLY

☑ 200 Street Corridor ☑ Urban Villages



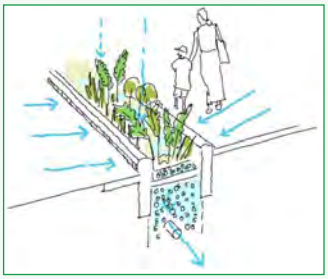
WHAT THIS ACHIEVES

- Include space for spill-out seating outside retail and restaurants to animate the streetscapes.
- Offer an “al fresco” experience for people grabbing a coffee or staying for a meal.
- Introduce non-commercial public seating and tables outside public spaces such as libraries and community centres.
- Allow lighting, heating, and other amenities to improve use and comfort into evenings and winter.

8. Green Infrastructure (e.g. Rain Gardens)

WHERE TO APPLY

☐ 200 Street Corridor ☑ Urban Villages



WHAT THIS ACHIEVES

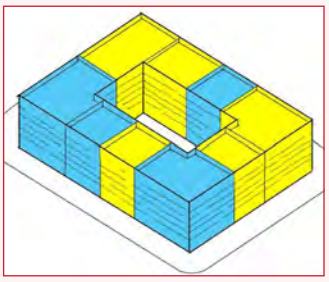
- Prioritize natural stormwater capture systems such as rain gardens.
- Provide urban habitat for native species and beautify streets with miniature urban wetlands.
- Provide education and interpretive opportunities to learn about west coast weather cycles and water recycling.

Development: Places to "Go To"

Development "Building Blocks" are the elements that ensure buildings contribute to making the urban environment feel human-scaled, safe, comfortable, and authentic.

1. Compact, abutting buildings to increase housing opportunities and reduce energy use.



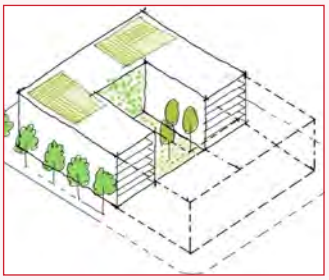


WHAT THIS ACHIEVES

- Avoids undevelopable dead zones or orphaned sites within the block
- Promotes a compact urban form that keeps activities in close proximity
- Groups of buildings naturally frame public spaces like squares and courtyards
- Different building uses and styles adjacent to each other creates visual interest
- Creates a consistent street edge that enables a continuous, active frontage
- Joined-up buildings are energy, material, and space efficient

2. Nature in, on, and around buildings to improve microclimate and access to nature.



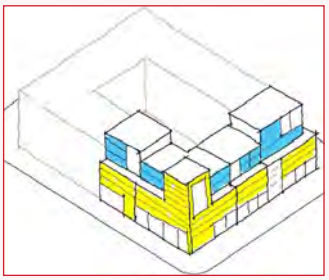


WHAT THIS ACHIEVES

- Preserves spaces for wildlife habitat such as bird nests or pollinator corridors
- Promotes daily interaction with nature for residents right outside their door
- Street trees and plantings offer natural noise buffers, privacy screens, and air purification
- Tree canopy improves the microclimate with passive shading and cooling
- Creates ever-changing natural beautification and seasonal rhythm

3. Variety in building form and articulation to increase architectural quality and reduce apparent building mass.

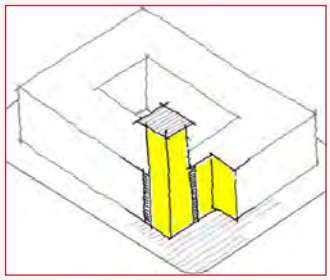




WHAT THIS ACHIEVES

- Creates layers of different spaces and accentuates distinction between them
- Adds visual interest and details through the use of varied material
- Breaks down building mass and large facades into smaller pieces, making them feel more human-scaled
- Creates an opportunity to emphasize important areas such as key corners or gateways

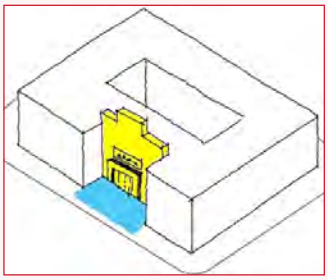
4.Active corners with architectural emphasis to improve wayfinding and visual interest.



WHAT THIS ACHIEVES

- Corners are neighbourhood focal points where paths cross
- Help people orient themselves by creating memorable markers along the street
- Alcoves or cut-outs create space at corners for pocket parks or extra frontages
- Higher corners provide emphasis at nodes and anchor the block

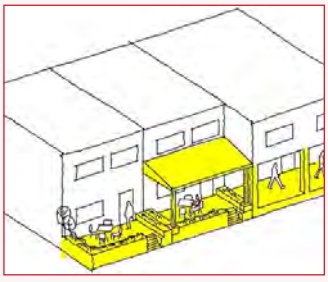
5. Prominent and street-oriented main building entrances to clearly mark where to enter a building and connect it to the street.



WHAT THIS ACHIEVES

- Clearly visible, well-lit, accessible entrances are welcoming
- Entrances transition indoor and outdoor activities and spaces
- Entrances signal the front, most active part of the building
- Provide an opportunity to create a positive impression and reinforce local character and identity

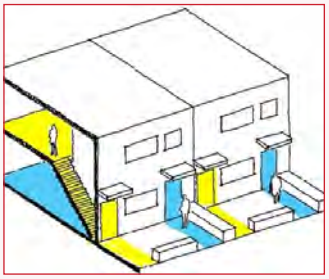
6. Street-side porches, patios, and arcades to provide a transition between the public and private realms.



WHAT THIS ACHIEVES

- Creates a series of outdoor living rooms
- Offers a weather-protected space
- Buffers the private and public realms
- Provides space to move through or stay for a while
- Enables neighbourly social encounters and interactions

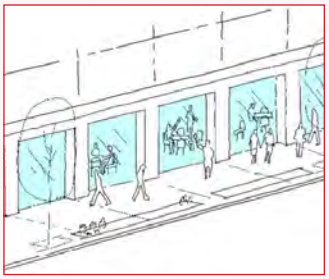
7. Multiple entrances and walk up units to offer a direct and convenient connection from homes to the street.



WHAT THIS ACHIEVES

- Visibly indicates residential use and signals neighbourhood character and quality
- Provides opportunities for personalized, varied, and welcoming residential frontages
- Offers a buffer-zone that indicates territoriality and a sense of ownership when utilized by the occupant
- Allows the greatest number of people direct access to the street right outside of their unit
- Creates a semi-public transition from common to private space

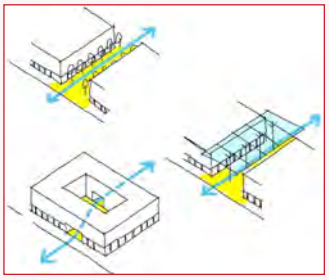
8. Street-level transparency and active ground floor uses to ensure “eyes on the street” and visual interest for passers-by.



WHAT THIS ACHIEVES

- Engages pedestrians by revealing indoor activities
- Contributes to public safety by providing onlook from people indoors
- Entices people walking by to engage with a shop or service, spurring the local economy

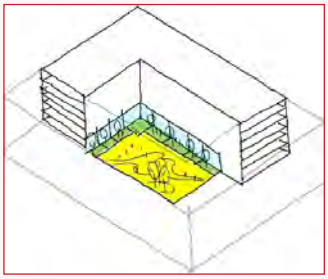
9. Passages, galleries, and mid-building connections to allow interesting pedestrian shortcuts through larger blocks.



WHAT THIS ACHIEVES

- Offers “hidden” public spaces and potential places to linger, such as covered courtyard patios or linear parklets
- Creates articulation and variation in the street wall
- Promotes ease of movement at mid-blocks
- Improves pedestrian access and connectivity throughout the neighbourhood

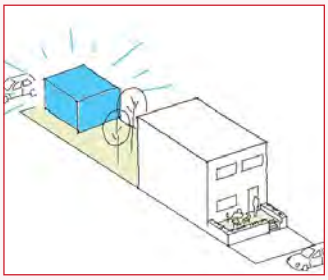
10. Shared semi-private or semi-public courtyards to provide additional, more intimate open spaces.



WHAT THIS ACHIEVES

- Provide a safe place for kids to play away from roads and traffic
- Act as pleasant, quiet, and interesting walkways between blocks away from cars
- Allow surveillance from all around to keep eyes on the street
- Offer controlled, neutral space that acts as a shared yard

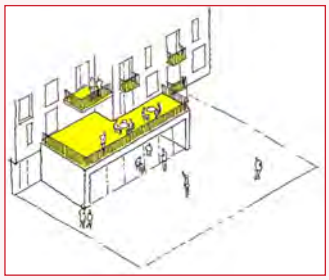
11. Complementary out-buildings in the back to increase housing options and flexibly accommodate ancillary uses.



WHAT THIS ACHIEVES

- Moves important loading, parking, and storage areas away from primary streets and main entrances
- Promotes a light mix of uses even in residential neighbourhoods by creating workshops, studios, and flex spaces
- Can be a shared amenity in multi-family buildings

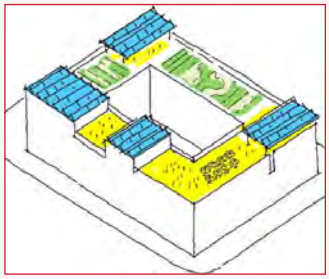
12. Upper-storey balconies and terraces to bring “the outside in” on upper floors.



WHAT THIS ACHIEVES

- Provides immediate, easily accessed outdoor space.
- Offers privacy and security for outdoor activities
- Upper-floor doors and windows can be left open for light and airflow
- Extends living space outdoors in good weather
- Buffers living space from wind or storms in bad weather

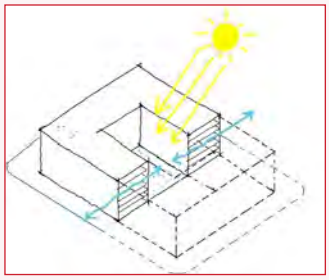
13. Varied, usable, and sustainable roofs to fully leverage those spaces for use by occupants, and environmental purposes.



WHAT THIS ACHIEVES

- Improves building energy efficiency and reduces heat loss
- Offers private or semi-private green space that can be used for social spaces
- Rooftop ecosystems range from occupant-maintained garden plots to passive urban habitat comprised of low-maintenance mosses, gravel, and rocks for pollinators and birds to use
- Stabilizes micro-climate and combats urban heat island effect

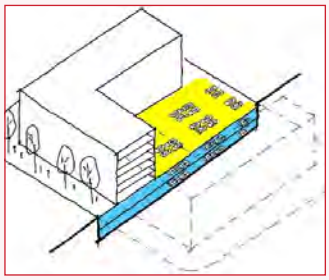
14. Natural light and ventilation to reduce energy consumption and enhance occupant well-being.



WHAT THIS ACHIEVES

- Natural light and ventilation has been shown to benefit health, well-being, and productivity for occupants
- Connects people to the outdoors and natural daylight cycle
- Energy and cost savings for lighting, cooling, heating, and ventilation
- Offers quiet, pleasant, high-quality alternatives or enhancements to mechanical systems

15. Parking and loading underground or behind buildings to avoid large parking surfaces dominating the public realm



WHAT THIS ACHIEVES

- Separates pedestrian from car-oriented uses at the ground level
- Consolidates vehicle access to limited, designated spaces
- Frees up the ground level for active uses
- Avoids having to conceal bulky, unattractive parking structures or surface lots

Putting it All Together: Urban Villages

Chapter 3 Destination Development Strategy defines urban villages as "mixed-use places with homes, services, recreation and even workspaces in close proximity." In the 200 Street corridor area, three urban villages are outlined, which correspond to the three expected BRT stations. Though the station locations are not yet identified, they are expected to be located at least 400m apart, near major intersections with local bus service, and corresponding to existing community anchors. Building on the character, identity, and activities already established in each urban village, the urban design concepts provide a more detailed description and show how the strategies will be applied in context.

Urban Villages Summary



The Gateway welcomes you to grow new ways to balance work and life.

The Gateway is home to next-gen workplaces that house a modern mix of uses — workshops and labs, remote office lounges, learning and sharing spaces. Brewpubs offer places for after-hours networking and connection, and hotels bring in people from further afield.

Priority Uses:

- Office/light industrial
- Residential
- Hospitality



The Hub is the centre of a healthy, active community with a fun mix of sports and recreation.

The Hub is a dawn to dusk recreation and residential centre and a world of health, activity, and community well-being. Local residents mix with sports fans from across the region who come to watch a wide range of games and tournamentss, or are drawn in by headlining bands and performances.

Priority Uses:

- Community/civic uses
- Outdoor recreation space
- Residential



The Commons grows thriving families and engaged elders.

The Commons is an up-and-coming residential village designed for mixed-use, mixed-life, multi-generational living that also brings together singles, families and elders of varying means. Along with parks and plazas, a seniors' centre provides a focal point and a wide variety of physical and intellectual stimulation for older residents, and is also home to a village daycare.

Priority Uses:

- Residential
- Neighbourhood retail
- Professional services
- Offices

The Gateway

Baseline Condition

Currently the fastest-changing urban village, the Gateway has room to grow. It serves as the economic engine of 200 Street with a mix of homes, work places, and retail. The look and feel is contemporary buildings surrounded by trees. Different types of businesses and diverse building typologies offer a variety of workplaces.



Urban Character Precedents



Workplaces with ground level indoor/ outdoor event spaces, seating, and sunlight access improve the usability.



Articulated office buildings with a mix of floorplate sizes that create variety and interest in the area.



Maker spaces and small-scale production can be provided in shared innovation hubs with contemporary or traditional design styles.



A mix of dining and socializing options in both indoor and outdoor configurations serve workers and residents.

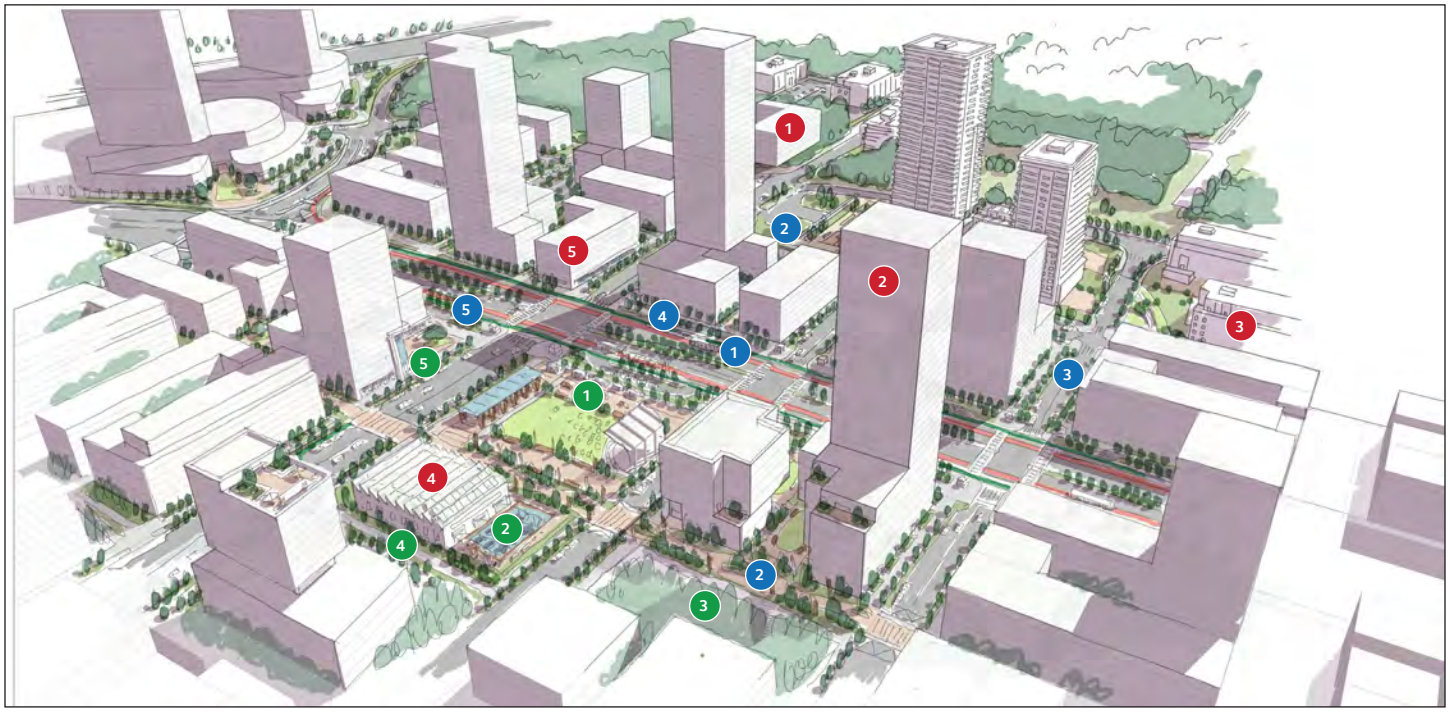


Attractive, spacious workplaces use natural lighting and ventilation to improve the quality of spaces,



Dynamic lab and learning environments encourage "Made in Langley" innovations at a local design studio or a corporate office level.

Gateway Design Moves



View of 200 Street and 86 Avenue, artists' rendering of what The Gateway Urban Village concept could look like.

T Transportation Design Moves

1. Central BRT station
2. Pedestrian-priority paths parallel to 200 Street
3. Network of east-west connecting streets
4. Multi-modal hub with commuter amenities near BRT station for cyclists, vehicle passenger drop-off, and transit user
5. Separated cyclist network

O Open Spaces Design Moves

1. Large, active transit plaza adjacent to BRT station
2. Employment area-serving open space (e.g. brewery with patio or food truck park)
3. Extend Latimer Creek conservation area by preserving and expanding tree cover
4. Trails and greenways connect open spaces and create linear ecosystem corridors
5. Activated building frontages and plazas make public realm around workplaces attractive and provide activities beyond 9-5 hours

D Development Design Moves

1. Transition in scale towards existing urban fabric
2. Highest buildings are located nearest station to offer the greatest convenience for many commuters
3. Existing development preserved and integrated where possible, building on existing industry hubs
4. Variety in building form and character, particularly where it expresses unique areas (e.g. employment areas, light industrial)
5. Buildings define blocks and frame open spaces, allowing light, greenery, and natural ventilation

The Gateway Experience

The Gateway is the urban village that will have the greatest number of new homes and jobs along 200 Street. To accommodate this, a variety of lowrise, midrise, and select highrise high density office and residential buildings will be located around the station, interspersed with sunny open green spaces and plazas. The intentional introduction of new workplace typologies will offer a variety of different types of floorplates and working environments that attract businesses big and small, local and global, to the Township's economic engine. Contemporary facilities and light industrial aesthetic are softened and warmed by the west coast context, with mature trees conserved and native plant species gardens layered through rooftops, podiums, and the ground level public realm. Nestled in the northern edge of the corridor near Highway 1 and the Fraser River industrial zone, the scale and capacity of this district can keep up with the busy surroundings.

Even so, a network of local parks, greenways, and community amenities ensure that the people who call this urban village home enjoy a high quality, comfortable neighbourhood where they could walk to work or easily access the rest of the region by transit any day of the week.



View of 200 Street and 88 Avenue, artists' rendering of what The Gateway Urban Village concept could look like.

The Hub

Baseline Condition

The Hub may look sparse from 200 Street, but set far back from the road is the community-anchoring Langley Events Centre and Willoughby Community Park. The look and feel is dominated by the surface parking, empty lots, and a disorienting lack of connectivity. All of the activity happens indoors, with no walkable places currently to draw in people into the neighbourhood.



Urban Character Precedents



Lighting, shelter, amenities, and plaza space allow events to span into the evening, year-round.



Plug-and-play terraces allow entertainment and performances for all ages attract families and individuals.



Large open fields near rec centres and buildings allow multi-sport families a one-stop spot for practices and games.



Residential and recreation uses mix, with multi-family buildings framing parks and open spaces that serve the residents.

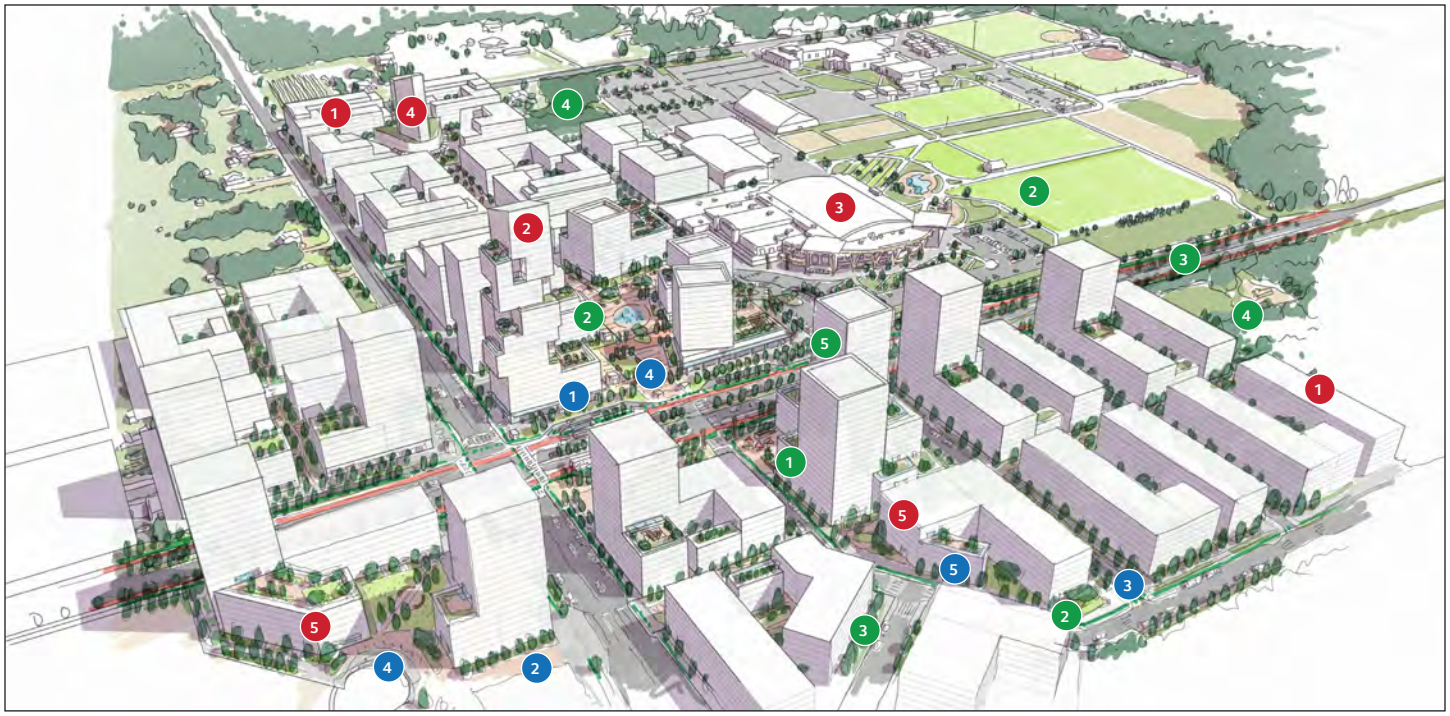


Retail and restaurants double as "fan zones" or studios, using roll-up garage doors and patios to expand their spaces and become a gathering place.



A variety of natural and synthetic materials, colours, shapes and patterns amplify the playful nature of the Hub.

The Hub Design Moves



View of 200 Street and 80 Avenue, artists' rendering of what The Hub Urban Village concept could look like.

T Transportation Design Moves

1. Central BRT station conveniently located near Langley Events Centre
2. Pedestrian-priority paths parallel to 200 Street
3. Network of east-west connecting streets break up the existing large block pattern into more human-scaled, walkable, short blocks
4. Direct, diagonal connections to the BRT Station from surrounding blocks offer high-capacity pedestrian paths that direct crowds to transit and away from residential areas after hockey games or concerts
5. Separated cyclist network

O Open Spaces Design Moves

1. Large, active transit plaza adjacent to BRT station ready for game-day activations, outdoor concerts, markets, and community events
2. A variety of outdoor community amenities throughout the urban village with small and large-scale parks and plazas
3. Open spaces are connected by treed greenways and linear park-like pedestrian and cyclist-priority paths
4. Tree canopy and plantings extend the natural assets of Willoughby Community Park into neighbourhoods
5. Activated building frontages and plazas host a variety of places to dine, shop, and play

D Development Design Moves

1. Transition in scale towards existing urban fabric and establishing a new apartment neighbourhood
2. Highest buildings nearest the BRT station and 200 Street
3. Existing development preserved and integrated, building on the success of the Langley Events Centre
4. Variety in building form and character, particularly where it expresses unique areas (e.g. hotels, community centres)
5. Buildings define blocks and frame open spaces, allowing light, greenery, and natural ventilation

The Hub Experience

The Hub has the greatest number of open spaces and public realm of the three urban villages. This supports the uses in this area as they can become outdoor screening party areas for big games or family films, tailgate zones to gather before watching a match, or everyday places where locals wander through. Bigger open spaces around Willoughby Community Park continue to serve as playing fields and large parks, ensuring a connection to nature is retained even amidst the arena district hustle and bustle.

The built form frames active plazas, that are programmed with farmers markets, festivals, and pop-ups. The podium-tower built form lining 200 Street offers plenty of space for private or restaurant rooftop patios, so there's always somewhere to eat after a sports game, whether people have played or spectated. Playful design and building articulation demonstrate that this area is lively, modern, and full of delight The concentration of activities is clustered around the station and the Langley Events Centre, and eases up to lower density and fewer activities to the east and west, integrating with the residential nature of those areas. Quieter community activities such as a library, pool, or art centre can be nestled into the residential blocks further from the centre of the Hub.



View of 200 Street and 80 Avenue, artists' rendering of what The Hub Urban Village concept could look like.

The Commons

Baseline Condition

The Commons urban village directly adjacent to and including the established Willowbrook neighbourhood. This is an unmistakably family-oriented area that offers housing but a lack of other local amenities and services. Getting around this area is limiting, and people are pushed onto 200 Street near high-speed traffic to walk, with no nearby destinations.



Urban Character Precedents



Ground-oriented housing interfaces with greenways, parklets, and open spaces to create a nature-connected neighbourhood.



At-grade small-scale retail provides room for convenient shops and services just below housing.



Public pathways between residential blocks provide a convenient circulation network for pedestrians.



Retail-activated plazas embedded in the neighbourhood offer local gathering spots.



Residential neighbourhood scaled amenities such as a seniors centre, childcare facility, or community centre blend in with surrounding housing.



Home entrances, terraces, and patios activate the streetscape while maintaining a residential, neighbourly atmosphere.

The Commons Design Moves



View of 200 Street and 74 Avenue, artists' rendering of what The Commons Urban Village concept could look like.

T Transportation Design Moves

1. Central BRT station with local transit serving at the cross-street, centred on where the greatest potential for new housing can be located
2. Pedestrian-priority paths parallel to 200 Street
3. Network of east-west connecting local streets
4. New pedestrian paths integrate the new and existing blocks to create a seamless circulation network
5. Separated cyclist network connects community services, businesses, and residential areas

O Open Spaces Design Moves

1. Transit plaza adjacent to BRT station caters to neighbourhood needs and community events
2. A variety of outdoor community amenities including playgrounds, sports fields, and patios throughout the urban village
3. Neighbourhood trees, community gardens, and seasonal plantings bring colour and vibrancy and soften the built form
4. Building courtyards and passages offer local-scaled open space amenities
5. Cafe and grocer patios offer small-scale patios that activate local streetscapes

D Development Design Moves

1. Transition in scale towards existing urban fabric and buffer edges with trees
2. Locate highest buildings nearest stations and undeveloped areas of 200 Street where possible
3. Provide new service uses including for example libraries, health services, or a school
4. Primarily midrise built form with a light mix of other typologies to provide a variety of housing options
5. Define short, walkable blocks with buildings that frame open spaces, allowing light, greenery, and natural ventilation

The Commons Urban Village - Urban Design Concept Elements

The Commons has the lowest profile of the urban villages, with a few exceptions intentionally placed right near the BRT station for emphasis. A range of housing types, tenures, and sizes caters to a diverse neighbourhood. Terracing and transitional typologies such as stacked townhomes are used to buffer the established residences to the new ones. A mix of green spaces at different scales introduces parks within a 5 minute walk of residents, connected by a network of walkable and bikeable greenways that are accessible to those pushing a stroller or with a mobility aid. Small-scale neighbourhood retail ensures that basic goods and services are available in a short distance, so everyday needs can be taken care of quickly and conveniently without the need to hop on a bus or take out the car. Local establishments are kid-friendly play cafes, pharmacies, small grocery, and restaurants that enhance the livable neighbourhood qualities.



View of 200 Street and 74 Avenue, artists' rendering of what The Commons Urban Village concept could look like.

Implementation

To implement the urban design vision and identity of the 200 Street corridor area, it is recommended that the Township adopt further standards, guidelines, and visual direction to elevate the quality of design on the corridor. A number of tools can be used to implement the transportation, open spaces, and development vision into actions, and ensure a holistic, mutually reinforcing design.

These tools may include:

- **Conceptual design ideas** developed for catalyst developments to show how the vision, principles, and building blocks for the corridor can look and feel when they are implemented.
- **Visual communications** that are highly experiential, to demonstrate the vision for the corridor to residents, owners, visitors, and investors.
- **Visual models and real scale mock-ups** that can be presented at events in the Township to convey the plan in a tangible, three dimensional way to people.
- **Existing policies, regulations, and standards** that are updated and amended to eliminate any contradictory elements that work against the design vision for the Corridor area, and ensure that all policies work together to support the design vision.
- **Urban Design Guidelines** that provide detailed direction on specific elements across the corridor and set expectations and a shared understanding for Township staff, developers, designers and architects, and the public.

Urban Design Guidelines or Development Permit Guidelines to serve as a resource for developers, architects, landscape architects, and Township staff. These will set the expectations and standards for building form and character based on the inputs and aspirations of the public. These will ensure a long-term, cohesive build-out of the 200 Street corridor areas until 2040 and beyond, and ensure that the built environment centres the human experience for those who come here to live, work, learn, and play.

As opposed to building codes and engineering standards, urban design guidelines are based in the values and meaning of this place to the community, and aim to create an inclusive, neighbourly, and thriving space that meets the needs of Langley residents, now and into the future. Rather than a prescriptive approach, design guidelines should be flexible and emphasize intention and outcomes over detail and specifications. The guidelines should outline the expectations and process for design review, and create a shared understanding between all members of the community about what the 200 Street corridor should look and feel like.

Reflecting the vision expressed by community members in the consultation for this plan about the potential for improving and revitalizing 200 Street, the success of the 200 Street 2040 Corridor Plan may be measured by the sense of pride, attachment, and identity felt by the community as the neighbourhood becomes complete, welcoming a new generation of Langley residents and respecting the legacies built here.



APPENDIX A: DETAILED POLICY ANALYSIS

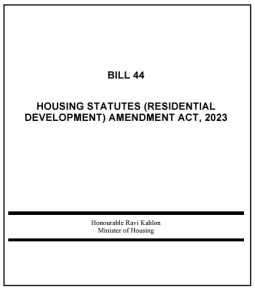


Policy Review

The 200 Street 2040 Corridor Plan was developed during a period of time when new provincial legislation was implemented, and the Township of Langley's existing plans and policies may need updates and adaptations, accordingly. These updates will provide an opportunity to more fully leverage public investment in rapid transit through transit-oriented development. The plan incorporates the requirements of new provincial legislation, but generally goes beyond the existing Township plans, while reviewing their current role and influence on development in Langley. This policy review is presented in three sections. The first section details recently enacted provincial legislation. The second section details region-wide policies that must be adhered to in the 200 Street Corridor Land Use Plan. The third section details Township of Langley policies and strategies, with a focus on existing land use policies, including the Official Community Plan, the Willoughby Community Plan, and several Neighbourhood Plans. The 200 Street Corridor Land Use Plan will vary the existing land use policies set out in these plans.

Provincial Legislation

The British Columbia government has passed three new bills related to housing and development province-wide, which will impact the existing and future land use designations within the 200 Street Corridor Planning Area. Significant questions remain about how the provincial transit-oriented area legislation will affect Bus Rapid Transit routes like the 200 Street Corridor.


BILL 44

HOUSING STATUTES (RESIDENTIAL DEVELOPMENT) AMENDMENT ACT, 2023

Honourable Ravi Kahlon
Minister of Housing

Title: Housing Statutes (Residential Development) Amendment Act, 2023

Author: Province of British Columbia

Date: November, 2023

Bill 44

Bill 44 introduces two key changes for local governments. The first key change in Bill 44 is the elimination of single-family or two-family housing restrictions. Bill 44 requires that municipalities update their zoning by-laws to allow for a minimum of between 3 and 6 units on all lots currently designated for 1 or 2 units (single-family homes or duplexes), where those lots are within the urban containment boundary of a city with at least 5,000 residents. For most lots within the 200 Street Planning Corridor, a minimum of 4 units per lot must be made permissible.

Lot size and distance from frequent transit determine the number of units that must be permitted, as per the below criteria:

	3 Unit Minimum	4 Unit Minimum	6 Unit Minimum
Lot Size Threshold	Lots < 280m2	Lots > 280m2	Lots > 280m2* and located within 400m of frequent transit*
Parking Minimums Allowed?	Yes	Yes	No
Inclusionary Zoning Allowed?	No	No	Yes

** Frequent Transit is defined as bus stops with buses scheduled to stop every 15 minutes between 7am to 7pm on weekdays and 10am to 6pm on weekends*

As written, the legislation does not specify the size, orientation or type of housing required to be permitted. For example, lots under 280m^2 in size that are not near frequent transit, and that currently allow for a primary unit with accessory basement suite and laneway home would meet the density threshold.

Municipalities may not adopt development permit area regulations, land use permit regulations or heritage designations that unreasonably prohibit or restrict the minimum density proposed in Bill 44.

Changes to municipal zoning laws to permit these minimum densities must be enacted by June 30, 2024.

Bill 44 also changes the provincial planning framework, particularly around Official Community Plan and Housing Needs Assessment standards. Bill 44 will require municipalities to update their Housing Needs Assessments every 5 years and these will have to conform to a provincially mandated structure. The results of the Housing Needs Assessment will inform updates to Official Community Plans. The 5-year OCP updates must set targets for housing growth, as well as make land use changes to ensure sufficient capacity to accommodate their anticipated 20-year growth.

	Timeframe	Required Updates	Other
Housing Needs Assessment (HNA)	20 Year Horizon	Every 5 Years	Province to set Housing Needs Assessment Criteria
Official Community Plan (OCP)	20 Year Horizon	Every 5 Years (within 2 years of HNA Updates)	OCP updates must set targets for new housing based on HNA

Bill 44 will also fundamentally alter the nature of public hearings in British Columbia. Public hearings will be prohibited for rezonings that are consistent with OCPs and where the residential component of a development comprises at least half of the gross floor area. This prohibition, when combined with the provincial mandates around increased housing density as set out in Bills 44 and 47, means that public hearings will not be permitted for the rezonings necessary to satisfy the housing density mandates in those two bills (SSMUH and Transit-Oriented Density zoning amendments).

Key Dates:

- January 2024 – Housing Needs Assessment instructions to be provided to local governments.
- June/July 2024 – OCP/zoning review/update instructions to be provided to municipalities.
- January 1, 2025 (date subject to regulation) – Local governments must have completed their interim Housing Needs Assessment.
- December 31, 2025 (date subject to regulation) – Municipalities must have completed their first review and update of their OCPs and zoning bylaws (based on interim HNR).

Bill 46



Title: Housing Statutes (Development Financing) Amendment Act, 2023

Author: Province of British Columbia

Date: November, 2023

Bill 46 alters the development fee structure for municipalities, with changes to the scope of development cost charges (DCCs) as well as the introduction of new a municipal power to require fees for new amenities.

Bill 46 expands the scope of DCCs by introducing new categories to which a municipality can collect and apply DCCs to, including: solid waste and recycling facilities, fire protection services, and police facilities. Current legislation limits DCCs to sewage, water, drainage and highway facilities, as well as providing and improving parkland.

Bill 46 also includes new legislation to provide explicit legislative authority for amenity contributions, named Amenity Cost Charges (ACCs) in the legislation. An amenity is defined as:

A facility or feature that provides social, cultural, heritage, recreational or environmental benefits to a community, including, without limitation,

(a) a community, youth or seniors' centre,

(b) a recreational or athletic facility,

(c) a library,

(d) a daycare facility, and

(e) a public square, but does not include a facility or feature within a class of facilities or features that are prescribed by regulation not to be amenities

ACCs do not replace Community Amenity Charges (CACs). Municipalities may still require CACs through rezoning. ACCs have been introduced for two reasons. First, they provide an alternative to CACs that will provide more predictability for developers and municipalities in terms of the amount of fees charged for new development.

Second, ACCs will be paid when a subdivision or building permit is approved or issued. CACs in contrast are required to be paid as a condition of rezoning. Given that Bill 44 and Bill 47 will require municipalities to 'pre-zone' certain lands for higher density, whether in existing low-density neighbourhoods or near transit, the introduction of ACCs will allow municipalities to continue extracting amenity fees on projects within these pre-zoned lands.

It should be noted that one drawback of ACCs for municipalities, which may limit their usefulness and adoption, is that ACCs cannot be collected to build affordable or social housing. CACs in contrast can be, and often are used for social or affordable housing.

Bill 47


BILL 47

HOUSING STATUTES (TRANSIT-ORIENTED AREAS) AMENDMENT ACT, 2023

Title: Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023

Author: Province of British Columbia

Date: November, 2023

Bill 47 is intended to override municipal zoning powers by allowing the Province to establish minimum allowable heights and densities for Transit-Oriented Areas ("TOAs"). Local governments will be required to designate these TOAs near transit hubs and can consider applicable guidelines pertaining to them (e.g. Development Permit Area guidelines). The Province designated an initial set of more than 100 TOAs, including the future Willoughby Skytrain Station.

TOAs are defined in the legislation as land within 800 metres of a rapid transit station (e.g., SkyTrain station), and within 400 metres of a West Coast Express or bus exchange where passengers transfer from one route to another. Within these TOAs, limits will be placed on zoning powers with the effect that local governments will not be able to prohibit or restrict density of use, or a size or dimension of buildings or other structures as set out in the regulations. Where a local government's current zoning allows for less density than the new provincial minimum, the increased minimum density must be allowed but local governments may approve higher densities. Municipalities cannot require parking minimums in TOAs for residential uses.

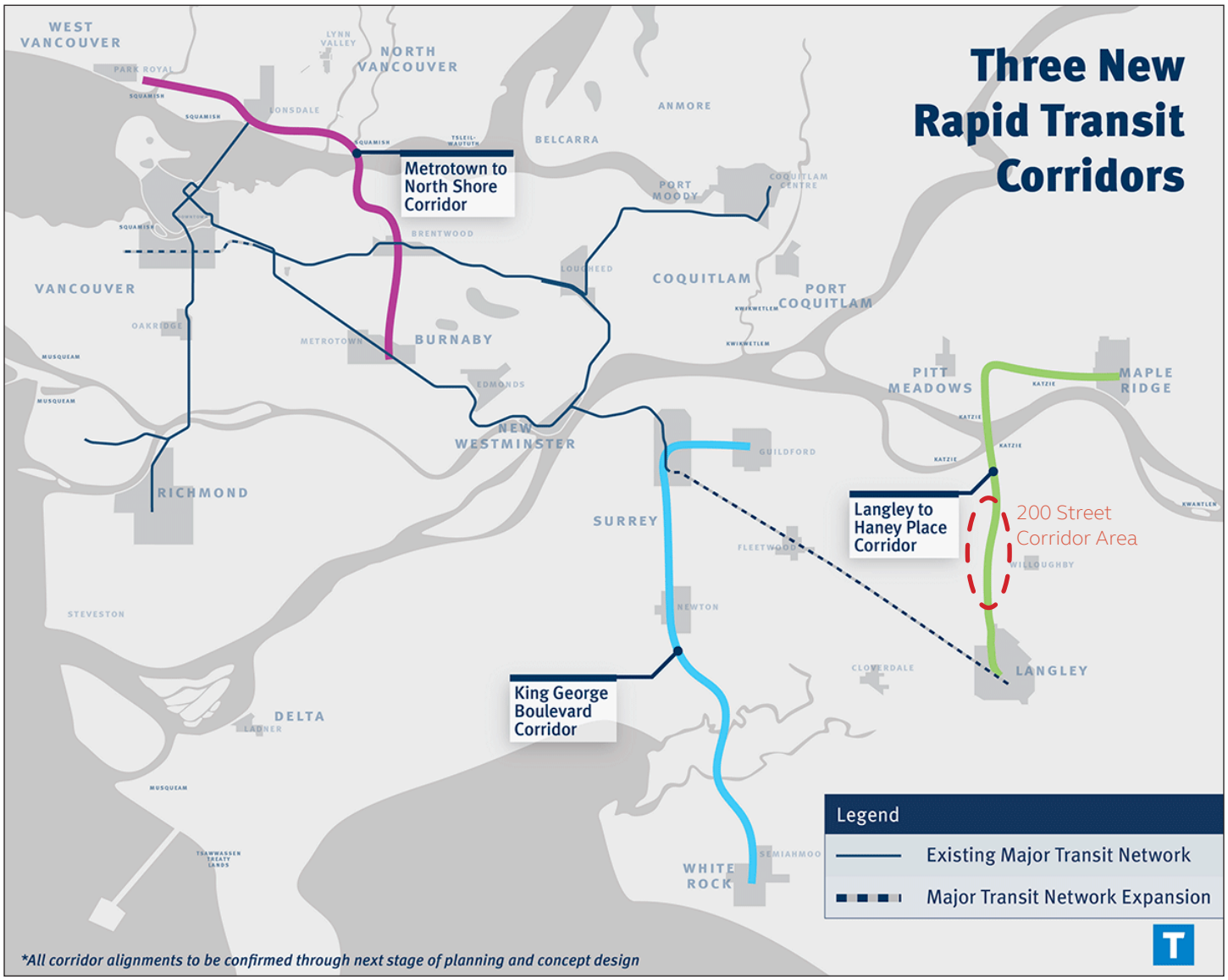
The minimum densities and building heights will depend on the type of transit service offered, as well as the type of municipality. The preliminary framework for TOAs is as follows:

Transit-Oriented Development Area Type	Transit Hub Type	Prescribed Distance	Minimum Allowable Density (FAR)	Minimum Allowable Height (Storeys)	Type of Building	Parking Minimums Allowed?
TOA Type 1 and 2 (Metro Vancouver)	Rapid Transit*	≤ 200m	Up to 5.0	Up to 20	Tower	No
		201-400m	Up to 4.0	Up to 12	High-Rise, Mid-Rise	No
		401-800m	Up to 3.0	Up to 8	Mid-Rise	No
	Bus Exchange** or West Coast Express	≤ 200m	Up to 4.0	Up to 12	High-Rise, Mid-Rise	No
		201-400m	Up to 3.0	Up to 8	Low-rise, Townhouse	No
TOA Type 3 (Victoria/ Kelowna/ Other Mid-Sized Cities)	Bus Exchange	≤ 200m	Up to 3.5	Up to 10	Mid-Rise	No
		201-400m	Up to 2.5	Up to 6	Low-Rise, Townhouse	No
TOA Type 4 (Other Qualifying Areas)	Bus Exchange	≤ 200m	Up to 2.5	Up to 6	Low-Rise	No
		201-400m	Up to 1.5	Up to 4	Townhouse	No

** Bus Rapid Transit (BRT) stations will be defined as Rapid Transit, Bus Exchange, or something else in the future. The Province is working with Translink to understand the design, capacity and frequency of the newly announced BRT routes to determine minimum densities.*

*** Bus Exchanges must have two or more bus connections.*

Currently, there are no TOAs designated within the 200 Street Planning Corridor, despite TransLink announcing in November 2023 that one of the three new regional Bus Rapid Transit routes would pass through this corridor (Langley – Haney Place).



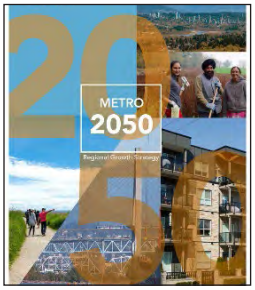
TransLink Bus Rapid Transit Corridors

During the legislative session on Bill 47, the Minister of Housing noted that the province would determine the classifications of BRT stations once further details of BRT design and frequency are announced by TransLink. BRT stations may be classified as Type 1 TOAs similar to Skytrain, Type 2 TOAs similar to Metro Vancouver Bus Exchanges, or a third type of TOA with its own minimum building heights and density requirements.

Region-Wide Policy

The following plans apply to the entire region of Metro Vancouver. These overarching regional policies will guide future land use strategies in the Township of Langley. A review and analysis of these plans and policies are summarized here.

