REGULAR MEETING OF TOWNSHIP COUNCIL AGENDA

Monday, April 28, 2025 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 – April 28, 2025

That Council adopt the agenda and receive all agenda items of the Regular Council meeting held April 28, 2025.

2. Day of Mourning

A moment of silence will be observed for the annual Day of Mourning for workers killed and injured on the job.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – April 7, 2025

That Council adopt the Minutes of the Regular Council meeting held April 7, 2025.

C. DELEGATIONS

1. Theresa Pidcock
New Westminster & District Labour Council
File 0550-07

Request by Theresa Pidcock, New Westminster & District Labour Council, to appear before Council to discuss the Day of Mourning for workers killed and injured on the job.

C. DELEGATIONS

2. Patricia Wilson
MS Canada
File 0550-07

Request by Patricia Wilson, MS Canada, to appear before Council to discuss MS Awareness Month.

3. Herb Jamieson
Reunion Townhomes
File 0550-07

Request by Herb Jamieson, on behalf of Reunion Townhomes, to appear before Council to discuss care and maintenance of the Belmont Oaks in Murrayville.

D. PRESENTATIONS

1. Langley Regional Airport Governance Review

Presentation by Steven Derengowski, Manager, InterVISTAS Consulting, regarding the Langley Regional Airport Governance Review.

Clerk's Note: Please refer to Item E.1.

2. Langley Regional Airport 2045 Strategic Plan

Presentation by Steven Derengowski, Manager, InterVISTAS Consulting, regarding the Langley Regional Airport 2045 Strategic Plan.

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

3. Fraser Valley PreKast / Vancouver Ready Mix

Presentation by staff regarding Fraser Valley PreKast / Vancouver Ready Mix.

Clerk's Note: At the March 10, 2025 Regular Council Meeting, Council requested a presentation of its legal and practical options regarding the current operation, the potential expansion and/or benefits of relocation of the Vancouver Ready Mix operation at 22765 Fraser Highway.

E. REPORTS TO COUNCIL

1. Langley Regional Airport Governance Review
Report 25-60
File ENG 8400-01

That Council direct staff to continue operating the Langley Regional Airport under the municipal council model and undertake the further recommendations contained in the Langley Regional Airport Governance Review, presented as Attachment A to this report and summarized herein.

2. Langley Regional Airport 2045 Strategic Plan
Report 25-61
File ENG 8400-01

That Council endorse the Langley Regional Airport 2045 Strategic Plan, presented as Attachment A to this report, and direct staff to initiate planning for short-term actions while preparing for medium and long-term actions, subject to funding and future Council approvals.

3. Council Travel and Expense Accounts Revisions to Council Policy 01-017
Report 25-59
File CA 0340-20

That Council amends Council Policy 01-017, Section 3.3 Taxes and Reimbursement Expenses as detailed in Attachment A hereto.

4. Implementation of Non-Resident Surcharge and Expanded Resident Priority Access
Report 25-63
File RAC 8020-20

That Council approve the expansion of resident priority access registration, currently in place for all swim lessons and at the waterpark at the Aldergrove Community Centre, to include all Recreation, Arts, and Culture registered programs starting in Fall 2025.

That Council approve a 35% non-resident surcharge be implemented for a trial period for the upcoming fall/winter seasons and applied to select high demand registered programs including personal swim lessons, pre-school swim lessons, swimmer 1-4, and Learn to Skate programs.

5. 2025 Capital Improvement Grants and Community Grants
Report 25-58
File CA 1850-20

That Council approves the total payment of $64,253 in 2025 Capital Improvement Grants, as detailed in Attachment A to this report.

E. REPORTS TO COUNCIL

That Council approves the total payment of $201,550 in 2025 Community Grants, as detailed in Attachments B to K to this report.

That Council approves the total payment of $15,000 to the Langley Seniors Society, in accordance with the conditions contained in section 8 of the Community Grant Program Council Policy No. 06-022.