Metro 2050: Regional Growth Strategy



Title: Metro 2050: Regional Growth Strategy

Author: Metro Vancouver

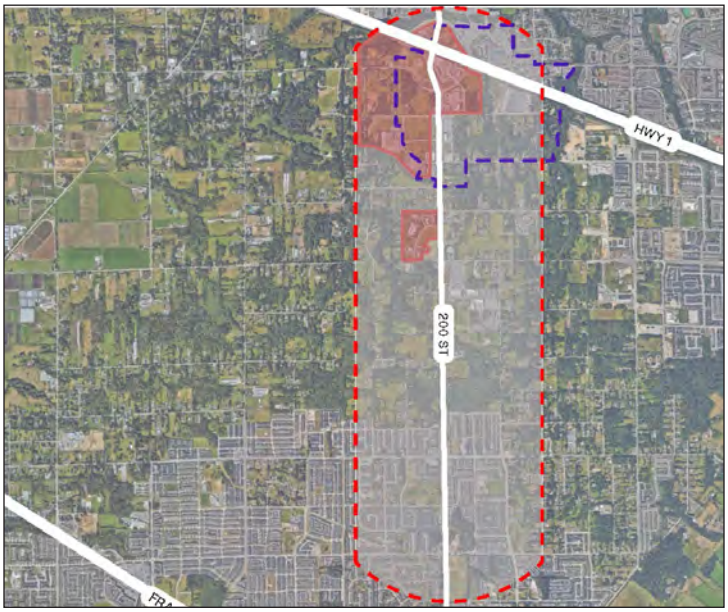
Date: February, 2023

OVERVIEW

Metro Vancouver's Regional Growth Strategy, Metro 2050, is a key plan among a suite of interconnected management plans for the Metro Vancouver region. The Regional Growth Strategy uses land use policies to guide the future development of the region and support the efficient provision of transportation, regional infrastructure, and community services. Municipal-level land uses must be consistent with the Regional Growth Strategy.

Metro 2050 is rooted in the following five principles:

1. Put growth in the right places;
2. Protect important lands;
3. Develop complete communities;
4. Provide affordable mobility, housing, and employment choices for all; and
5. Support the efficient provision of infrastructure.



Metro Vancouver RGS 2050: Land Use Designations within 200 Street Corridor

LAND USE

The Metro Vancouver Regional Growth Strategy, Metro 2050, establishes land use policies to guide the future development of the region and support the efficient provision of transportation, regional infrastructure, and community services.

200 Street 2040 Boundary

Carvolth Frequent Transit Development Area

Mixed Employment Lands

The 200 Street Corridor Planning Area is comprised of sites with the following regional designations:

Mixed Employment
Mixed Employment lands are intended for light industrial, commercial and other employment-related uses. Areas located within Urban Centres and Frequent Transit Development Areas should provide for a mix of employment activities and more intensive forms of commercial development.

Residential uses are generally not permitted in Mixed Employment areas, except for sites within 200m of a rapid transit station within either an Urban Centre or Frequent Transit Development Area ("FTDA"). Outside of urban centres/FTDAs, employment lands are generally intended for light industrial uses. Depending on how Metro Vancouver classified BRT stations, it is possible that limited residential uses may be permitted within 200m of these stations in Mixed Employment-designated areas.

General Urban
General Urban areas are intended to create residential neighbourhoods and centres, supported by a mix of uses. Higher-density trip generating development should be directed toward Urban Centres and FTDAs with General Urban Designations. Emphasis should be put on place-making and an enriched public realm.

REGIONAL OVERLAY

Frequent Transit Development Area
The 200 Street Corridor Planning Area includes the majority of the Carvolth FTDA. FTDAs are intended to complement Urban Centres and are characterized by higher density forms of residential, commercial, and mixed uses.

Relevant Goals and Strategies
Goal 1: Create a Compact Urban Area

- Strategies to achieve this goal are:
  - » Strategy 1.1 Contain urban development within the Urban Containment Boundary.
  - » Strategy 1.2 Focus growth in Urban Centres and FTDAs.
  - » Strategy 1.3 Develop resilient, healthy, connected, and complete communities with a range of services and amenities.
  - » Strategy 1.4 Protect Rural lands from urban development.

Goal 2: Support a Sustainable Economy

- Strategies to achieve this goal are:
  - » Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live.
  - » Strategy 2.2 Protect the supply and enhance the efficient use of industrial land:
  - » Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability.

Goal 4: Provide Diverse and Affordable Housing Choices

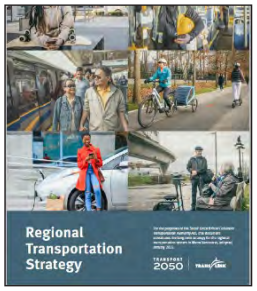
- Strategies to achieve this goal are:
  - » Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs.
  - » Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply.

» Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness.

Goal 5: Support Sustainable Transportation Choices

- Strategies to achieve this goal are:
  - » Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple- occupancy vehicles, cycling and walking.
  - » Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services.

Transport 2050: Regional Transportation Strategy



Title: Transport 2050: Regional Transportation Strategy

Author: TransLink

Date: January, 2023

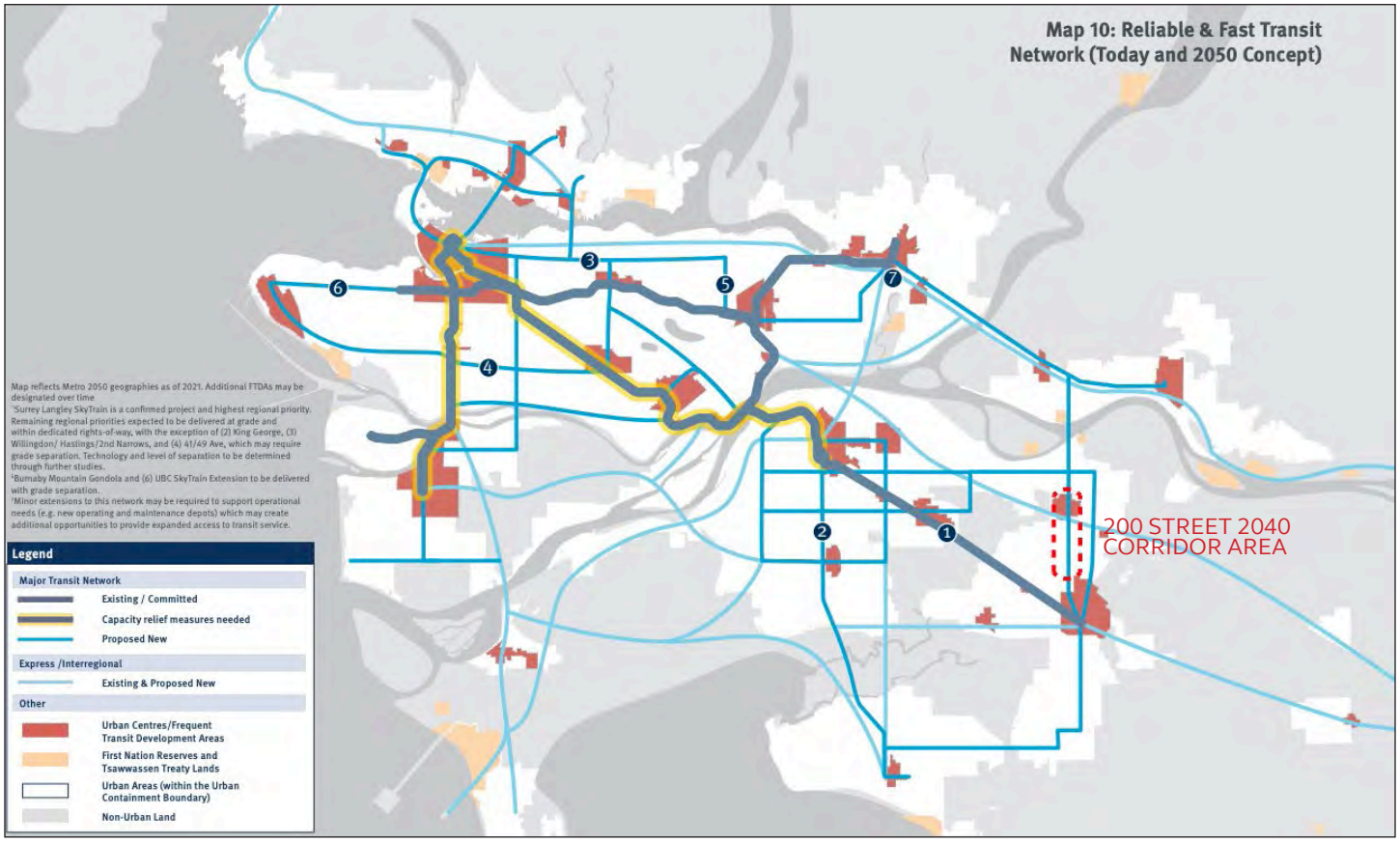
OVERVIEW

Transport 2050 is the new Regional Transportation Strategy for Metro Vancouver and reflects a common vision for the future of transportation in Metro Vancouver. Transport 2050 is rooted in the vision of “Access for Everyone.” Access for Everyone includes two key ideas. The first is that focus should be on access, rather than just specifically mobility. The second idea is that this access should be broadly enjoyed by everyone.

Transport 2050 seeks to achieve two key objectives:

1. **Reliable and Fast Transit Network:** The Reliable & Fast Transit Network will include 100 kilometres of existing and committed SkyTrain lines, a 300-kilometre expansion of rapid transit, delivered mostly at street level in the form of bus-rapid transit, and long-distance express services, including connections outside of Metro Vancouver.
2. **Major Bikeway Network:** A Major Bikeway Network of approximately 850 kilometres has been identified that will build on existing regional cycling networks and connect Urban Centres and major destinations. This network will make it safer, more comfortable, and more convenient to use active transportation, including e-bikes and e-scooters, for longer distance trips between Urban Centres as well as shorter trips within communities.

RELEVANT GOALS AND TARGETS



Transport 2050 Frequent Transit Network (Source: Translink)

RELEVANT GOALS AND TARGETS

Goal 1: Convenient Choices for Everyone

- Strategy 1.1: Make active transportation the most convenient choice for shorter trips.
  - » Action 1.1.1: Support development of Complete Communities.
    - Encourage local land use planning authorities to concentrate street-oriented shops and community amenities at the heart of each neighbourhood, including schools and childcare, restaurants, shops, etc.
    - Support local shops and services on commercial main streets.
    - Encourage local economic development initiatives to enhance attractiveness and competitiveness of commercial main streets at the heart of each neighbourhood.

Location Type	Development Type
Locations with **excellent transit** and poor car/truck accessibility	Suitable for uses with a large number and high density of employees and many visitors, such as offices and community, cultural, educational, and health institutions.
Locations with **good** transit and **good** car/truck accessibility	Suitable for uses with a large number of employees or visitors, but at moderate densities and/or for those who depend partly on car journeys for professional reasons.
Locations with poor transit and **excellent car/truck** accessibility	Suitable for uses with the lowest densities of employees or visitors, but that generate significant numbers of truck trips like logistics, warehousing, and other industry.

- Strategy 1.2: Make transit the most convenient choice for longer trips:
  - » Action 1.2.1: Support the transit-oriented regional growth framework in order to make transit more convenient for more people and for more trips.
    - Locate All major developments according to the following framework:

Goal 2: Reliable Choices for Everyone

- Strategy 2.1: Make transit more reliable.
  - » Action 2.1.2: In advance of rapid transit investment, and as part of the prioritization of rapid transit corridors, ensure appropriate dedicated transit lanes that higher order transit requires.
    - Deploy lower-cost interim bus priority measures on future rapid transit corridors.

Goal 3: Affordable Choices for Everyone

- Strategy 3.1: Make living close to frequent transit more affordable.
  - » Action 3.1.1: Encourage land use planning authorities and affordable housing organizations to expand, retain, and renew rental housing supply adjacent to frequent transit stops and stations, especially within Urban Centres and FTDAs.
  - » Action 3.1.4: Increase community-serving retail and other local amenities in FTDAs so that residents living around frequent transit can easily walk to a wide selection of affordable goods and services.
- Strategy 3.4: Help people and businesses connect to more economic opportunities.
  - » Action 3.4.1: Provide consumers with better access to more local shopping opportunities by enhancing access to businesses through active transportation and transit.
  - » Action 3.4.2: Provide workers with better access to more local jobs by:
    - Enhancing access to employment opportunities through active transportation, transit, and other shared mobility options.

Goal 4: Safe and Comfortable Choices for Everyone

- Strategy 4.1: Eliminate traffic fatalities and serious injuries.
  - » Action 4.1.2: Transform roads into people-first streets that are safe for everyone, with different streets prioritized for different uses and speeds, employing physical design and technology.
  - » Action 4.1.7: Make streets vibrant, comfortable, inviting, and inclusive public spaces for everyone.

Township Of Langley Policy

The following municipal plans and strategies apply within the Township of Langley. Site specific land uses are rooted in the Official Community Plan and Community and Sub-Neighbourhood Plans, while high-level strategies set out non-binding policy directions for City Staff and Council. The 200 Street Corridor Land Use Plan will be overlaid on these existing policies, superseding and varying the existing land use designations along the Corridor. A review and analysis of these plans and strategies is summarized below.

Township Of Langley Official Community Plan



Title: Official Community Plan

Author: Township of Langley

Date: December 2016

OVERVIEW

The Official Community Plan (the "OCP") lays out a thirty-year vision for the Township of Langley. The OCP provides a high-level, long-term vision for the municipality, comprised of objectives, principles, and policies to guide planning and land use decisions. The OCP is integrated with other community and functional plans.

ORGANIZATIONAL STRUCTURE

The OCP provides land use designations for rural and urban land uses. The 200 Street Corridor Planning Area is comprised of urban designated lands. Urban land uses are structured around urban centres of varying scales of land use intensity. These are:

- Regional Centre
- Town Centres
- Community Centres
- Neighbourhood Centres
- Frequent Transit Development Areas

The 200 Street Planning Area includes land designated as a FTDA (Carvolth).

Frequent Transit Development Areas
FTDAs focus growth along TransLink's proposed Frequent Transit Network. FTDAs are focal points along this network for higher-density forms of residential, commercial, and mixed-use development.

CENTRES

The OCP intends to create a sustainable urban area by designing communities based on the principles of centres, walkability, and viable transit. These centres are intended to provide appropriate services and amenities at each scale of centre.

Policies for Centres

- Policy 2.3.3: Provide services for the local community in Town Centres, including:
  - » Commercial
  - » Institutional
  - » Entertainment
  - » High- and medium-density housing and mixed-use forms of development
  - » community amenities
  - » parks, green space, and ecological services
- Policy 2.3.5: Designate Neighbourhood Centres in community plans to provide mixed-use and multi- family development and small-scale commercial development.
- Policy 2.3.6: Provide services in FTDAs to serve the local area, including:
  - » Commercial (retail and office)
  - » High- and medium-density housing and mixed-use forms of development
  - » Community amenities
  - » Parks, green space, and ecological services
- Policy 2.3.7. Encourage major office development in the Regional Centre, Town Centres, and FTDAs.
- Policy 2.3.8: Encourage higher-density residential and commercial development and high trip- generating uses in the Regional Centre, Town Centres, Community Centres and FTDAs. Major commercial development, especially development serving the Township as a whole or residents from other municipalities, is encouraged in the Regional Centre and Carvolth FTDA, subject to the provisions of the applicable plans.
- Policy 2.3.9: Encourage mixed-use development in all centres, including mixed-use building forms.
- Policy 2.3.10: Develop centres with pedestrian- and transit-friendly design. Create a strong sense of place by using streetscape design and providing amenities to enrich the public realm.
- Policy 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.
- Policy 2.3.12: Support existing industrial activities and new Urban areas in the Regional Centre and Frequent Transit Development Areas by minimizing impacts on existing industrial areas through appropriate buffering, landscaping, and building design.

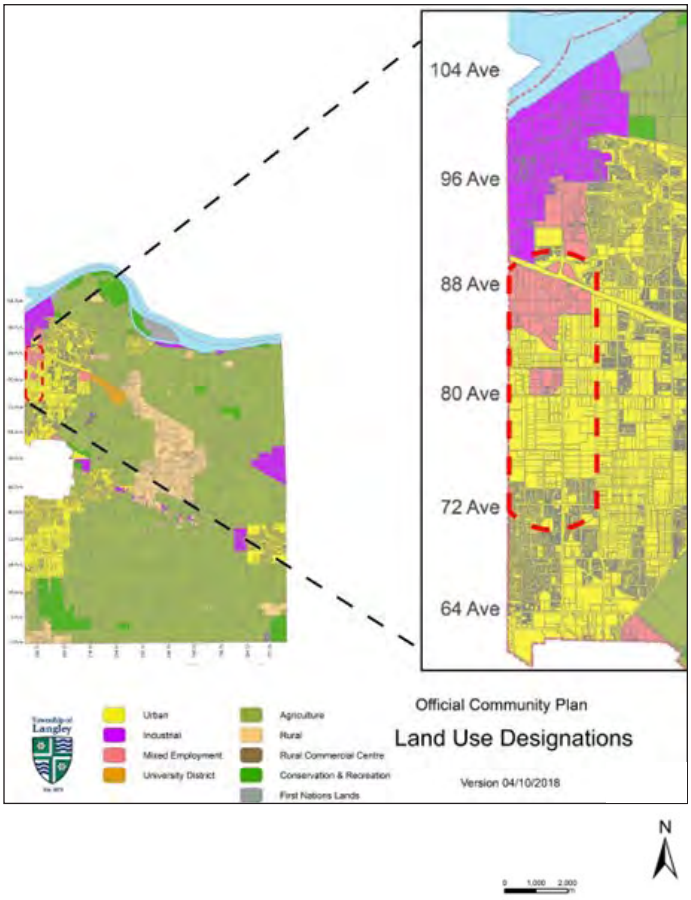
URBAN LAND USE DESIGNATIONS

OCP Land uses within the 200 Street Corridor Planning Area include:

- Urban
- Mixed Employment

Policies (Urban)

- Policy 2.4.1: Areas designated as Urban are intended for residential neighbourhoods and centres, supported by related commercial, institutional, recreational and park uses.
- Policy 2.4.3: Consider mid-rise residential developments (7 to 12 storeys in height with a net density of up to 80 residential units per acre) and high-rise residential developments (over 12 storeys in height with a net density greater than 80 residential units per acre) in the Regional Centre, Town Centres, and FTDAs. Also consider them in areas along 200 Street within the Willoughby community, within 250 m of key arterial intersection nodes and within 400 m (walking distance) of transit routes.
- Policy 2.4.4: Consider mid-rise and high-rise development only in the context of an adopted community plan or neighbourhood plan.



Official Community Plan Land Use Designations (Source: Township of Langley)

- Policy 2.4.5: Consider affordable housing in all designations, especially in high-density developments in the Regional Centre, Town Centres, Community Centres, and Frequent Transit Development Areas, as well as in areas near transit services.
- Policy 2.4.7: Support existing industrial activities within Urban areas by minimizing impacts of adjacent development.

Policies (Mixed Employment)

- 2.4.13: Generally intended for industrial uses.
- 2.4.14: Allow more intensive forms of commercial development, where Mixed Employment areas are located within the Regional Centre and FTDAs.

URBAN COMMUNITY AND NEIGHBOURHOOD DESIGN

Policies

- Policy 2.5.1: Include a well-planned mix of land uses in each community, including residential, commercial, industrial, institutional, residential, and recreational uses.
- Policy 2.5.2. Include a mix of housing types in each community to provide a wide variety of units to meet the needs of all members of the community.

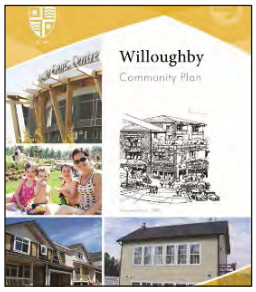
- Policy 2.5.3: Design each community to have a Town Centre or Community Centre as a central node. Locating the highest density of commercial and residential development in the node will encourage walking and transit use. Design neighbourhoods with Neighbourhood Centres as nodes, providing basic services and amenities within walking distance of all residences.
- Policy 2.5.4: Balance employment and residential uses in each community to provide residents with the option to work close to home.
- Policy 2.5.7: Design neighbourhoods to encourage walking for pleasure, meeting daily needs, and accessing transportation.
- Policy 2.5.16: Design the boundary, or edges, between urban areas and rural areas to create a clear limit on urbanization, but also an attractive edge that integrates the Township's rural and agricultural character into its communities.

HOUSING

Policies

- Policy 3.1.4: Create incentives to encourage developers to include affordable market rental housing and/or non-market housing in new developments, using:
  - » parking relaxations for non-market units
  - » density bonusing
  - » community amenity contributions that include affordable housing as a community benefit
- Policy 3.1.6. Encourage a wide range of multi-family housing unit sizes throughout the community, including larger units for families with children (two or more bedrooms) as well as smaller units.

Willoughby Community Plan



Title: Official Community Plan (Schedule A): Willoughby Community Plan

Author: Township of Langley

Date: May 1998

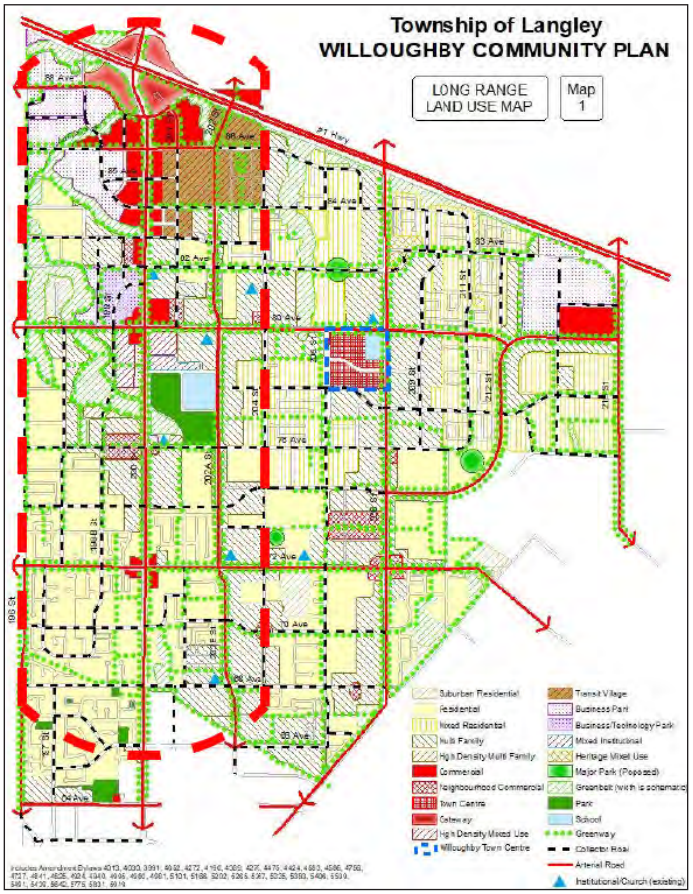
OVERVIEW

The 200 Street Planning Area is contained entirely within the boundaries of the Willoughby Community Plan. This plan establishes a framework for decision making on land uses such as residential, commercial, industrial and business park development and the overall character desired for the area. Land uses are further defined in Sub-Neighbourhood plans.

LAND USE POLICIES

The following Land Use Designations apply within the 200 Street Planning Area:

- Residential: Intended to provide for conventional and compact single-family lots. Where designated Mixed residential, attached housing (fourplexes and rowhousing) will be required.
- Mixed-Use: Within the Neighbourhood Commercial, Town Centre and Commercial designations, mixed uses such as retail, offices and residences within the same building or within separate building.
- High-Density Mixed-Use areas may be developed as mix of commercial, multi-family residential and/or institutional development.
- Transit Village: Located adjacent to the Carvolth Transit Exchange. Intended to take advantage of access to transit. Densities/uses defined in Carvolth Neighbourhood Plan.
- Multi-Family: Includes townhouses, duplexes, fourplexes and rowhouses, as well as low rise apartment buildings (up to 6 storeys).

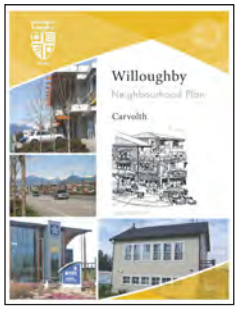


Willoughby Community Plan Land Use Designations (Source: Township of Langley)

- High Density Multi-Family: The High Density Multi Family area may be developed for residential purposes, including seniors and supportive housing. Commercial uses supportive of adult health care needs may be permitted.
- Open Space and Environmentally Sensitive Areas (Greenways): This designation includes areas identified as having significant environmental sensitivity as streamside vegetation, as wildlife corridors, or as potential for major park and recreation space.

- Shopping and Offices (Commercial): The main commercial centres in Willoughby will be in the Gateway and Town Centre areas which will be mixed use areas.
  - » The Gateway area will include retail commercial, offices, institutional uses and amenity space while ensuring the safety of the road network.
  - » The Town Centre area will include retail commercial, high density residential use, institutional use and public amenity space. All commercial centres will offer opportunities for creation of transit hubs.
- Gateway: Located at the 200 Street Interchange in Carvolth and at the 216 Street Interchange in the Williams area. Intended for development of landmark buildings at a key entrance to the community. Tall distinctive buildings are encouraged to mark the Gateway area in Carvolth.
- Business Park:
  - » A: The principal business areas are located where ready access is available to major roads. Two proposed areas are identified with proximity to 200 Street.
  - » D. In the area bounded by 196 Street (west), Highway #1 (north), 199 Street/Latimer Creek (east) and 86 Avenue (south), light industrial and service commercial uses would be considered.
  - » E: The Business/Technology Park designation is intended to adhere to the same principles as the Business Park designation with an emphasis on accommodating technology-based industries.
  - » F: A mixed-use development incorporating commercial/retail space in combination with Provincially defined affordable housing will be considered on lands developed in conjunction with a Park and Ride and Transit Exchange facility.
- Community Uses (Institutional): Need for 15-16 neighbourhood parks anticipated. Several major community parks proposed.
  - » A: A neighbourhood elementary school and park shall comprise the focal point for each neighbourhood in Willoughby. More detailed locational planning will be accommodated within Neighbourhood Plans, and is to be completed in cooperation with the School District
  - » B: Community Centres and other major civic buildings designed to serve all of Willoughby shall preferably be situated within or adjacent to the Town Centre.
  - » C: Community parks shall be located to provide community level recreation services, including playing fields, water and skateboard parks and similar facilities.

Carvolth Sub-Neighbourhood Plan



Title: Willoughby Community Plan (Schedule W-7): Carvolth Sub-Neighbourhood Plan

Author: Township of Langley

Date: May 2013

OVERVIEW

The Carvolth Sub-Neighbourhood Plan is a sub-area plan under the Willoughby Community Plan and represents a vision and implementation framework for creating a transit-oriented, walkable and highly urban place at this important gateway to the Township of Langley. The new neighbourhood is envisioned to have a high quality of design and a balance of housing and jobs and to be a regional showcase for sustainable neighbourhood design.

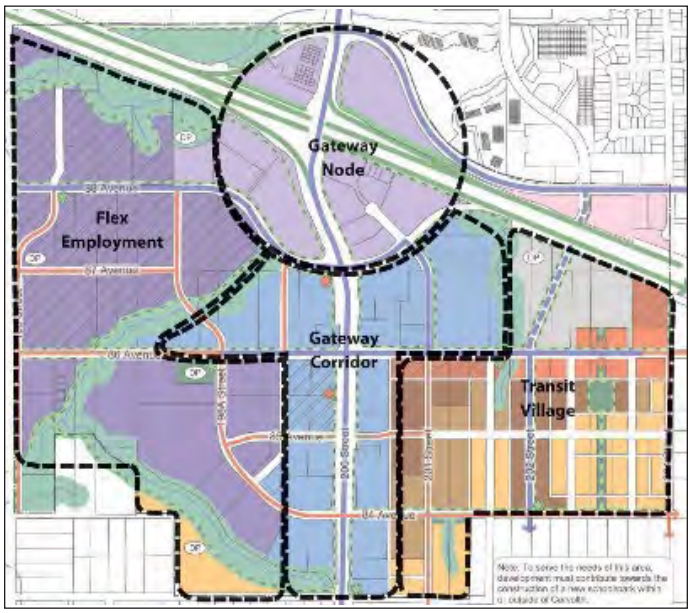
PLAN AREA

The plan area is bounded by Highway 1 to the North, 196 Avenue to the West, 204 Avenue to the East and 82 Avenue to the South. The majority of this Plan Area is within the 200 Street Planning Area.

CHARACTER AREAS

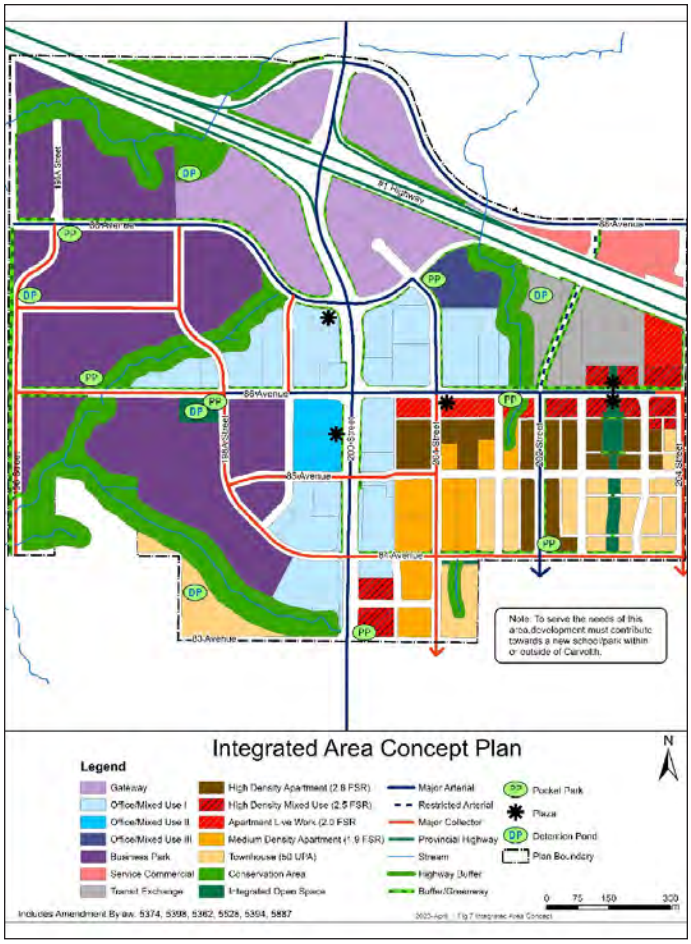
The plan organizes the study area into four distinct 'Character Areas' each with a different land use focus and urban design expression.

- Gateway Node: The properties adjacent to the 200 Street Interchange make up the Gateway node. Intended to have a visual signature that celebrates arrival and passage.
- Gateway Corridor: 200 St corridor between 83 Ave and 88 Ave is intended to be a high-quality employment corridor and urban gateway. Major transit-oriented high-density mixed use corridor along 200 St, building on existing office/mixed-use developments.
- Transit Village: Transit Village is comprised of a compact, fine-grained mix of housing, local shops and services, parks and plazas. Interconnected network of pats/ped streets and greenway connect Transit Exchange, shops and 200 St frequent transit corridor.
- Business Park: Area provides capacity for future employment, w/ light industrial preferred.



Carvolth Character Areas (Source: Township of Langley)

- Gateway: Goal is to create a sense of arrival to the community and to encourage development of landmark buildings at high-profile locations:
  - » Allowable Uses: Hotel, Brewing and Distilling, Office (gross office space cannot be less than 1.5x the gross commercial floor area), Retail (maximum retail size is 1000m2 and one store up to 3,000m2 in each quadrant)
  - » Minimum Building Height: 3 storeys
- Office/Mixed-Use I: Intent is to create a high-quality, vibrant, pedestrian and transit-oriented office and employment corridor:
  - » Allowable Uses: Corporate HQ, Business / Professional offices, Hotel, Retail (up to a maximum of 1000m2)
  - » Minimum Building height: 3 storeys
  - » Maximum Density: 2.5 FSR
- Office/Mixed-Use II:
  - » Allowable Uses: Corporate HQ, Business / Professional offices, Hotel, Retail (up to a maximum of 1000m2), One Grocery Store up to 5,000m2.
  - » Minimum Building Height: 3 storeys
  - » Maximum Density: 2.5 FSR
- Office/Mixed-Use III:
  - » Allowable Uses: Corporate HQ, Business / Professional offices, Hotel, Retail (up to a maximum of 1000m2), One Large Anchor Store up to 3,000m2
  - » Minimum Building Height: 3 storeys
  - » Maximum Density: 2.5 FSR
- Business Park: Intent is to ensure an adequate supply of land that supports a diverse mix of employment generators:
  - » Allowable Uses: Research labs, Warehousing and Distribution, Light Manufacturing, Public Works Yard.
- High-Density Mixed-Use (2.5 FSR): Intent is to create high-quality, vibrant, mixed-use, pedestrian and transit-oriented commercial high street:
  - » Allowable Uses: Residential, Ground floor commercial, Office, One grocery store along 86 Ave with a max of 3,500m2
  - » Max density: 2.5 FSR
  - » Min. Building Height: 3 storeys



Carvolth Sub-Neighbourhood Plan Land Use Designations (Source: Township of Langley)

  - » Individual retail units limited to a max of 1000m2 in size

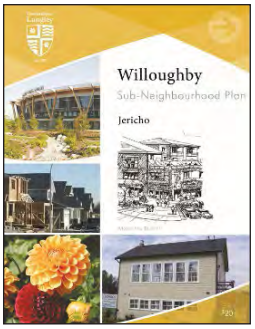
- Apartment Live Work (2.0 FSR):
  - » Allowable Uses: Residential, Office, Retail, Commercial, Gym/Yoga Studio, Art Gallery, Institutional Space, Hotel (20088 86 Ave).
  - » Max density: 2.0 FSR
  - » Min Building Height: 3 storeys
  - » Individual retail units are restricted to a max gross area of 1,000m2
- Townhouse (50 UPA):
  - » Max Density of 50 Units Per Acre
- Medium Density Apartment (1.9 FSR):
  - » Max Density of 1.9 FSR
  - » Max Height: 6 Storeys / Min Height: 3 storeys
- High-Density Apartment (2.4 FSR):
  - » Max Density: 2.4 FSR
  - » Max Building Height: 18 Storeys
  - » Min Building Height: 4 storeys

MOBILITY

Objectives

- Objective 1: Prioritize walking, cycling, and transit use within Carvolth area.
- Objective 2: Create highly connective street and lane grid network.
- Objective 3: Make public transit safe, viable and attractive option.
- Objective 4: To manage mobility demand by encouraging private/public developments to support non-automobile travel.

Jericho Sub- Neighbourhood Plan



Title: Willoughby Community Plan (Schedule W-5): Jericho Sub-Neighbourhood Plan

Author: Township of Langley

Date: May, 2011

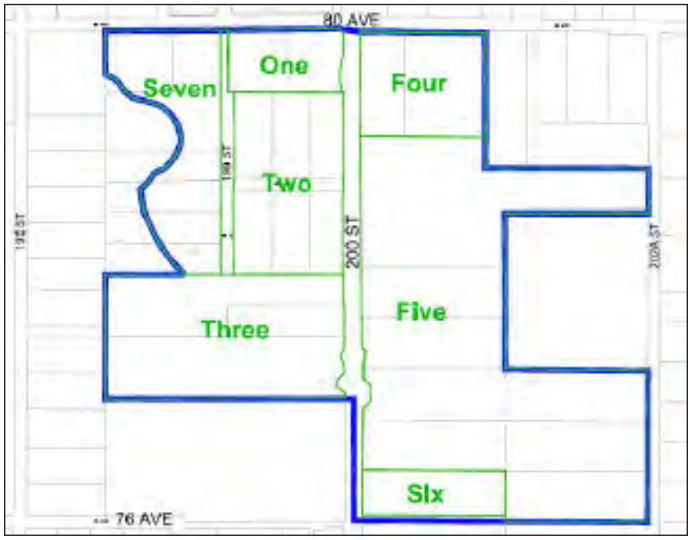
OVERVIEW

The Jericho Sub-Neighbourhood Plan sets out the policy and design framework for the creation of a large- scale, innovative and comprehensively planned neighbourhood. It will be both adult-oriented (55+) with a health care focus as well as provide other housing and business opportunities. It will contain higher density mixed-use residential, commercial, institutional and related employment activities, complemented by public park / recreation and events facilities.

NEIGHBOURHOOD STRUCTURE AND PLANNING AREAS

The Jericho Sub-Neighbourhood Plan area is divided into 7 Development Planning Areas:

1. Commercial Area: Located at the intersection of 80 Ave and 200 Street allowing development up to 6 storeys.
2. Mixed Employment Residential development planning area: Higher density housing and commercial uses. 199A Street as the high street, running north-south with mixed commercial-residential buildings.
3. Low Density Multi-Family and Seniors/Institutional Area: Multi-family housing, anticipated to cater to residents 55+.
4. High-Density Mixed-Use development planning area: residential with compatible commercial uses.
5. Mixed Institutional / Residential / Park development planning area: New Langley Events Centre and Willoughby Community Park. Commercial with apartment above.
6. Business Park / Residential / Institutional development planning area: Office with commercial.
7. Mixed Residential development planning area: Medium density residential, transitioning to lower density near Latimer Creek.



Development Planning Areas:

1 - Commercial Area

2 - Mixed Employment / Residential Area

3 – Low Density Multi-Family and Seniors Residential / Institutional Area

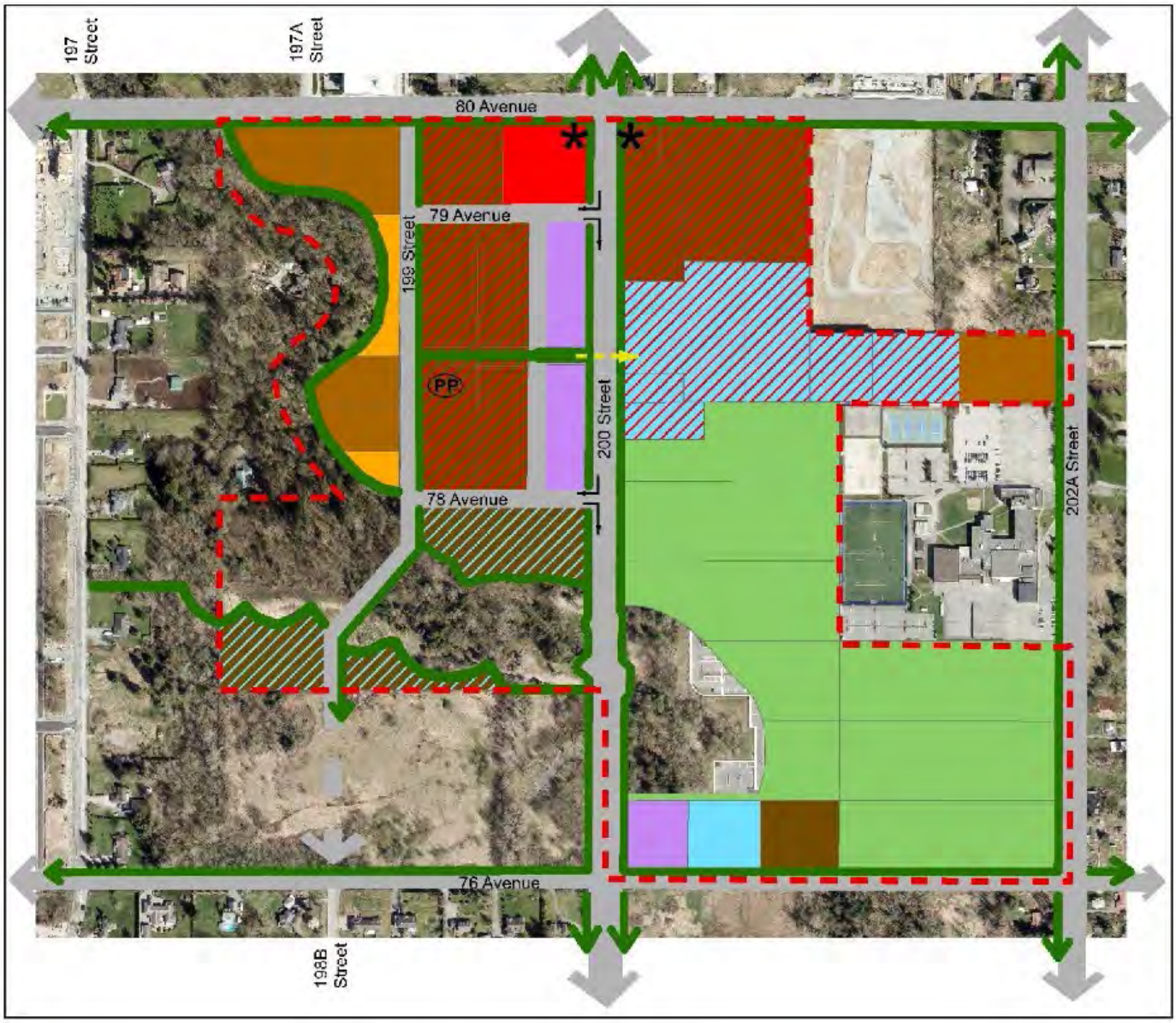
4 - High Density Mixed-Use Area

5 - Mixed Institutional / Residential / Park Area

6 - Business Park / Residential / Institutional Area

7 – Mixed Residential Area

Jericho Development Planning Areas (Source: Township of Langley)



LEGEND

- Commercial
- Townhouse
- Low Density Apartment (1.4 FSR)
- High Density Apartment (2.4 FSR)
- High Density Mixed Use (2.5 FSR)
- Low Density Multi-Family and Seniors Residential/Institutional
- Business Park
- Mixed Institutional
- Institutional
- Park
- Landmark Features
- Pocket Park
- SNP Boundary

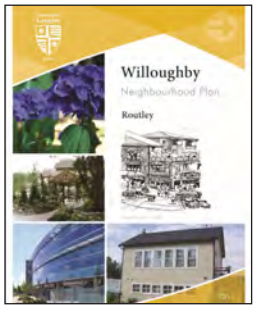
Figure 8: Jericho Sub-Neighbourhood Plan Land Use Designations (Source: Township of Langley)

Jericho Sub-Neighbourhood Plan Land Use Designations

- Commercial:
  - » Allowable Uses: Commercial (office and retail)
- No more than one retail use (food/drug store) up to a maximum of 15,000 sqft in gross floor area. Other retail uses limited to unit sizes of 5,000 sqft at ground level or 8,000 sqft on floors above.
- Business Park:
  - » Allowable Uses: Business and Professional Offices
  - » Small scale retail less than 225m2 (2,422 sqft)
- High-Density Mixed-Use (2.5 FSR)
  - » West side of 200 St:
- Residential, hotel and commercial
- Ground floor residential permitted on 78 Ave and 78 Ave
- Buildings fronting 199A Street require commercial uses on the ground floor with res/hotel or office above.
  - » East side of 200 St:
- Residential, hotel, commercial and cultural uses and must include residential as well as either commercial or institutional uses.
- Commercial or cultural uses are required on the ground floor facing 80 Ave.
- Buildings along 200 St must have design elements to promote visual interest.
- High Density Apartment (2.4 FSR)
  - » Residential at grade should be oriented outward toward 76 Ave and the park.
  - » Residential uses shall either be free-standing or mixed with the adjacent institutional use.
  - » If a redevelopment proceeds on a mixed-use basis, institutional uses are permitted to a maximum of 2 storeys from grade within overall height permitted.
- Low Density Apartment:
  - » Low Density Apartment (0.75 FSR):
- Residential accommodation at grade should be oriented outward to 202A St.
- Residential uses may be freestanding.
  - » Low Density Apartment (1.25 FSR):
- Residential use should face 199 St and/or 80 Ave.
- Land Use densities calculation from above the top-of-bank to the required riparian setback areas may be used as on-site density transfer.
- Apartment units may be located outside riparian setback when development takes advantage of the density transfer.

- Low Density Multi-Family and Seniors Residential / Institutional:
  - » Apartments and townhouses permitted.
  - » Range of compatible commercial uses permitted for adult/seniors residential.
- 199A Street (High Street):
  - » Commercial uses shall face the High Street and be provided at grade along both sides.
  - » Neighbourhood-scale retail premises
  - » Non-residential uses in buildings must be oriented toward High Street

Routley Sub-Neighbourhood Plan



Title: Willoughby Community Plan (Schedule W-3): Routley Sub-Neighbourhood Plan

Author: Township of Langley

Date: June, 2001

OVERVIEW

The Routley Sub-Neighbourhood Plan is one of the oldest plans touching the 200 Street Corridor Planning Area. The Plan largely sets out a single-family built form and establishes a base density of 14.8 units per hectare (6 units per acre), while providing opportunities for higher densities through land dedication for greenway(s) and community open space. The intent is to create a more clustered form of suburban development that preserves mature vegetation and provide a greater amount of public open space.

The following land uses apply to the Routley Sub-Neighbourhood Plan Area:

- Single Family (6 units per acre)
  - » Allows for traditional SFH or compact SFH/ Duplexes (at 10 units per acre)
- Residential Infill:
  - » Allows for densification of large lots with existing homes through stratified infill development (at 6 units per acre)
- Commercial
  - » Allows for modest neighbourhood commercial uses at 72 Avenue and 200 Street.
- Institutional Uses
  - » Permitted where they complement adjacent residential uses (e.g. Churches and Private Schools).

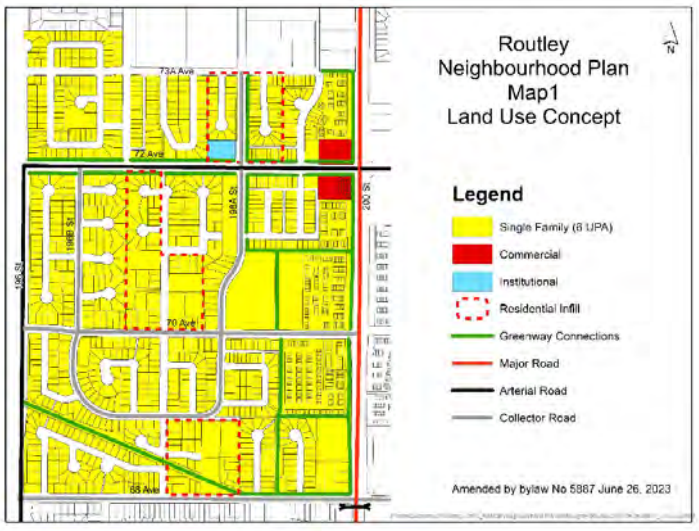


Figure 9: Routley Sub-Neighbourhood Plan Land Use Designations (Source: Township of Langley)

Housing Action Plan



Title: Housing Action Plan

Author: Township of Langley

Date: November, 2021

OVERVIEW

The 2021 Housing Action Plan is intended to address the needs of a growing population and housing affordability challenges in Langley Township.

RELEVANT GOALS

- Goal 1: Increase access to affordable, appropriate housing
  - » Success Indicator: Number of households in core housing need.
- Goal 2: Reduce Homelessness
  - » Success Indicator: Number of people experiencing homelessness.

RELEVANT PRIORITIES AND ACTIONS

- Priority 1: Diversify Housing Types
  - » Langley Township has some of the most diverse housing in Metro Vancouver. Actions under this priority aim to build on this strength by broadening the range of unit and dwelling types in urban communities.
- Priority 2: Catalyze Rental Housing
  - » Langley Township has a smaller share of market rental and subsidized rental housing than the region and has experienced low vacancy rates over the past decade. Actions under this priority are intended to increase the local rental stock, particularly primary rental and subsidized rental housing.
- Priority 3: Support Vulnerable Residents:
  - » People belonging, or perceived to belong, to groups that are in a disadvantaged position are often referred to as vulnerable. In Langley Township, Indigenous households, senior households, households with at least one person with an activity limitation, and immigrant households are more acutely impacted by housing affordability challenges and may have distinct housing needs.

APPENDIX B: MARKET ASSESSMENT



3

Current Conditions and Future Potential

200 Street Local Context

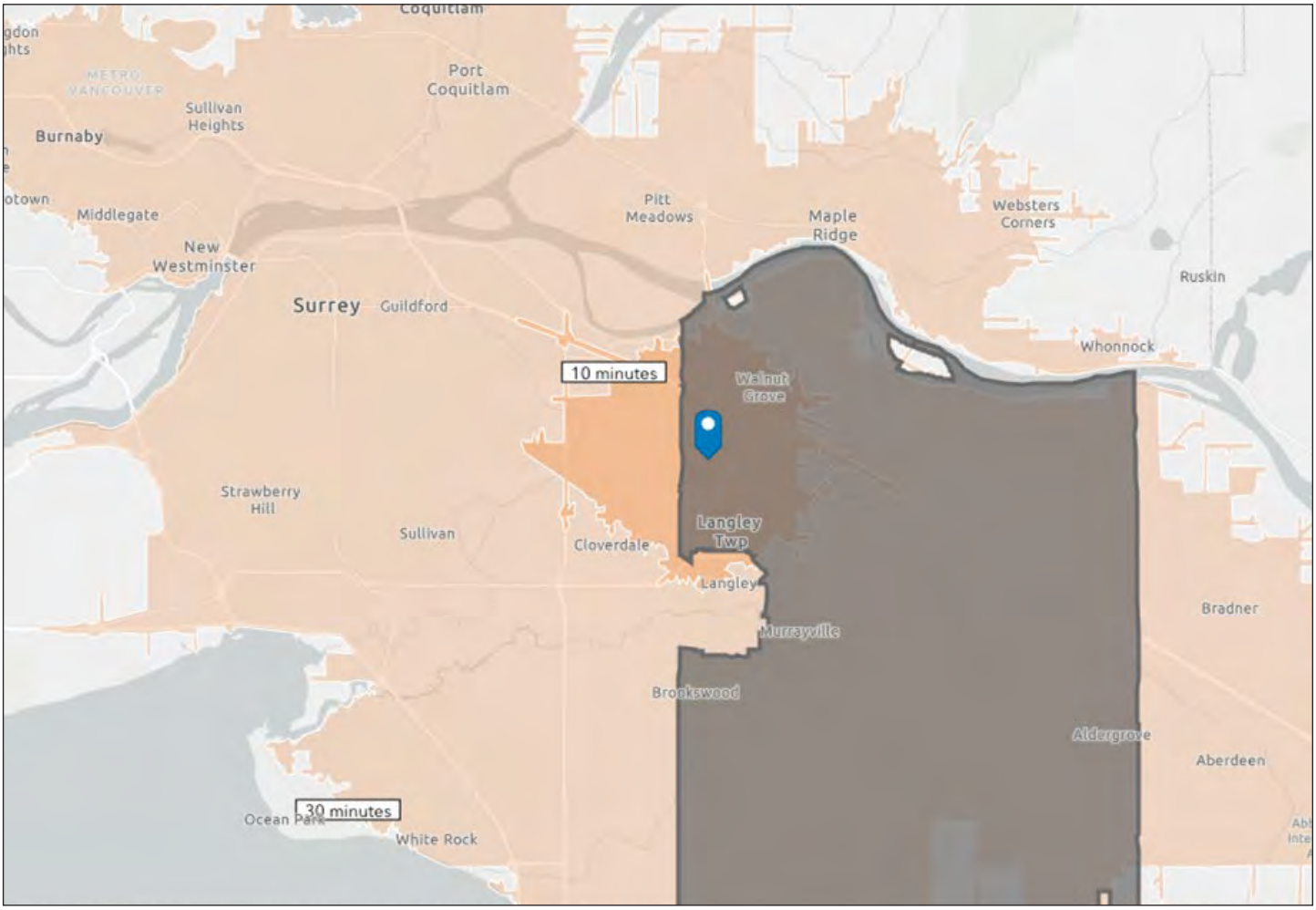
This market assessment was conducted in fall 2023 to understand the existing and future potential market conditions relevant to 200 Street. The study looks at both **demographic** conditions, trends, and projections, as well as **real estate** performance. It outlines the local market strengths and challenges, as well as future consumer trends, which contributed to the Destination Development Strategy, vision for 200 Street, and overall plan elements for 200 Street 2040. By identifying the economic opportunities in the 200 Street corridor area, the plan will shape the future of Langley's local economy and attract industry and businesses that contribute to prosperity for the whole community.



Trade Area

200 Street Local Context

The market assessment considers demand and supply for real estate in a **local trade area** (10-minute drive area around Willoughby Community Park, a central location within the 200 Street corridor) and a **regional trade area** (eastern half of Metro Vancouver, from Burnaby to Abbotsford). The diagram below shows the two areas, which can offer an important comparison to understand the unique and specific traits of the 200 Street corridor, which may differ from the needs and opportunities in the rest of the Township of Langley.



TOWNSHIP OF LANGLEY BOUNDARY

10-MIN DRIVE LOCAL TRADE AREA

REGIONAL TRADE AREA

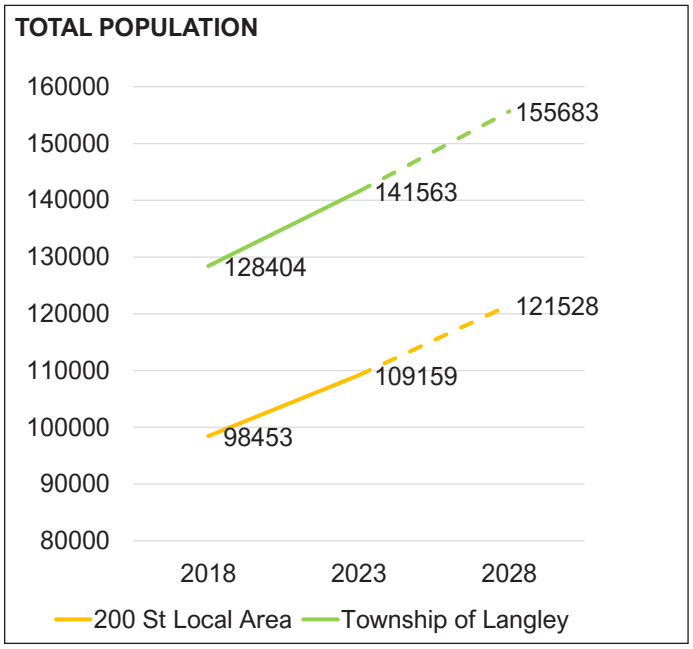
Source: ESRI Business Analyst Online

Demand: Resident Profile

Fast-Growing Community

Today, there are over 109,000 residents within a 10-min drive of 200 Street.

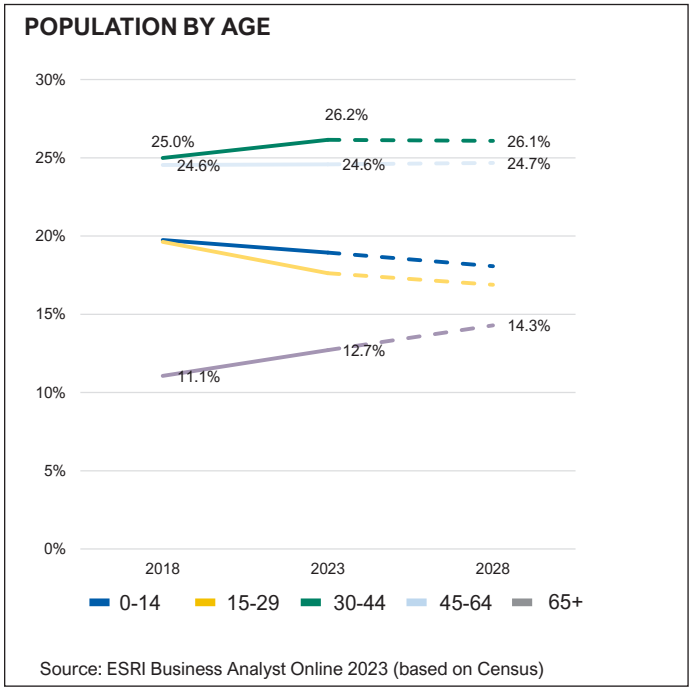
The population is projected to increase to 121,000 over the next five years; an average annual increase of 2.3% - higher than the Township (1.6%) and region (1.5%).



Aging Population

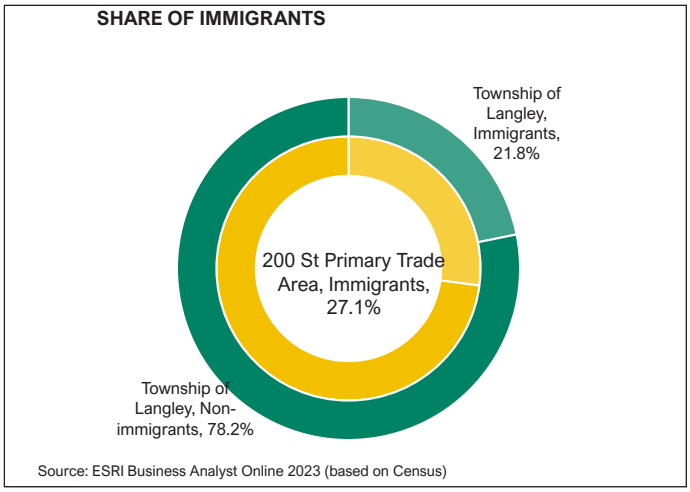
1 in 2 residents in the 200 Street local area is aged between 30-64 with the median age of the population being 37.9.

By 2028, the fastest growing age group is projected to be the 65+ age group. However, the median age of residents in the 200 Street local area (39.1) will remain lower than the Township (41.8).



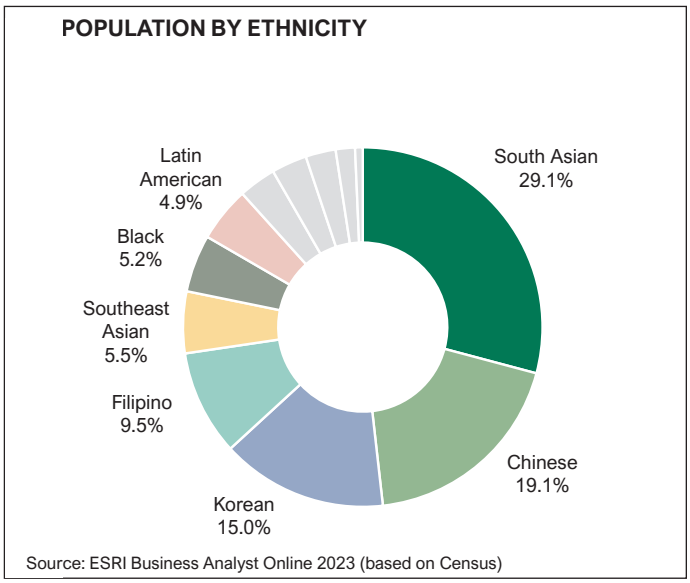
Welcoming Community

The 200 Street 10-minute-drive local area has a higher share of immigrants compared to the Township overall.



Neighbourhood Immigrants

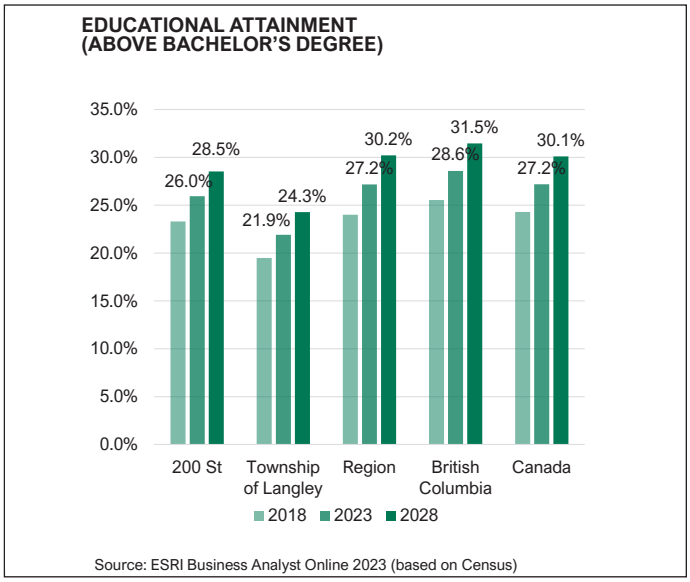
Almost half of immigrants in the 200 Street area are either South Asian or Chinese.



Educated Population

1 in 4 residents aged above 15 has at least a Bachelor's Degree in the 200 Street local area, compared with only 22% of residents in the Township.

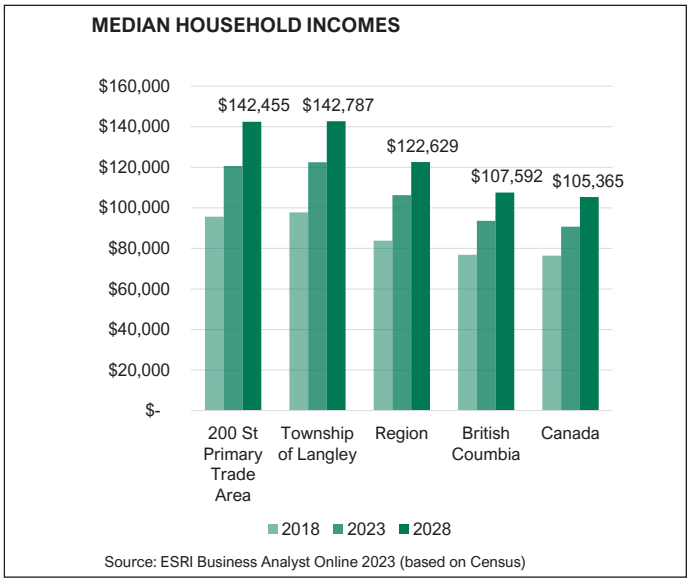
Despite the high levels of educational attainment, the share of residents with a Bachelor's Degree and above will remain smaller compared to the region and BC.



Higher Income Households

The median household income in the 200 Street local area is $120,680, 13.5% higher than the region.

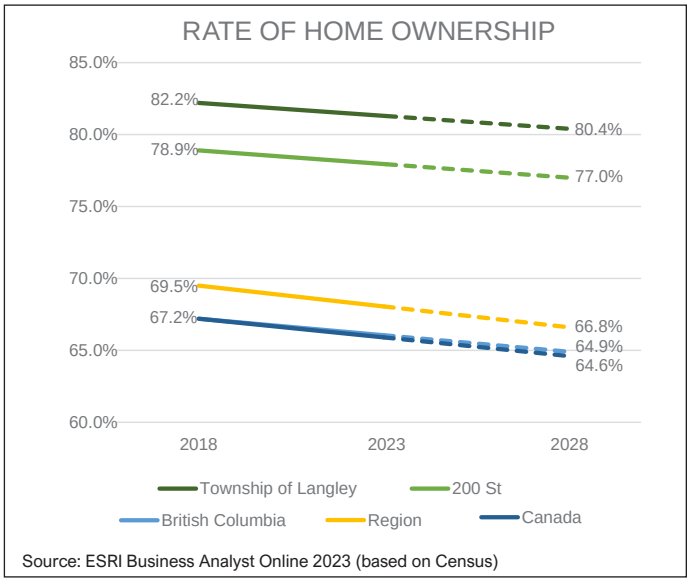
By 2028, median household incomes will rise locally – nearly equal to Township levels and over 16% higher than regional levels.



Housing Tenure

78% of households within the 200 Street Local Area own their homes, 15% higher than the region, but lower than the Township as a whole, which is at 82%.

By 2028, however, homeownership rates are projected to continue to decline across the country, including in the Township, where the rate of home ownership is expected to fall to 80%, and proportionally the rate of home ownership in the 200 Street corridor is also expected to fall.

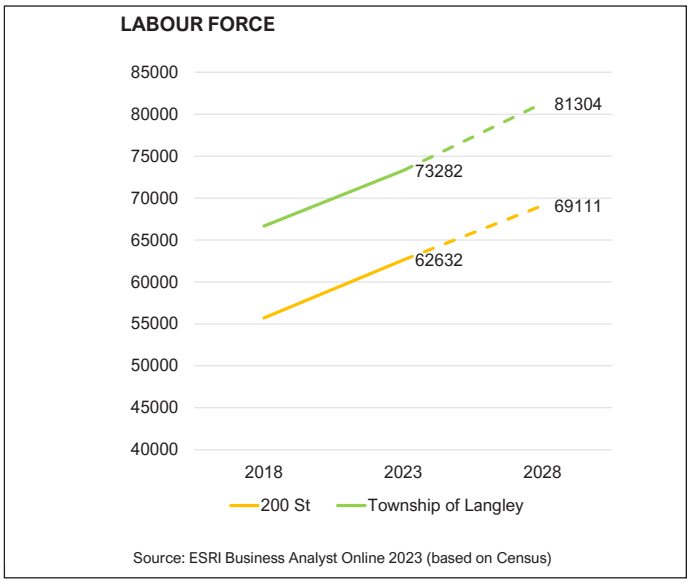


Demand: Workforce Profile

Growing Labour Force

Today, there are over 62,000 workers within the 200 Street local area.

By 2028, the labour force is expected to grow 10.3%, closely aligned with the rate of growth across the rest of the Township (10.9%).

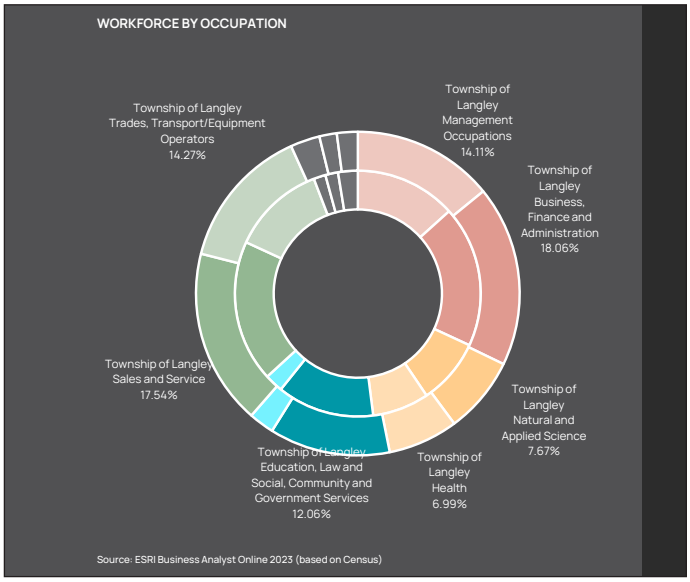


Workers' Occupations

The top 3 industries that workers are currently employed in near 200 Street are:

- 'Sales and Service' (19%),
- 'Business, Finance & Administration' (19%), and
- 'Management' (13%).

Compared with the Township, the 200 Street local area has a greater share of employees in 'Education, Law and Social, Community & Government Services', 'Health' and 'Natural and Applied Science'.



Housing Supply & Trends

Multi-Unit Residential

Today, homes need to support the expectation for work-life balance and be a part of diverse, healthy communities. The following four trends are seen across the region, and will be key to addressing needs in the 200 Street area.



Work from Home
Communal lifestyle facilities to support work at home while maintaining childcare responsibilities, including co-working floors and playrooms.



Aging In Place
Right-sized homes (studios, 1-2 bedroom) for aging in place with on-site senior care and communal courtyards and lounges.



Mixed Income Housing
Residential developments with a balanced mix of unit sizes and types to support mixed income and inter-generational living.



Neighbourly Connections
Community event spaces that support meaningful connections between neighbours.

Shift in Housing Type

Local supply of multi-unit housing is currently limited but is anticipated to grow over the next five years with over 200 units under construction.

Rates for apartment rentals are forecasted to increase over the next five years, indicating demand in the market for more multi-unit housing product.

Increasing Housing Supply

There are nearly 400 multi-unit housing developments within a 10-min drive of 200 Street. More than half (57%) are 1-bedroom units and 1 in 4 are 2- bedroom units.

In addition, 200+ units are currently under construction, which will increase total supply by 55%.

2023 Multi-Unit Housing	Units
Studio	74
1-Bedroom	232
2-Bedroom	67
3-Bedroom+	3

Rising Cost of Housing

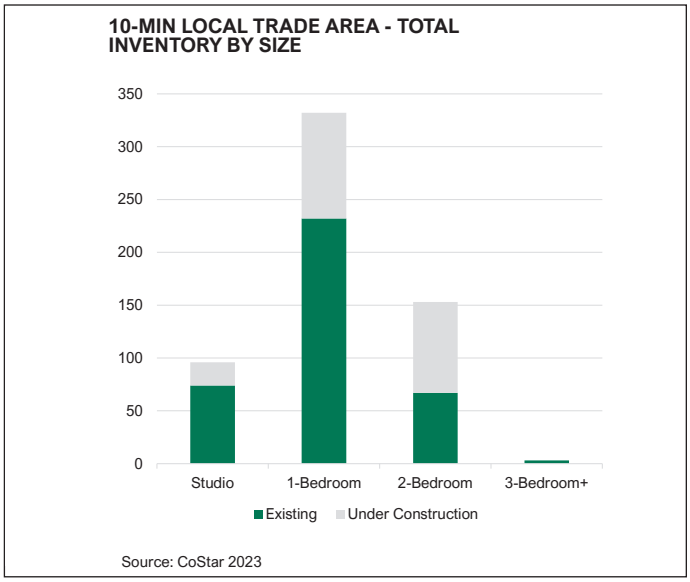
Today, 1- and 2-bedroom asking rents locally range from $1,300-$1,600 per unit. However, asking rents for 1-bedroom units in the local area are forecasted to increase by 19% over the next 5 years, indicating demand for even more units to drive prices down in the market.

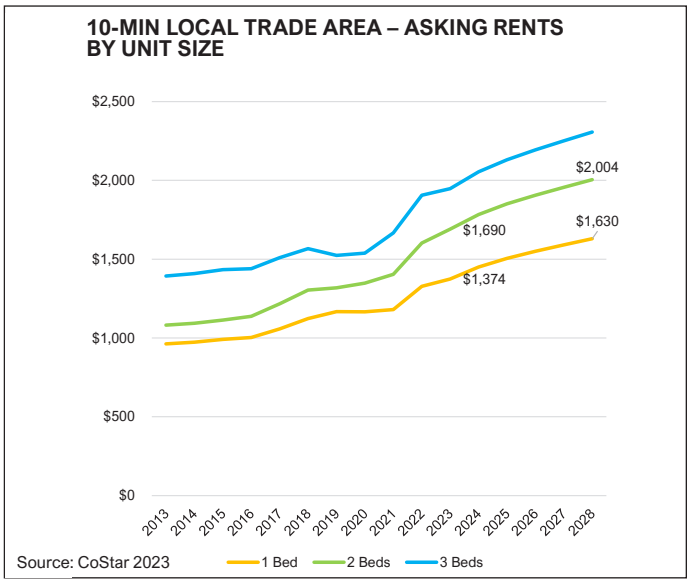
Unit Type	2023	2028
Overall	$1,450	$1,720
1-Bedroom	$1,374	$1,630
2-Bedroom	$1,690	$2,004
3-Bedroom+	$1,947	$2,306

OVERALL HOUSING TRENDS

Increasing the variety of housing types and tenures is helping serve a growing population with diverse needs in Langley.



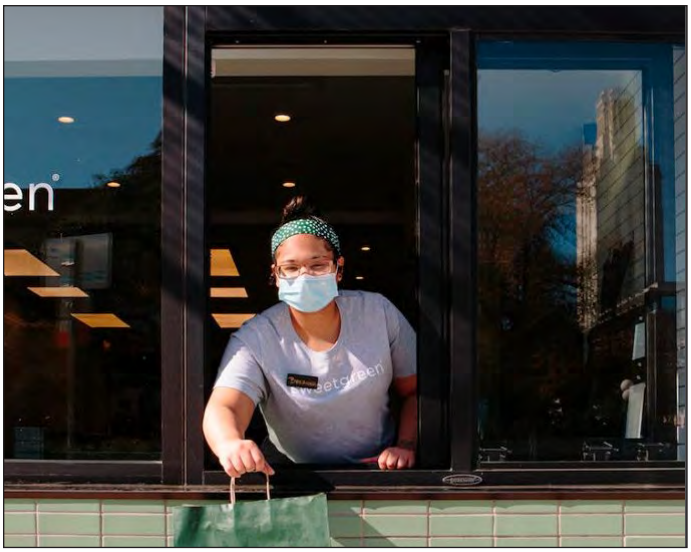




Retail Supply & Trends

Retail

Retailers need to adapt quickly to accommodate more than just sales transactions.



Buy Online Pick Up In-Store

Storefronts that are adapted to support omnichannel customer journeys – in-store pick up, last-mile deliveries, etc.



“Retail-tainment”

Storefronts that offer more than sales transactions. Consumers are making trips to stores to engage with brands and experiences.



“Med-tail”

Higher value “medtail” (medical services, health and wellness oriented retail) and community service tenants are expanding to retail corridors to provide convenient, on-demand care for residents.



Pop-Up Retails

Pop-up/short-term and seasonal retail spaces create smaller and more affordable spaces for local entrepreneurs and brands to test the market.

Current Retail Offerings

The local area has a high concentration of retail activity, with over 9% of total regional retail supply in the Surrey/ Langley submarket located within a 10-min drive of 200 Street.

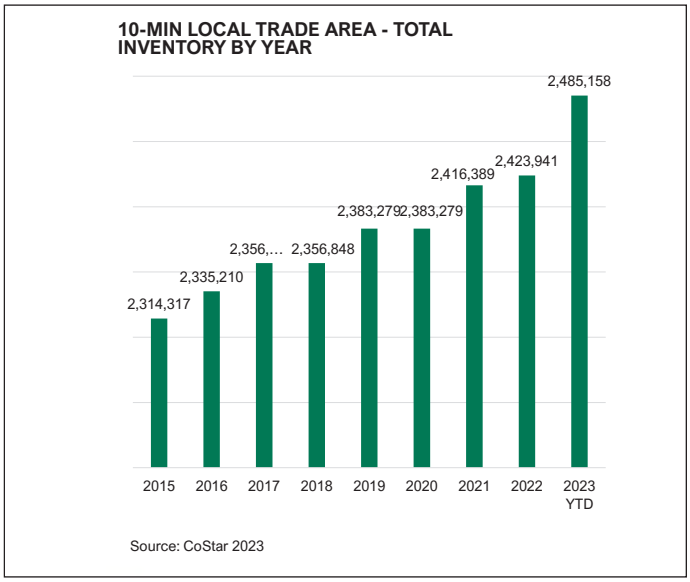
The current retail mix is focused on quick-service or fast casual dining options and convenience retail goods, and is performing well with less than 1% vacancy locally.



Local Retail Destination

There is over 2.4 million square feet of retail spaces in the 10-minute local area. 97% are Class B/Class C spaces that are typically deficient in several factors, including floor plans, physical condition, facilities, and utilities. They therefore attract a wide range of users with low to average rents.

2023 Retail Supply	Square Footage	Share
Class A	0	0%
Class B	1,170,841	47%
Class C	1,231,109	50%
Class F/Unclassified	83,208	2%



Neighbourhood Services & Conveniences

The retail tenant mix in the local area skews convenience-related and neighborhood services, including grocery, drug stores and pharmacies, personal care services, professional services, and fast-casual and take-out food services.

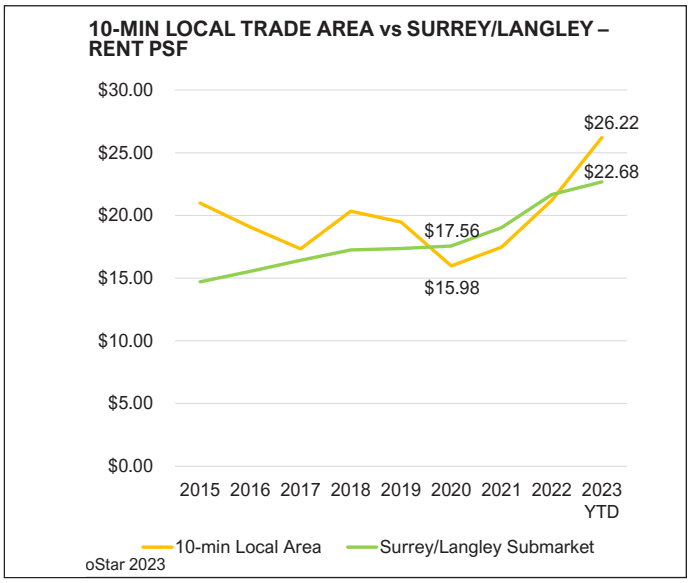
Clusters of retail along the 200 Street corridor currently include ground-level retail at Latimer Heights condos, 200th Street Business Park, a strip mall with surface parking at 72 Ave and 200 Street anchored by a liquor store and Moreno's deli, and a mix of freestanding shops and services including a gym, auto parts shop, drive-through food and beverage service, and others.

Retail Performance

Since the pandemic, retail vacancy has fallen and remained below 1% in the local area.

Inversely, retail rents locally have risen since the pandemic and exceeded regional averages in 2022. This year, local retail rents are 15% higher than regional averages.

2023 Retail Lease	Rents Per Square Foot
Class A	0
Class B	1,170,841
Class C	1,231,109
Class F/Unclassified	83,208



OVERALL RETAIL TRENDS

200 Street is dominated by generic retail chains. There is room for specialized, local, and boutique shops and services that strengthen Langley's unique character and attracts specific shoppers, not just broad demographics, along 200 Street.

Hospitality Supply & Trends

Hospitality

Despite inflationary pressures, travellers are still willing to spend on once-in-a-lifetime experiences and differentiated accommodations.



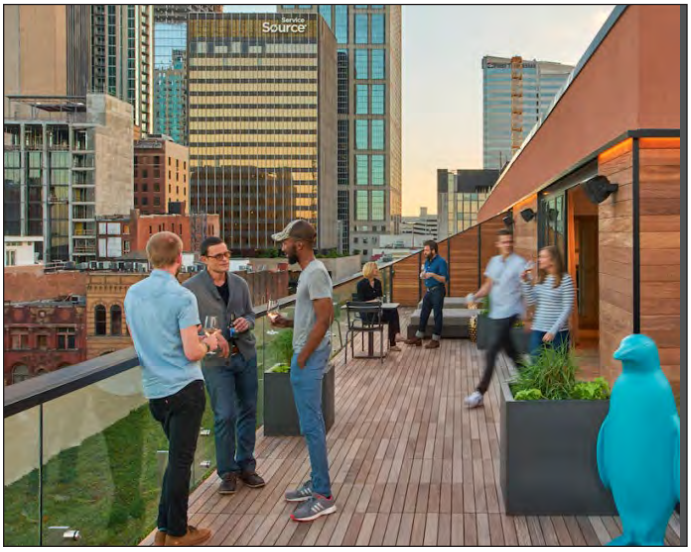
“Workation”

With hybrid work arrangements here to stay, hotels are increasingly providing office spaces that enable co-working and business interactions in lobbies, mezzanines, or with on-site restaurants/cafes.



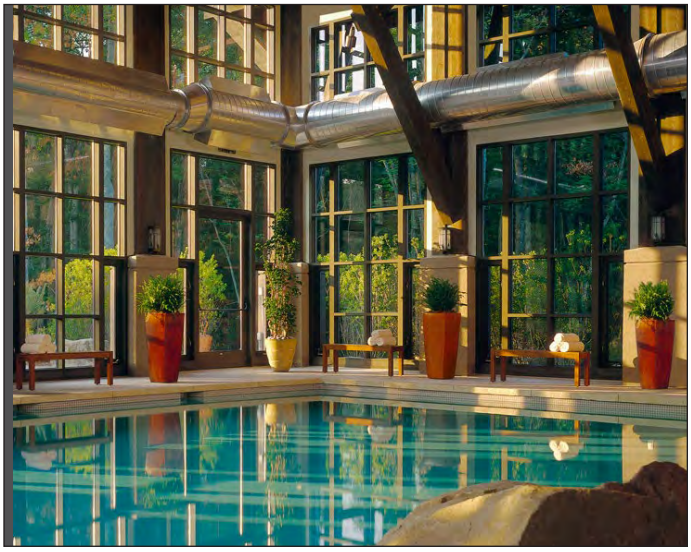
“Agritourism”

Farm stays and rural experiences are an extension of food and wine culture that travelers of various price points are increasingly exploring.



Localism

The idea of a neighborhood hotel acting as a community portal with a strong local following has become a market differentiator for an exciting batch of new hotel brands.



Wellbeing

Urban travelers are looking for vacations that leave them feeling rejuvenated and enable them to fully indulge in self-care.

Hospitality Highlights

The local area is a small hospitality market (<1000 rooms) competing within a larger submarket with over 800,000 rooms.

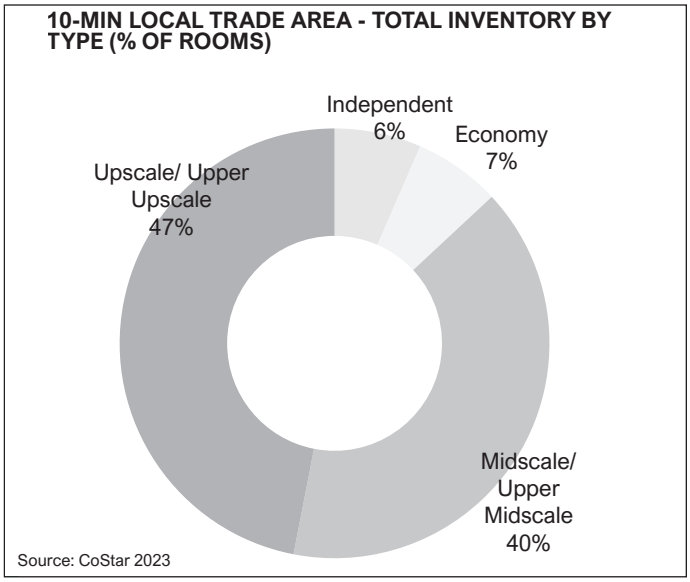
Overall, the submarket has steadily recovered from the impacts of the COVID-19 pandemic with occupancy rates and RevPAR far exceeding rates in 2019.



Hotel Market

There are over 813,000 rooms in the Vancouver South/ Surrey submarket for hotels. However, only 0.1% of that supply is located locally. There are 980 rooms within the 10-min Local Area*, including 264 rooms under construction.

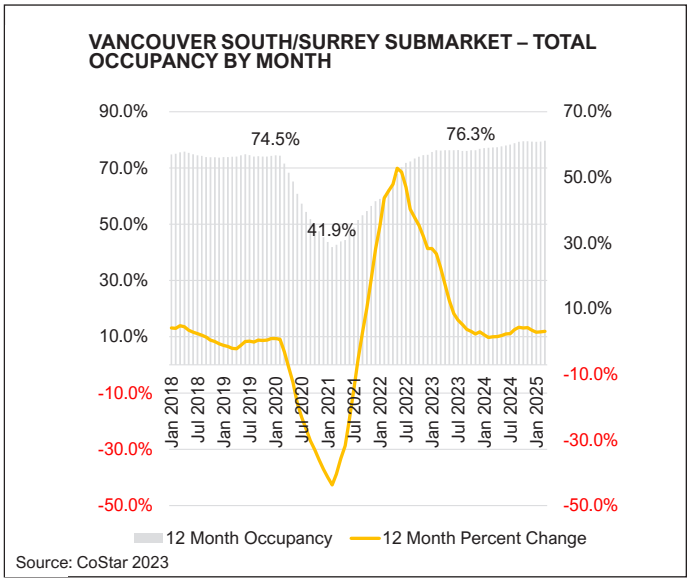
2023 Hotel Supply	Total Rooms	Share
Independent	64	6%
Economy	64	6%
Midscale/Upper Midscale	392	40%
Upscale/Upper Upscale	460	47%
Luxury	0	0%



Fully Recovered Hospitality Sector

Although hotel occupancy rates in the Vancouver South/Surrey submarket fell as low as 41% during the pandemic (Feb 2021), conditions have significantly improved and occupancy rates are projected to steadily exceed rates prior to the COVID-19 pandemic, hovering at around 79% by 2025.

In addition, Vancouver South Area/Surrey is not anticipated to face supply-side pressures in the near-term as there is limited product under construction in the submarket.

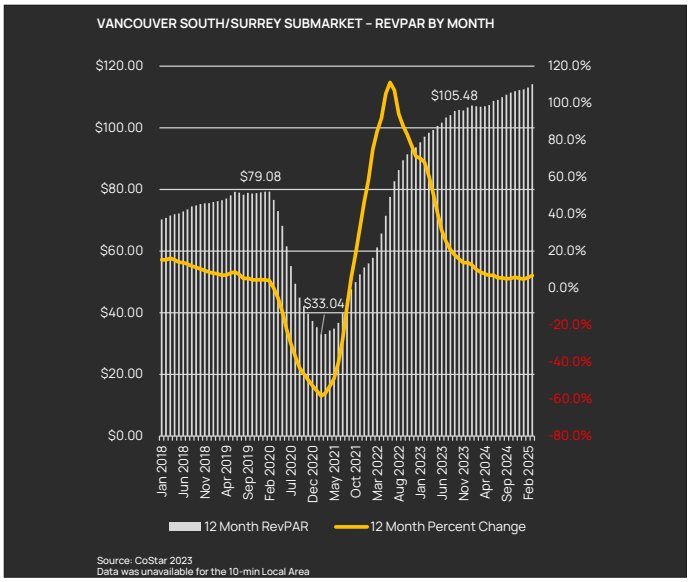


Similar to occupancy rates, the RevPAR in the Vancouver South Area/Surrey submarket has steadily recovered, exceeding pre- pandemic rates and climbing at a 17.9% year-over-year rate (Sep 2023).

By 2025 RevPAR is expected to climb to $113 – 43% above 2019 rates.

OVERALL HOSPITALITY TRENDS

Langley's small hospitality industry may have an opportunity to expand and support the development of the tourism industry in Langley as well as the capacity for business and conference travel.



Office Supply & Trends

Office

Offices are increasingly embedded in our communities and becoming adaptable spaces that facilitate a variety of work activities, from experimentation to prototyping and learning.



Innovation
Workshops and laboratories are replacing the boardroom as places where innovation is born, and ideas take shape.



Socialization
Flexible social spaces with quality food and drink that encourage chance encounters between colleagues and across teams.



Neighbourly Connections
Amenity-rich neighbourhoods can act as an extension of the office to offer a variety of work settings.



Lifelong Learning
From workshops and training seminars to company celebrations, offices are also venues for continuous learning and gathering as communities.

Office Market Highlights

Before the COVID-19 pandemic, the local office market was performing well with low vacancy rates (<3%) and market rents PSF at 62% higher than the Metro Vancouver averages.

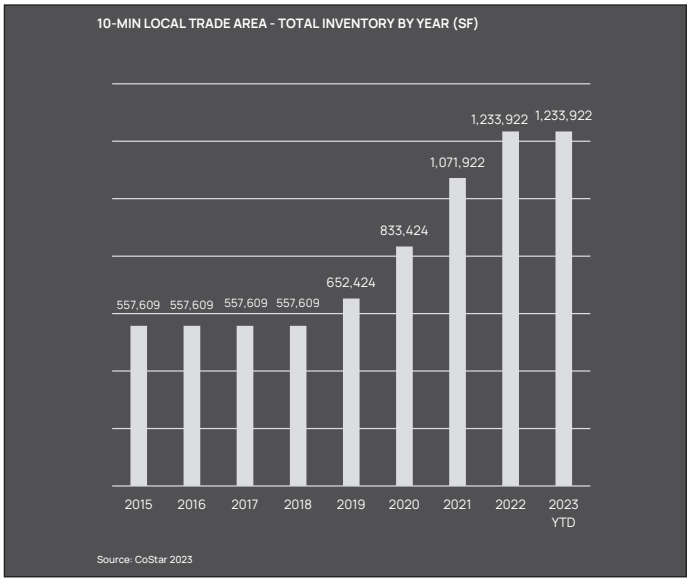
With the delivery of additional new products in the last 4 years, and changing work patterns, the local office market is experiencing softening of lease rates and larger shares of vacancy.



Office Inventory

Office inventory in the local trade area grew 89% from 2019-2023. However, no new constructions starts have been recorded since 2021 resulting in a forecast of no new deliveries until late 2026.

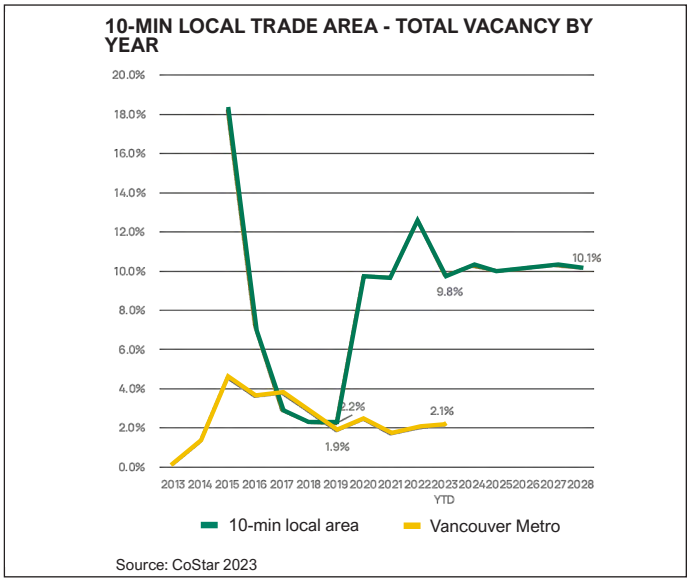
2023 Office Supply	Total Sq. Ft.	Share
Class A	176,525	14%
Class B	1,008,897	82%
Class C	48,500	4%



Office Oversupply

Office vacancy rates in the local trade area remain higher than Metro Vancouver averages and are forecasted to increase to stabilize at around 10% by 2028. 87% of local vacant offices are Class B.