6. Capital Request – Concrete Pavement Works at Aldergrove Community Centre
Report 25-64
File FCP 0810-30

That Council authorize the use of $70,000 from the Capital Projects Reserve to undertake concrete pavement works at the entrance to the Aldergrove Community Centre.

7. Capital Request – 86 Avenue and 202 Street Pressure Reducing Valve Station
Report 25-56
File ENG 5330-27-109

That Council authorize the use of $897,000 for the design and construction of the 86 Avenue and 202 Street Pressure Reducing Valve Station, funded by $888,030 from Water Development Cost Charges (DCC) and $8,970 from the Water Capital Works Reserve.

8. Capital Request – 27 Avenue Roadworks West of 200 Street
Report 25-54
File ENG 5330-28-014

That Council authorize the use of $900,000 for the construction of the 27 Avenue extension, from the Brookswood-Fernridge Fire Hall west to the Employment Lands. Funding is to be provided through $445,500 from the Roads Development Cost Charges (DCC) and $454,500 from the Capital Projects Reserve, reallocated from Project RDS1378 – Mufford Overpass Rehabilitation.

F. BYLAWS FOR FIRST AND SECOND READING

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

The following item was deferred at the March 24, 2025 Regular Council Meeting:

1. Public Spaces Regulation Bylaw Replacement
Bylaw No. 6059
Bylaw No. 6060
Report 25-38
File PW 6130-01

That Council give first, second, and third reading to the Public Spaces Regulation Bylaw No. 6059, as amended.

That Council give first, second, and third reading to the Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6060.

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Public Spaces Regulation Bylaw Replacement Bylaw No. 6059 and Bylaw No. 6060, as amended, be deferred to the April 28, 2025 Regular Council Meeting.
CARRIED

Councillor Richter opposed

Clerk's Note: Included in the agenda package as Attachment A is a redline version of the Public Spaces Regulation Bylaw No. 6059. Council amended the bylaw at the March 24, 2025 Regular Council Meeting.

2. Facilities Renewal Loan Authorization Bylaw and Alternative Approval Process
Bylaw No. 6127
Report 25-62
File FIN 1760-20

That Facilities Renewal Loan Authorization Bylaw No. 6113 be abandoned.

That Council give first, second and third reading to Facilities Renewal Loan Authorization Bylaw No. 6127 for the purpose of borrowing funds in the amount of $9,858,586 for the Facilities Renewal capital program within the 2025-2029 Capital Budget repayable from general revenue.

That Council provide an Alternative Approval Process, in accordance with Section 86 of the *Community Charter*, for Facilities Renewal Loan Authorization Bylaw No. 6127 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 Tuesday, July 15, 2025 (the "Deadline").

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

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. 6127

Bylaw No. 6127 authorizes the Township of Langley to borrow $9,858,586 towards the estimated cost of the Facilities Renewal capital program.

3. 2025 Langley Annual Rates and Tax Collection Bylaw for Universal Services
Bylaw No. 6128
Report 25-57
File FIN 1700-80

That Council give first, second and third reading to the Langley Annual Rates and Tax Collection Bylaw No. 6128.

Explanation – Bylaw No. 6128

Bylaw No. 6128 provides for the 2025 levying of rates for General Municipal, Fire, Police, Parks, Transportation, Regional Library and Greater Vancouver Regional District purposes.

The bylaw is a requirement of Section 197 of the *Community Charter*. The *Community Charter* states that this bylaw must be adopted after adoption of the Five-Year Financial Plan and must be adopted by May 15th of each year.

Sections 233 to 236 of the Community Charter outline the process for establishing an Alternative Municipal Tax Collection Scheme, including penalties to be applied in relation to payments made after specified tax due dates established by such bylaw.