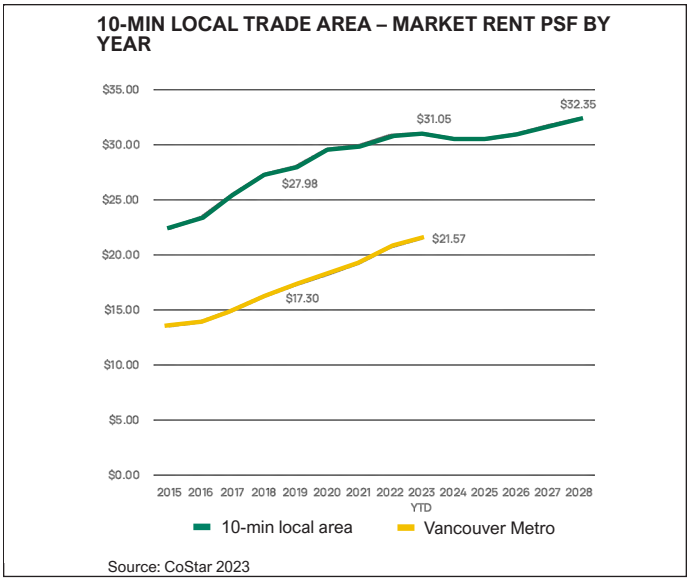
2023 Office Vacancy	Total Sq. Ft.	Share
Class A	15,722	13%
Class B	104,865	87%
Class C	-	-



Softening Demand for Office

Office lease rates in the local trade area are 44% higher than Metro Vancouver. However, increase in lease rates are expected to slow to 1% annually.

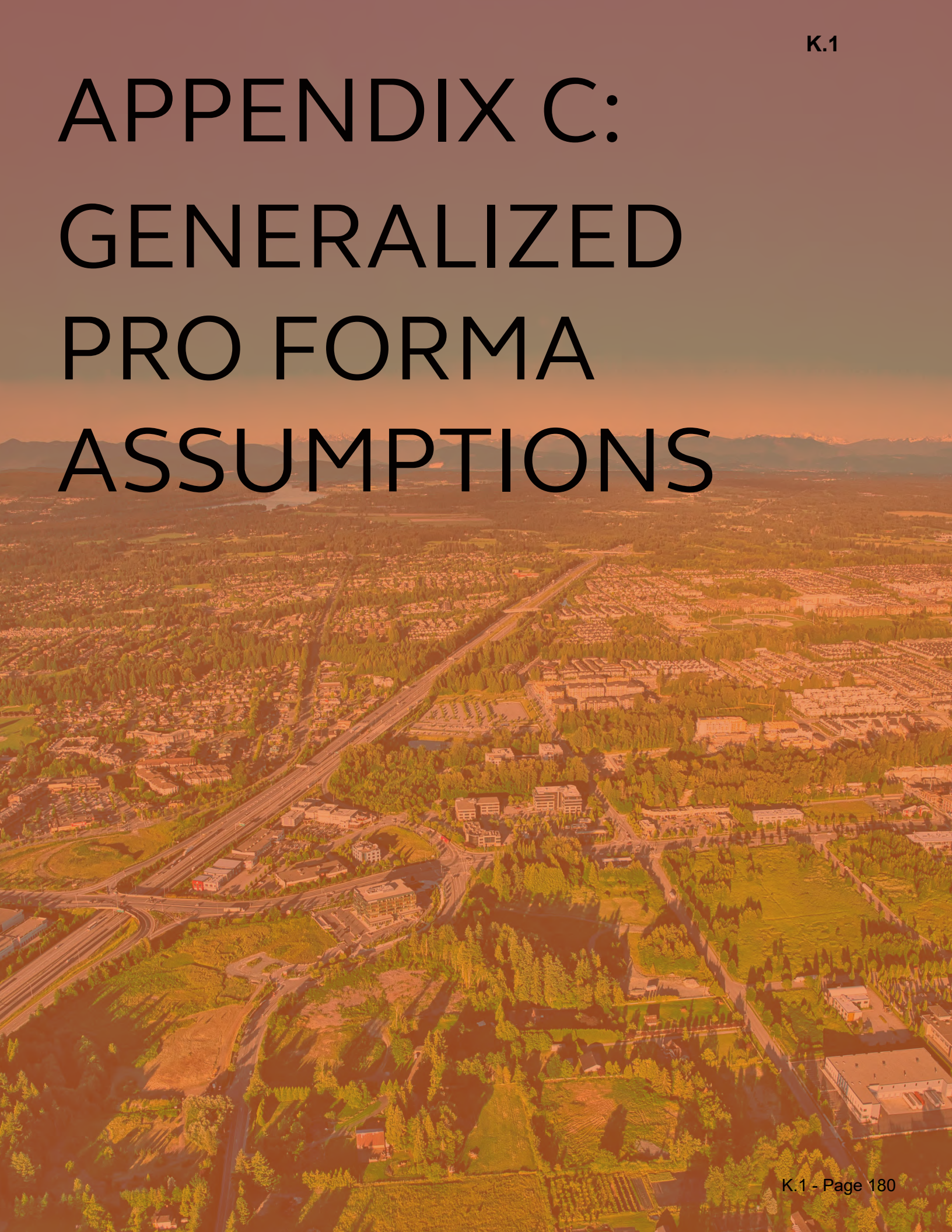
Office Rents	Gross	Base	TMI
OVERALL	$36.55	$28.31	$11.50
Class A	$35.39	$25.54	$13.40
Class B	$36.55	$28.31	$11.46
Class C	$33.06	$21.16	$9.40



OVERALL EMPLOYMENT TRENDS

A departure from traditional workplaces to flexible and innovative employment options can help set Langley apart and remain a viable, competitive labour market and strengthen the local economy.

APPENDIX C: GENERALIZED PRO FORMA ASSUMPTIONS

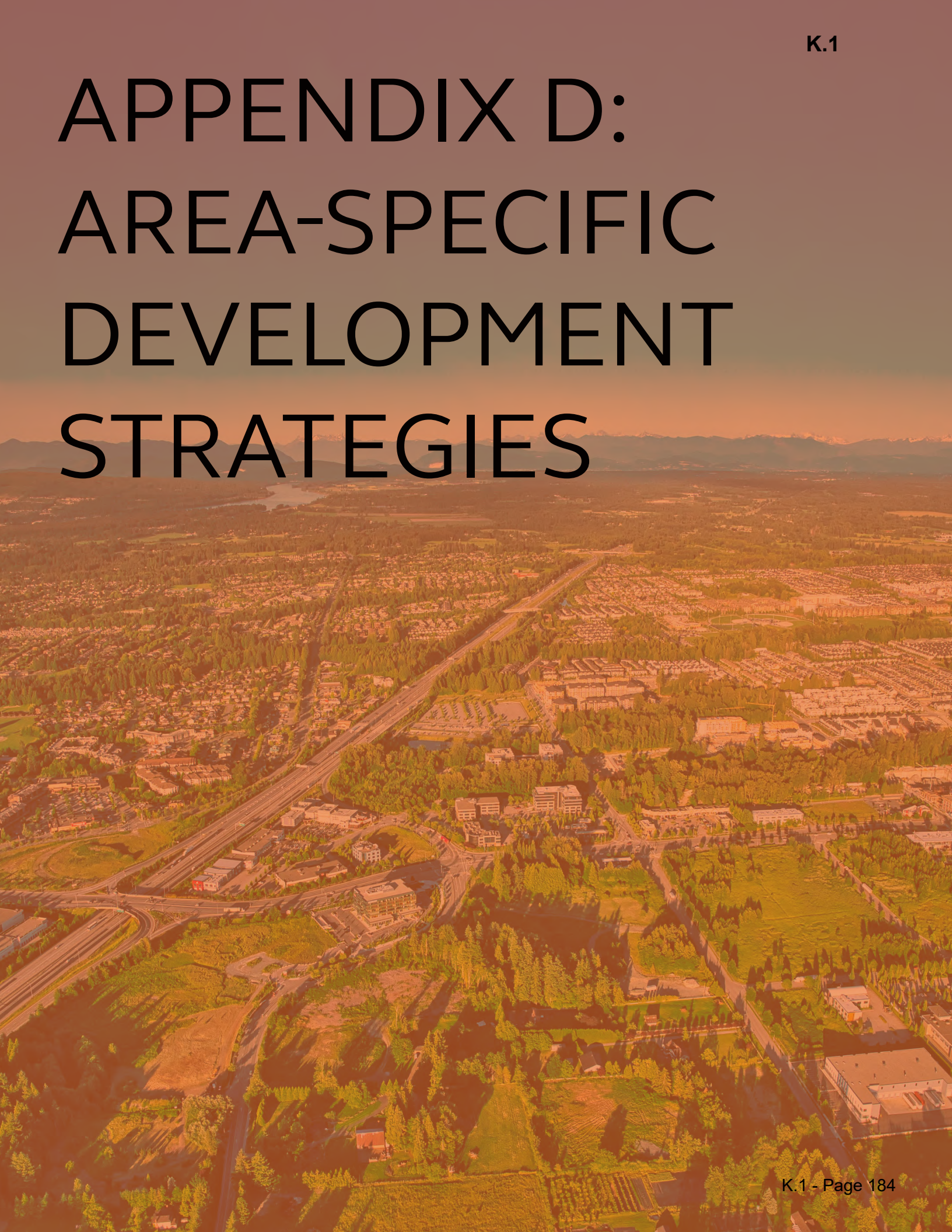


CONCRETE TOWER																
Minimum Density	FAR Index	NV	NV	NV	NV	NV	2.3	3.5	4.61	5.76	6.91	0.8	1.2	1.6	2.0	2.3
Number of Storeys	#	NV	NV	NV	NV	NV	6.6	9.9	13.2	16.5	19.7	2.2	3.3	4.5	5.6	6.7
Base information																
Willingness to Pay	$/sf	$900 psf					$950 psf					$1,000 psf				
Property Price	sf land	$50	$75	$100	$125	$150	$50	$75	$100	$125	$150	$50	$75	$100	$125	$150
Parcel Area	sf land	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Efficiency	Index	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%
Construction Hard Cost	$/sf const	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10
Soft Costs	% of Ch	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%
Contingency Costs	% of Ch+Cs	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Municipal Fees (Per Unit)	$/unit	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197
Unit Area	sf const	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800
Interest rate	%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%
Profit Cost	% of Costs	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Marketing Cost	% of Costs+Cp	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Lot occupancy	% of lot	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%
Subcalculations																
Total gross construction area	sf	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	230,384	345,576	460,770	575,960	691,153	78,142	117,211	156,282	195,353	234,422
Total net construction area	sf	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	195,826	293,739	391,654	489,566	587,480	66,421	99,630	132,840	166,050	199,259
Construction hard costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$95,862,803	$143,793,967	$191,726,199	$239,656,861	$287,588,570	$32,514,825	$48,771,670	$65,028,903	$81,286,280	$97,543,196
Soft costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$27,800,213	$41,700,250	$55,600,598	$69,500,490	$83,400,685	$9,429,299	$14,143,784	$18,858,382	$23,573,021	$28,287,527
Hard+soft costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$123,663,016	$185,494,217	$247,326,796	$309,157,350	$370,989,255	$41,944,124	$62,915,454	$83,887,285	$104,859,301	$125,830,723
Contingency costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$12,366,302	$18,549,422	$24,732,680	$30,915,735	$37,098,925	$4,194,412	$6,291,545	$8,388,728	$10,485,930	$12,583,072
Hard+soft+contingency costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$136,029,318	$204,043,639	$272,059,476	$340,073,085	$408,088,180	$46,138,537	$69,207,000	$92,276,013	$115,345,231	$138,413,795
DCC costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$13,266,551	$19,899,794	$26,533,184	$33,166,358	$39,799,676	$4,499,760	$6,749,561	$8,999,416	$11,249,291	$13,499,102
Land financing costs	$ total	$21,160	$31,740	$42,320	$52,900	$63,480	$21,160	$31,740	$42,320	$52,900	$63,480	$21,160	$31,740	$42,320	$52,900	$63,480
Construction financing costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$608,537	$912,804	$1,217,078	$1,521,342	$1,825,612	$206,404	$309,603	$412,803	$516,005	$619,204
Total costs before profit	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$149,925,566	$224,887,977	$299,852,058	$374,813,685	$449,776,948	$50,865,861	$76,297,903	$101,730,553	$127,163,428	$152,595,582
Profit	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$22,488,835	$33,733,197	$44,977,809	$56,222,053	$67,466,542	$7,629,879	$11,444,685	$15,259,583	$19,074,514	$22,889,337
Total costs after profit	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$172,414,401	$258,621,174	$344,829,867	$431,035,737	$517,243,491	$58,495,740	$87,742,589	$116,990,136	$146,237,942	$175,484,919
Marketing costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$8,620,720	$12,931,059	$17,241,493	$21,551,787	$25,862,175	$2,924,787	$4,387,129	$5,849,507	$7,311,897	$8,774,246
Total development costs excl. land	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$181,035,121	$271,552,232	$362,071,360	$452,587,524	$543,105,665	$61,420,527	$92,129,718	$122,839,642	$153,549,839	$184,259,165
Current assessed lot value	$ total	$5,000,000	$7,500,000	$10,000,000	$12,500,000	$15,000,000	$5,000,000	$7,500,000	$10,000,000	$12,500,000	$15,000,000	$5,000,000	$7,500,000	$10,000,000	$12,500,000	$15,000,000
Total development costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$186,035,121	$279,052,232	$372,071,360	$465,087,524	$558,105,665	$66,420,527	$99,629,718	$132,839,642	$166,049,839	$199,259,165
Cost psf of net sellable area	$/sf const	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$950	$950	$950	$950	$950	$1,000	$1,000	$1,000	$1,000	$1,000

WOODFRAME MIDRISE																
Minimum Density	FAR Index	**4.2**	**6.3**	**8.34**	**10.43**	**12.51**	**0.9**	**1.4**	**1.84**	**2.30**	**2.76**	**0.5**	**0.8**	**1.0**	**1.3**	**1.6**
Number of Storeys	#	**8.3**	**12.5**	**16.7**	**20.9**	**25.0**	**1.8**	**2.8**	**3.7**	**4.6**	**5.5**	**1.0**	**1.6**	**2.1**	**2.6**	**3.1**
Base information																
Willingness to Pay	$/sf			$750 psf					$800 psf					$850 psf		
Property Price	sf land	$50	$75	$100	$125	$150	$50	$75	$100	$125	$150	$50	$75	$100	$125	$150
Parcel Area	sf land	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Efficiency	Index	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%
Construction Hard Cost	$/sf const	$323.00	$323.00	$323.00	$323.00	$323.00	$323.00	$323.00	$323.00	$323.00	$323.00	$323.00	$323.00	$323.00	$323.00	$323.00
Soft Costs	% of Ch	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%
Contingency Costs	% of Ch+Cs	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Municipal Fees (Per Unit)	$/unit	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197
Unit Area	sf const	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800
Interest rate	%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%
Profit Cost	% of Costs	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Marketing Cost	% of Costs+Cp	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Lot occupancy	% of lot	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Subcalculations																
Total gross construction area	sf	417,095	625,643	834,190	1,042,738	1,251,286	92,130	138,194	184,259	230,323	276,386	51,784	77,676	103,567	129,459	155,351
Total net construction area	sf	354,531	531,796	709,062	886,327	1,063,593	78,311	117,465	156,620	195,774	234,928	44,016	66,025	88,032	110,040	132,048
Construction hard costs	$ total	$134,721,759	$202,082,638	$269,443,517	$336,804,397	$404,165,276	$29,758,068	$44,636,642	$59,515,670	$74,394,309	$89,272,721	$16,726,139	$25,089,315	$33,452,261	$41,815,322	$50,178,322
Soft costs	$ total	$39,069,310	$58,603,965	$78,138,620	$97,673,275	$117,207,930	$8,629,840	$12,944,626	$17,259,544	$21,574,350	$25,889,089	$4,850,580	$7,275,901	$9,701,156	$12,126,443	$14,551,713
Hard+soft costs	$ total	$173,791,069	$260,686,603	$347,582,137	$434,477,672	$521,373,206	$38,387,907	$57,581,269	$76,775,214	$95,968,658	$115,161,809	$21,576,720	$32,365,217	$43,153,417	$53,941,766	$64,730,035
Contingency costs	$ total	$17,379,107	$26,068,660	$34,758,214	$43,447,767	$52,137,321	$3,838,791	$5,758,127	$7,677,521	$9,596,866	$11,516,181	$2,157,672	$3,236,522	$4,315,342	$5,394,177	$6,473,003
Hard+soft+contingency costs	$ total	$191,170,176	$286,755,263	$382,340,351	$477,925,439	$573,510,527	$42,226,698	$63,339,395	$84,452,735	$105,565,524	$126,677,990	$23,734,392	$35,601,738	$47,468,759	$59,335,942	$71,203,038
DCC costs	$ total	$24,018,222	$36,027,333	$48,036,443	$60,045,554	$72,054,665	$5,305,274	$7,957,829	$10,610,465	$13,263,032	$15,915,558	$2,981,939	$4,472,928	$5,963,876	$7,454,844	$8,945,801
Land financing costs	$ total	$21,160	$31,740	$42,320	$52,900	$63,480	$21,160	$31,740	$42,320	$52,900	$63,480	$21,160	$31,740	$42,320	$52,900	$63,480
Construction financing costs	$ total	$855,214	$1,282,821	$1,710,427	$2,138,034	$2,565,641	$188,904	$283,353	$377,805	$472,255	$566,703	$106,178	$159,267	$212,355	$265,444	$318,532
Total costs before profit	$ total	$216,064,771	$324,097,156	$432,129,542	$540,161,927	$648,194,313	$47,742,036	$71,612,318	$95,483,326	$119,353,711	$143,223,732	$26,843,669	$40,265,673	$53,687,310	$67,109,130	$80,530,851
Profit	$ total	$32,409,716	$48,614,573	$64,819,431	$81,024,289	$97,229,147	$7,161,305	$10,741,848	$14,322,499	$17,903,057	$21,483,560	$4,026,550	$6,039,851	$8,053,096	$10,066,369	$12,079,628
Total costs after profit	$ total	$248,474,487	$372,711,730	$496,948,973	$621,186,217	$745,423,460	$54,903,342	$82,354,166	$109,805,825	$137,256,768	$164,707,292	$30,870,219	$46,305,524	$61,740,406	$77,175,499	$92,610,479
Marketing costs	$ total	$12,423,724	$18,635,586	$24,847,449	$31,059,311	$37,271,173	$2,745,167	$4,117,708	$5,490,291	$6,862,838	$8,235,365	$1,543,511	$2,315,276	$3,087,020	$3,858,775	$4,630,524
Total development costs excl. land	$ total	$260,898,211	$391,347,316	$521,796,422	$652,245,527	$782,694,633	$57,648,509	$86,471,874	$115,296,116	$144,119,606	$172,942,656	$32,413,730	$48,620,800	$64,827,427	$81,034,274	$97,241,003
Current assessed lot value	$ total	$5,000,000	$7,500,000	$10,000,000	$12,500,000	$15,000,000	$5,000,000	$7,500,000	$10,000,000	$12,500,000	$15,000,000	$5,000,000	$7,500,000	$10,000,000	$12,500,000	$15,000,000
Total development costs	$ total	$265,898,211	$398,847,316	$531,796,422	$664,745,527	$797,694,633	$62,648,509	$93,971,874	$125,296,116	$156,619,606	$187,942,656	$37,413,730	$56,120,800	$74,827,427	$93,534,274	$112,241,003
Cost psf of net sellable area	$/sf const	$750	$750	$750	$750	$750	$800	$800	$800	$800	$800	$850	$850	$850	$850	$850

CONCRETE TOWER																
Minimum Density	FAR Index	**NV**	**NV**	**NV**	**NV**	**NV**	**2.3**	**3.5**	**4.61**	**5.76**	**6.91**	**0.8**	**1.2**	**1.6**	**2.0**	**2.3**
Number of Storeys	#	**NV**	**NV**	**NV**	**NV**	**NV**	**6.6**	**9.9**	**13.2**	**16.5**	**19.7**	**2.2**	**3.3**	**4.5**	**5.6**	**6.7**
Base information																
Willingness to Pay	$/sf			$900 psf					$950 psf					$1,000 psf		
Property Price	sf land	$50	$75	$100	$125	$150	$50	$75	$100	$125	$150	$50	$75	$100	$125	$150
Parcel Area	sf land	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Efficiency	Index	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%
Construction Hard Cost	$/sf const	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10	$416.10
Soft Costs	% of Ch	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%
Contingency Costs	% of Ch+Cs	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Municipal Fees (Per Unit)	$/unit	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197	$54,197
Unit Area	sf const	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800
Interest rate	%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%	9.20%
Profit Cost	% of Costs	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Marketing Cost	% of Costs+Cp	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Lot occupancy	% of lot	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%	35%
Subcalculations																
Total gross construction area	sf	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	230,384	345,576	460,770	575,960	691,153	78,142	117,211	156,282	195,353	234,422
Total net construction area	sf	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	195,826	293,739	391,654	489,566	587,480	66,421	99,630	132,840	166,050	199,259
Construction hard costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$95,862,803	$143,793,967	$191,726,199	$239,656,861	$287,588,570	$32,514,825	$48,771,670	$65,028,903	$81,286,280	$97,543,196
Soft costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$27,800,213	$41,700,250	$55,600,598	$69,500,490	$83,400,685	$9,429,299	$14,143,784	$18,858,382	$23,573,021	$28,287,527
Hard+soft costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$123,663,016	$185,494,217	$247,326,796	$309,157,350	$370,989,255	$41,944,124	$62,915,454	$83,887,285	$104,859,301	$125,830,723
Contingency costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$12,366,302	$18,549,422	$24,732,680	$30,915,735	$37,098,925	$4,194,412	$6,291,545	$8,388,728	$10,485,930	$12,583,072
Hard+soft+contingency costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$136,029,318	$204,043,639	$272,059,476	$340,073,085	$408,088,180	$46,138,537	$69,207,000	$92,276,013	$115,345,231	$138,413,795
DCC costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$13,266,551	$19,899,794	$26,533,184	$33,166,358	$39,799,676	$4,499,760	$6,749,561	$8,999,416	$11,249,291	$13,499,102
Land financing costs	$ total	$21,160	$31,740	$42,320	$52,900	$63,480	$21,160	$31,740	$42,320	$52,900	$63,480	$21,160	$31,740	$42,320	$52,900	$63,480
Construction financing costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$608,537	$912,804	$1,217,078	$1,521,342	$1,825,612	$206,404	$309,603	$412,803	$516,005	$619,204
Total costs before profit	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$149,925,566	$224,887,977	$299,852,058	$374,813,685	$449,776,948	$50,865,861	$76,297,903	$101,730,553	$127,163,428	$152,595,582
Profit	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$22,488,835	$33,733,197	$44,977,809	$56,222,053	$67,466,542	$7,629,879	$11,444,685	$15,259,583	$19,074,514	$22,889,337
Total costs after profit	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$172,414,401	$258,621,174	$344,829,867	$431,035,737	$517,243,491	$58,495,740	$87,742,589	$116,990,136	$146,237,942	$175,484,919
Marketing costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$8,620,720	$12,931,059	$17,241,493	$21,551,787	$25,862,175	$2,924,787	$4,387,129	$5,849,507	$7,311,897	$8,774,246
Total development costs excl. land	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$181,035,121	$271,552,232	$362,071,360	$452,587,524	$543,105,665	$61,420,527	$92,129,718	$122,839,642	$153,549,839	$184,259,165
Current assessed lot value	$ total	$5,000,000	$7,500,000	$10,000,000	$12,500,000	$15,000,000	$5,000,000	$7,500,000	$10,000,000	$12,500,000	$15,000,000	$5,000,000	$7,500,000	$10,000,000	$12,500,000	$15,000,000
Total development costs	$ total	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$186,035,121	$279,052,232	$372,071,360	$465,087,524	$558,105,665	$66,420,527	$99,629,718	$132,839,642	$166,049,839	$199,259,165
Cost psf of net sellable area	$/sf const	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	$950	$950	$950	$950	$950	$1,000	$1,000	$1,000	$1,000	$1,000

APPENDIX D: AREA-SPECIFIC DEVELOPMENT STRATEGIES



Development Strategy: Area-Specific Recommendations

The following section sets out area specific Objectives and Recommendations for the three transit villages, focusing on the Development Opportunity Areas within each. Recognizing that transit villages are comprised of unique character areas and governed by multiple, existing Neighbourhood Plans, the Objectives and Recommendations are broken down by sub-area for each transit village. The three station-area villages outlined in this section correspond with the three urban villages outlined in Chapter 3, however, the Township may wish to further explore the identity of each urban village, including naming, through public consultation. Additionally, the exact locations and names of the future BRT Stations will be established through a joint process with TransLink. As such, the villages are described in this section as the North, Centre, and South villages. This section is organized as follows:

- Overview of the existing condition of each transit village.
- Overarching Land Use Vision for the transit village as a whole.
- Projections for new housing units, residents, jobs and retail space for each transit village at build out.
- Sub-Area specific Objectives and Recommendations, including specific changes to existing neighbourhood plans to meet those Objectives.



North Village

EXISTING CONDITIONS

Under the existing *Carvolth Neighbourhood Plan*, the North Village has begun to transition from rural acreages and greenfield sites to a mixed-use neighbourhood. The east side of the North Village has undergone rapid intensification as a residential and retail hub with a built form comprised predominantly of 5- to 6-storey mid- rise buildings. More than five high-rise developments are either under construction or proposed near the intersection of 86 Avenue and 200 Street, setting the stage for the high-density urban core of the Township of Langley.

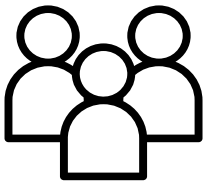
West of 200 Street and between the Highway 1 on-ramps the North Village is the Township's core employment hub and is comprised of regionally designated employment lands. Closer to 200 Street recent development has consisted of new low- to mid-rise office buildings, hotels, and some large format, auto-oriented commercial developments. Further west and south, recent developments are predominantly light-industrial buildings.

As of the 2021 Census, there were approximately 3,300 residents living in the North Village. It is anticipated that between recently constructed, approved or nearly approved development applications, a further 8,800 new residents will be accommodated in the village's new housing supply.

LAND USE VISION

The North Village will become the economic centre of the 200 Street Corridor building off current development trends. The North Village will accommodate mixed-use high-rise and mid-rise towers and incorporate important gateway features marking its significance as the entrance to the 200 Street Corridor and the centre of Willoughby's commercial activity.

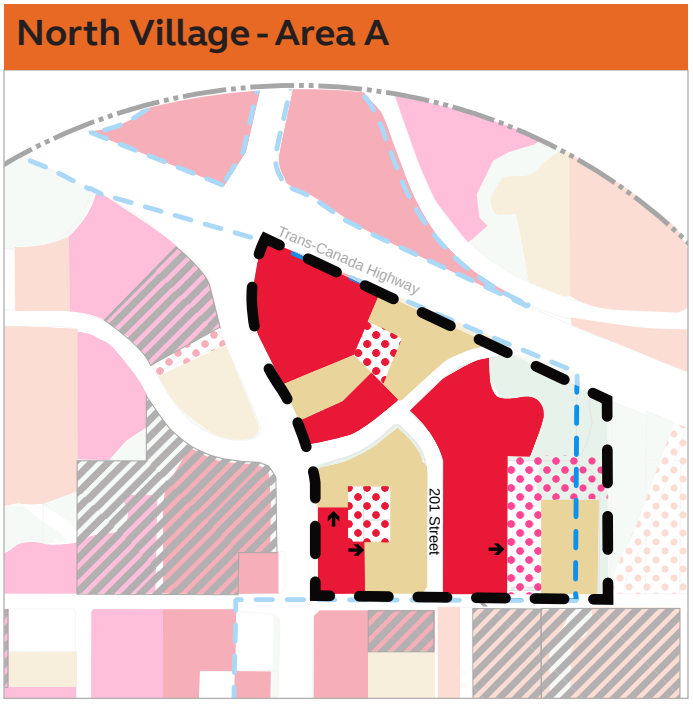
NORTH VILLAGE PROJECTIONS[6]

	**POPULATION**	
	Projected New Housing Units	**12,200**
	Projected New Population	**24,700**
	**JOBS**	
	Projected New Office/Industrial Jobs	**55,000**
	Projected New Retail (Square Feet)	**244,000**

[6] Projections are approximate and assume full build out of Development Opportunity Areas at permitted densities. 35% of Development Opportunity Areas assumed to be provided for roadways, paths, open spaces and public amenities. Building efficiencies have been assumed at 80% for all uses. Unit sizes are assumed to be 800 square feet for apartment and 1,200 square feet for townhouse. Household size assumed to be 2.0 for apartment and 3.5 for townhouse. Square footage per worker assumed to be 250 square feet for office worker and 600 square feet for industrial worker. Retail space requirements assumed to be approximately 20 square feet per unit.

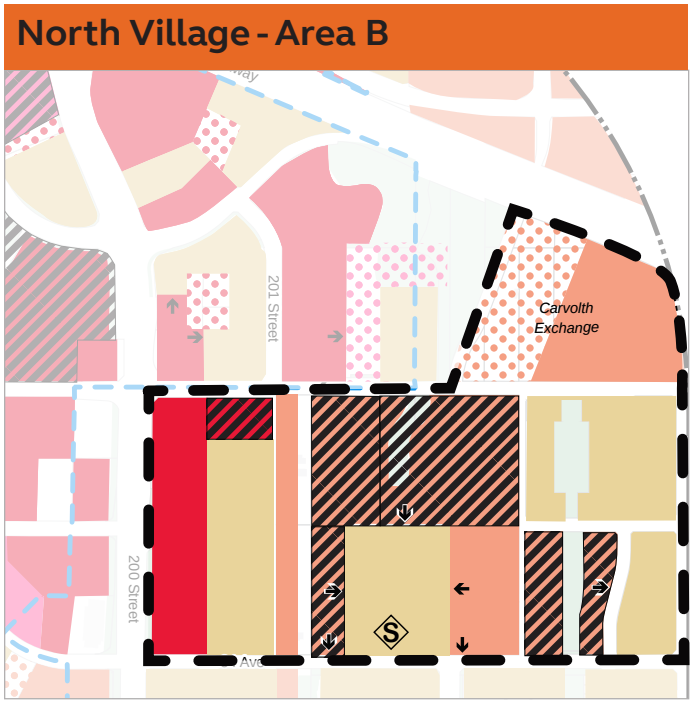
Area A

Objective D7	Promote Area A as the premier employment district of the 200 Street Corridor.
D7.1	In developing the Township's Regional Context Statement, explore opportunities to allow for residential uses in employment lands that are within 200 metres of the future BRT station as may be permitted under Policy 2.2.9 (d) v) of Metro 2050.
D7.2	Beyond 200 metres from the future BRT station, continue to allow only office and retail uses.
D7.3	Amend the Official Community Plan to permit base densities and maximum building heights that align with Map 2.1: Development Plan.



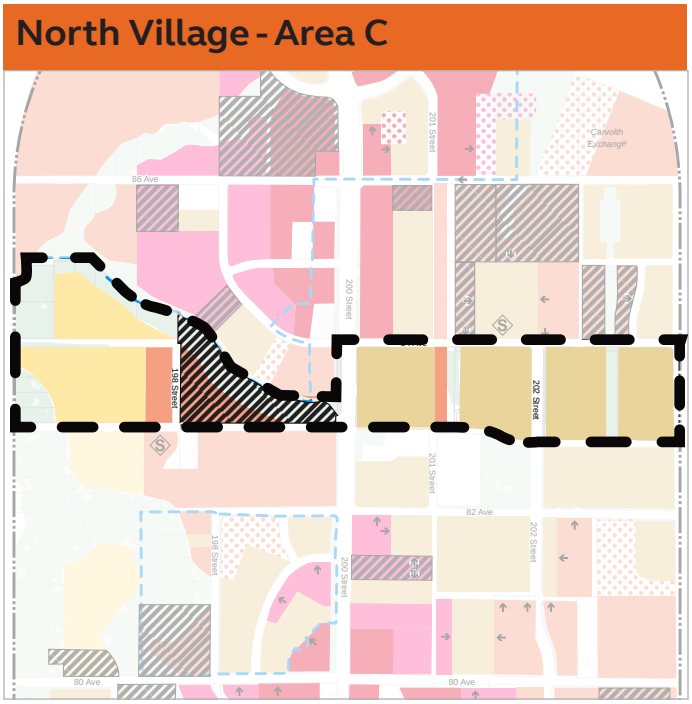
Area B

Objective D8	Promote Area B as the mixed-use residential hub of the North Village and maintain 86 Avenue as the Carvolth High Street.
D8.1	Amend the Carvolth Neighbourhood Plan to permit residential uses with at-grade retail along 200A Street.
D8.2	Amend the Carvolth Neighbourhood Plan to permit residential, retail and office uses along 200 Street in areas currently designated "Office/Mixed-Use 1." Require retail uses at grade along 86 Avenue and 200 Street.
D8.3	Amend the Official Community Plan to permit base densities and maximum building heights that align with Map 2.1: Development Plan.



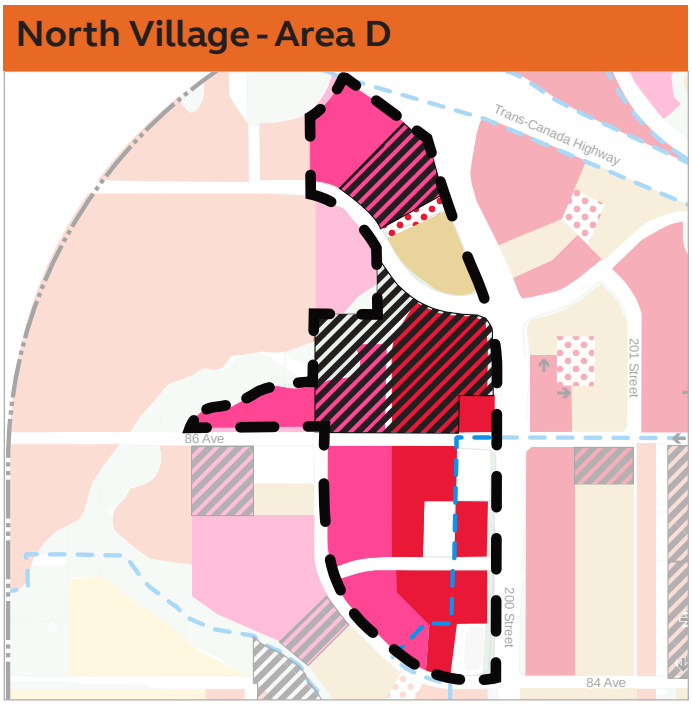
Area C

Objective D9	Encourage sensitive infill development in Area C that steps down in height and density.
D9.1	Amend the Official Community Plan to permit base densities and maximum building heights that align with Map 2.1: Development Plan.



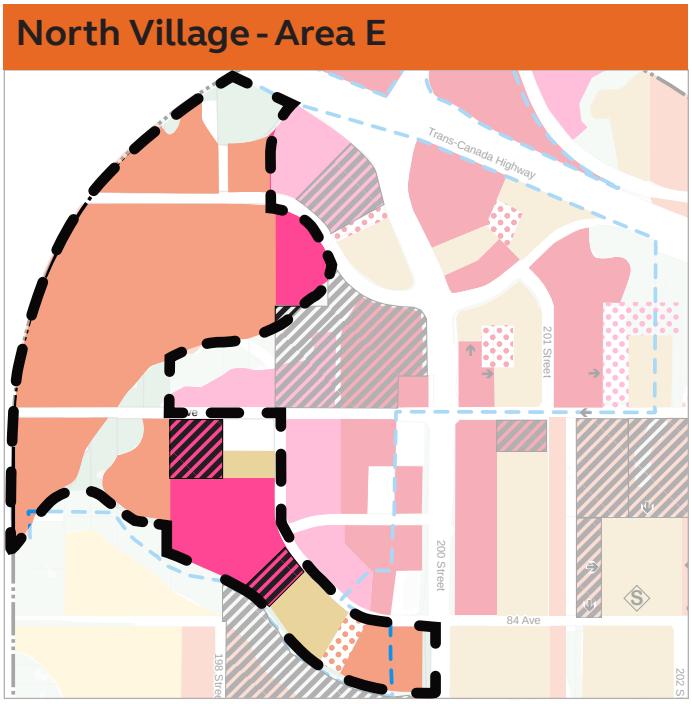
Area D

Objective D10	Promote Area D as the gateway to the western core of the 200 Street business district.
D10.1	In developing the Township's Regional Context Statement, explore opportunities to allow for residential uses in employment lands that are within 200 metres of a future BRT station as may be permitted under Policy 2.2.9 (d) v) of *Metro 2050.*
D10.2	Beyond 200 metres from a BRT station, allow only office and retail uses as set out in the *Carvolth Neighbourhood Plan*.
D10.3	Amend the Official Community Plan to permit base densities and maximum building heights that align with Map 2.1: Development Plan.



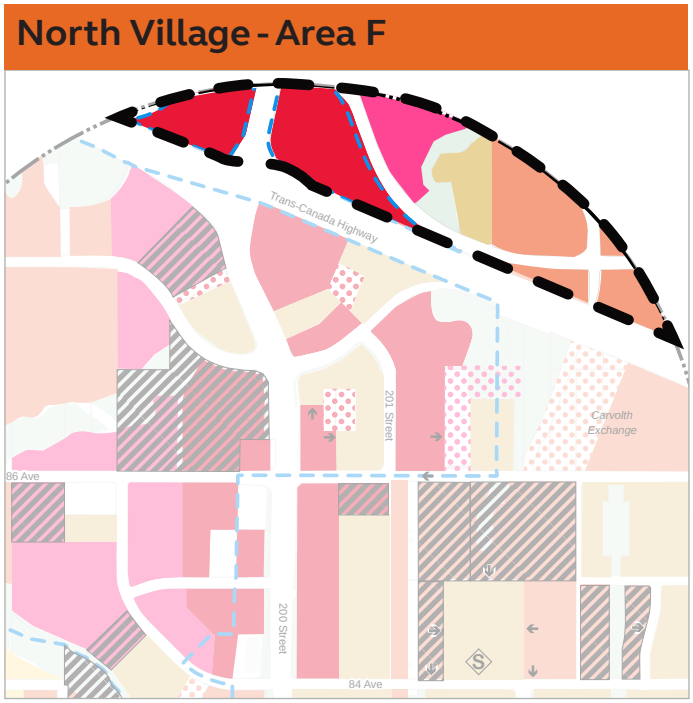
Area E

Objective D11	Maintain and intensify vital light industrial, laboratory and innovation uses in Area E, maximizing this area's convenient access to Highway 1.
D11.1	Study zoning and design regulations that will encourage stacked or other intensified forms of industrial land development, as recommended under the *Metro Vancouver Regional Industrial Lands Strategy*.
D11.2	Amend the *Carvolth Neighbourhood Plan* to permit office, hotel and retail uses east of 198A Street and south of 86 Avenue.
D11.3	In all other areas, continue to allow only research and light industrial uses in Area E.
D11.4	Amend the *Official Community Plan* to permit base densities and maximum building heights that align with Map 2.1: Development Plan.



Area F

Objective D12	Use Area F to connect the Corridor to Northwest Langley and Walnut Grove.
D12.1	Amend the *Carvolth Neighbourhood Plan* to permit residential and retail uses on sites east of 88 Avenue East that are currently designated "Service Commercial."
D12.2	Continue to permit only office and retail uses between 88 Avenue East and Highway 1.
D12.3	Amend the *Official Community Plan* to permit base densities and maximum building heights that align with Map 2.1: Development Plan.



Centre Village

EXISTING CONDITIONS

The Centre Village is anchored by a block of key civic institutions southeast of the intersection of 80 Avenue and 200 Street that includes the Langley Events Centre, Willoughby Stadium, Langley Tennis Centre, Peter Ewart Middle School and RE Mountain Secondary School.

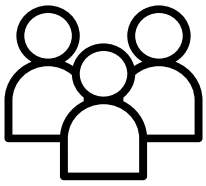
Regionally designated employment lands lie just north of 80 Avenue and west of 200 Street in a small business park. Outside of the prominent civic infrastructure and the business park, the Centre Village is the least developed of the three Transit Villages however substantial development proposals have recently been approved or are near approval.

Existing land uses in the Centre Village are largely defined by the Latimer Neighbourhood Plan (2015) and the *Jericho Neighbourhood Plan (2011)*.

LAND USE VISION

The Centre Village will be the civic heart of the 200 Street Corridor and will develop as a dense, mixed-use and vibrant neighbourhood, supplementing the important civic recreational and educational facilities west of 200 Street. New land uses will promote increased residential and employment densities when compared to existing, allowable land uses in the Jericho and Latimer Neighbourhood Plans.

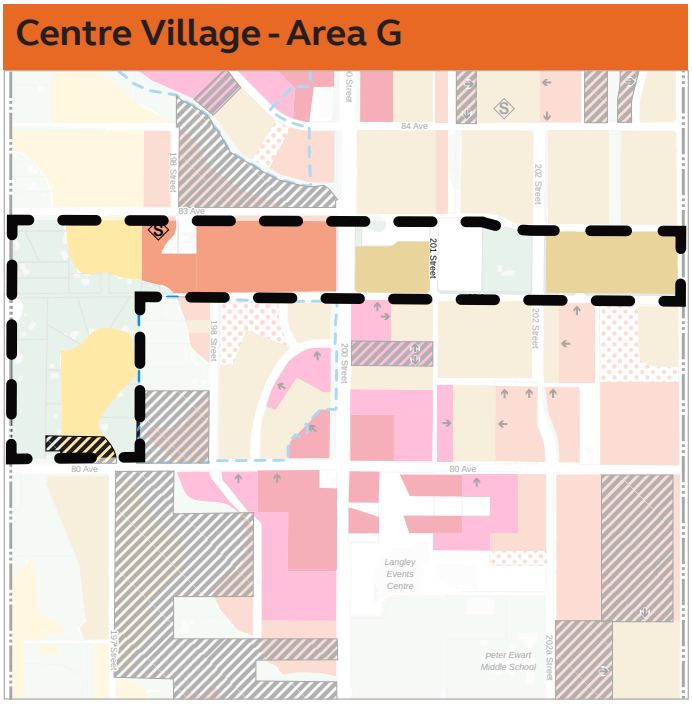
CENTRE VILLAGE PROJECTIONS [7]

	**POPULATION**	
	Projected New Housing Units	**20,000**
	Projected New Population	**41,300**
	**JOBS**	
	Projected New Office/Industrial Jobs	**3,200**
	Projected New Retail (Square Feet)	**400,000**

[7] *Projections are approximate and assume full build out of Development Opportunity Areas at permitted densities. 35% of Development Opportunity Areas assumed to be provided for roadways, paths, open spaces and public amenities. Building efficiencies have been assumed at 80% for all uses. Unit sizes are assumed to be 800 square feet for apartment and 1,200 square feet for townhouse. Household size assumed to be 2.0 for apartment and 3.5 for townhouse. Square footage per worker assumed to be 250 square feet for office worker and 600 square feet for industrial worker. Retail space requirements assumed to be approximately 20 square feet per unit.*

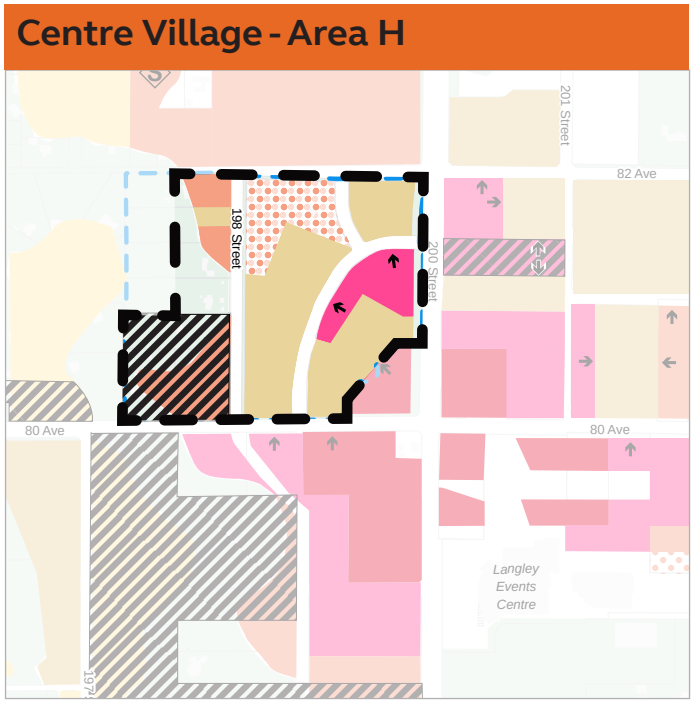
Area G

Objective D14	Encourage lower densities in Area G to provide less concentrated activity between future BRT stations.
D14.1	Explore opportunities with School District #35 to acquire land for a school site east of 198a Street. Ensure that school site acquisition is considered jointly with adjacent park site.
D14.2	Amend the *Official Community Plan* to permit base densities and maximum building heights that align with Map 2.1: Development Plan.



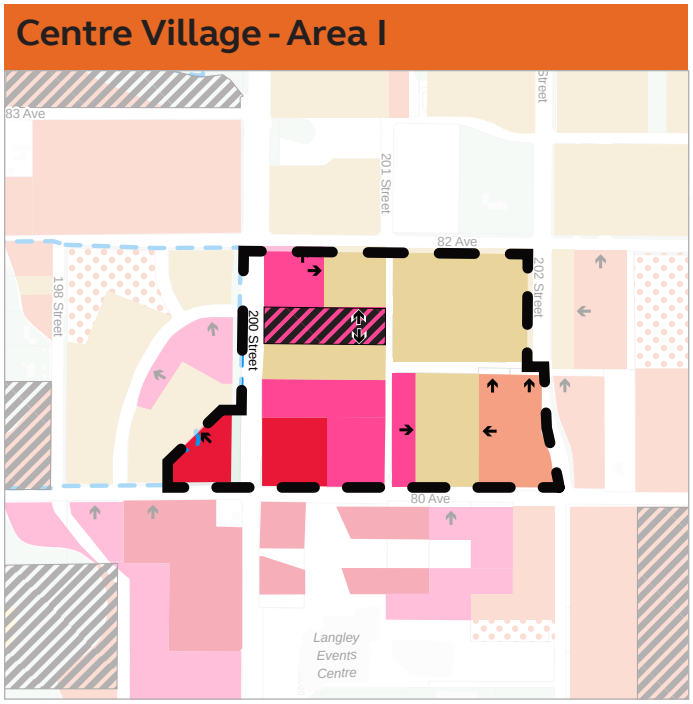
Area H

Objective D15	Promote Area H as a secondary employment hub, encouraging office and innovation uses.
D15.1	Study zoning and design regulations that will encourage stacked or other intensified forms of industrial land development, as recommended under the *Metro Vancouver Regional Industrial Lands Strategy*.
D15.2	Continue to permit only retail, office, institutional, laboratory and light industrial uses in Area I as per the CD-57 zone and the *Latimer Neighbourhood Plan*.
D15.3	Amend the *Official Community Plan* to permit base densities and maximum building heights that align with Map 2.1: Development Plan.



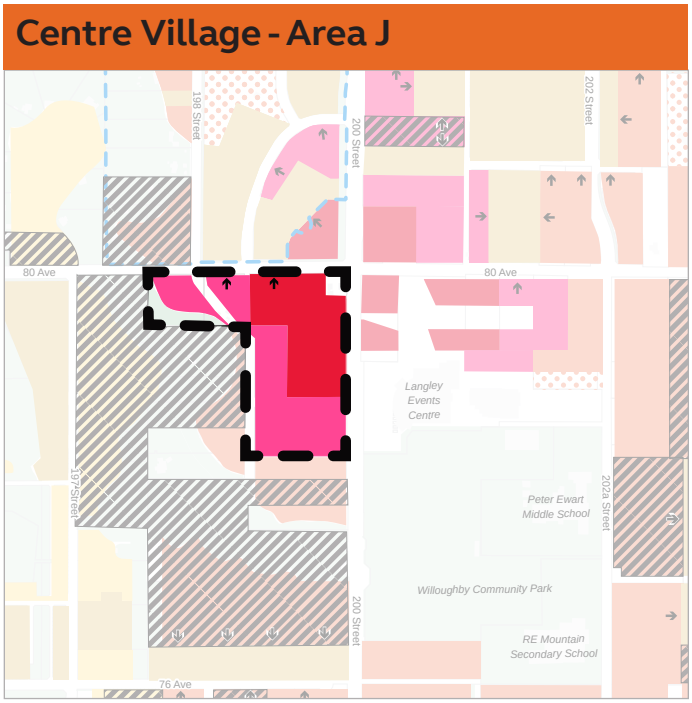
Area I

Objective D16	Promote Area I as the northern half of the dense, mixed-use transit-oriented residential village centre.
D16.1	Amend the *Latimer Neighbourhood Plan* to permit retail uses at grade along 80 Avenue between 200 Street and 202 Street, providing residents with the amenities required for their day-to-day needs.
D16.2	Amend the *Official Community Plan* to permit base densities and maximum building heights that align with Map 2.1: Development Plan.
D16.3	Identify a site to permit one Landmark Tower (25+ Storeys) at the intersection of 200 Street and 80 Avenue.



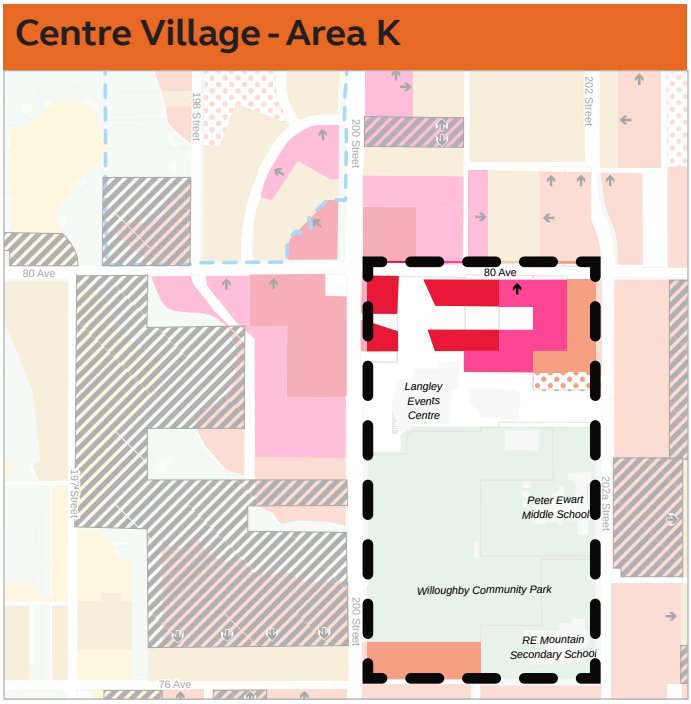
Area J

Objective D17	Promote Area J as the southern half of the dense, mixed-use transit-oriented residential village centre.
D17.1	Amend the *Jericho Sub-Neighbourhood Plan* to permit residential uses at the intersection of 80 Avenue and 200 Street in areas currently designated "Commercial."
D17.2	Amend the *Jericho Neighbourhood Plan* to permit residential and office uses along 200 Street in areas currently designated as "Business Park."
D17.3	Amend the *Official Community Plan* to permit base densities and maximum building heights that align with Map 2.1: Development Plan.



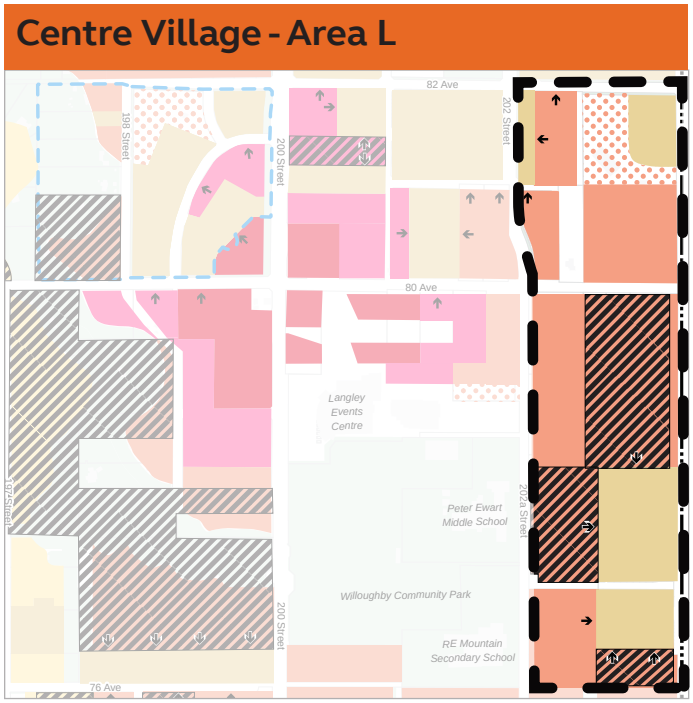
Area K

Objective D18	Recognize Area K as a key civic hub and ensure future development creates a vibrant mixed-use village supporting the civic facilities.
D18.1	Explore opportunities to use Township of Langley owned lands to act as catalyst projects that will define the urban character of the Centre Village.
D18.2	Amend the *Jericho Neighbourhood Plan* to permit residential and office uses at the intersection of 76 Avenue and 200 Street in areas currently designated "Institutional" and "Business Park."
D18.3	Amend the *Official Community Plan* to permit base densities and maximum building heights that align with Map 2.1: Development Plan.



Area L

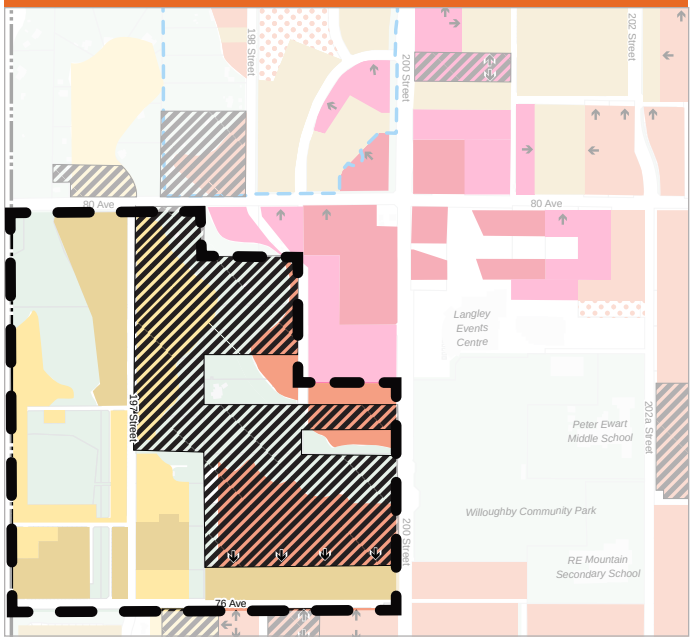
Objective D19	Encourage lower-density residential development in Area L to provide a respectful transition to adjacent neighbourhoods.
D19.1	Amend the *Official Community Plan* to permit base densities and maximum building heights that align with Map 2.1: Development Plan.



Area M

Objective D20	Encourage ground-oriented residential development in Area M to provide a respectful transition to adjacent neighbourhoods.
D20.1	Amend the *Official Community Plan* to permit base densities and maximum building heights that align with Map 2.1: Development Plan.

Centre Village - Area M



South Village

EXISTING CONDITIONS

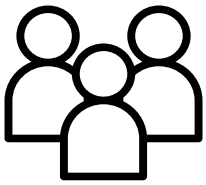
The South Village is concentrated around the proposed BRT station near 74B Avenue and 200 Street. The South Village consists of two distinctive character areas. The central and northern sections of the village are comprised of relatively underdeveloped greenfield and rural properties with several new, higher-density apartment and townhouse developments proposed as per the Latimer Neighbourhood Plan.

The southern sections have been developed under the older Routley, Southwest Gordon Estate and Central Gordon Estate Neighbourhood Plans. This has resulted in a relatively stable urban fabric with a low-density, traditional suburban built form comprised of single-family homes, duplexes and townhouses and little retail activation.

LAND USE VISION

The South Village is a largely residential neighbourhood that will develop through targeted increases in building heights and densities in remaining Development Opportunity Areas, while creating density transitions that are respectful to surrounding, lower-density residential areas. New land use designations will promote a mix of residential infill and higher-density mixed-use residential developments adjacent to the BRT Station that will build off the existing Latimer, Central Gordon Estates and Southwest Gordon Estates Neighbourhood Plans.

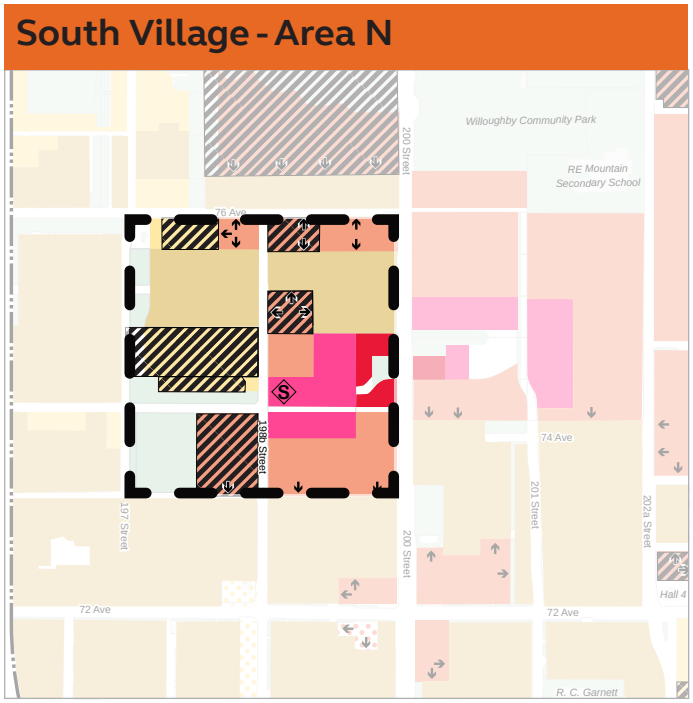
SOUTH VILLAGE PROJECTIONS[8]

	**POPULATION**	
	Projected New Housing Units	**12,500**
	Projected New Population	**25,500**
	**JOBS**	
	Projected New Office/Industrial Jobs	**None Proposed**
	Projected New Retail (Square Feet)	**250,000**

[8] Projections are approximate and assume full build out of Development Opportunity Areas at permitted densities. 35% of Development Opportunity Areas assumed to be provided for roadways, paths, open spaces and public amenities. Building efficiencies have been assumed at 80% for all uses. Unit sizes are assumed to be 800 square feet for apartment and 1,200 square feet for townhouse. Household size assumed to be 2.0 for apartment and 3.5 for townhouse. Square footage per worker assumed to be 250 square feet for office worker and 600 square feet for industrial worker. Retail space requirements assumed to be approximately 20 square feet per unit.

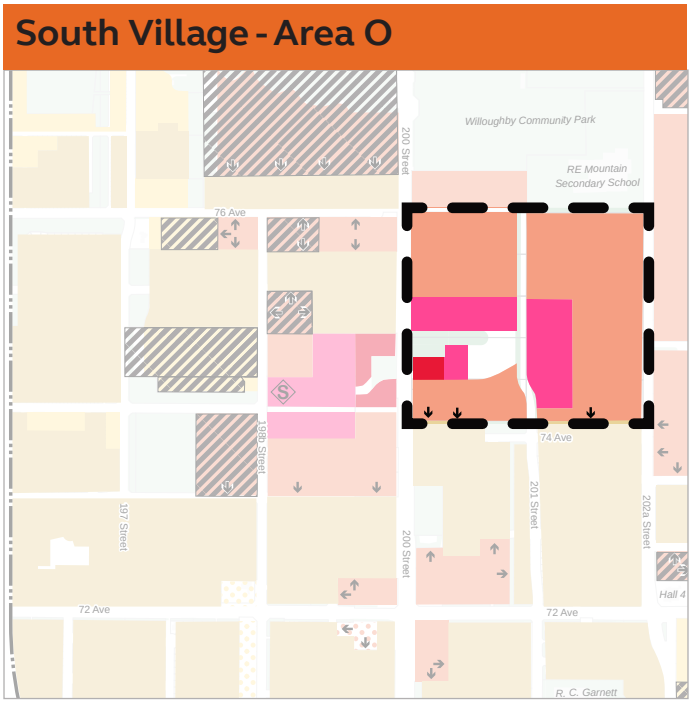
Area N

Objective D22	Promote Area N as the western portion of a transit-oriented village at the future BRT station.
D22.1	Explore opportunities with School District #35 to acquire land for a school site west of 198b Street. Ensure that school site acquisition is considered jointly with adjacent park site.
D22.2	Amend the *Official Community Plan* to permit base densities and maximum building heights that align with Map 2.1: Development Plan.



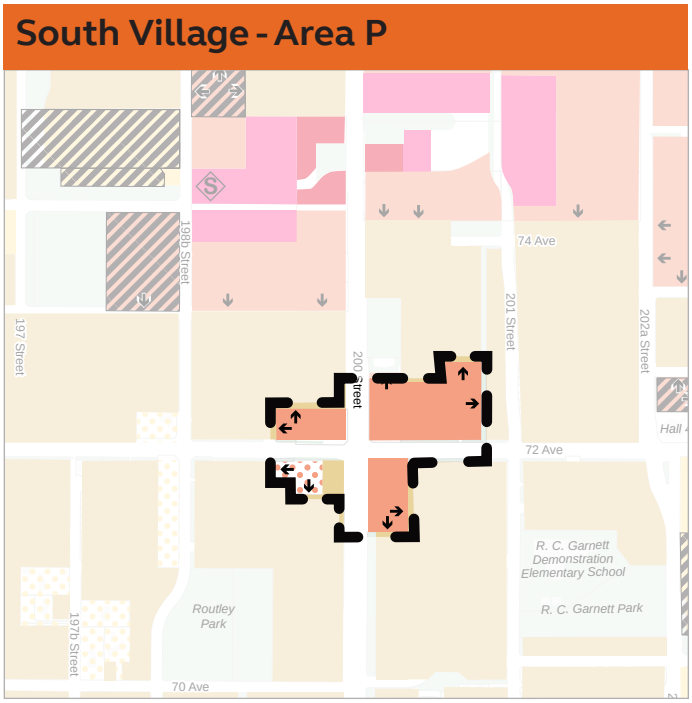
Area O

Objective D23	Promote Area O as the eastern portion of the mixed-use transit- oriented village at the future BRT station.
D23.1	Amend the *Latimer Neighbourhood Plan* to permit retail uses along the future extension of 75 Avenue.
D23.2	Amend the *Official Community Plan* to permit base densities and maximum building heights that align with Map 2.1: Development Plan.

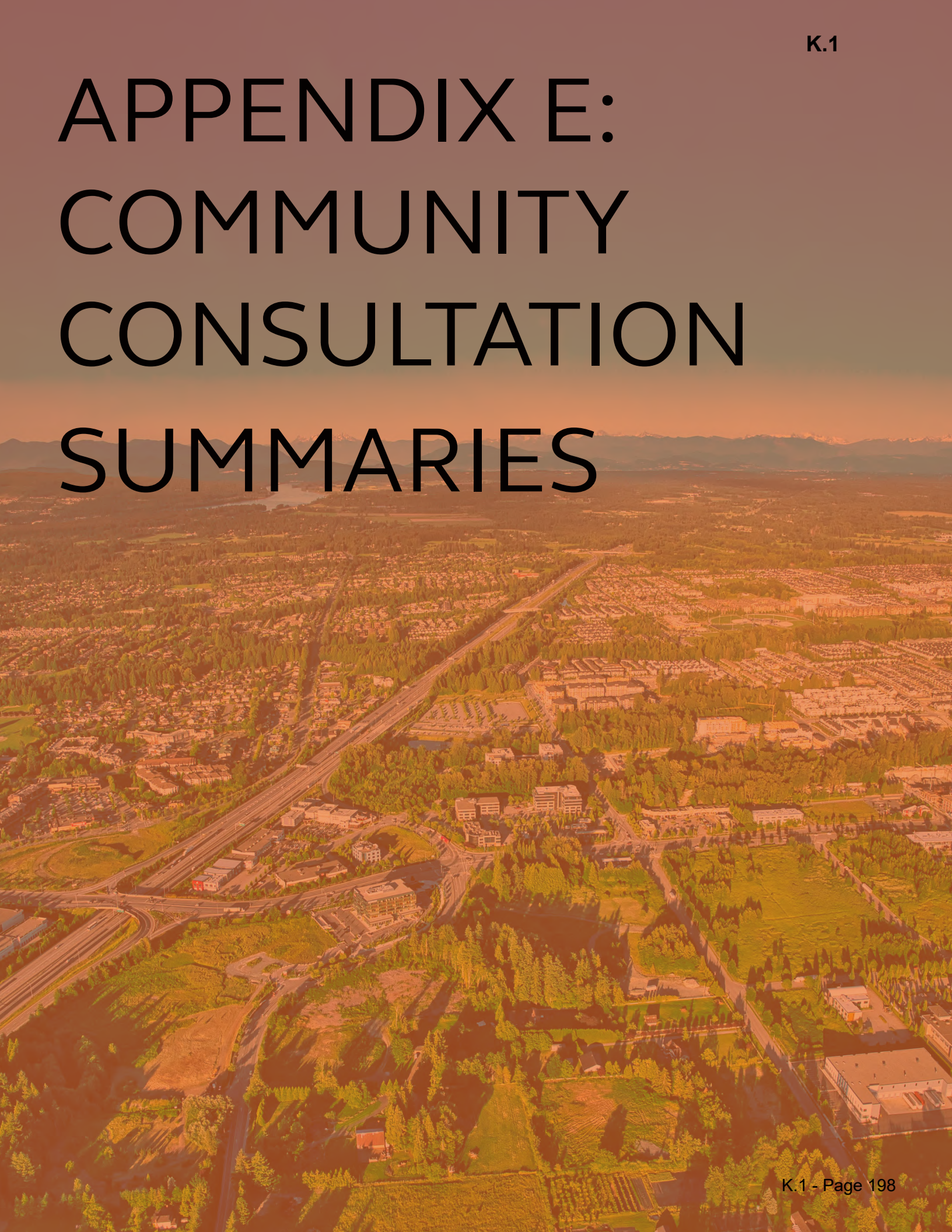


Area P

Objective D24	Promote Area P as a new, medium-density mixed-use residential hub providing walkable amenities.
D24.1	Amend the Routley *Neighbourhood Plan* and Southwest *Gordon Estate Neighbourhood Plan* permit residential uses mixed-use residential in areas designated "Commercial."
D24.2	Amend the *Official Community Plan* to permit base densities and maximum building heights that align with Map 2.1: Development Plan.



APPENDIX E: COMMUNITY CONSULTATION SUMMARIES





Workshop Summary

200 Street 2040 Corridor Plan

Interactive Open House 1: Vision & Strategy

Introduction

Project Background

In fall 2023, the Township of Langley started a planning process for the 200 Street corridor, which is designated for more intensive, transit-oriented development in both municipal and regional policy plans. The 200 Street Corridor has been selected as a Bus Rapid Transit (BRT) route, which will connect the future Willowbrook SkyTrain Station to Haney Place in Maple Ridge.

200 Street 2040 represents a once-in-a-generation opportunity to leverage senior government investment in rapid transit to create transit-oriented communities along this corridor. The goal of this plan is to create a vision for the 200 Street Corridor as a sustainable transit-oriented destination, and to establish corridor-level policies and standards to guide the implementation of the vision over the next 20 years.

The corridor spans 800 metres on either side of 200 Street, from the Trans-Canada Highway (north) to 68 Avenue (south), for a length of approximately 4.5 kilometres, as shown on the map below.



Figure 1 200 Street 2040 Corridor Plan Area

Project Overview

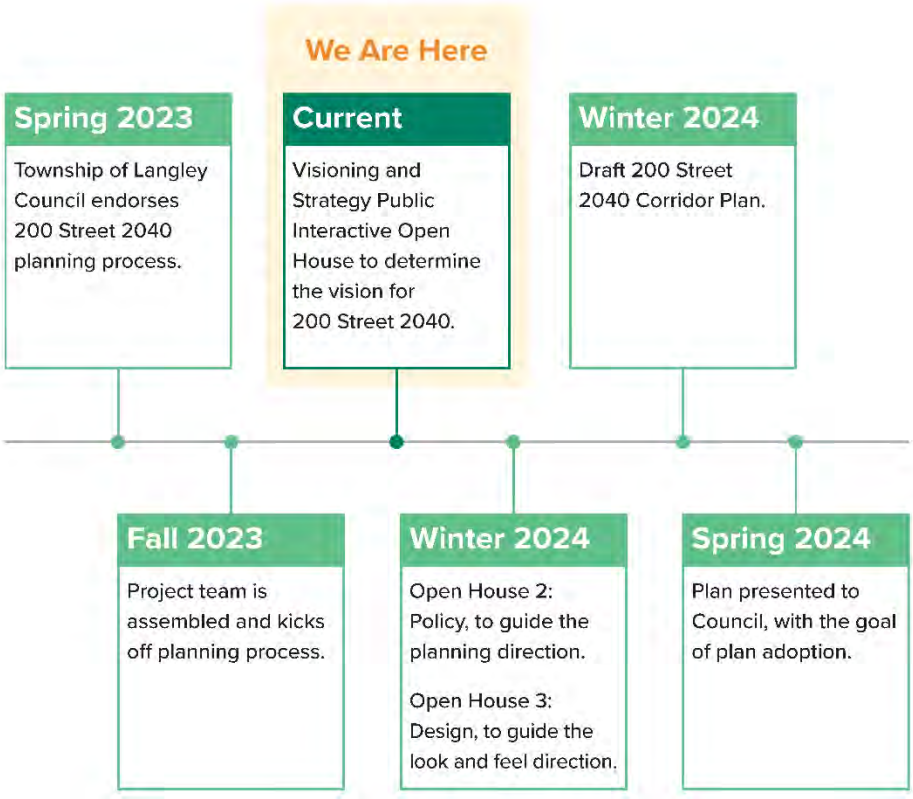
The objective of the project is to provide a guiding vision and policy framework to fully realize the potential of 200 Street as a multi-modal transportation corridor, and for the transformation of surrounding lands into a thriving transit-oriented community and vibrant regional destination. The project is broken up into three stages:

1. Stage 1: Vision and strategy,
2. Stage 2: Planning and policy
3. Stage 3: Urban design

The 200 Street 2040 Corridor Plan will play a key role in imagining the possibilities along the corridor and making sure they are realized. It will include:

- a vision for 200 Street in 2040
- a strategy for achieving this
- a land use overlay to plan development
- urban design criteria to guide the future look and feel of the corridor

Project Process



Vision and Strategy Consultation Overview

There were three components of the Vision and Strategy consultation, an online survey, a Community Workshop, and a Public Interactive Open House.

Survey

The Vision and Strategy stage launched with an online survey at tol.ca/200street2040, which ran from October 27, 2023 to November 13, 2023. The survey asked community members about their current perceptions of 200 Street, and future aspirations for the corridor. There were 1,223 total survey respondents, though response rates for each question are between 1,000 to 1,200.

The community's current perception are that 200 Street is a congested auto-oriented environment, with common words such as "traffic," "dangerous," and "highway." 96% of survey respondents typically use private vehicles to get to businesses and amenities located along the 200 Street corridor.



Figure 2 Word cloud generated from results of the survey asking "What are the first three words or phrases that come to mind when you think of the current 200 Street Corridor and its surrounding neighbourhoods?"

Results about how the community currently uses the corridor indicated that locals rely on it for shops and services including groceries, gas, restaurants, and accessing the Willowbrook Shopping Centre.



Figure 3 Word cloud generated from results of the survey asking ""What businesses/amenities do you currently access most frequently along the 200 Street Corridor and its surrounding neighbourhoods?"

Respondents indicated that the top five activities that the 200 Street corridor is a great place for are:

1. Dining/Eating Out
2. Shopping
3. Working
4. Living
5. Socializing and Making Friends

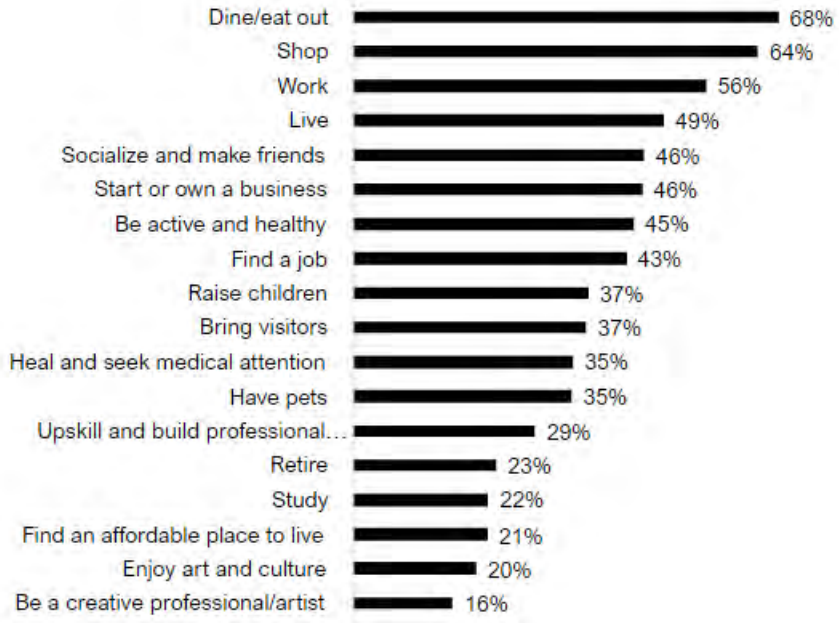


Figure 4 Survey results chart in response to the question "The following are some statements about the 200 Street Corridor. For each statement, please indicate if you strongly agree, agree, disagree, or strongly disagree. (Select one for each row)The 200 Street Corridor is a great place to…"

However, respondents reported that they do not believe the area is a good place to retire, find affordable housing, enjoy art, or be creative.

Insight: The survey indicates that the most common perception about 200 Street is that it is a car-oriented transportation corridor, and people use it to access mainly commercial activities including shopping at the mall and getting groceries. Though it is agreed upon by most that the corridor is a good place to dine, shop, and work, it is also a consensus that it is a poor place for arts, culture, and housing affordability.

Although the current uses and activities along the 200 Street corridor are primarily commercial or transportation, the top aspirations were community and sustainability oriented. The top five future community aspirations for 200 Street reported were:

1. Family-friendly
2. Green
3. Community-oriented
4. Sustainable
5. Connected

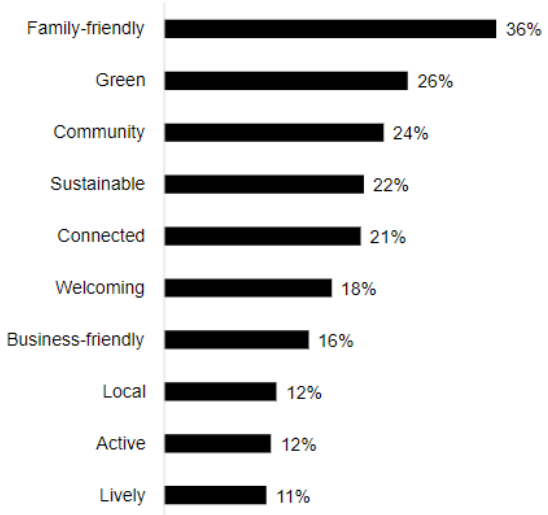


Figure 5 Survey results chart of responses to the survey question What top three words would you like people to use to describe the 200 Street Corridor in the future?"

As indicated in an earlier question, most respondents use a car to get around the 200 Street area. However, the corridor will be transit-supportive in the future and the BRT service will rely on local ridership. According to survey responses, the top five most important elements that would encourage locals to use transit or active transportation along the corridor were:

1. Better connectivity to surrounding neighbourhoods
2. Improved sidewalks
3. Increased safety for pedestrians
4. More frequent bus service
5. More things to do and see along the way

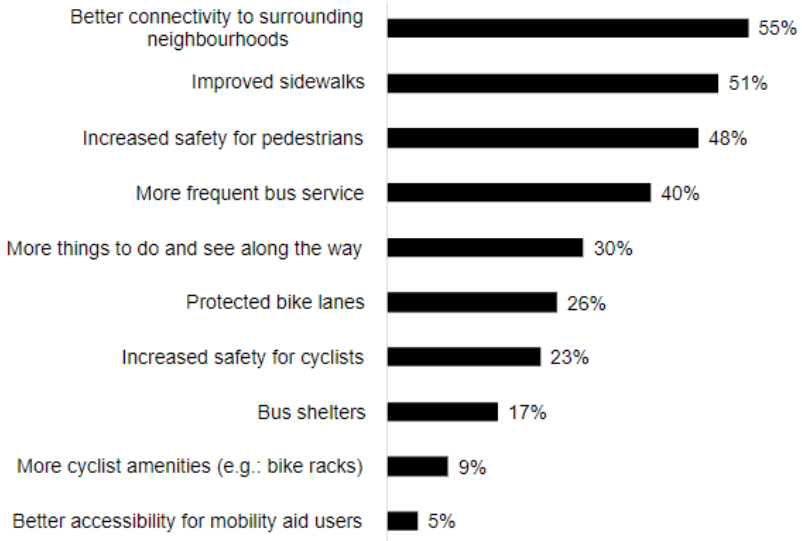


Figure 6 Survey results chart of responses to the question "Which of the following would make it more likely for you to use transit or active transportation (walking or biking) along the 200 Street Corridor?"

The activities and amenities that the community is most looking forward to seeing are the addition of more dining and culinary options, recreation and entertainment facilities, new public open spaces, and cultural events and experiences.



Figure 7 – Portion of respondents who indicated which amenities they would like to see added or improved on 200 Street and the surrounding neighbourhoods.

Insight: When envisioning the future of 200 Street, the community prioritizes activities and amenities that support a thriving food and culinary scene and new grocery options including markets. Cultural, creative, and recreational activities are desired in this area in venues where locals can watch a performance or a sporting event together, or participate in recreation activities. Most importantly, indoor and outdoor places where friends and families can gather and participate in community together are vital.

A well-connected transportation network remains a priority for the future of 200 Street, which can be supported by providing better access to neighbourhoods from the 200 Street corridor, improving the public realm for safety and comfort of pedestrians, and ensuring reliable, quick bus service.

Interactive Open Houses

Overview

Two engagement events were held at the Langley Events Centre on November 27, 2023.

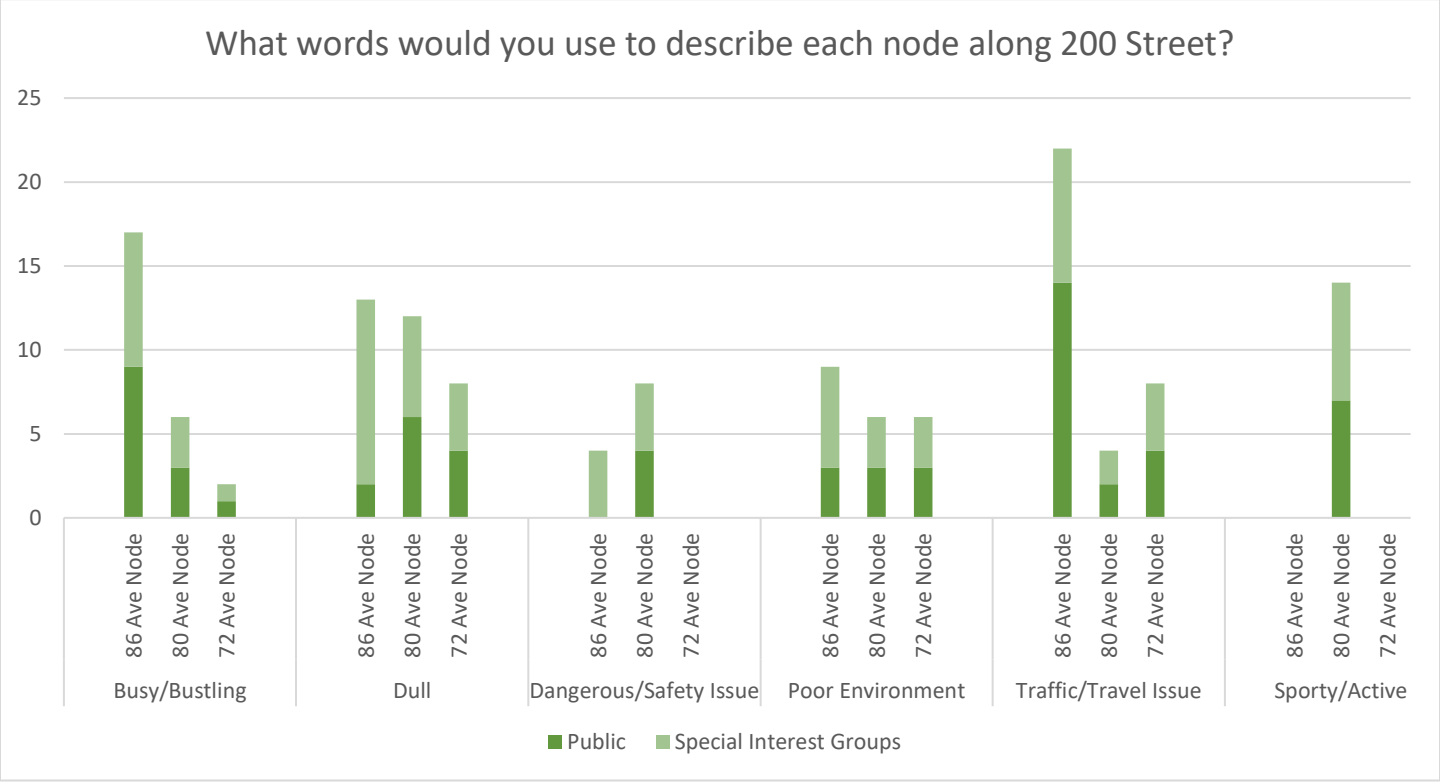
The first one was a Community Workshop for local stakeholder organizations. Invitations were extended to community groups, business organizations, the development industry, environmental groups, and social advocacy groups. The format was a presentation of findings from the survey, the market assessment, and the corridor background, followed by interactive activities to gain insights about current and future perceptions of the corridor, opportunities, and the shared vision.

The second session was an Interactive Public Open House held from 5:00PM to 8:00PM. This was a drop-in event where facilitators guided participants through a series of interactive engagement activities, along with a consultant presentation.

The events were hosted by Township staff and a team of expert consultants (planning, transportation, and visioning).

200 Street Current Perception

In both sessions, the first activity asked participants about their current perceptions of 200 Street, by selecting words that they associated with each segment of 200 Street – ie., around 72, 80, and 86 Avenues.



The overall sentiment for 200 Street is that it currently evokes a car-dominated landscape with few other definable, memorable, or positive features. Responses highlighted the corridor as boring, congested, dangerous, and having a poor environment including words such as “Polluted” and “Loud.”

Respondents identified some nuanced differences between different segments of the corridor:

- the corridor was seen as increasingly busy but also boring towards 86 Avenue; and less busy and boring closer to 72 Avenue;
- only the 80 Avenue node was indicated as “Sporty” or “Active;”
- the 86 Avenue node was seen as having the poorest environment and worst traffic/transportation issues.

Issues with traffic and travel along the corridor included words such as “Congested,” “Highway Speed Cars,” “Road Rage,” “Need Connected MUPs” and “Car-Oriented.”

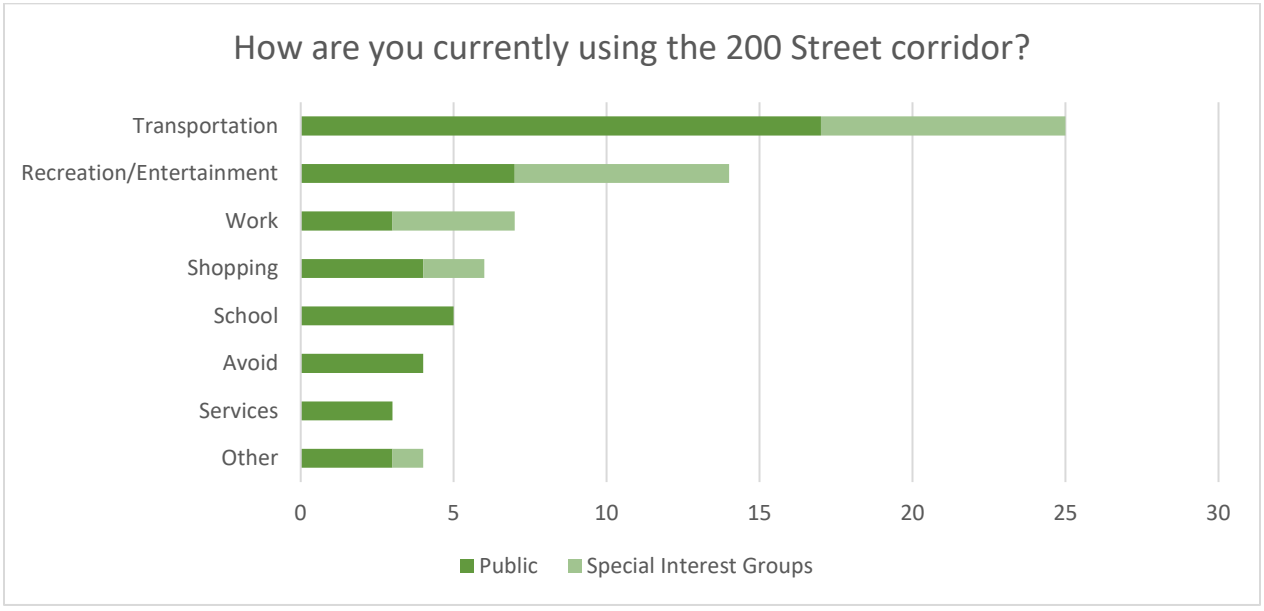
Insight: The 200 Street corridor today is described as a busy, car-dominated travel route that is otherwise boring and offers a poor-quality environment due to congestion, noise, and pollution. The central area, around 80 Ave, offers sports and recreation, the only notable, active community space currently on the corridor.

200 Street Current Uses

The second activity asked participants to indicate how they currently use 200 Street, and how they wish they could use 200 Street in the future. The top three activities that participants use the 200 Street corridor for are:

1. Transportation/Travel
2. Recreation/Entertainment
3. Work

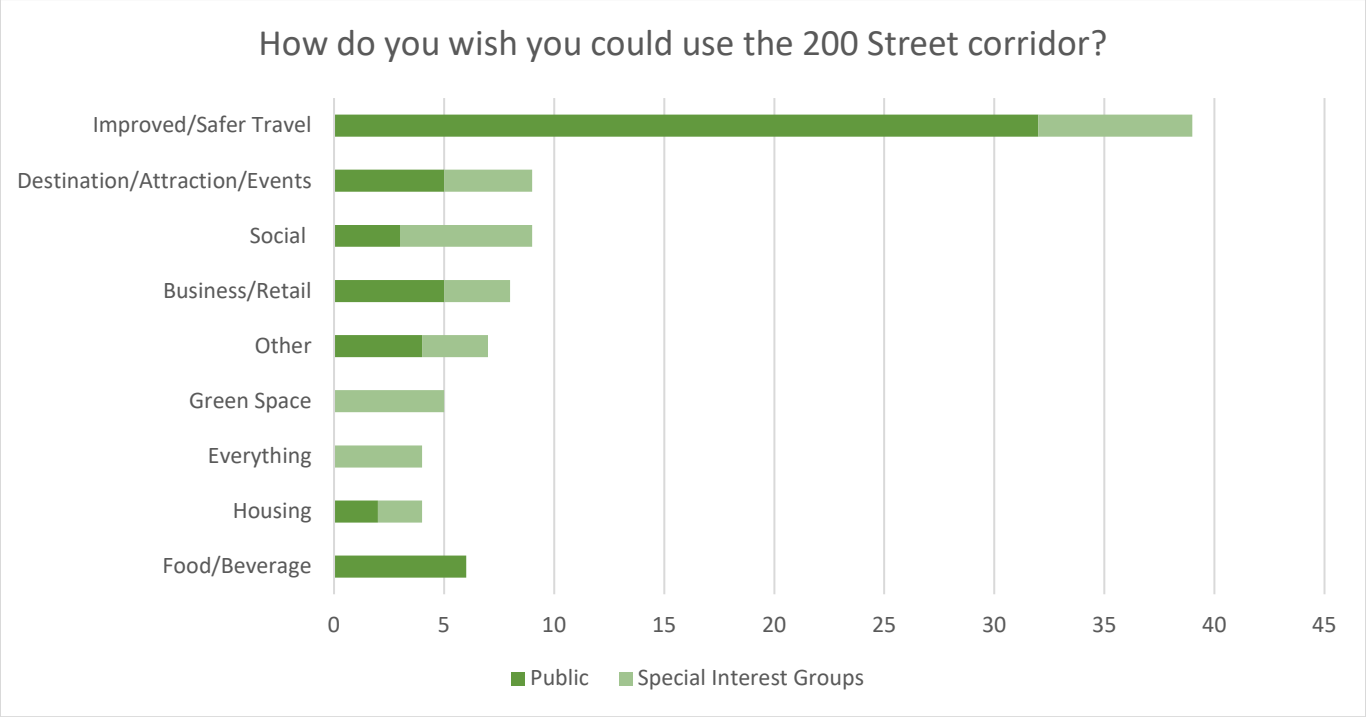
Transportation accounted for the most uses by a wide margin, indicating that the majority of respondents use the corridor to pass through Langley or access the highway, rather than spending time along the corridor.