H. BYLAWS FOR CONSIDERATION AT THIRD READING

I. BYLAWS FOR FINAL ADOPTION

1. Old Yale Road Loan Authorization Bylaw and Alternative Approval Process
Bylaw No. 6084
Report 24-280
File FIN 1760-20

That Council give final reading to "Old Yale Road Loan Authorization Bylaw No. 6084".

Explanation – Bylaw No. 6084

Bylaw No. 6084 authorizes the Township of Langley to borrow $6,959,596 towards the estimated cost of the reconstruction of the Old Yale Road.

2. Aldergrove Parkade Loan Authorization Bylaw and Alternative Approval Process
Bylaw No. 6085
Report 24-281
File FIN 1760-20

That Council give final reading to "Aldergrove Parkade Loan Authorization Bylaw No. 6085".

Explanation – Bylaw No. 6085

Bylaw No. 6085 authorizes the Township of Langley to borrow $8,838,384 towards the estimated cost of the Aldergrove Parkade capital project.

J. ITEMS FROM PRIOR MEETINGS

Mayor Woodward has requested the following item be brought back for reconsideration from the October 7, 2024 Regular Council Meeting:

1. Motion to Reconsider

That Council reconsider the following motion:

Williams Neighbourhood Plan Update

ASSOCIATED MOTIONS
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council direct staff to conduct additional, sufficient public and property owner consultation on potential community amenity contributions for the Williams Neighbourhood Plan;

J. ITEMS FROM PRIOR MEETINGS

That staff subsequently report to Council with draft policy amendments to Community Amenity Contributions Policy 07-166 for the Williams Neighbourhood Plan for its consideration; and

That Council hereby further defers consideration of Final Adoption of the Williams Neighbourhood Plan Bylaw No. 5799 until such time as an updated Community Amenity Contributions Policy 07-166 for the Williams Neighbourhood Plan is to be considered by Council.

ASSOCIATED MOTIONS
The question was called on the associated motions and it was
CARRIED

Councillors Kunst, Martens, and Richter opposed

Mayor Woodward has requested the following item be brought back for reconsideration from the September 9, 2024 Regular Council Meeting:

2. Motion to Reconsider

That Council reconsider the following motion:

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

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council give third 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”.

AMENDMENT #1
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That the first sentence, second paragraph under ”Section 6.3 Schools” be replaced with:

“The Langley School District has developed a Long-Term Facilities Plan which covers a 10-year planning horizon and is reviewed annually and a full update approximately every 5 years to align with municipal community and neighbourhood reviews.”
CARRIED

J. ITEMS FROM PRIOR MEETINGS

AMENDMENT #2
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Policy 3 for Medium Density Apartment and High Density Apartment be amended to read as follows:

"Design, orient and site buildings to improve and provide for passive and active solar building design, including the application of solar (photovoltaic) panels, if applicable. If used, the ridge of pitched roofs should orient east-west to position the largest portion of the roof directly south to maximize all-season solar sequestration."
CARRIED

AMENDMENT #3
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That a Policy 3 be added to Civic Institutional Policies to read as follows:

"Provide a municipal operations centre at a size of approximately 8 to 15 acres (3.24 to 6 hectares)".
CARRIED

Councillor Kunst opposed

AMENDMENT #4
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Policy 3 within Section 11.2.1 be deleted, existing Section 11.2.3 be renumbered to 11.2.2, and a new Section 11.2.2 be added titled "11.2.2 Civic Institutional Uses in Employment District" to read:

"Prior to Council's consideration of third reading of a Zoning Bylaw amendment in the Employment District in this Plan, secure lands for Civic Institutional as outlined in Section 5.8, prior to rezoning of lands that have not received third reading."
CARRIED

Councillor Kunst opposed

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

Councillor Kunst opposed

Clerk's Note: Should Council grant third reading of the subject bylaw, Council may consider final reading.