200 Street Future Aspirational Uses

The top three future aspirational uses that participants wanted for the 200 Street corridor were:

1. Improved/Safer Travel
2. Destinations/Attractions/Events
3. Social Activities



In both the current uses and future uses, transportation was top-of-mind for respondents. Comments about this include:

“Faster travel with a safer feel”

“Less stop and go traffic”

“Being able to go on walks safely”

Aspirations for 200 Street to be a destination, attraction, or place for events include: a desire for places to play more sports in general, entertainment for all ages including families, and more event space. Social activities included a mix of recreational and community offerings such as group classes (e.g., pottery), and year-round gathering spaces for all ages.

Insight: The 200 Street corridor is currently primarily used for transportation, and it is expected to continue to be used for this purpose for years to come. Respondents’ top aspiration for the 200 Street corridor is improvements to the transportation options, flow, and safety along the corridor. In addition to continuing current activities of working, recreation/entertainment, shopping, school, and accessing services on the corridor, users want to see more dining options, green spaces, gathering places, and housing along the corridor.

200 Street 2040 Image

Activity 3 introduced participants to a selection of approximately 100 images. The images represented a variety of activities, land uses, types of buildings, and public spaces. Participants were asked to select images that resonated with their vision for 200 Street in 2040, and asked to describe in a few words why they chose those specific images.

Trends identified in the Community Workshop include:

- Places to gather both indoors and outdoors (venues, patios, amphitheatres)
- A mix of densities in the built form (mid- and high-rise)
- Retail-activated streetscapes with spill-out seating
- Trees and greenery in the public realm
- Multi-modal transit with sharing capabilities and space for users of all ages and abilities
- A mix of uses including workplaces, everyday services, special events, and residential
- Non-commercial spaces including community non-profit hub
- Hospitality for guests and visitors including tourist attractions, convention centre, and hotels





Figure 8 Image boards from Special Interest Group image selection activity

Trends from the Public Open House include:

- Transit-serviced, walkable hubs
- Social spaces to play and learn for all ages, including studios for specialty workshops
- Engaging, human-scale plazas and public spaces with character, placemaking, and public art
- Cultural amenities that support and grow art, music, and performance in Langley
- Diverse dining options including breweries, food hall, and culinary experiences
- Activation of public spaces into the evening/after dark
- Safe, low-carbon transportation options such as bike lanes to enable healthy, sustainable lifestyles
- More retail options including specialty grocery and local businesses
- Rich social services including local libraries, recreation centres, and schools
- Convenient, dense, “one-stop-shop” places with a mix of activities and offerings
- Places for people of all ages and types of families
- Places to connect with nature, including gardens, connected by multi-use trails
- Traffic management and efficient ways to get around by car for those who need to
- A mix of housing types that cater to households of different incomes and needs



Figure 9 Image boards from public interactive open house image selection activity

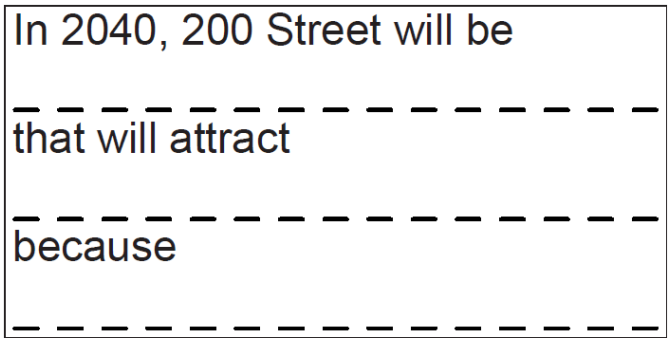
Insight 5: Participants had a wide variety of aspirations expressed for the 200 Street corridor, and balancing different preferences and priorities will be required.

Recurring themes that participants visualized for the 200 Street corridor are a mix of uses and activities in compact, convenient hubs that are easily accessible by high-quality transit and multi-use paths. For those who need to drive, efficient and smooth traffic flow continues to run along 200 Street, while space for people is prioritized in the public realm at transit nodes and mixed-use neighbourhoods.

Characteristics of the places people liked are that they are vibrant, activated public spaces. These looked like a mix of hardscaped and green spaces, and places for locals and visitors of all ages and abilities to gather indoors or outdoors, during the day and evening, year-round.

Vision Statement Writing Exercise

As the final activity, participants were provided fill-in-the-blank cards to input their personal vision statement for 200 Street in 2040.



Some examples of vision statements submitted include:

"In 2040, 200 Street will be **a thriving urban centre** that will attract **mixed use structures (industry/small businesses)** because **it is accessible to all transport users."**

"In 2040, 200 Street will be **walkable, bikeable, and transit oriented** that will attract **diverse people** because [it's an] **equitable community."**

"In 2040, 200 Street will be **more vibrant, dense, high rise** that will attract **more business, retail, more affordable houses,** because **we need living spaces to lower house cost and live work community."**

"In 2040, 200 Street will be **A busy street connecting a great and thriving community** that will attract **people and business** because **of opportunities that lead to real growth."**

"In 2040, 200 Street will be **a safe family hub where families can work and live** that will attract **all kinds of students, businesses, and families** because **the community is safe, diverse, and welcoming."**

"In 2040, 200 Street will be **dynamic and transit oriented** that will attract **people of all walks** because **the designed environment facilitates healthy living."**

"In 2040, 200 Street will be **alive, accessible, safe, easy to use** that will attract **families, tourists, community** because **it will have something for everyone!"**

Themes for what participants indicated 200 Street will be speak to a thriving, dense, mixed use, safe urban centre, connected by transit and multi-use paths. Themes for who would be attracted to the 200 Street corridor were predominantly families and local businesses, but also included diverse groups including young people, immigrants, tourists, and students. The reasons given for enabling the vision statements are improved transit and transportation options, the concentration of activities, and a local economy that provides jobs and services near housing that makes 200 Street a desirable destination to live and visit.

Insight 6: The vision statements for 200 Street indicate a sense of opportunity and potential that 200 Street could become an attractive, vibrant community that provides daily needs within the local area. The transportation function of 200 Street is an important part of the vision, and respondents imagine a future where transportation is efficient and convenient to serve commuters with access to destinations across the region, as well as local trips within the neighbourhood.

Summary and Next Steps

The visioning exercises and public consultation from this phase will be important inputs into the planning process for 200 Street. These have been used as inputs into the Destination Development Strategy for the 200 Street corridor, and will be used in the 200 Street 2040 Corridor Plan, along with inputs from the next stages of consultation.

Overall Insights and Application

The Visioning and Strategy engagement process resulted in 6 key insights, which will all provide direction and meaning to future work on the 200 Street corridor.

Insight	What this means for the 200 Street 2040 Corridor Plan
The current perception of 200 Street is that it is car-dominated, and primarily a place to travel through to get to other destinations	The current mix of transportation and amenity options in 200 Street is limiting and insufficient to serve the current population, let alone the future growth. The plan should address current and future transportation capacity, and look for ways to reduce demand at peak traffic hours or mitigate traffic impacts that reduce the neighbourhood quality.
Transportation network improvements for all modes are a priority for the future of 200 Street	The 200 Street corridor, in addition to traffic management and flow improvements, should offer diverse, safe, convenient, and efficient transportation options in a variety of different modes including transit and active transportation.
The community prioritizes recreational, cultural, culinary, and community/social activities for the corridor	The plan for 200 Street should include destinations and attractions that serve as places for locals and visitors to gather together with friends and family of all ages. Commercial and social spaces, blended into the neighbourhoods to create compact mixed-use hubs, are needed along the corridor to support the local community.
Diverse groups in the community have unique social, accessibility, and affordability needs.	The 200 Street corridor plan should include a balance of different social, accessibility, and affordability needs in order to provide a welcoming, equitable environment along the 200 Street corridor.
The community prioritizes new public spaces with characteristic placemaking.	The 200 Street corridor plan must ensure that the qualities and characteristics of new public places along 200 Street reflect the unique aspects of the community, and include green/natural spaces, art and culture, evening activities, and high-quality urban design.
200 Street is seen as an opportunity to grow Langley's local economy	The 200 Street corridor plan should introduce opportunities for workplaces, a variety of types of retail businesses, and employment-spurring activities that keep jobs local and ensure economic vitality for the Township.



Consultation Summary

200 Street 2040 Corridor Plan

Stage 2: Planning and Policy

Township of Langley
Est. 1873

February 2024

Introduction

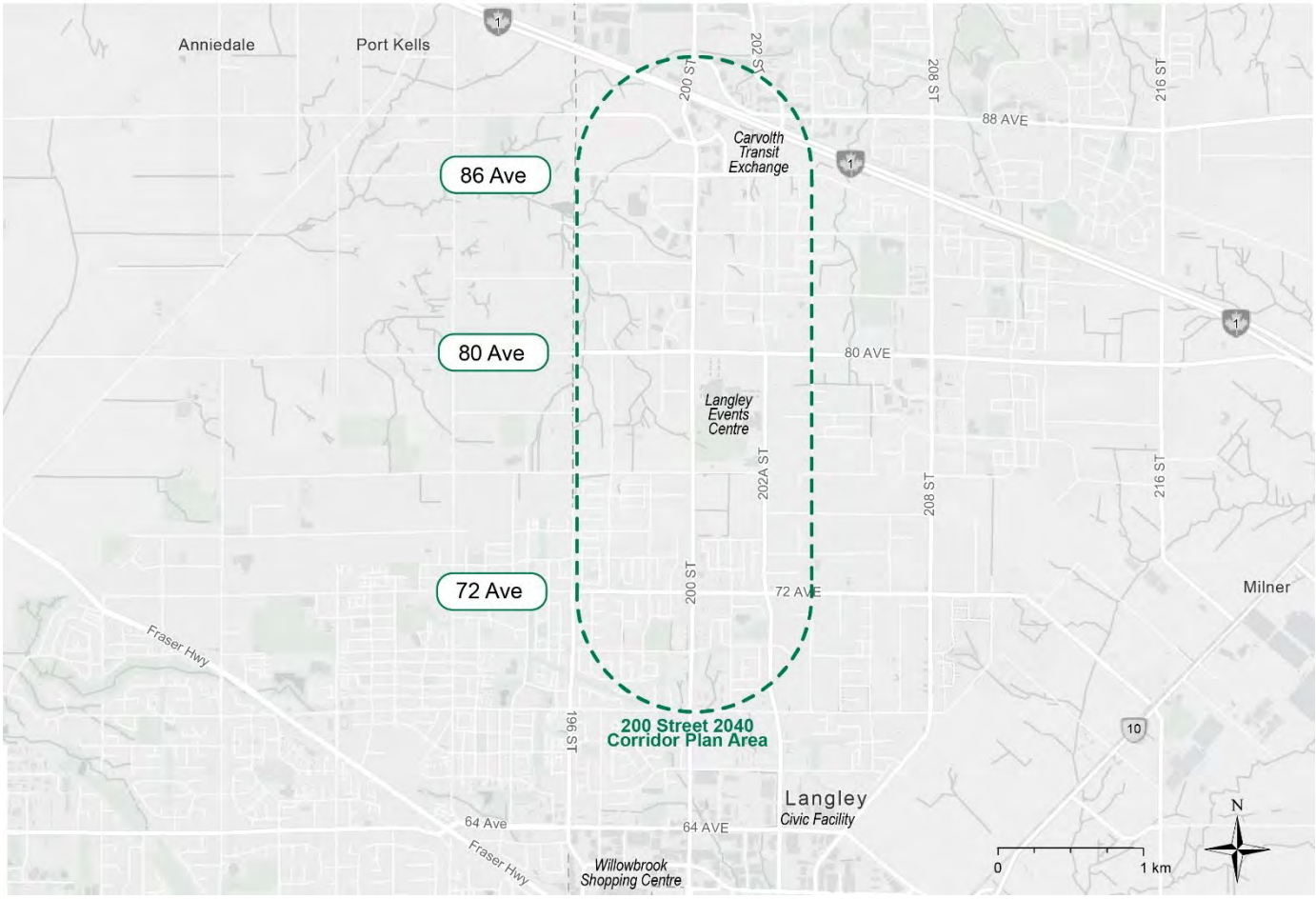
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200 Street 2040 represents a once-in-a-generation opportunity to leverage senior government investment in rapid transit to create transit-oriented communities along this corridor. The goal of this plan is to create a vision for the 200 Street Corridor as a sustainable transit-oriented destination, and to establish corridor-level policies and standards to guide the implementation of this vision over the next 20 years.

The corridor spans 800 metres on either side of 200 Street, from the Trans-Canada Highway (north) to 68 Avenue (south), for a length of approximately 4.5 kilometres, as shown on the map below.

200 Street 2040 Corridor Plan Area



Project Overview

The objective of the project is to provide a guiding vision and policy framework to fully realize the potential of 200 Street as a multi-modal transportation corridor, and for the transformation of surrounding lands into a thriving transit-oriented community and vibrant regional destination. The project is broken up into three stages:

1. Stage 1: Vision and strategy,
2. Stage 2: Planning and policy
3. Stage 3: Urban design

The 200 Street 2040 Corridor Plan will play a key role in imagining the possibilities along the corridor and making sure they are realized. It will include:

- a vision for 200 Street in 2040
- a strategy for achieving this
- a land use overlay to plan development
- urban design criteria to guide the future look and feel of the corridor

The Stage 1 Public Interactive Open House was held on November 27, 2024 at the Langley Events Centre, and the results are reported in the Workshop 1 Summary Report. This report summarizes the results of the Stage 2 Policy and Planning engagement findings.

Project Process



Planning and Policy Consultation Overview

The components of the Planning and Policy consultation included:

- an online survey,
- an inter-agency meeting,
- a Public Interactive Open House, and
- a stakeholders and community workshop which involved playing an interactive TOD Boardgame.

Survey

The Planning and Policy stage launched with an online survey at tol.ca/200street2040, which ran from January 3, 2024 to January 16, 2024. We surveyed community members about their preferred direction for transportation, open spaces, and development policy options in the 200 Street corridor. There were a total of 632 survey respondents, though response rates for each question ranged between 400-500. Almost 90% of respondents live in the Township of Langley, more than half of which live in the Willoughby and Willowbrook communities.

Responses

The survey began by summarizing the inputs from the first round of engagement in a 'draft direction' and asking respondents how they felt about it.

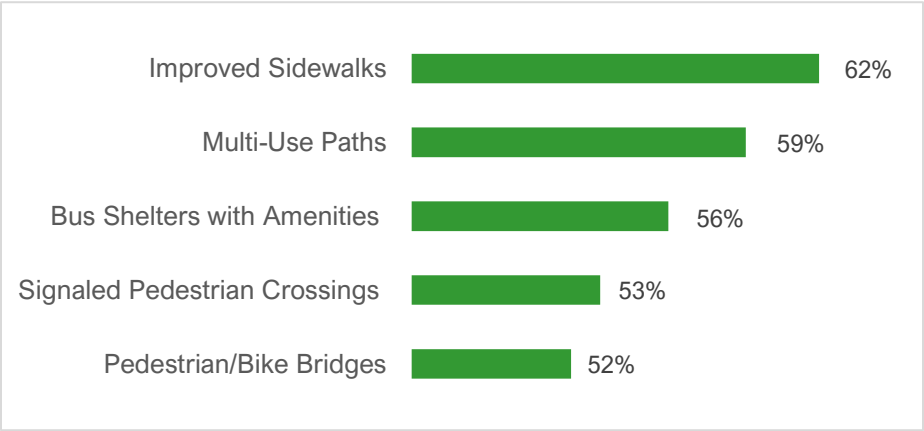
"*In 2040, 200 Street will be a Green Community Corridor that offers multi-modal transportation, a multitude of destinations, multiple housing options and multiple ways for residents and visitors to gather and connect."*

This statement resonated with 60% of respondents, while less than 10% felt strongly that it did not resonate with them.

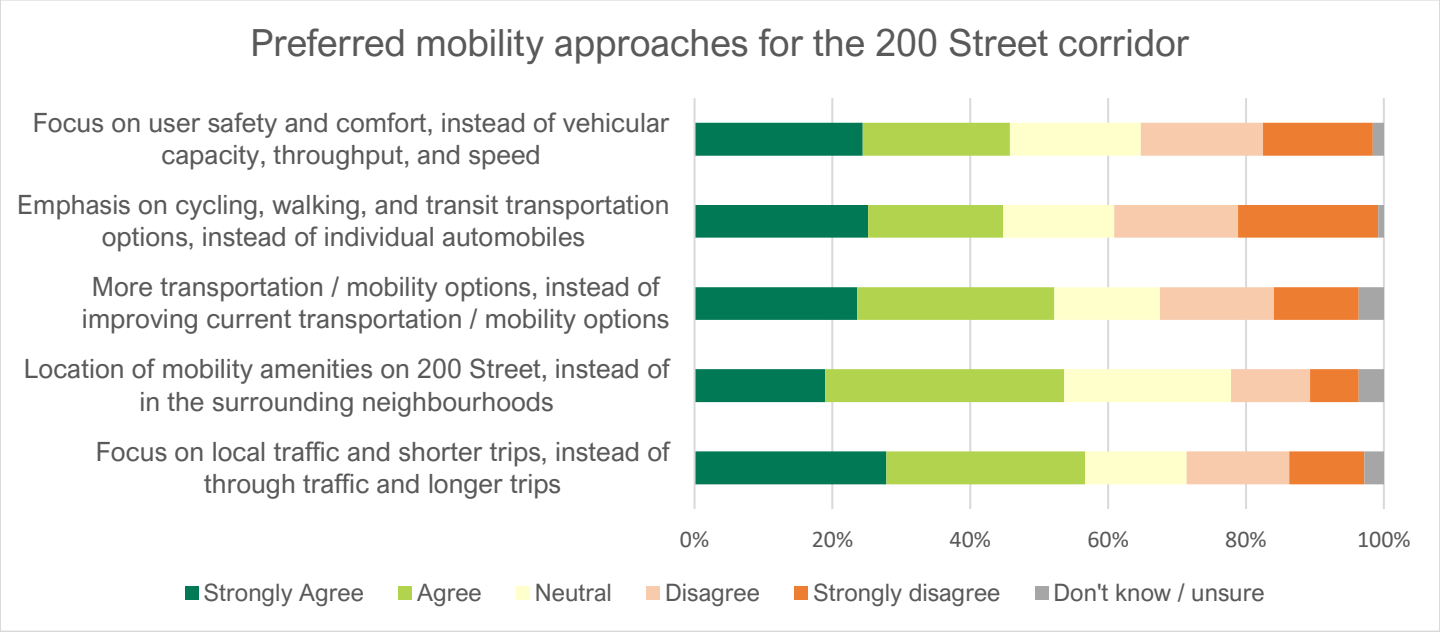
Insight: The community generally felt supportive of the draft direction gained from the insights of the first engagement. The statement broadly corresponds with the community's aspirations for the corridor.

Transportation Preferences

The top elements that respondents felt were essential for the 200 Street corridor, supported by over half of respondents, were improved sidewalks, multi-use paths, bus shelters with amenities, signaled pedestrian crossings, and pedestrian/bike bridges.



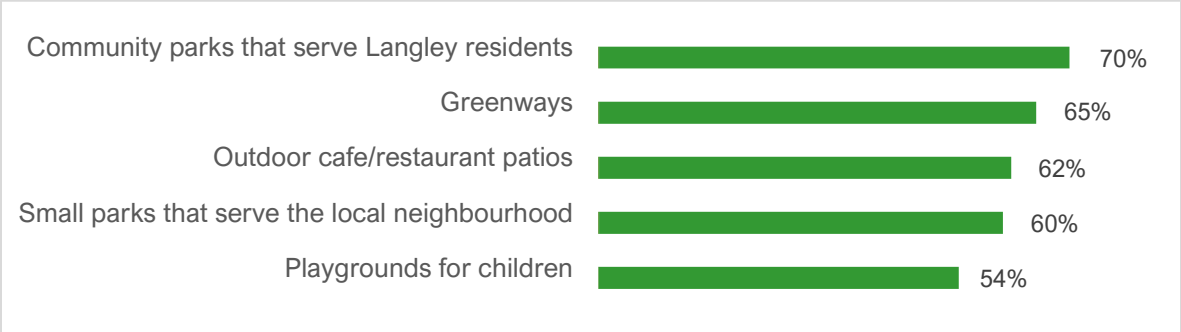
The most supported mobility approaches are to focus on local traffic and shorter trips instead of through-traffic and longer trips, and location of mobility amenities on 200 Street instead of in the surrounding neighbourhoods. The results were relatively evenly spread as to whether the corridor should emphasize private automobiles or alternative transportation modes.

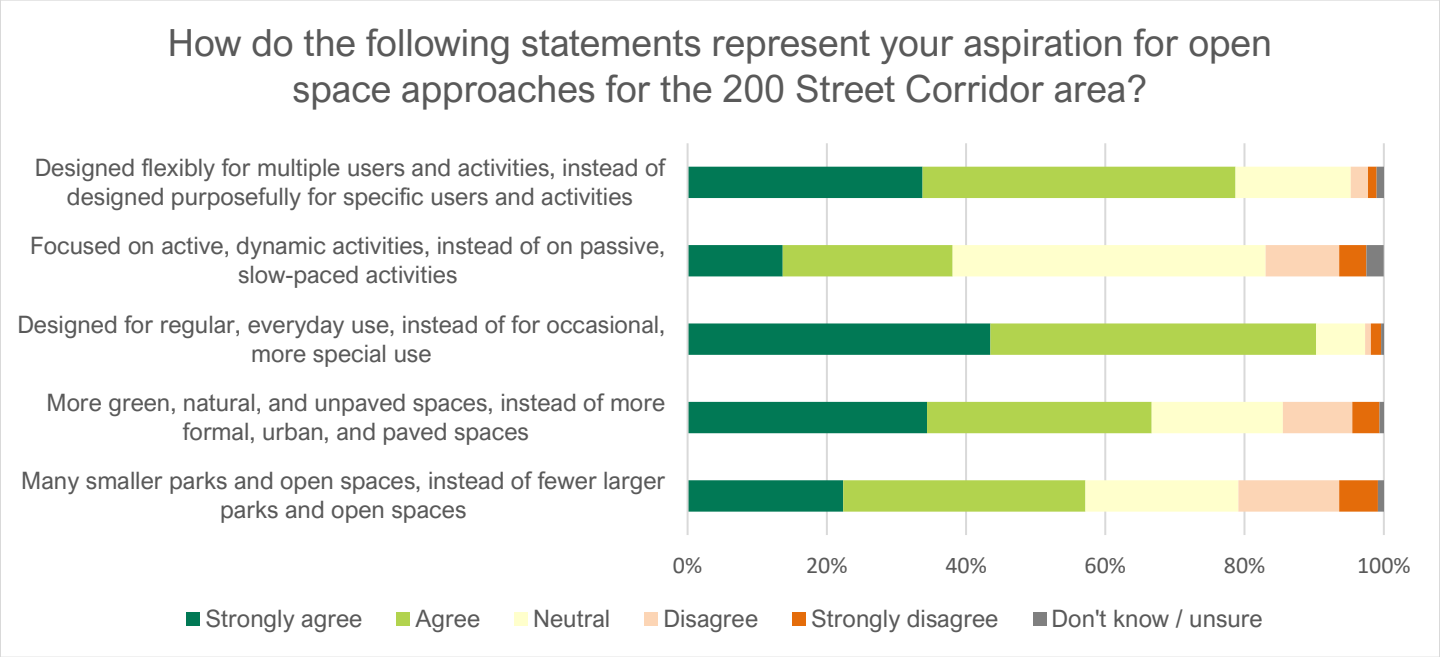


Insight: Mobility within the Township and the 200 Street corridor area is a priority for people traveling by all modes—drivers, cyclists, and pedestrians alike, primarily for shorter trips to get around locally. The community sees a need for amenities and improvements that serve pedestrians, transit users, and cyclists while maintaining the corridor as a high-capacity road that moves drivers efficiently.

Open Space Preferences

The top five open space preferences, all with support from over half of respondents, are community parks that serve Langley residents, greenways, outdoor café or restaurant patios, small parks that serve the local neighbourhood, and playgrounds for children.



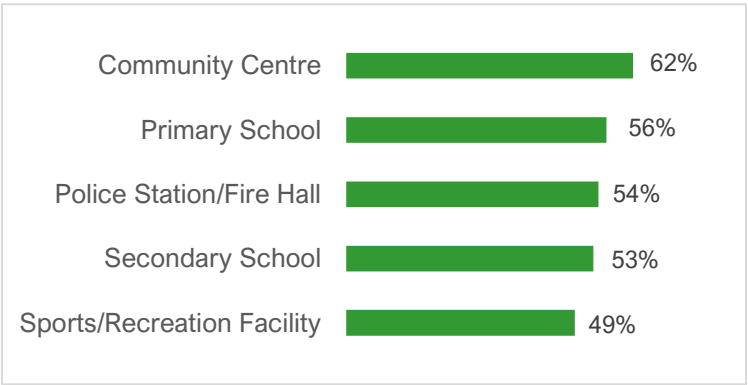


Respondents indicated a strong desire for more everyday, flexible, green open spaces that do not need to be designed for special occasions or specific uses, but rather for a variety of passive or active uses. A series of smaller parks that offer variety is preferred over a large central park.

Insight: The survey responses indicate that locals want to see a mix of open spaces, particularly parks of different sizes and types, to serve the diverse needs of the community. Whether the activities are passive or active isn't a significant concern, but the qualities of the spaces should be green, natural, flexible, and accessible for daily use. Outside of parks, there should be greenways connecting destinations around the corridor including other outdoor public places such as café patios and playgrounds for children, enabling family-friendly gatherings in Langley's central open spaces.

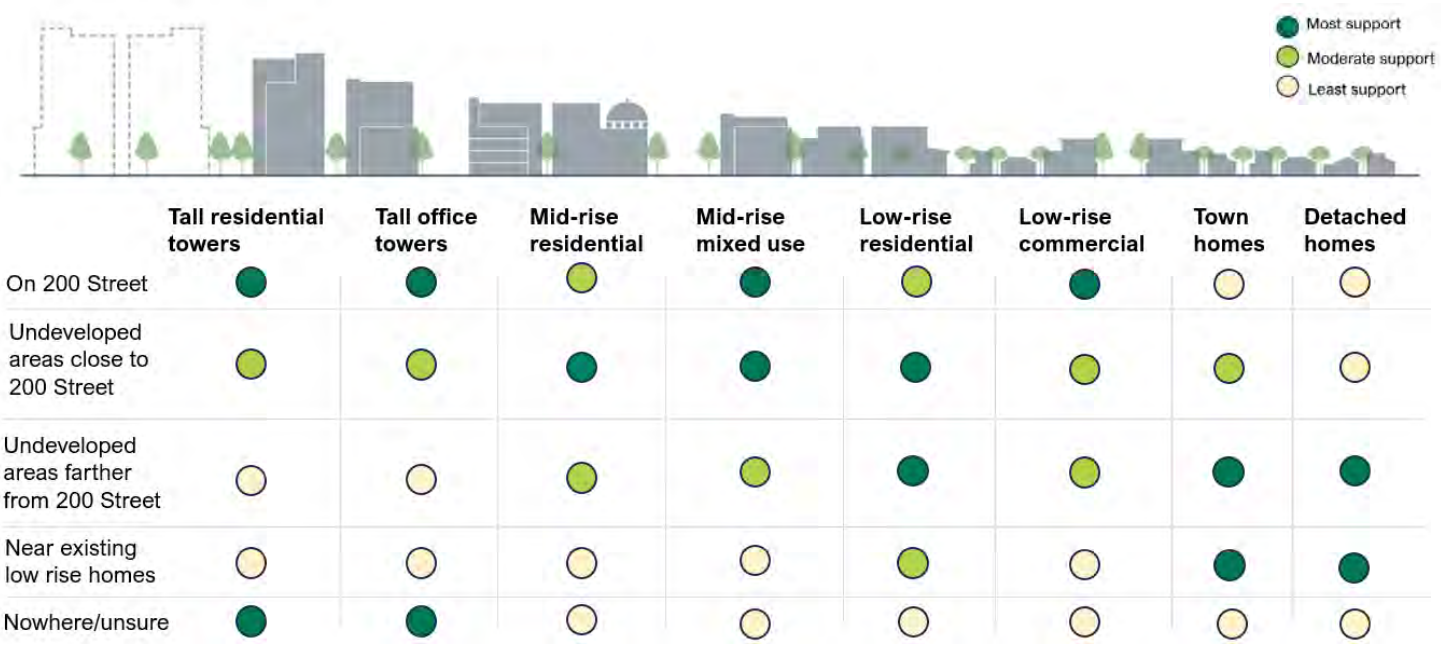
Development and Buildings Preferences

The primary amenities that community members want to see in the 200 Street corridor, supported by over half of respondents, are community centres, primary schools, police stations, fire halls, secondary schools, and sports/recreation facilities. Specific input reflected in long-form responses indicates a need for social gathering places for all ages and household stages, and amenities that relate to health and wellness including sports and medical services.



A clear pattern in the data shows respondents' preferences for building typologies throughout the 200 Street corridor. Tall towers are most preferred on 200 Street, and moderately supported near 200 Street, but not farther away from it or close to existing low-rise development. Mid-rise buildings are supported primarily in

undeveloped areas near 200 Street, moderately in undeveloped areas farther from 200 Street, and not near existing low-rise development. Low rise development is supported in the widest range of areas –e.g., commercial development on 200 Street, and residential low-rise development farther away from 200 Street including near existing low-rise homes. Townhomes and detached homes were not generally supported on or near 200 Street, but were supported away from it or near other developments of the same kind. This represents an overall gradient of the tallest building forms, and a mix of uses near 200 Street, and the lowest building forms with the least mixing of uses in the farthest areas from 200 Street or near the most established neighbourhoods.



Insight: There is nuance to where new types of buildings are supported in the 200 Street area, not all types are accepted in all places. Generally, taller buildings are supported on 200 Street, and low-rise buildings are supported farther away from 200 Street. Mid-rise and low-rise residential are supported in-between or nearby 200 Street. This indicates a strong desire to see a transition and stepping down of heights in-between 200 Street and the east or west. New development should be coupled with amenities and spaces that benefit the community's health, education, and social connectivity.

Inter-Agency Meeting

An inter-agency staff meeting was held on January 22, hosted by the Township of Langley. In attendance were representatives from TransLink, Metro Vancouver, Langley School District, BC Housing, Fraser Health Authority, BC Hydro, the Greater Langley Chamber of Commerce, Township of Langley Fire Department, and other Township departments.

Key considerations for 200 Street 2040 included:

- Maintenance and enhancement of community greenways
- Improved connectivity for the Township's multi-use path network
- Alignment with the Transportation Plan and Bike Network Plan
- Coordination with Willowbrook Plan update
- Multi-modal mobility
- Density targets for future station areas

Insight: *200 Street 2040* is an important step for the Township to undertake to advance the planning direction of senior levels of government, and is being developed in a direction that is in alignment with the expectations of provincial, regional, and local agencies. The plan should continue to consider principles set out in the existing regional growth and transportation strategies, as well as plans and policies set out by the Township and other agencies.

Interactive Open Houses

Overview

Two concurrent engagement events were held at the Langley Events Centre on January 24, 2024. Approximately 85 people attended the open house event, 30 of which stayed for the workshop portion. A board with pins to indicate where participants came from showed that the majority of participants live in the 200 Street area in Langley, though some came from neighbourhoods to the north or east. A mix of people who live, work, or do other activities in the corridor attended.

The open house was held from 5:00PM to 8:00PM. This was a drop-in event where facilitators shared information with the public and guided attendees through a series of interactive engagement events. The open house was organized around three key stations: Transportation, Open Spaces, and Development. Interested attendees and invited representatives from community groups participated in the “TOD Boardgame”, a hands-on design exercise from 6:00PM to 7:30PM.

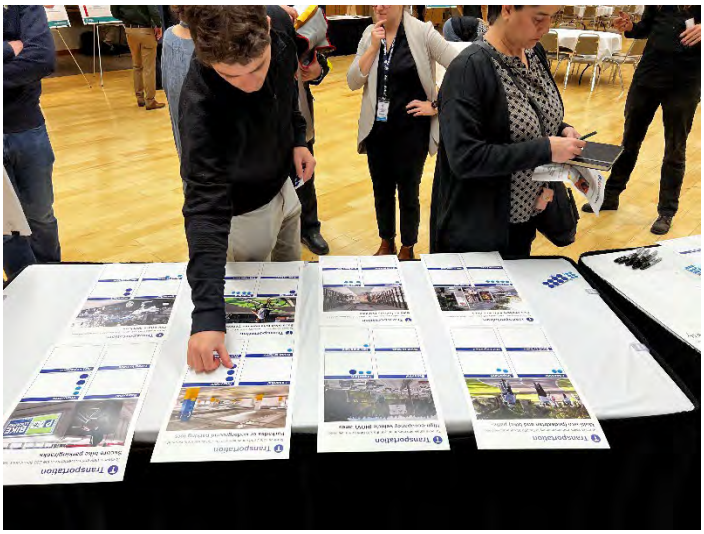
Corridor Direction

92% of open house participants indicated support or strong support for the corridor direction – noting in particular, opportunities for new activities, housing types, transportation modes, and community-building assets.

Transportation Station

Participants indicated several clear transportation preferences, specifically:

1. Preference for **more new transportation options** rather than improving current transportation options.
2. Preference for **emphasizing alternative transportation options** rather than an emphasis on individual automobile use.
3. Preference for **focusing on user safety and comfort** rather than focusing on vehicle capacity and throughput.

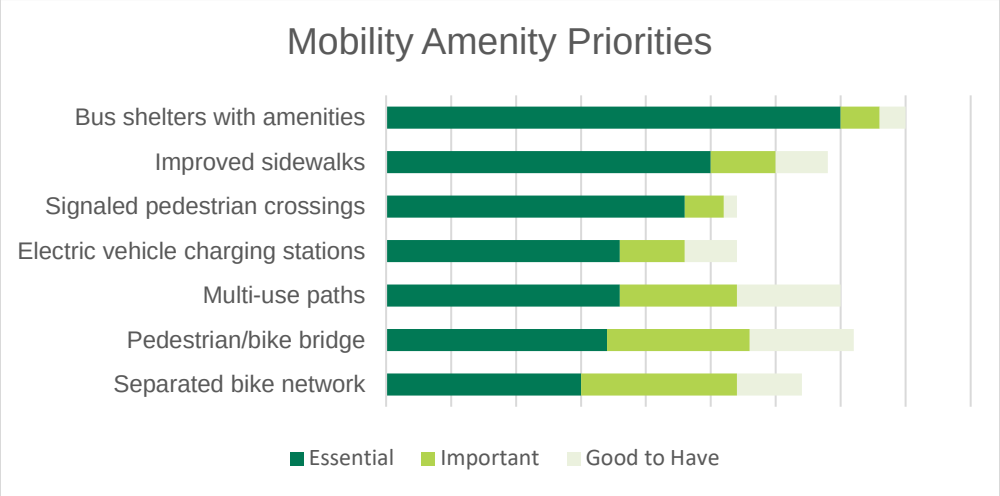


Topics with more distributed responses that showed no clear preference, or a balance of “somewhere in-between” included:

1. Whether transportation amenities should be located on 200 Street or in areas around 200 Street, indicating the need for both.

2. A slight preference for focusing on local traffic and shorter trips rather than through-traffic and longer trips, indicating that respondents likely use 200 Street for both getting around the neighbourhood and for accessing destinations further away.
3. A slight preference for reducing traffic volume and speed indicating that traffic volume and speed may not need to change if improvements can be made through other efforts.

The mobility amenities most desired for the 200 Street corridor were bus shelters with amenities, pedestrian improvements (sidewalks, signaled pedestrian crossings), and bike and pedestrian shared amenities (multi-use paths and shared bike/pedestrian bridges).



Mobility amenities deemed not important were street parking and street medians, indicating that car-centered mobility improvements are not as high of a priority as pedestrian, cyclist, and transit-user amenities.

Additional ideas and comments about transportation amenities include:

“Ensure seniors can move safely and conveniently in the 200 Street area.”

“Bike connectivity to neighboring neighborhoods.”

“Informative signage/maps showcasing/explaining transit options + routes through the area + where they connect to.”

Insight: Mobility amenities that benefit transit riders, pedestrians, and cyclists are needed in the 200 Street area to support and encourage a diversity of transportation modes. Not only do more options need to be provided, but the plan should consider the user experience as they travel in each mode, and the in-between spaces such as stations, crossings, and wayfinding along the corridor. 200 Street and the surrounding street network are important connectors for drivers going around the neighbourhood and travelling further out, and need to be maintained as high-capacity, efficient, driving routes with smooth traffic flow and measures to ensure safety for drivers and non-drivers.

Open Spaces Station

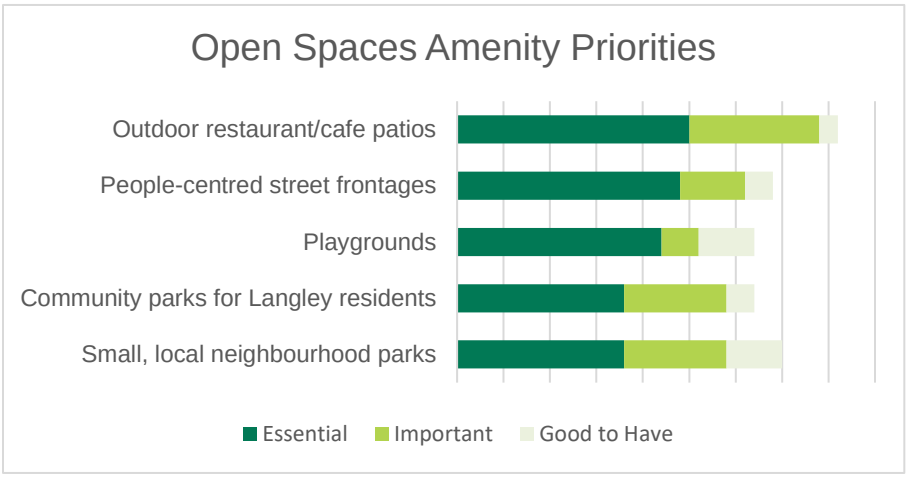




Participants preferred open spaces that are:

1. Intended for both **Township residents and** visitor to the community
2. **Flexible to accommodate multiple users** and activities, rather than specific uses,
3. **Green, natural spaces** more than formal plazas,
4. Designed for **regular, everyday use** more than for special occasions,
5. Focused on **both active and passive uses**.

Priority open spaces amenities are focused on the pedestrian realm - including restaurant patios and attractive street frontages. Local and community parks were highly desired, but large regional parks were not, echoing the same trend observed in the survey results. Sports fields and skate parks were not seen as priorities.
Additional ideas and comments about open spaces amenities include:



“Accessible design/access.”

“Spaces for arts and culture activities/performances.”

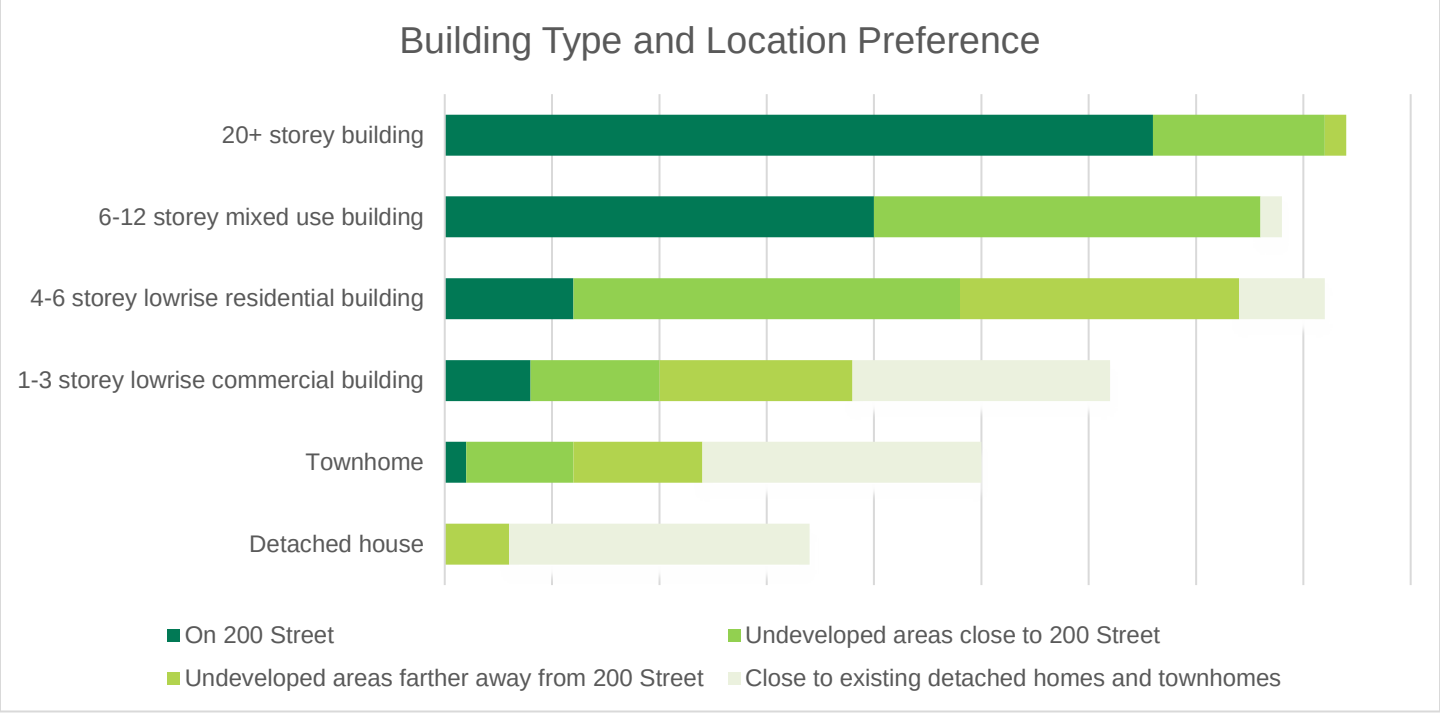
“Great local connectivity and focus on the neighborhood. Can everyone walk to a park?”

Insight: People want to see a network of local parks and plazas that are integrated into the urban fabric such as café patios, and pedestrian paths connecting them. Green open spaces in the 200 Street corridor will likely serve Township of Langley residents visiting from other neighbourhoods as well. The plan should include open spaces that are flexible to be used for users of all ages and abilities, a variety of activities, and for either passive or active recreation.

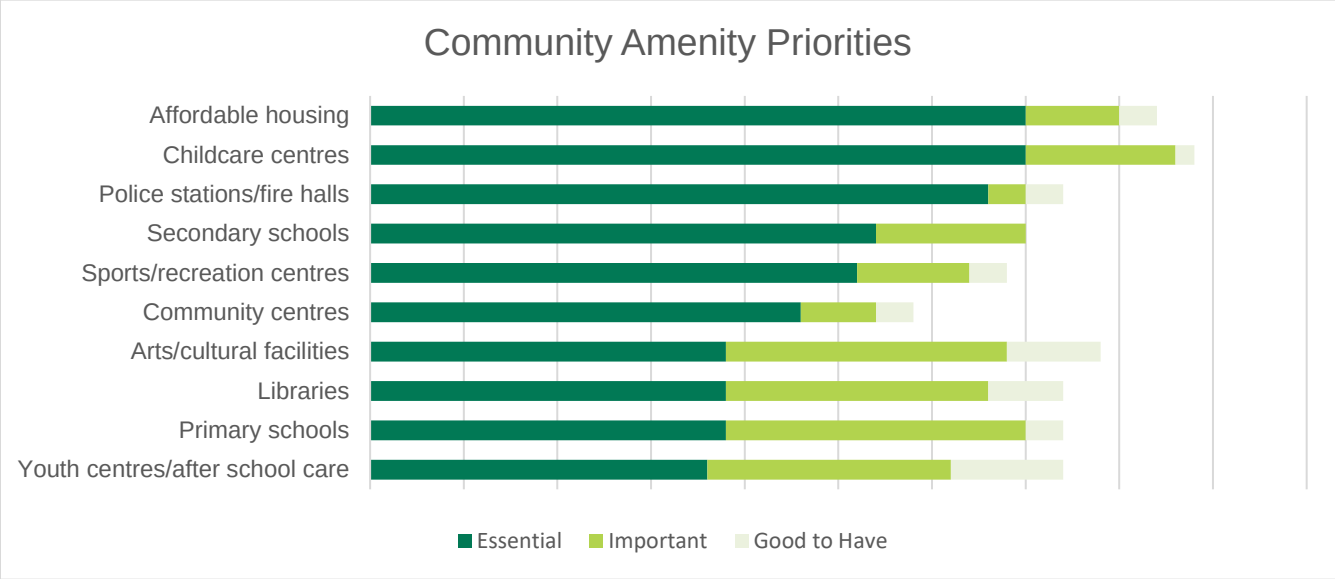
Development Station







Inputs from both the survey and open house support taller buildings on 200 Street. Tallest buildings were the most supported overall, though notably not close to existing low-rise residential neighbourhoods. Lower-scale buildings were supported farther away from 200 Street. Detached houses were least supported in the 200 Street corridor area. 4-6 storey buildings were supported in the widest number and variety of locations in the corridor.