K. MAYOR AND COUNCIL REPORT

L. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

M. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

The following information has been brought forward from the March 24, 2025 Closed Council Meeting for public information:

1. Memorial Tree Planting Ceremony 2025

Whereas the Township of Langley will be planting trees for the annual Memorial Tree Planting Ceremony; and

Whereas Council may direct staff to arrange commemorative tree plantings for the following individuals at the 2025 Memorial Tree Planting Ceremony;

Therefore be it resolved that funds derive from the Parks Operation Budget for the below named individuals:

1. Reid McDonald
2. Ed Gaetner
3. Gordon Smith
4. Dolly Harding

CARRIED

Section 90(1) (b) Personal

The following information has been brought forward from the April 7, 2025 Closed Council Meeting for public information:

2. Memorial Tree Planting Ceremony 2025

Whereas the Township of Langley will be planting trees for the annual Memorial Tree Planting Ceremony; and

Whereas Council may direct staff to arrange commemorative tree plantings for the following individuals at the 2025 Memorial Tree Planting Ceremony;

Therefore be it resolved that funds derive from the Parks Operation Budget for the below named individuals:

1. Zosia Ettenberg
2. Sylvia Anderson

CARRIED

Section 90(1) (b) Personal

N. FOR INFORMATION

1. **Water Restrictions in Effect May 1 to October 15, 2025**
   Memorandum – Public Works Division
   File 5600-01

2. **Portable Event Seating**
   Memorandum – Municipal Administration Division
   File 0810-30

3. **Willoughby Elementary Motion – Extension**
   Memorandum – Municipal Administration Division
   File 0810-30

4. **Four-Way Stop at 72 Avenue and 248 Street**
   Memorandum – Engineering Division
   File 5460-05

5. **Progress on Official Community Plan Update**
   Memorandum – Community and Policy Planning Division
   File LRP00026

6. **2024 Soil Deposit Permit and Stop Work Order Statistics**
   Memorandum – Engineering Division
   File 5280-14

7. **Agricultural Land Commission Decisions First Quarter 2025 (January – March)**
   Memorandum – Community Development Division
   File 6635-01

8. **Heritage Advisory Committee**
   Minutes – April 2, 2025
   File 0540-20

9. **Recreation, Culture and Parks Advisory Committee**
   Minutes – April 9, 2025
   File 0540-20

10. **Seniors Advisory Committee**
    Minutes – April 16, 2025
    File 0540-20

N. FOR INFORMATION

In an effort to make the community aware, the following proclamation has been requested:

11. Prostate Cancer Awareness Month
File 0630-01

Letter from Shelley Werk, Donor Relations, Prostate Cancer Foundation Canada, requesting the Civic Facility be lit up in blue the month of September for Prostate Cancer Awareness Month.

Clerk's Note: Policy No. 01-021 approved by Council, September 18, 2000: No vote or action to be taken on proclamation requests. Council amended the Proclamation Policy to include the lighting of infrastructure requests, as they are a form of proclamation, at the April 26, 2021 Regular Council meeting.

O. MOTIONS ARISING FROM INFORMATION

P. OTHER BUSINESS

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

1. Potentially Reducing Barriers for Urban Trail Users

Whereas the Township of Langley's Subdivision and Development Servicing Bylaw includes Section L4 – 'Trails', which details the design standards that all Urban and Rural trails are built to,

Whereas Section L4.4 – 'Restrictive Barriers' details the types of barriers that are used where trails intersect with driveways and intersecting roads, which includes a "bicycle stop baffle" at the entrance of trails,

Whereas these bicycle stop baffles are designed to reduce negative interactions between cyclists and pedestrians, but limit the ability for various users, such as those with cargo bikes and bikes with passenger trailers, in using the Township's expanding trail network, and

Whereas there are potentially other barrier types that can be used to slow cyclists and prevent access to automobiles while still facilitating the safe use of trails by all users,

Therefore be it resolved that Council be updated by staff on work being undertaken to identify potential changes to the Subdivision and Development Servicing Bylaw that may eliminate the use of bicycle stop baffles on the Township of Langley's Urban Trail network in favour of other, more accessible trail barriers, and

P. OTHER BUSINESS

Be it further resolved that staff include in the update to Council a list of locations of current bicycle stop baffles in areas of key importance to the Township's urban cycling network, and that this list include potential costs associated with the replacement of the bicycle stop baffles with more accessible trail barriers.

2. Potential Rural Sign Bylaw Reform

Whereas the Township of Langley Sign Bylaw 2012 No. 4927 includes Part 4 - Signs Permitted in Rural Areas,

Whereas the fair application of Part 4 depends on the interpretation of staff and Rural Community which can, on occasion, differ, and

Whereas this difference in interpretation causes added complexity and causes unnecessary work for both staff and those in the Rural Community who are attempting to advertise their farm-based businesses,

Therefore be it resolved that Council request staff to consult with the Agriculture Advisory Committee on potential changes to Part 4 of Township of Langley Sign Bylaw 2012 No. 4927 with the goal of simplifying the language and reducing opportunities for confusion, and

Be it further resolved that staff report back to Council with the potential changes alongside possible opportunities for public engagement and further refinements.

Q. MOTION TO RESOLVE INTO CLOSED MEETING

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

Item A.1 - Section 90(1) (n) Consideration
Item D.1 - Section 90(1) (g) Legal
Item E.1 - Section 90(1) (k) Negotiations
Item E.2 - Section 90(1) (e) Property (k) Negotiations
Item E.3 - Section 90(1) (e) Property (k) Negotiations
Item F.1 - Section 90(1) (k) Negotiations
Item G.1 - Section 90(1) (k) Negotiations
Item G.2 - Section 90(1) (f) Law Enforcement
Item G.3 - Section 90(1) (k) Negotiations

R. TERMINATE

REGULAR MEETING OF TOWNSHIP COUNCIL MINUTES

Monday, April 7, 2025 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

H. Chohan, C. Kooner, S. Richardson, S. Ruff, and A. Ruhl

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 – April 7, 2025

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council adopt the agenda and receive all agenda items of the Regular Council meeting held April 7, 2025, as amended.
CARRIED

Clerk's Note: Item C.1 was withdrawn.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – March 24, 2025

Moved by Councillor Rindt,
Seconded by Councillor Ferguson,
That Council adopt the Minutes of the Regular Council meeting held March 24, 2025.
CARRIED

C. DELEGATIONS

1. David Winter
File 0550-07

Delegation withdrawn.

2. Lee Haber
Mountain Valley Express
File 0550-07

Lee Haber, Mountain Valley Express, appeared before Council to discuss a regional rail system that would reduce travel time from the Fraser Valley to Metro Vancouver. They requested Council support their open letter to TransLink and the Ministry of Transportation which will ask for:

- A study of regional rail and integration with future rail rapid transit on a variety of productive corridors, and
- Establishment of a directory of properties that should be preserved/monitored to ensure they are designed to accommodate future regional rail/rapid transit stations and corridors.

D. PRESENTATIONS

1. Emergency Management and Wildfire Risk

Chief de Roy and Harpreet Jaswal, Emergency Program Manager, provided a presentation regarding the status of the Emergency Management program and Wildfire Risk within the Township**.** The Emergency Management program consists of: Hazard Risk and Vulnerability Assessments, Emergency Program Bylaw, Emergency Response Plan and Hazard Guides, Business Continuity, Emergency Operations Centre, Emergency Support Services, and Public Education and Emergency Communications. New requirements in the Emergency and Disaster Management Act include: all phases of emergency management, climate and risk considerations, business continuity plans, engagement with Indigenous Governing Bodies, and planning considerations for disproportionate impacts and intersectional disadvantaged. Priorities for the Emergency Management program include: enhancements to the Emergency Operations Centre, IT solutions, Emergency Support Services, and Plan reviews and revisions. Community Wildfire Resilience Plan completed in 2023, showed that 94% of the Township's accessible Wildland Urban Interface (WUI) was rated low or very low. The fire department has applied for over $320,000 in grant funding, looking for every opportunity to enhance the level of service and community safety. Wildfire Urban Interface Risk Mitigation priorities include: FireSmart™ Education, Fire-resistant Communities, Training, Equipment and Emergency Planning, and Vegetation Management. Successes to date include additional staff, new apparatus and the new Fire Hall 5. Future opportunities include increased training and exercises for the EOC, the future Fire Hall 8 to be the primary EOC, fully outfitting the SPU and exploring public alerting technology.