Public input indicates that virtually all community amenities are considered a priority, particularly affordable housing, services for families with children (childcare, schools, youth centres), emergency services, and community, recreation, and cultural facilities.

Other suggested community amenities included:
“Indoor skate park”

“Conference space”

“Small spaces for new businesses”

Insight: Community amenities of all types, particularly those that serve families with children, are in high demand and should be added in the 200 Street corridor area. 95% of participants supported higher-density, taller, mixed-use buildings if it means that they would gain affordable, well-serviced, amenity-rich places to live near parks and open spaces. However, dense, tall, mix-use developments are not supportable in all locations – the context, surrounding neighbourhood, and proximity to 200 Street are important considerations for the scale of development.

Stakeholder and Community Workshop

Transit-Oriented Development Boardgame

The workshop portion of the open house involved an interactive board game divided into three sections of the 200 Street corridor (north, centre, and south). Approximately scaled pieces represented land uses and activities that reflected the three elements of TOD:

- Transportation pieces
    - Roads, paths, parking, transit stations, bike amenities, greenways
- Open spaces pieces
    - Parks, plazas, farmers markets, public spaces
- Development
    - Homes (apartments/condos, townhomes), retail, services, industry, schools



Five tables with approximately 8 players and 1-2 facilitators each worked together to complete their game boards. Each table was required to play at least one BRT station piece, and the remaining pieces were up to the group to decide. Areas of the board not covered by pieces were intended to be left with the existing condition. Each table used discussion, collaboration, and negotiation to place the pieces in a strategic and thoughtful way. At the end, the three portions of 200 Street were pushed together to form one long board of the full corridor extent, and participants presented their board and the thought process that went into their plan.

Key themes and patterns were present in each of the completed boards. These included:

Density near stations	• Station areas with the highest density, tallest buildings, and most concentrated mix of uses closest to the station, with vertically layered uses stacked within developments.
Connected pedestrian network	• Continuous pedestrian paths and greenways away from 200 Street connect north and south, providing alternative routes with less traffic. Most large, impermeable blocks were broken down with new streets, particularly closer to 200 Street, creating a finer-grained connectivity network.
Transition to existing neighbourhoods	• Consideration was made to transition between existing low-rise buildings and new development, especially farther away from 200 Street. This included the use of townhomes, parks, or lower apartment buildings as transitions, or greenspace as buffers.
Activities near housing	• A mix of services, shops, restaurants, and parks even within primarily residential areas (though distributed more lightly there than in higher-density hubs). Main cross-streets were shown as lined with retail at grade, offering grocery stores, shops, and restaurants slightly east and west of 200 Street, intensifying closer to 200 Street.
Multi-mobility planning	• Mobility amenities including bike racks, parking, car-share, and transit plazas were located in close proximity to the BRT stations, allowing for people to arrive at the station by different modes.
Diverse housing types	• Many different housing types including affordable housing, seniors housing, assisted housing, large and small apartment/condo blocks, and townhomes were used in each board, representing an inclusive, multi-generational, mixed-income community.
Community amenity clusters	• Community uses including schools, recreation centers, cultural/arts facilities, and other activities were clustered together, often near parks and slightly off of 200 Street, towards the residential neighbourhoods.
Parks for everyone	• A variety of large, medium, and small parks were placed across the boards, connected by greenways. These served the residential neighbourhoods, the workforce/employment areas, the regional destination, and the shopping centres, ensuring that a park of some level was accessible in every area.
Sub-area identities	• Station areas and destinations each had their own primary uses and were identified using community gateways and/or public art at station entrances.
Working with nature	• Boards with natural areas, creeks, and conservation areas saw the addition of paths, pedestrian bridges, and publicly accessible parks to enhance natural areas and integrate these it into the neighbourhoods.









Insight: As was also identified in the visioning stage, the direction for the 200 Street corridor supported by the community is a series of “hubs” along 200 Street, near BRT stations, where housing, services, and activities concentrate. A lighter mix of uses and gentle densification in existing neighbourhoods or towards the east and west edges of the corridor is also supported, connected by a network of pedestrian and cyclist-friendly paths away from the 200 Street corridor. Each “hub” has a unique mix of uses according to its context, the southern area was more family and community oriented to serve the predominantly residential uses, the centre hub was more of a regional attraction and destination that included nightlife and tourism uses, and the northern hub was oriented towards the workforce and driving Langley’s economy, while also accommodating new high density housing.

Summary and Next Steps

The planning, land use, and public amenity inputs from this engagement session will help to inform the development of the transportation, land use, and open spaces plans for the 200 Street corridor. How the themes, priorities, and benefits expressed by the community will be integrated into the plan is summarized below.

Overall Insights and Application

The Visioning and Strategy engagement process resulted in 6 key insights, which will all provide direction and meaning to future work on the 200 Street corridor.

Insight	What this means for the 200 Street 2040 Corridor Plan
Langley residents demand a safe, comfortable, and convenient trip for travelers using all transportation modes, whether short or longer trips.	Transportation planning for the 200 Street corridor should not only consider the volume of travelers along the corridor, but the experience of each traveler. This means that the plan should include proactive measures to support pedestrians, cyclists, transit-users, drivers and passengers as they move through the 200 Street corridor.
A better local connectivity network is needed along the corridor.	The plan will identify paths for pedestrian and cyclist connectivity between destinations throughout the corridor, and with safe crossings on 200 Street where needed.
More and diverse open spaces are needed in the corridor. The exact types are not as relevant as the qualities; open spaces should be green, flexible, multi-use, connected, and accessible to people of all ages and abilities.	A variety of open spaces, connected by greenways and accessible paths will be included in the plan to serve 200 Street residents and users. The plan will identify locations for both private and public sector development to incorporate plazas, parks, courtyards, and greenways in different areas of the corridor as it develops to preserve and connect public space.
Residents are willing to support trade-offs of higher densities, taller buildings, and a mix of uses if it ensures them affordable places to live near parks, community facilities, shops, and services.	The 200 Street Corridor Plan will highlight the mechanisms the Township has to ensure community benefits are secured through development rights. Criteria for new, dense, compact, mixed-use development in the 200 Street corridor should include public amenities, green space, and affordable housing to align with community needs and expectations.
Buildings of all types, heights, and sizes may be supported in the corridor, but not anywhere or everywhere.	The land use plan will consider existing context, proximity to 200 Street, and surrounding built form pattern to determine where taller buildings should be located, how they should transition to mid- and low-rise buildings, and to ensure fit with Langley's established urban fabric.
Many new amenities, especially community services for families with children, are needed to meet current and future needs.	The 200 Street corridor plan will identify locations for community amenities, which will be built out in future implementation phases. These include recreation, cultural, and social facilities primarily, as well as emergency and health services.



Consultation Summary

200 Street 2040 Corridor Plan

Stage 3: Urban Design

Township of Langley
Est. 1873

March 2024

Introduction

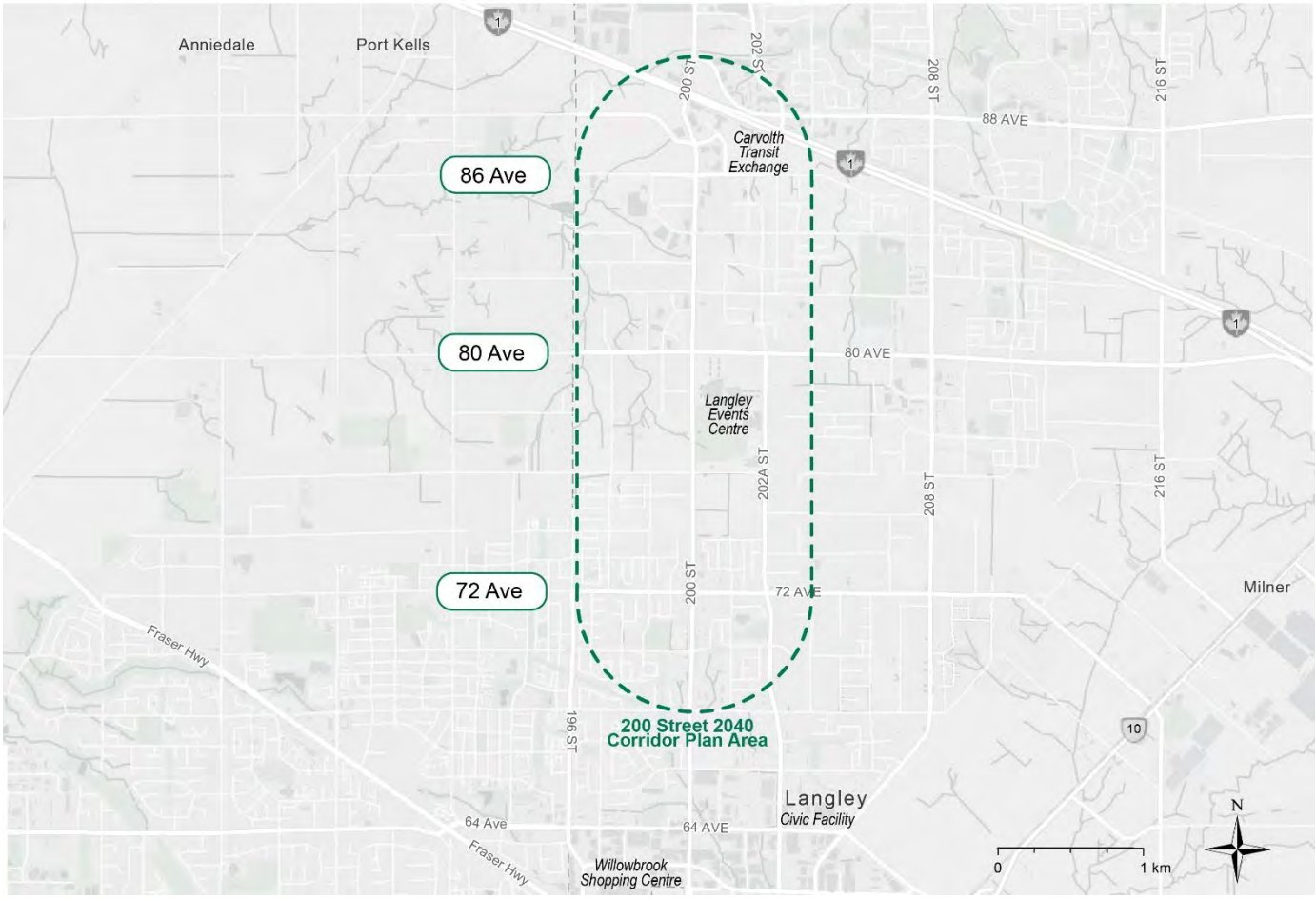
Project Background

In fall 2023, the Township of Langley started a planning process for the 200 Street corridor, which is designated for more intensive, transit-oriented development in both municipal and regional policy plans. The 200 Street Corridor has been selected as a Bus Rapid Transit (BRT) route, which will connect the future Willowbrook SkyTrain Station to Haney Place in Maple Ridge.

200 Street 2040 represents a once-in-a-generation opportunity to leverage senior government investment in rapid transit to create transit-oriented communities along this corridor. The goal of this plan is to create a vision for the 200 Street Corridor as a sustainable transit-oriented destination, and to establish corridor-level policies and standards to guide the implementation of the vision over the next 20 years.

The corridor spans 800 metres on either side of 200 Street, from the Trans-Canada Highway (north) to 68 Avenue (south), for a length of approximately 4.5 kilometres, as shown on the map below.

200 Street 2040 Corridor Plan Area



Project Overview

The objective of the project is to provide a guiding vision and policy framework to fully realize the potential of 200 Street as a multi-modal transportation corridor, and for the transformation of surrounding lands into a thriving transit-oriented community and vibrant regional destination. The project is broken up into three stages:

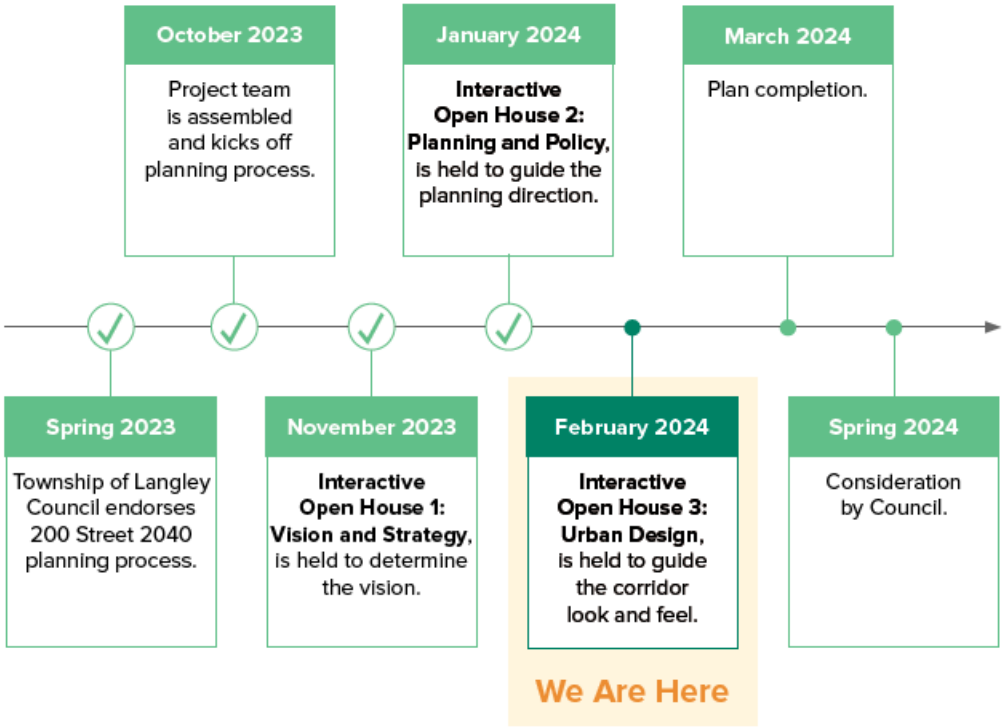
1. Stage 1: Vision and strategy,
2. Stage 2: Planning and policy
3. Stage 3: Urban design

The 200 Street 2040 Corridor Plan will play a key role in imagining the possibilities along the corridor and making sure they are realized. It will include:

- a vision for 200 Street in 2040
- a strategy for achieving this
- a land use overlay to plan development
- urban design criteria to guide the future look and feel of the corridor

The Public Interactive Open House for Stage 1 was held on November 27, 2023, and Stage 2 was held on January 24, 2024, both at the Langley Events Centre. The results are reported in the Workshop 1 Summary Report and Workshop 2 Summary Report. This report summarizes the results of the Stage 3 Urban Design engagement findings.

Project Process



Planning and Policy Consultation Overview

The components of the urban design consultation included an online survey and a public interactive open house.

Survey

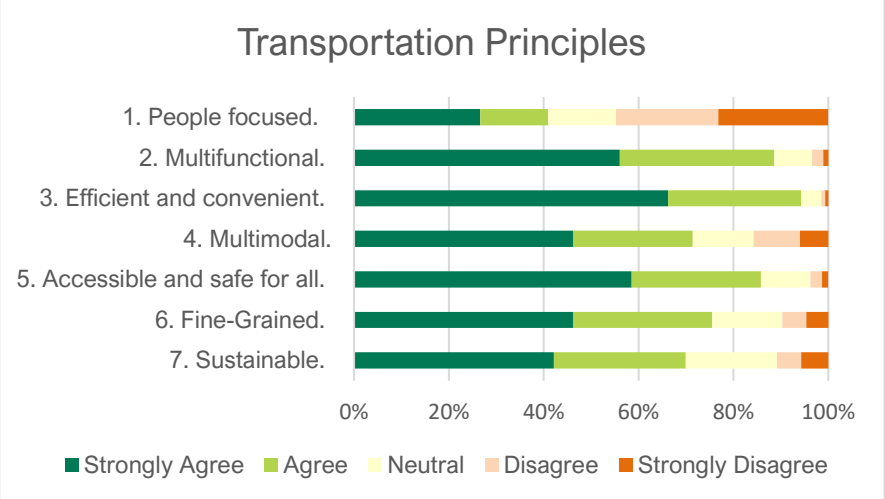
The Urban Design public consultation stage launched with an online survey at tol.ca/200street2040, which ran from February 2, 2024 to February 12, 2024. It surveyed community members about their preferred direction for transportation, open spaces, and development urban design approaches and elements in the 200 Street corridor and in the established Urban Villages. There were 755 total survey respondents, though response rates for each question ranges between 400-500. Characteristics of respondents were that they were predominantly white, ranging from 25-54 years old, and had a mix of household incomes but generally above $100,000.

Responses

The survey outlined a set of urban design principles for transportation, open spaces, and development, and asked respondents to indicate their level of agreement with each.

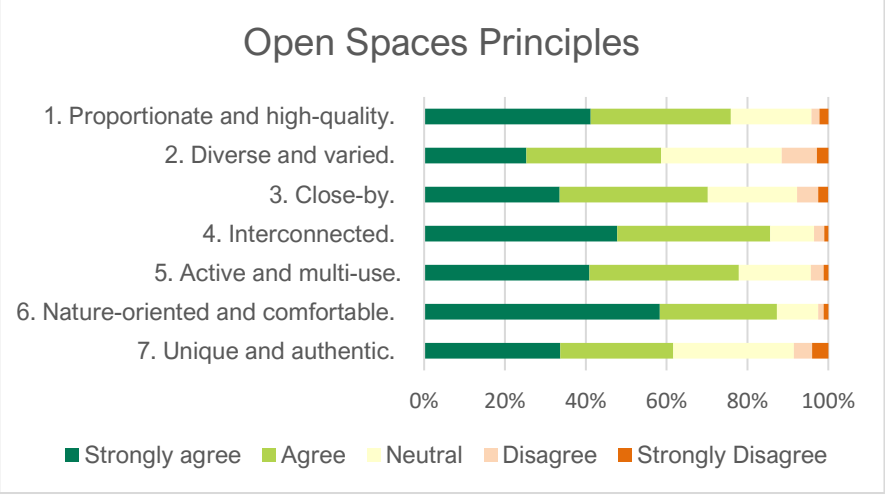
Transportation Principles

Though respondents generally supported the transportation design principles, there was mixed support for the 200 Street corridor as “people-focused,” and the greatest support for the corridor as “efficient and convenient,” emphasizing the continued car-dominant sentiment for the area.



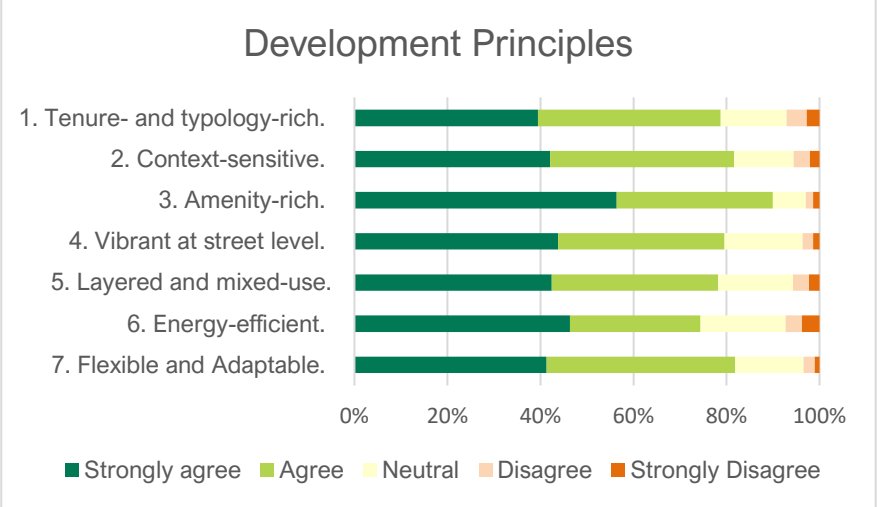
Open Spaces Principles

Majority support was shown for all open spaces design principles, particularly for a network of interconnected, nature-oriented open spaces in the 200 Street corridor area.



Development Principles

A strong majority of support was shown for the proposed development design principles, with almost all receiving approximately 80% agreement. The highest priority principle for the community is amenity-rich development.

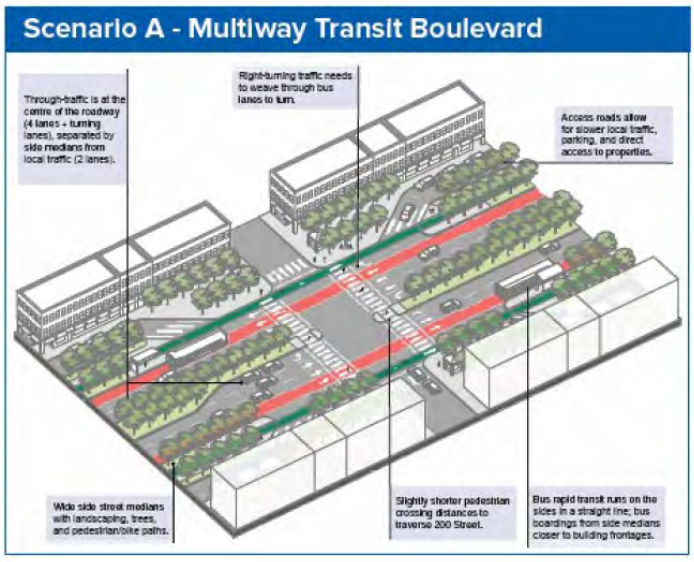


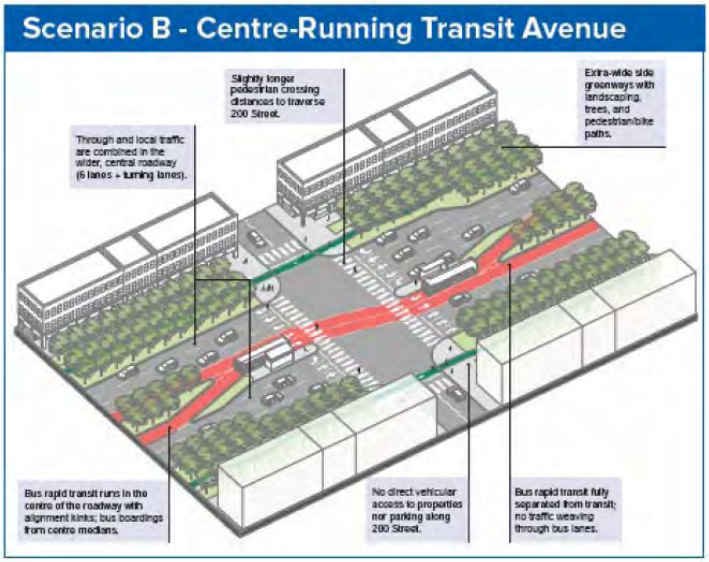
Insight: The community supported the direction for urban design presented in the survey, with some nuance around transportation priorities. Urban design development for the 200 Street 2040 Corridor Plan should continue to ensure that 200 Street remains an efficient and convenient travel route while setting a strong foundation for the overall design in the corridor.

Transportation Design Options

Survey respondents were provided with two design concepts for the 200 Street corridor streetscape, and for local street concepts. This allowed the Township to gather valuable insights about transportation design preferences, user experience in and around BRT stations, and streetscape priorities.

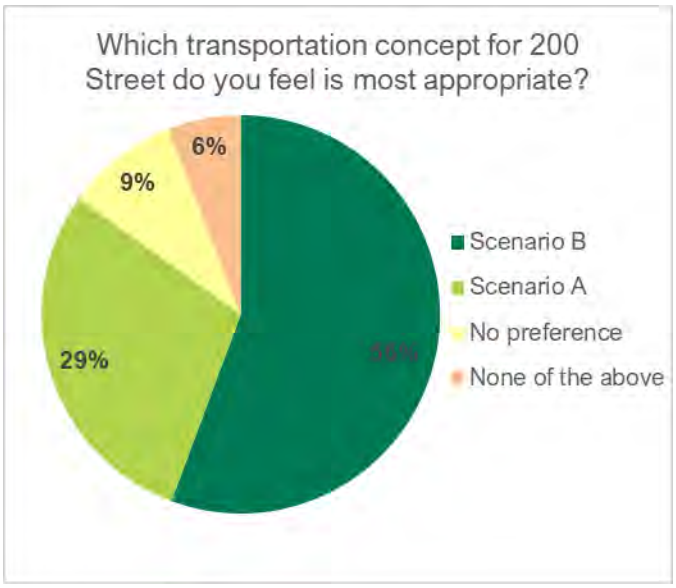
200 Street Transportation Design Concepts





Overall, respondents preferred the centre-running transit avenue for 200 Street. Reasons for participant's preferences and perceived benefits include:

- BRT and vehicle separation, especially at turning lanes.
- Increased efficiency and smooth traffic flow.
- Higher perceived traffic volume for Scenario B.
- Greater separation between vehicle traffic and cyclists/pedestrians.
- More greenway area for trees or plantings to mitigate noise and pollution.



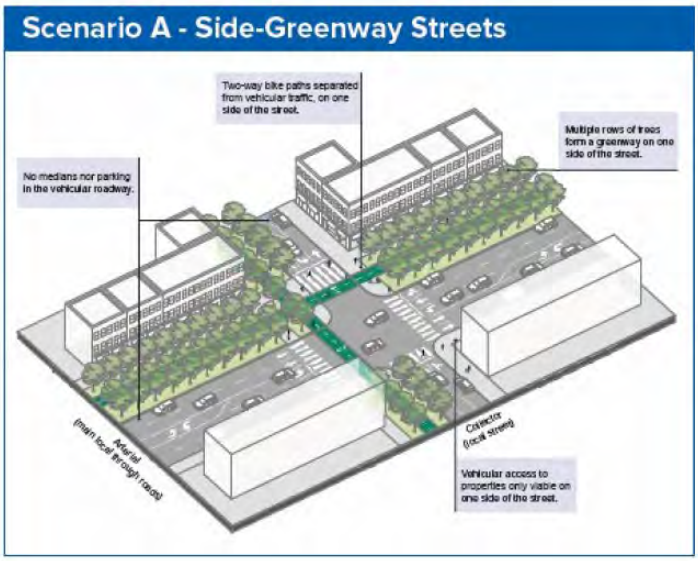
Concerns raised include:

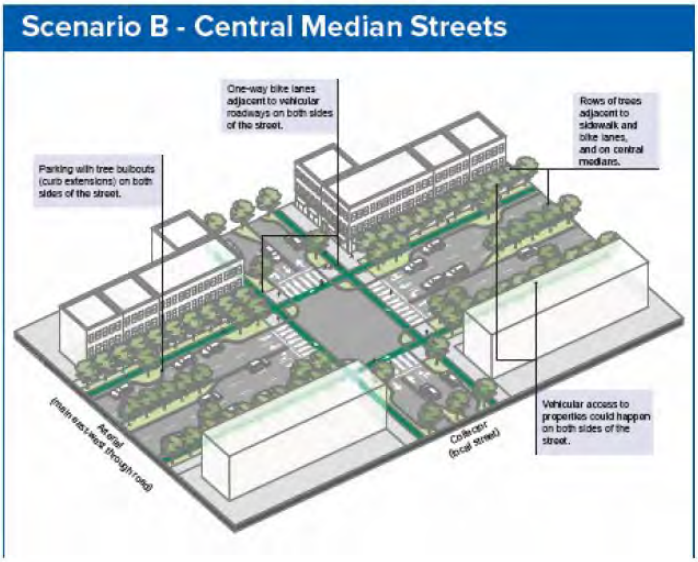
- Long pedestrian crossings across 200 Street, especially for seniors or people crossing with children.
- Access to transit stations and boarding may be a challenge in centre-running lanes in Scenario B
- Lack of convenience parking and streetscape activation off of 200 Street.

Comments that represent the overall sentiment for Scenario B include:

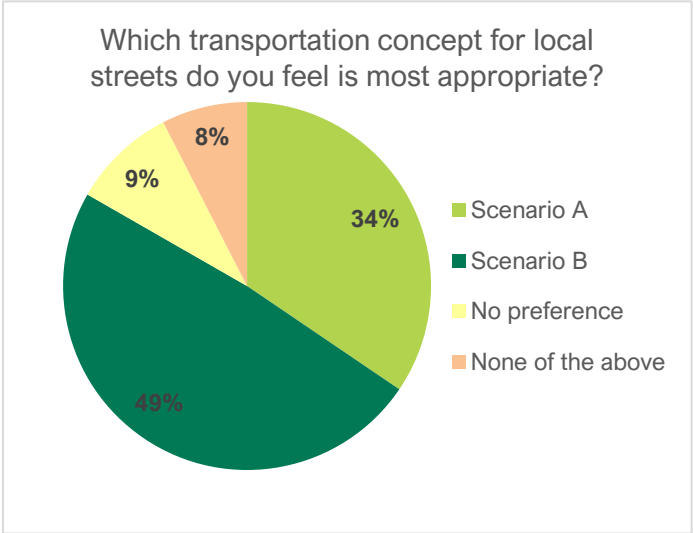
> "I feel that the design would be more efficient and smooth-flowing for busses and vehicle traffic, and would be very pedestrian and bike-safe."
>
> "200th street is already hectic enough, having the transit lanes in the middle seems like an efficient way to reduce cars weaving in and out of lanes. Rear access to buildings isnt a terrible idea as it shifts the focus to the greenways"
>
> "Wide green ways sounds ideal to make pedestrian access much safer. Transit lanes seems much more appropriate in the centre to free up sideroad access for vehicles . And reduce traffic weaving in and around busses"
>
> "Most people in Langley need a car to live their daily lives. Option B provides options for mass transit which conflicts with traffic least, providing the most efficiency for all modes."
>
> "It's cleaner/safer this way [Option B]. It is also a more efficient use of space. Why have foliage on the median? May as well put transit there and widen the sidewalks."

Local Street Transportation Design Options





The design concepts shown in Scenario B – Central Median Streets, were preferred overall.



Design considerations raised primarily for local streets include:

- Street parking access and availability
- Intuitive bike paths that are consistent with Langley's cyclist network
- Convenient access to storefronts
- Street trees and greenery
- Visibility at intersections, including consideration to visibility of cyclists, lighting to improve visibility, and potential sight line barriers such as trees

Comments that represent the overall sentiment include:

> "Cyclists are protected and everyone is going in same direction. B much better. Cyclists will use way more. Look at cycling lanes along English bay area. Totally protected. Used massively in summer."

> "Scenario B looks like it would cause lots of car traffic backups while people compete for limited street parking. Better to just have parking behind the businesses or underground. As a cyclist I prefer the 2 bikeways."

> "There are more paths and optional routes for bikes and pedestrians. Parking on sides and narrowing of streets has potential traffic calming effects. Foliage on both sides of streets has potential for some noise reduction."

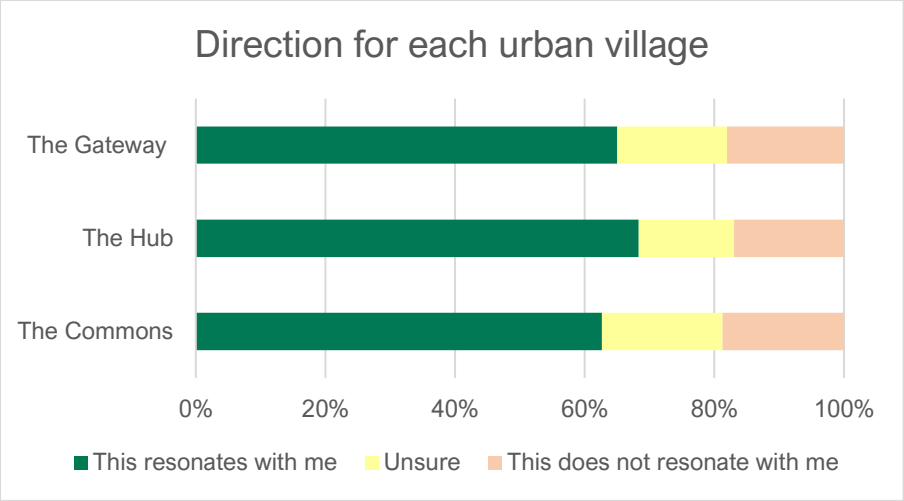
"Less bike lanes to cross, I also like that there is no parking on one side. Parallel parking spots along a busy road often create problems. I also really like the bike lanes being separated from the main road, gives a much safer feel and user experience for bikers."

"Support the extra trees and parking facilities. Bikeways on both sides (like the European model) are safe and efficient"

Insight: The survey responses indicate that the most important design considerations for the street networks are safety related, with traffic flow, accessibility for active transportation, and greenery also highly considered. Design concepts that separate users moving at different speeds in different modes are preferred. Parking design should incorporate convenient access to businesses by car that don't cause bottlenecks or slow through-traffic. Turning lanes require a high degree of design to minimize conflicts between users of different modes. Trees and greenery in the streetscape are important, but consideration should be made to ease of maintenance, placement to use trees as barriers between pedestrians/cyclists and vehicles, and ensure that they do not block sight lines.

Urban Villages

The other topic introduced in detail in the survey was the three urban villages proposed around the future BRT stations in the 200 Street corridor area. The survey provided a key map and description for each of the three urban villages and asked respondents to indicate how they felt about the direction.



Overall, the direction for each urban village was supported by the majority of respondents, though the urban village with the highest level of support was The Hub.

The Gateway

The reasons given for support for the Gateway urban village were that this area is already an employment-focused area, so expanding and improving that use is aligned with residents' expectations. Locals reported a lack of amenities in this area for after-work activities, parks and open spaces, food and beverage services, and social gathering spaces, which they look forward to seeing as this urban village develops. Support was shown to retain as much green space as possible, and use this urban village as an opportunity to retain culture and community in Langley. Concerns raised included potential traffic congestion as the density of jobs increases, and parking capacity for commuters. Permeability and transition with the surrounding neighbourhoods and future 200 Street community was also raised as a concern, to ensure that this urban village blends in with Langley's context. Finally, in addition to the brewery anchor, locals want to see family-friendly amenities and a variety of offerings for workers and local residents.

"It is the newest development and could accommodate the growing need. There is room to build there and close to Carvoth Transit"

"Yes to brew pubs + after hours entertainment, learning + sharing centers and OK to a few hotels"

"We need more spaces where the community can work & connect."

"This would create more of a community with a larger number of people who live locally. Having places to go after work where you don't need a car to drive to allows people to enjoy themselves more."

"It's important to have places for people to gather and network. Especially as many work from home but still need access to professionals and resources"

"Happy to have new places around Langley to limit my trips downtown."

The Hub

Locals recognized the direction and value of this urban village based on the already-existing anchor at LEC. Reasons given for support of the direction for this urban village are mainly that the area already acts as a sports and recreation hub in the Township, but does not have enough amenities and services to fully support its role as a destination. More community recreation facilities, food and beverage options, and walkable open spaces are reported to be needed to complement the LEC and improve the surrounding area. Additionally, respondents indicated that this is a suitable place for housing as it is a convenient and central place for families to live near daily services. In addition to the sports and recreation facilities, residents are supportive of a greater mix of uses including food and beverage options, community services, entertainment, night life, and retail of different types.

Concerns about The Hub included increased traffic and potential loss of green space. Transition between sensitive uses including family-oriented residential areas and entertainment district night life was raised as a potential conflict that will require mitigation. Concerns included a too-narrow focus on sports and recreation without offering cultural, creative, or other non-athletic community services. Increased traffic and parking needs were also cited as concerns for this urban village direction.

"Build onto the Langley event centre, give the kids loving in that area a place to hang out after school. Central to just about everyone."

"This should be the after-hours hub with pubs and hotels. Embracing the sporting events and driving those crowds to spend the evenings after events in this area. Also being a lot more central walking distance to the majority of family homes in Willoughby."

"Strongly agree with the need for a community recreation centre (including pool) in this location. More restaurants nearby to the Langley events centre and more opportunity for performances (indoor and outdoor during summer season) to bring the community together."

"Makes sense with the Langley Events Centre at the heart. Multi-family housing is growing in this area as well so it is becoming very densely populated."

"Bringing more sports teams and tournaments to the area brings a lot of life and interest. Opportunities to support local teams or events is also great."

"I like the idea of an arena district but only think this will be successful if the district is people focused. There should be a plaza/plazas where people can gather before and after games. Patios and out door amenities that keep in mind our climate. I worry that LEC has too much parking and caters too much to people driving to the game then immediately leaving and driving home."

The Commons

The direction to expand on the existing multi-generational residential neighbourhood in this area, and complement it with more services including medical offices, daycares, and retail was generally supported. A mix of housing types, sizes, and tenures was supported in this area to ensure the needs of different household types are met. Concerns raised for this area are overcrowding and lack of new developable space in this already built-out area. Responses indicate that more neighbourhood services are and will be needed in this urban village, and that they should be evenly distributed including small parks and greenways creating a connectivity network within the village that makes it more pedestrian friendly. Retaining affordability is a key concern raised that will ensure long-term stability for residents who already live here, and inclusivity as a range of new households moves into the neighbourhood.

"I think there needs to be more of a focus on families especially young families with children. I would love to see a coffee shop that is designed for parents and kids (think kids play space and space for parents to socialize with good coffee/snacks)"

"Now it's all people. Where are those seniors going to get their hair done? Where are the parents getting their groceries? Is there a coffee shop for the guy working from home?"

"This brings the community back together. Our society today lacks communal living and this brings back communal in terms of aiding in mental health and well being of others. Neighbours helping neighbours idea."

"I love the idea of having a space for multiple generations, especially with a senior's centre. I think it will bring a sense of community that is often missing and overlooked in many fast growing municipalities."

"I think having a range of mixed-life, multi-gen living brings the community together and encourages people to connect with others that they wouldn't usually do so."

"Fantastic ideas for an inclusive spot, but it needs to be coupled with affordable (non-market rate) rental stock, or the old, and not rich will be pushed out."

Insight: Overall, the direction for all urban villages is supported by the community. Development plans and guidelines in each village should balance all activities to mitigate conflicts between different uses and consider the quality of life in each area. The distinct character of each village offers something to different segments of Langley's population. To remain inclusive and vibrant in the long-term, the urban villages must balance meeting the community's needs locally, offer attainable housing to workers, and preserve Langley's natural heritage and green spaces where possible.

Interactive Open Houses

Overview

The Urban Design public interactive open house was held at the Langley Events Centre on February 20, 2024. This open house introduced the three urban village concepts to the public, and outlined a series of design principles, strategies, and elements that are being considered as parts of the 200 Street 2040 Corridor Plan.

Transportation Station

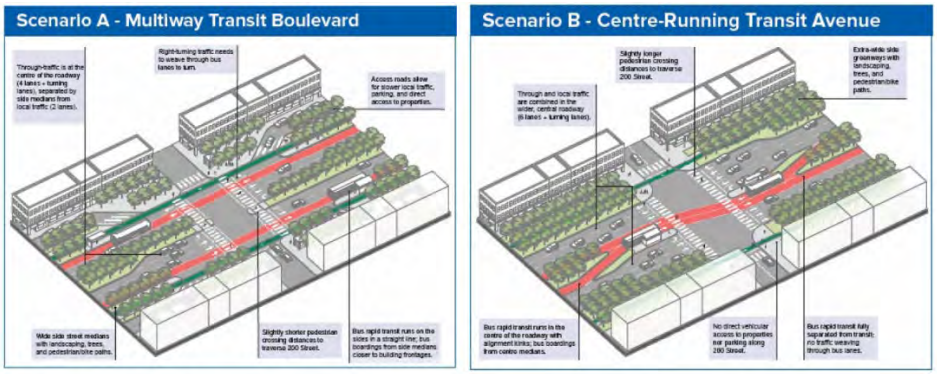
Participants generally supported the transportation principles and strategies presented. Reasons provided for this support include:

> “Alleviating ever-crowding 200 by having viable alternatives.”
>
> “Great way to keep our families active in low cost ways.”
>
> “Folks who have 200th as their destination don't get mixed up with those only getting through to reach the freeway/Walnut Grove/Langley City.”
>
> “200th is meant to be a main throughfare to get through, Other streets to get around.”

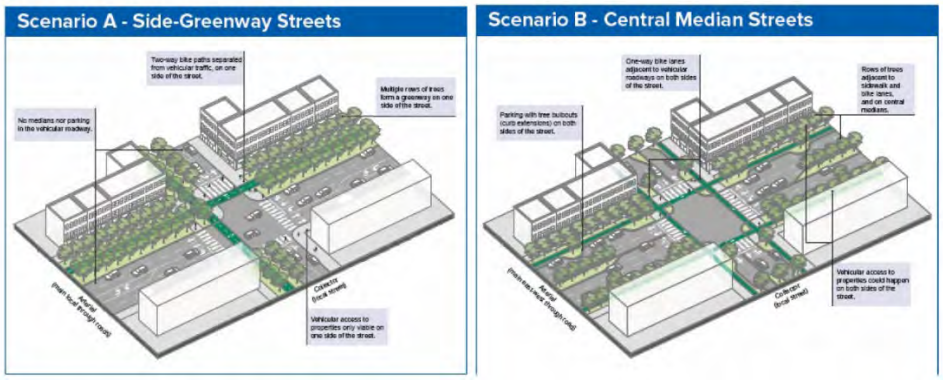
Items that participants noted they felt were missed in the transportation principles and strategies include:

- Sidewalk and bike lane network completion.
- Connection between BRT and local and regional transit.
- Parking strategy for areas accommodating growth, particularly residential areas.
- Connectivity to Surrey.
- Local road strategies to calm traffic off of 200 Street.
- Road crossing strategies for pedestrian safety and comfort crossing 200 Street.

The same concept scenarios for 200 Street and local streets were shown as in the survey, and participants were asked to indicate which they preferred.

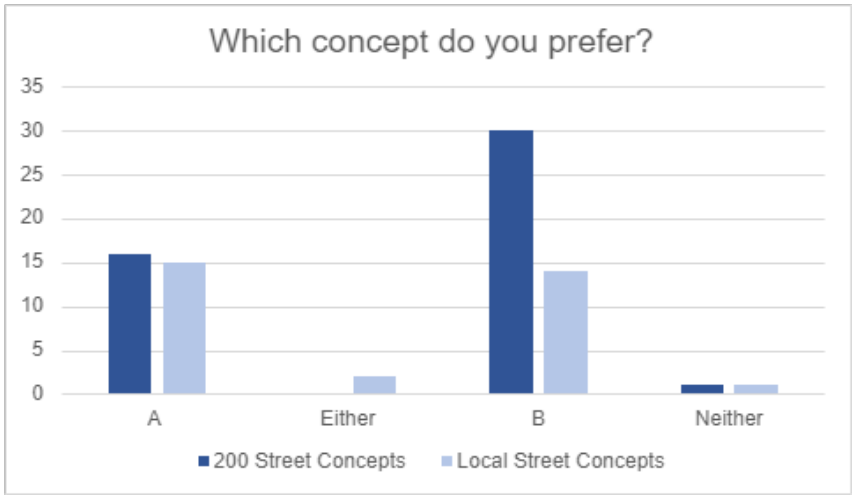


200 Street Concept Directions



Local streets concept directions

Respondents indicated a split between the two options, with few responses in between. The results have the same trend as the survey responses, that Scenario B is strongly preferred for 200 Street, and also has approximately half of respondents' support for local streets.



Insight: Though the transportation principles, strategies, and elements presented are supported, locals want to see certainty and more detail about the quality of transportation networks, and for major elements such as parking and pedestrian crossings.

Open Spaces Station

Participants generally supported the design principles and strategies for open spaces, specifically citing reasons including:

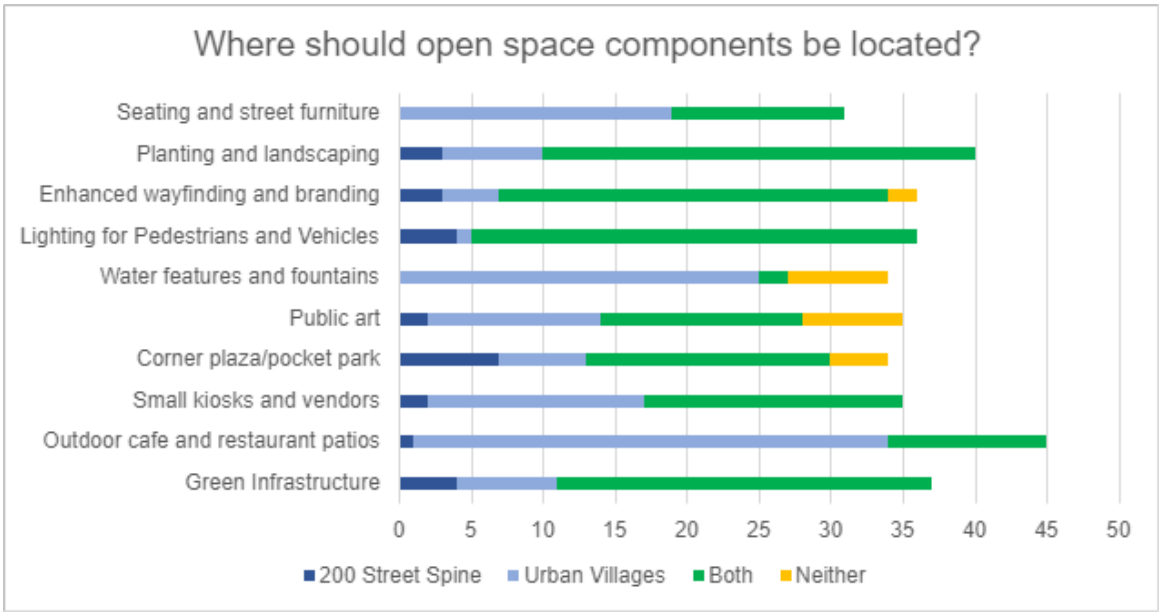
"Network of varied parks"

"Mobility and permeability away from 200 Street is important"

"Interconnected nature oriented unique/authentic"

Items that participants noted they felt were missed in the open spaces principles and strategies include:

- Lighting in parks and trails.
- Amenity details including water fountains and public washrooms.
- More details about access to the open space network including mobility sharing options (ie. scooter or bike rentals), integration with connectivity network.
- More details about trail and greenway system.



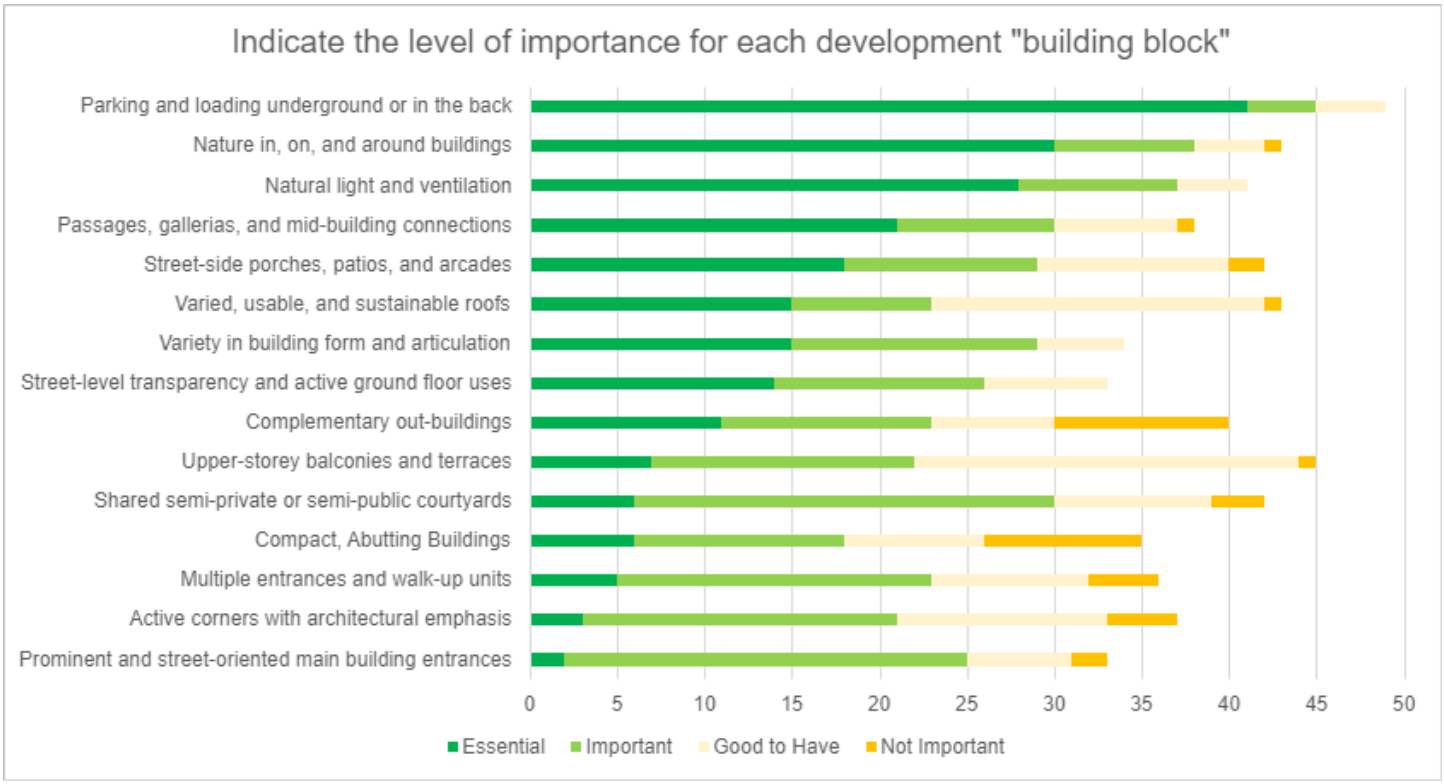
There were strong trends and preferences for where open space amenities should be located within the 200 Street corridor. Key amenities that people want to see across the corridor, on both 200 Street and the urban villages, planting and landscape design, enhanced wayfinding, lighting, and green infrastructure. Amenities that were preferred for only urban villages were outdoor café and restaurant patios, water features and fountains, seating and street furniture, small kiosks and vendors, and public art. None of the amenities listed showed a majority preference for only 200 Street or neither area as appropriate locations.

Insight: The direction for open space urban design is generally supported, but residents want to ensure that the plan details and specific amenities are not overlooked. Though amenities are needed, their location plays an important role of how they can serve the community, and some amenities are better suited away from 200 Street, or strategically placed in appropriate locations where they will have the greatest benefit.

Development Station

Though the majority of comments supported the development principles and strategies for 200 Street, there were outstanding questions, concerns, and conditions to support of these. Items that participants noted that they felt were missed in the development principles and strategies include:

- Clarity is needed on the amount and distribution of densification, how it will impact the community, and how the impacts will be mitigated, such as potential new traffic or provision of new housing or job opportunities.
- Noise buffers and mitigation measures.
- Affordability and tenure of new housing.
- Integration of industrial and employment lands with other land uses.
- Transition of new development with existing neighbourhoods.
- Details about retained and new employment and economic opportunities.



The most important development building blocks are underground or rear parking, nature, and natural light and ventilation. Building blocks with the least interest or tagged least important were complementary out buildings and compact abutting buildings.

Insight: The direction for the urban design of new development in the 200 Street corridor area is generally supported. Affordability and compatibility remain as high considerations and conditions for the acceptance of the development direction, as does employment space. The priority design “building blocks” are to prioritize space for people and nature in the 200 Street corridor area.

Summary and Next Steps

The urban design inputs from this engagement session will help to inform the development of the transportation, land use, and open spaces plans and future design directions and details for the 200 Street corridor. How the themes, priorities, and benefits expressed by the community will be integrated into the plan is summarized below.

Overall Insights and Application

The urban design engagement process resulted in five key insights, which will all provide direction and meaning to future work on the 200 Street corridor.

Insight	What this means for the 200 Street 2040 Corridor Plan
The urban design principles are moving in a supportable direction.	The 200 Street 2040 Corridor Plan will continue to develop the details and considerations of each principle, and share results with the public.
The direction for each of the Urban Villages is supportable, especially “The Hub,” to accommodate community-oriented growth in the 200 Street area.	The 200 Street 2040 Corridor Plan is an opportunity to reinforce Langley’s community character and identity as an inclusive, multi-generational, economically productive place. Urban design concepts will highlight the unique aspects of each village, as well as the similarities that make them all a part of the fabric of Langley.
Transportation design priorities come down separating modes, which locals feel will improve efficiency, safety, and comfort.	Streetscape urban design will focus on the best allocation of space for each mode in its own separate, protected lane. The Township will work with TransLink to develop design standards that meet the needs of users of different modes.
New open space design elements are welcomed, but their location matters. Not all elements are suited for every part of the corridor.	Design guidance in the 200 Street 2040 plan will provide direction for if open space elements are best suited within the urban villages or on 200 Street, to ensure the safety, comfort, and usability of each open space element and guide designers and decision makers.
The development directions, though generally supported, are conditional on mitigating impacts and remaining inclusive.	Provisions will be made, in the 200 Street 2040 Corridor Plan or subsequent studies, about how new residential and job growth can be accommodated without burdening the existing community. Integration of the urban villages will be guided by the existing character and urban fabric, and introduce benefits that serve existing and new residents.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	SEPTEMBER 9, 2024
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE NO:**	LRP00026
SUBJECT:	PROVINCIAL HOUSING LEGISLATION FOR SMALL-SCALE MULTI-UNIT HOUSING		

The purpose of this memorandum is to inform Mayor and Council on the status of an application to the Minister of Housing to extend the deadline for amending the Zoning Bylaw to comply with provincial regulations for small-scale multi-unit housing (SSMUH). Potential next steps include considerations for seeking exemptions from SSMUH for select areas and an analysis of fire protection capacity in established single-family areas to accommodate SSMUH.

In November 2023, the Province of British Columbia amended the Local Government Act (LGA) with the intent of providing more housing supply. A key component of the amended LGA is the introduction of SSMUH that offers multi-plex options that are ground-oriented with three to six units within established single-family areas. The LGA required local governments to amend the Zoning Bylaw to permit SSMUH by June 30, 2024.

At the June 10, 2024 Regular Meeting, Council gave first, second and third reading to Township of Langley Zoning Bylaw No. 2500 Amendment (Small-Scale Multi-Unit Housing) Bylaw No. 6020 and deferred consideration of final adoption to the Regular Meeting of October 21, 2024. At the same Meeting, Council directed staff to apply to the Minister of Housing to extend the deadline to adopt Bylaw 6020 from June 30, 2024 to June 30, 2025 to address servicing constraints associated with increased density in established urban areas.

An application for extending the deadline was submitted June 20, 2024. On July 25, 2024, the Minister of Housing refused the application for extension (Attachment A). The Minister indicated that the Township must adopt a Zoning Bylaw that complies with SSMUH legislation by October 23, 2024.

In addition to provisions to extend the deadline for compliance, SSMUH legislation sets out several conditions under which certain parcels are exempt from the requirement to permit multi-plex development. The following exemption conditions can be considered for select areas of the Township:

- Hazardous conditions: It may be difficult to increase density in hazardous areas such as floodplains and steep slopes. Flood mapping for Anderson Creek and upper Bertrand Creek will be completed by the end of 2024. This information will be used to identify potential hazard development permit areas and develop guidelines in mitigating risks and protecting people and properties in these watersheds.

- Sewer and water connection: SSMUH areas must be serviced by both municipal sewer and water systems; accordingly, areas in “traditional” Brookswood and Fort Langley are exempt from SSMUH.

- Transit-oriented area: The Willowbrook Transit-Oriented Area proposed under Bylaw No. 6021 (at third reading) is exempt.

These potential exemptions will be examined in detail as part of the effort to update the Official Community Plan by the end of 2025.

Preliminary analysis of servicing constraints in established urban communities such as Aldergrove, “traditional” Brookswood and Fort Langley, Murrayville and Walnut Grove indicate that select areas will have insufficient fire flow for SSMUH development. Single-family areas currently require an available fire flow of 60 litres per second (l/s), which is determined by the Fire Underwriter’s Survey (FUS) based on multiple criteria such as construction material, floor area and exposure distance to adjacent buildings. Areas with fire hydrants unable to achieve a flow of 90 l/s, which is equivalent to the minimum for multi-family zoned properties, should be exempt from allowing SSMUH for liability and safety reasons.

Langley Building Bylaw 2008 No. 4642 requires sprinklers for all multi-family units therefore, SSMUH must be sprinklered and water service from the main may need to be upgraded to accommodate flows.

Further analysis of FUS requirements is being conducted as directed June 10, 2024 Council Motion No. 8, Item G.2. The analysis will include identification of areas with insufficient fire flows and will help develop a framework for processing building permits for SSMUH and a multi-year program for upgrading water and sewer infrastructure for SSMUH.

ATTACHMENT A Minister of Housing Notice of Refusal

ATTACHMENT A

BRITISH
COLUMBIA

July 25, 2024 Reference: 69354

Jason Winslade
GM, Municipal Administration, Facilities and Corporate Projects
Township of Langley
20338 – 65 Avenue
Langley BC V2Y 3J1
Email: jwinslade@tol.ca

Dear Jason Winslade:

Thank you for your application for an extension to the small-scale multi-unit housing (SSMUH) zoning bylaw requirements pursuant to Section 786 of the *Local Government Act* ("Act"), submitted to the Province June 20, 2024.

I have considered the application in accordance with the legislation. The request for extension on the basis of Council's deferral is refused. Based on the application materials submitted, it is not apparent enough (from the documentation provided) that infrastructure upgrades are immediately needed in order to address risk to public health, safety, or environment.

Pursuant to Section 785 (1) (b) of the Act, you must adopt a zoning bylaw that complies with Section 481.3 in relation to the areas identified in your request within 90 days after the date set out in this notice of refusal.

Thank you again for writing.

Sincerely,

Ravi Kahlon
Minister of Housing

cc: Chanpreet Kooner, Administrator (Acting)
Wendy Bauer, Director

Office of the Minister of Housing

Website: www.gov.bc.ca/housing

Mailing Address:
PO Box 9074 Stn Prov Govt
Victoria BC V8W 9E9
Phone: 236 478-3970

Location:
Parliament Buildings
Victoria BC V8V 1X4
Email: HOUS.Minister@gov.bc.ca

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	SEPTEMBER 9, 2024
FROM:	ENGINEERING DIVISION	**FILE NO:**	5400-16-004
SUBJECT:	TRAIN WHISTLE CESSATION AT GRADE RAILWAY CROSSINGS		

The purpose of this memorandum is to provide Mayor and Council an update on the progress of the train whistle cessation initiative for at-grade railway crossings in the Township of Langley.

At its September 11, 2017 meeting, Council endorsed and funded improvements at all public rail crossings in the Township to meet Transport Canada's new 2017 Grade Crossing Regulations (GCR) and Grade Crossing Standards (GCS). The Province of BC also adopted these regulations for provincially regulated railways. Canadian National (CN), Canadian Pacific Kansas City (CPKC), and Southern Railway of British Columbia (SRY) operate rail lines with public at grade crossings. There are a total of 27 active public at-grade crossings within the Township, and an additional crossing with the status to be determined as shown in Attachment A. Necessary enhancements have been undertaken at all but two public crossings (19600 block of Telegraph Trail, and 252 Street/88 Avenue/River Road) where works are planned for 2025.

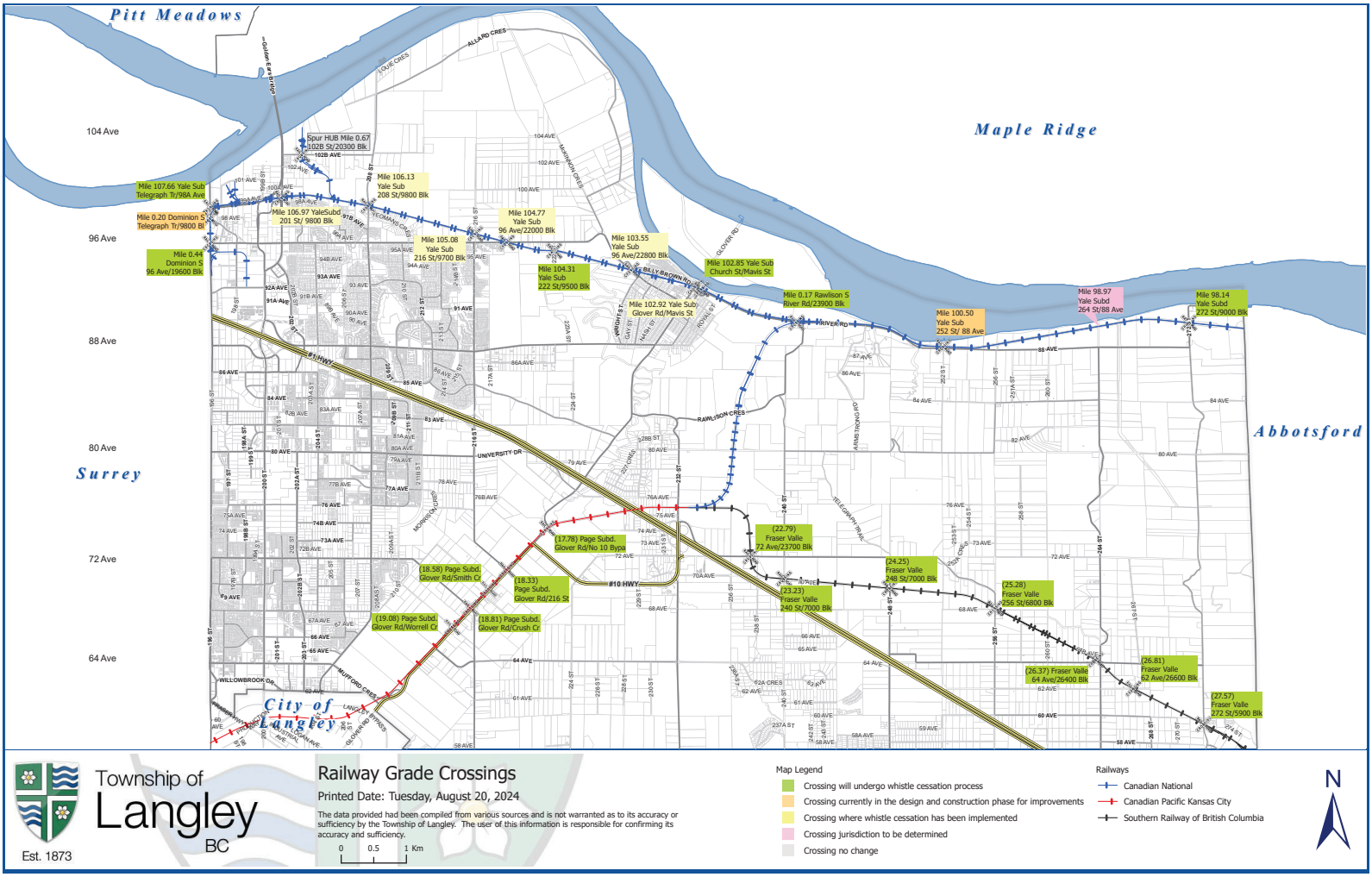
The Canadian Rail Operating Rules (CROR) require train operators to sound their whistles a quarter mile before a public crossing, or 20 seconds before a train enters the crossing or in emergent situations, such as when people are near the tracks. Frequent and loud whistling at public crossings negatively impact nearby residents, businesses, and institutions. To mitigate the negative impacts of train whistling, Transport Canada has established an eight-step process described in Attachment B that communities can follow to pursue the cessation of non-emergent train whistling at select public crossings. Whistle cessation requires the cooperation of the rail companies to agree on changes in rail operations and approvals from Transport Canda, which can be prolonged process. Staff have initiated consultation with railway companies for all crossings that meet GCR and GCS requirements.

Staff have sent letters to the rail companies and are currently setting up meetings to further discuss and get their feedback, at which time we will pursue Step 3 of the process, notifying the public. It is important to note that meeting GCR and GCS requirements does not guarantee whistle cessation. Additional safety improvements may be required, subject to railway company consultation and review. Staff will continue to work with the railway companies and Transport Canada to complete the remaining tasks and seek whistle cessation approvals. Further updates will be provided as the project progresses.

ATTACHMENT A Township of Langley Railway Grade Crossings Map

ATTACHMENT B Transport Canada Procedures for Eliminating Whistling at Crossings

ATTACHMENT A



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Apply to stop train whistling at a public grade crossing

From: Transport Canada

Train whistling is an important way to keep drivers, cyclists and pedestrians safe. The *Canadian Rail Operating Rules* require all trains to whistle whenever they approach a public grade crossing.

In some cases, train whistles bother people who live nearby. Municipalities may wish to stop the whistling to provide local residents with relief from the noise.

On this page

- What you need to do
- Detailed procedure
- Contact us

What you need to do

If you're a resident who wants to stop train whistling in your neighbourhood, contact your local municipality.

If you work for a municipality and are going ahead with a request to stop train whistling, you'll need to follow the numbered procedure below. It helps municipalities and railway companies collaborate to ensure grade crossings stay safe.

In brief, municipalities must:

- Consult with the railway company about whether the request is feasible
- Notify the public and others that it intends to stop the whistling
- Pass a municipal council resolution

Detailed procedure

This procedure comes from:

- section 23.1 of the *Railway Safety Act*
- section 104 of the *Grade Crossings Regulation*
- Appendix D of the *Grade Crossings Standards*

This is the process:

1. **Citizen or community group expresses interest**
   The municipality receives a request to stop train whistling at a specific area (one crossing or multiple crossings) along a railway corridor.

2. **Municipality consults with railway company**
   To find out if the request is feasible, the municipality checks with the company that operates the railway line.
3. **Municipality notifies the public**
   The municipality:
   - notifies all relevant associations or organizations
   - issues a public notice, which says it intends to pass a resolution to stop train whistling at a railway crossing (or at multiple crossings in one area)
4. **Municipality and railway company assess the crossing(s)**
   This assessment determines whether or not the area meets whistling cessation requirements in section 104 of the *Grade Crossings Regulations*and Appendix D of the *Grade Crossings Standards*. The municipality and railway company may hire a professional engineer to help complete the assessment.
5. **Municipality and railway company agree the crossing(s) meet requirements**
   If the municipality and the railway company do not agree that the crossing(s) meet(s) these requirements, they should try to resolve the conflict.

   5a. (optional): Municipality and railway request a final decision from Transport Canada
   If the disagreement continues, the municipality and the railway company can ask Transport Canada for a Ministerial Decision on whether the crossing(s) meet the requirements in section 104 of the *Grade Crossings Regulations* by emailing railsafety@tc.gc.ca. Transport Canada's decision on the issue is final.

   For Transport Canada to be able to review and come to a conclusion on whether the crossing(s) meet the requirements, it will need information that only the road authority and the railway company have. That is why it's important that your submission for a Ministerial Decision includes the following information:

   - the names, mailing addresses, telephone numbers, and e-mail addresses of all parties involved (i.e. the road authority, municipality, and railway company contact information)
   - a list of the crossing location(s) where you would like whistling to stop (road name, rail line name, mile point, railway company)
   - a short, clearly written statement that explains why there's a dispute on whether the crossing(s) meet the requirements for whistling to stop.
     - This statement should be supported by facts (letters, engineering reports, etc.) that show that the crossing(s) do or do not met the requirements in Sections 104-107 of the *Grade Crossings Regulations* and Appendix D of the *Grade Crossings Standards*
     - **Note:** There is no requirement to have a third party assessments done to decide if the requirements for whistling to stop have been met.

In addition, the following information must be submitted for each crossing. The list below are technical items that the railway company must provide and are defined in the *Grade Crossings Standards*:

- The Gate Arm Clearance time from the Stopping Sight Distance position: (in seconds)
- The Gate Arm Clearance time from the Stopped position: (in seconds)
- The calculated Warning System's Warning time (minimum value): (in seconds)
- The calculated Warning System Activation time: (N/A or in seconds)
- A copy of the design calculations/board plans for the warning system times: (can be provided in letters, emails, reports etc.).
- A confirmation of whether the warning system meets, or does not meet, the design and operating requirements in articles 12 to 16 and 10.4 of the *Grade Crossings Standards*, and section 105 of the *Grade Crossings Regulations*
    - If the warning system doesn't meet these requirements, please include details for any specific requirement that haven't been met

Other information that would help Transport Canada made a decision would include the following items:

- Information that the railway company and the road authority shared under Sections 4 and 12 of the *Grade Crossings Regulations*
- Letters, reports or emails from both parties that confirm that the area does not have repeated incidents of trespassing
- Copy of bylaw documents that support whistling stopping, when applicable
- Proof that the railway company and road authority or municipality have been consulted
- Proof that the relevant associations or organizations have been notified

6. **Municipality passes a resolution**
   If it's decided that the crossing(s) meet(s) requirements, the municipality:
    - must pass a resolution saying it agrees train whistling should not be used at the crossing(s)
    - sends a copy of the resolution to the railway company and all relevant associations or organizations, including Transport Canada's Rail Safety Directorate headquarters (railsafety@tc.gc.ca)

7. **Railway company confirms whistling has stopped at the crossing(s) (within 30 days)**
   When they receive the resolution, the railway company must:
    - issue special instructions to stop train whistling at the crossing(s)
    - notify Transport Canada's Rail Safety Directorate (railsafety@tc.gc.ca) of the effective date of whistling cessation, with a copy of its special instructions
    - notify the municipality and/or road authorities in writing of the whistling cessation, not later than 30 days after the day the whistling stops

8. **Municipality and railway company both ensure the right safety conditions are met**
   If the municipality and company do not maintain the crossing(s) according to requirements in the *Railway Safety Act* and *Grade Crossings Regulations*, a Transport Canada Rail Safety Inspector may order that train whistling start again.

Contact us

Transport Canada
Rail Safety Branch
Mailstop: ASR
427 Laurier Avenue Street West
Ottawa, Ontario K1A 0N5

Telephone: 613-998-2985
Toll-free: 1-844-897-RAIL (1-844-897-7245)
Facsimile: 613-990-7767
Email: railsafety@tc.gc.ca

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	SEPTEMBER 9, 2024
FROM:	ENGINEERING DIVISION	**FILE NO:**	5460-04-20-001
SUBJECT:	52 AVENUE SPEED HUMPS		

The purpose of this memorandum is to provide Mayor and Council an update on the speed humps installed along 52 Avenue between 218 Street and 219 Street.

At the July 15, 2024 Regular Meeting, Council directed staff to consult with BC Ambulance Services on the merits of speed humps as the preferred traffic calming measure along 52 Avenue at 219 Street, and if through those discussions it is determined that they are not the appropriate method of traffic calming, the speed humps be removed, with a subsequent report to Council.

Staff met with BC Emergency Health Services (BCEHS), on July 18, 2024, regarding the speed humps. At the meeting both parties agreed that BCEHS would inform the surrounding ambulance stations of the humps and would collect feedback from the paramedics for approximately one month. Also, the Township would install additional signage to alert drivers of the speed humps which was completed following the meeting.

On August 28, 2024, staff and BCEHS met again along with the Fire Department to discuss the speed humps. The BCEHS did not express any concerns which would require the removal of the speed humps and they did not request their removal. However, the Fire Department did have a concern for their heavy trucks traversing the humps which can be strenuous to the suspension and chassis.

The speed humps are not recommended for removal. However, after considering the feedback received, staff are exploring the option of replacing one of the speed humps with a speed cushion as trial. Speed cushions are speed humps with wheel cutouts to allow large vehicles, such as fire trucks, to pass unaffected while reducing passenger vehicle speeds. Additional information on speed cushions from the National Association of City Transportation Officials is attached.

Staff are currently gathering information on the dimensions (ground clearance, wheel track) for ambulances, fire trucks and transit buses to inform the design of the speed cushions. As this is a trial, staff are also exploring the cost and feasibility of installing a temporary speed cushion that can be bolted to the pavement and removed if needed. Staff will provide a further update to Council prior to implementation.

ATTACHMENT A Speed Cushions – National Association of City Transportation Officials



Urban Street Design Guide

GUIDE NAVIGATION

(https://nacto.org/publication/urban-street-design-guide/)

PURCHASE GUIDE (HTTP://ISLANDPRESS.ORG/URBAN-STREET-DESIGN-GUIDE)

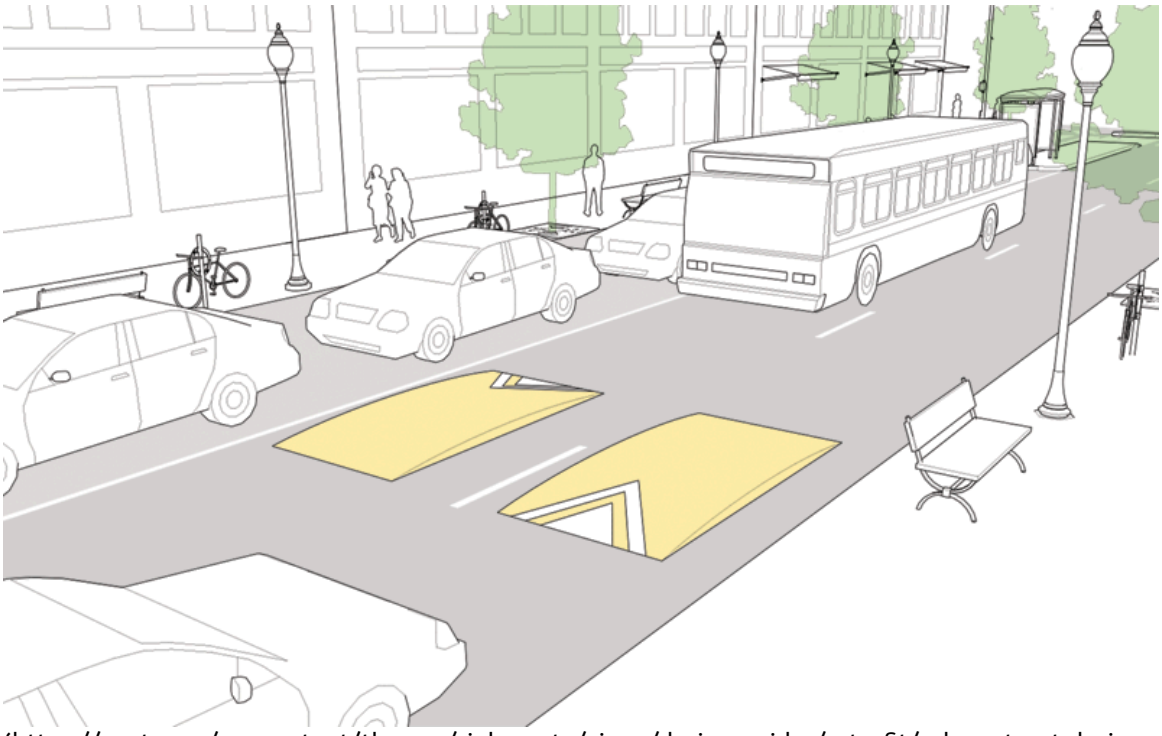
;2025)



Speed Cushion

Speed cushions are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and are typically used on key emergency response routes.

Speed cushions extend across one direction of travel from the centerline, with longitudinal gap provided to allow wide wheel base vehicles to avoid going over the hump.



(https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/speed-cushion/speed-cushion.png)

Speed Cushion

Speed cushions allow emergency vehicles to pass their wheels on either side of the raised area.



(https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/speed-cushion/carousel//100_2947.jpg)

Critical

When vertical speed control is implemented on major emergency access routes, use speed cushions designed to accommodate the wheelbase of the emergency vehicle.[1]

+ More Info

For more information on traffic calming treatments and emergency vehicles, see "Emergency Response: Traffic Calming and Traditional Neighborhood Streets," by Dan Burden and Paul Zykofsky, 2001 and Kevin Chang and Matthew Nolan, An Evaluation of Speed Cushions on Neighborhood Streets: Balancing Emergency Vehicle Mobility With Traffic Calming Needs (Washington, D.C.: Institute for Transportation Engineers, 2006).



(https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/speed-cushion/carousel/100_2947.jpg)

Speed Cushions shall be accompanied by a sign warning drivers (MUTCD W17-1).

Recommended

Vertical speed control elements should be designed to the following criteria:

- Slopes should not exceed 1:10 or be less steep than 1:25.
- Side slopes on tapers should be no greater than 1:6.
- The vertical lip should be no more than a quarter-inch high.

Locate speed cushions where there is sufficient visibility and available lighting.

Optional

Bus routes may have speed cushions installed on certain routes. Work with local transit providers and bus companies to ensure that drivers re aware of traffic calming devices and can effectively use wheel cut-outs

provided.

Emergency Vehicles and Speed Cushions

Emergency services should act in coordination with transportation departments, recognizing that reducing speeds and volumes on local roadways benefits overall safety goals by reducing crash frequency and severity. Develop an emergency response route classification map at the onset of the planning process. Emergency vehicle response times should be considered where vertical speed control mechanisms are used. Because emergency vehicles have a wider wheel base than passenger cars, speed cushions allow them to pass unimpeded while slowing most traffic.

Strategies include the following:

- Seek approval by emergency response officials for treatments on emergency response routes.
- Allow a limited set of emergency vehicle-friendly traffic calming techniques on emergency response routes.
- Estimate travel time impacts on emergency vehicle response time and define goals to evaluate during a trial.
- Implement speed management treatments on a trial basis and work with emergency response officials to determine whether permanent features are appropriate.



Footnotes

+ More Info

1. In one case study in King County, WA, the fire department found cushions minimized response time increases as compared to other traffic calming devices.

Kevin Chang and Matthew Nolan, An Evaluation of Speed Cushions on Neighborhood Streets: Balancing Emergency Vehicle Mobility With Traffic Calming Needs (/docs/usdg/evaluation_speed_cushions_on_neighborhood_streets_chang.pdf) (Washington, D.C.: Institute for Transportation Engineers, 2006).

Speed Table (https://nacto.org/publication/urban-street-design-guide/street-design-elements/vertical-speed-control-elements/speed-table/)

(https://nacto.org/publication/urban-street-design-guide/street-design-elements/transit-streets/) Transit Streets

Adapted from the Urban Street Design Guide, published by Island Press.

References

Urban Street Design Guide

- Speed Cushion
-

Keyword

Select city, or le

SEARCH AGAIN

References for Speed Cushion: 5 found.

Johnson, L & Nedzesky, AJ. "A Comparative Study of Speed Humps, Speed Slots and Speed Cushions." Presented at the ITE 2004 Annual Meeting and Exhibit, Institute of Transportation Engineers, Lake Buena Vista, FL. (https://nacto.org/wp-content/uploads/2015/04/study_speed_humps_speed_slots_and_speed_cushions_johnson.pdf)

Chang, Kevin N & Matthew Nolan. "An Evaluation of Speed Cushions on Neighborhood Streets: Balancing Emergency Vehicle Mobility with Traffic Calming Needs." Institute of Transportation Engineers, 2006 ITE Annual Meeting and Exhibit Compendium of Technical Papers, Milwaukee, WI. (https://nacto.org/wp-content/uploads/2015/04/evaluation_speed_cushions_on_neighborhood_streets_chang.pdf)

Ford, Claudette. "Installation of Speed Cushions as a Physical Traffic Calming Option." Public Works Department, City of Berkeley, Berkeley, CA. (https://nacto.org/wp-content/uploads/2015/04/speed-cushion_evaluation_berkeley.pdf)

EMU School of Police Staff and Command. "Speed Cushions: A Traffic Calming Technique." Department of Interdisciplinary Technology, City of Grosse Pointe Department of Public Safety, Grosse Point, MI. (https://nacto.org/wp-content/uploads/2015/04/speed_cushions_grossepoint.pdf)

Berthod, Catherine, & Leclerc, Carole. "Traffic Calming in Québec: Speed Humps and Speed Cushions." Ministry of Transport Québec, Journal of Civil Engineering and Architecture, New York, NY. (https://nacto.org/wp-content/uploads/2015/04/traffic_calming_in_quebec_berthod.pdf)

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Code of Ethics, Conduct, Confidentiality, and Conflict of Interest for Council Members and Appointees	**Policy No:**	**01-025**
	Approved by Council:	**2011-11-07**
	Revised by Council:	**2016-05-30** **2023-02-13**

1. Purpose

1.1. The residents and businesses of the Township of Langley (the Township) are entitled to have a fair, honest, and responsible local government that has earned the public's full confidence for integrity. Therefore, the purposes of this Code of Ethics, Conduct, Confidentiality, and Conflict of Interest (the Code) are to ensure that:

1.1.1. all members of Council (Members) and all persons appointed by Council to boards, committees, commissions, panels, or task forces, whether they are members of Council or not (Appointees) carry out their duties with integrity, impartiality and independence

1.1.2. Members and Appointees treat one another, Township officers and employees, and the public with respect

1.1.3. the conduct of Members and Appointees in the performance of their duties and responsibilities with the Township is above reproach

1.1.4. Members and Appointees respect and uphold confidentiality requirements

1.1.5. Members and Appointees avoid any conflict of interest

2. Application of the Code

2.1. The Code is applicable to all Members and Appointees. The bodies to which Council can appoint Appointees are referred to collectively as Committees throughout this Code.

3. Policies

3.1. Code of Ethics

3.1.1. Members and Appointees will adhere to the following Code of Ethics:

3.1.1.1. maintain the highest ideals of honour, integrity, respect, and accountability and discharge public duties in a manner that is fair, honest, professional, and responsible

3.1.1.2. comply with all applicable federal, provincial, and local laws in the performance of public duties. These laws include, but are not limited to, the Local Government Act, Community Charter, Freedom of Information and Protection of Privacy Act, Criminal Code, Human Rights Code, all laws pertaining to financial disclosures and employer responsibilities, and any other relevant Township bylaws and policies

3.1.1.3. base their decisions on the merit and substance of the matter at hand

3.1.1.4. refrain from abusive conduct, personal charge or verbal attacks upon the character or motives of other Members and Appointees, Township officers, and employees, or the public

3.1.1.5. respect and adhere to the structure of government as established in the Township. In this structure, the Council determines the policies of the Township with the advice, information, and analysis provided by Committees, staff, and the public. Members and Appointees, therefore, will not interfere with the administrative functions of the Township or with the professional duties of Township staff, nor will they impair the ability of staff to implement Council policy decisions

3.1.1.6. not use public resources that are not available to the public in general, such as staff time, equipment, supplies or facilities, for private gain or personal purposes

3.1.1.7. not accept any gift, money, property, position or favour of any kind whether to be received at the present or in the future, from any person except as follows:

3.1.1.7.1. where such a gift or favour is authorized by law

3.1.1.7.2. where such contributions are lawful campaign contributions

3.1.1.7.3. where such gifts or favours are received as an incident of the protocol, social obligation, or common business hospitality that accompany the duties and responsibilities of the member, and then only in compliance with applicable laws

3.2. Confidentiality

3.2.1. Members and Appointees will adhere to the following requirements in relation to confidentiality:

3.2.1.1. unless otherwise authorized by Council or a Committee, keep in confidence any record held in confidence by the Township, until

the record is released to the public as lawfully authorized or required

3.2.1.2. unless otherwise authorized by Council or a Committee, keep in confidence information considered in any part of a Council meeting or Committee meeting that was lawfully closed to the public, until Council or the Committee discusses the information at a meeting that is open to the public

3.2.1.3. Members and Appointees will not use confidential information for the personal profit or gain of themselves or others

3.3. Conflict of Interest

3.3.1. Members and Appointees will adhere to the following requirements in relation to conflicts of interest:

3.3.1.1. be aware of and act in accordance with Division 6 of Part 4 of the *Community Charter* and the Oath of Office

3.3.1.2. be aware of and declare, in writing where necessary, any real or perceived conflicts of interest. A conflict of interest exists where:

3.3.1.2.1. a Member or Appointee is a director, member or employee of an organization seeking a benefit from he Township on which the decision making body will make a recommendation or decision

3.3.1.2.2. the Member or Appointee has a direct or indirect pecuniary interest in the outcome of deliberations

A conflict of interest does not exist if:

3.3.1.2.3. the pecuniary interest of the Member or Appointee is a pecuniary interest that is sufficiently in common with electors of the Township generally

3.3.1.2.4. the pecuniary interest is so remote or insignificant that it cannot reasonably be regarded as likely to influence the Member or Appointee in relation to the matter

3.3.1.2.5. where a conflict of interest exists, Members and Appointees must not participate in the discussion of the matter or to vote on a question in respect of the matter, must declare to the body that a conflict exists, and must remove themselves from the meeting during consideration of the issue to which the conflict relates. The declaration of a conflict and the Member's or Appointee's exit from and return to the meeting will be noted in the minutes

3.3.1.2.6. where in the opinion of Council or a Committee, a Member or Appointee is in a conflict of interest and has not so declared, the body may ask for a review of the matter by the Township Clerk. The matter, if unresolved, may then be referred to legal counsel or to Council for review

3.4. Code of Conduct – Committee Appointees

3.4.1 Expressing Personal Opinions or Beliefs

In some circumstances and within certain programs, advisory committee members or board members may be required or requested to provide an opinion in regards to the nature of a program or service. It is extremely important that committee or board members use judgment before expressing specific opinions. Township advisory committee members and board members should refrain from expressing their personal convictions and ideals, such as religious or any other personal beliefs or philosophies, to fellow committee or board members or to the public.

3.4.2 Representation to the Media

It is extremely important that only Council members or designated staff speak to the media in relation to Township issues. If at any time, advisory committee or board members are approached or contacted by a media representative, the member should contact the staff member coordinating the committee or board.

3.4.3 Comments

Advisory committee and board members will refrain from providing comments, either written or in an electronic format, to members of Council that do not advance or enhance the purpose of the committee/board.

4. Implementation of the Code of Ethics

4.1. This Code is intended to be self-enforcing. Members and Appointees should view the Code as a set of guidelines that expresses the standards of conduct expected of them. Implementation is most effective when Members and Appointees are thoroughly familiar with the Code and embrace its provisions. For this reason, the Code will be provided to candidates for Council and applicants to Committees.

4.2. Members and Appointees will be requested to sign the Statement, attached as Appendix A, affirming they have read and understood the Township of Langley Code. In addition, Council and Committees shall annually review the Code, and Council shall consider recommendations from Committees and update the Code as necessary.

5. Compliance and Enforcement

5.1. Members and Appointees themselves have the primary responsibility to ensure that the standards and requirements in this Code are understood and met, and that the public can continue to have full confidence in the integrity of the governance of the Township of Langley.

5.2. Council may impose sanctions on Members and Appointees whose conduct does not comply with the Township's Code. Council may:

5.2.1. impose a motion of censure on a Member

5.2.2. rescind the appointment of an Appointee to a Committee

5.2.3. take action under s. 117(2) of the *Community Charter* or under the *Offence Act*

5.2.4. control the Member's or Appointee's access to areas of the Township property or to officers and employees, including by phone or email

5.3. To ensure procedural and administrative fairness, a Member or Appointee who is alleged to have violated any provision of the Code shall have a minimum of one week or the time between two consecutive regular Council meetings, whichever is greater, to prepare his or her case, with legal counsel if the Member of Appointee so chooses, to respond to these allegations. Before considering a sanction, Council must ensure that a member has:

5.3.1. received a written copy of the case against him or her

5.3.2. a minimum of one week or the time between two consecutive regular Council meetings, whichever is greater, to prepare a defence against any allegations

5.3.3. a fair opportunity to be heard

6. Violation Not Cause to Challenge a Decision

6.1. A violation of this Code of Ethics shall not be considered a basis for challenging the validity of a Council or a Committee decision.

APPENDIX A:
MEMBER STATEMENT

Council of the Township of Langley and Council Appointees to Boards, Committees, Commissions and Task Forces

As a Member of the Township of Langley Council or an Appointee of a Township Committee or Board, I agree to uphold the Code of Ethics, Confidentiality and Conflict of Interest adopted by the Township and to conduct myself by the following model of excellence. I will:

- recognize the diversity of backgrounds, interests, and views in our community;
- help create an atmosphere of open and responsive government;
- conduct public affairs with integrity, in a fair, honest, and open manner;
- respect one another and the unique role and contribution each of us has in making the Township a better place to work and live;
- strive to keep the decision-making processes open, accessible, participatory, understandable, timely, just, and fair;
- avoid and discourage conduct which is not in the best interests of the Township;
- avoid any real or perceived conflict of interest and declare at the earliest opportunity, in writing, any interest that is or may be in conflict with the business of the body of the Township in which I am participating;
- respect and uphold confidentiality requirements; and
- treat all people with whom I come in contact in the way I wish to be treated.

I affirm that I have read and understood the Township of Langley Code of Ethics, Confidentiality, and Conflict of Interest.

Signature: _____ Date: _____

Name (please print): Office / Committee:

_____ _____