E. REPORTS TO COUNCIL

1. 72 Avenue and 248 Street/Telegraph Trail
Four-Way Stop Review
Report 25-44
File ENG 5460-05-002

Moved by Councillor Rindt,
Seconded by Mayor Woodward,
That Council direct staff to convert the intersection at 72 Avenue and 248 Street/Telegraph Trail to a four-way stop with overhead flashing beacons, utilizing funding from existing transportation operating budgets.
CARRIED

Councillor Martens opposed

2. Fort Langley Cenotaph Restoration
Report 25-46
File PW 4100-01

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council direct staff to complete the leveling and, if needed, full replacement of the Fort Langley Cenotaph utilizing existing funding from the Fort Langley Cemetery Improvements (CEM1008) Capital Project.

That Council authorize an application to Veteran Affairs Canada's Community War Memorial Program for 50% of costs up to $25,000 towards the Fort Langley Cenotaph Restoration.

REFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That the staff recommendation, report to Council, and plaza options be referred to the Heritage Advisory Committee, Remembrance Day Committee in Fort Langley, and the Fort Langley Community Association for consultation, feedback and suggestions for Council to consider.

AMENDMENT
Moved by Councillor Ferguson,
Seconded by Mayor Woodward,
That the Referral be amended to also include the Aldergrove Legion.
CARRIED

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

E. REPORTS TO COUNCIL

3. Canada Water Agency Grant Programs
Report 25-47
File ENG 1855-35

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council authorize an application to the EcoAction Stream 2: Freshwater Sustainability and Innovation across Canada program for $200,000 in funding towards the Bedford Channel Dredging Project.

That Council authorize an application to the Fraser River Freshwater Ecosystem Initiative program for $200,000 in funding towards the Bedford Channel Dredging Project.
CARRIED

4. 2025 UBCM Next Generation 911 Program
Report 25-48
File ENG 1855-35

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council authorize an application to the 2025 Union of British Columbia Municipalities Next Generation 911 program for $555,000 of funding towards the NG911 Data Compliance project.
CARRIED

5. Capital Request - 202 Street Roadworks: 86 Avenue to 80 Avenue
Report 25-45
File ENG 5330-23-163

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council endorse a phased approach to the 202/203 Street Corridor roadworks between 62 Avenue and 86 Avenue, with the initial phase focusing on 202 Street from 80 Avenue to 86 Avenue.

That Council authorize the use of $500,000 for the signalization of the 202 Street and 82B Avenue intersection, funded by $495,000 from Roads Development Cost Charges (DCC) and $5,000 from the Capital Projects Reserve.

That Council authorize the use of $450,000 for the detailed engineering design required to widen the 202 Street Corridor from 80 Avenue to 86 Avenue, funded by $445,500 from Roads Development Cost Charges (DCC) and $4,500 from the Capital Projects Reserve.

E. REPORTS TO COUNCIL

AMENDMENT 1
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council endorse a phased approach to the 202/203 Street Corridor roadworks between 62 Avenue and 86 Avenue, with the initial phase focusing on 202 Street from 80 Avenue to 86 Avenue, **and 80 Avenue from 201 Street to 20300 BLK**.

That Council authorize the use of $500,000 for the signalization of the 202 Street and 82B Avenue intersection, funded by $495,000 from Roads Development Cost Charges (DCC) and $5,000 from the Capital Projects Reserve.

That Council authorize the use of **$650,000** for the detailed engineering design required to widen the 202 Street Corridor from 80 Avenue to 86 Avenue **and 80 Avenue from 201 Street to the 20300 BLK**, funded by **$643,500** from Roads Development Cost Charges (DCC) and **$6,500** from the Capital Projects Reserve.
CARRIED

Councillor Richter opposed

AMENDMENT 2
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That traffic calming be installed on 82 Avenue between 201 Street and 202 Street and on 201 Street between 82 Avenue and 82B Avenue, with completion before September 1, 2025.
CARRIED

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

Councillor Richter opposed

6. Agricultural Land Commission Application No. 100466
(Clyde / Gauthier / 23045 – 64 Avenue)
Report 25-50
File CD 11-17-0031

Moved by Councillor Rindt,
Seconded by Councillor Pratt,
That Council advise the Agricultural Land Commission that the subdivision application submitted by Pacific Land Group on behalf of the owners of the property located at 23045 – 64 Avenue within the Agricultural Land Reserve complies with the minimum parcel size provisions of Rural Zone RU-3 of the Township's Zoning Bylaw and request consideration based on agricultural merits.
CARRIED

E. REPORTS TO COUNCIL

7. Development Permit Application No. 101463 (Township of Langley / 20230 – 72B Avenue) Report 25-51
File CD 08-23-0236

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council authorize issuance of Development Permit No. 101463 to the Township of Langley for property located at 20230 – 72B Avenue subject to the following conditions:

a. Building and signage plans being in substantial compliance with Schedule "A".
b. Landscape plans being in substantial compliance with Schedule "B" and in compliance with the Township's Street Tree and Boulevard Planting Policy and Age-Friendly Amenity Area requirements.
c. Provision of a final tree management plan incorporating tree retention, replacement and protection details in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
d. Rooftop mechanical equipment to be located so that it is not visible or alternatively screened from view by compatible architectural treatments.
e. All refuse areas to be located within buildings and/or in enclosures 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. Discharge of legal document CB1004862 registered on title.
b. Registration of a restrictive covenant requiring a minimum of 10% of total units to be provided as adaptable housing.
c. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw.
d. Completion of an on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw.
e. On-site landscaping to be secured by letter of credit at building permit stage.
f. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place.
g. Payment of Development Cost Charges.

That Council waive Development Cost Charges pursuant to Bylaw No. 5901.
CARRIED

E. REPORTS TO COUNCIL

8. Development Permit Application No. 101464
(Township of Langley / 3000 Block of 272 Street)
Report 25-52
File CD 13-20-0158

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council authorize issuance of Development Permit No. 101464 to the Township of Langley for property located in the 3000 Block of 272 Street subject to the following conditions:

a. Building and signage plans being in substantial compliance with Schedule "A".
b. Landscape plans being in substantial compliance with Schedule "B" and in compliance with the Township's Street Tree and Boulevard Planting Policy and Age-Friendly Amenity Area requirements.
c. Provision of a final tree management plan incorporating tree retention, replacement and protection details in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
d. Rooftop mechanical equipment to be located so that it is not visible or alternatively screened from view by compatible architectural treatments.
e. All refuse areas to be located within buildings and/or in enclosures 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. Discharge of legal document CB1117779 registered on title.
b. Registration of a restrictive covenant requiring a minimum of 10% of total units to be provided as adaptable housing.
c. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw.
d. Completion of an on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw.
e. On-site landscaping to be secured by letter of credit at building permit stage.
f. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place.
g. Payment of Development Cost Charges.

That Council waive Development Cost Charges pursuant to Bylaw No. 5901.
CARRIED

E. REPORTS TO COUNCIL

9. Rezoning Application No. 100757
(1485767 BC Ltd./Wonder and Grow Learning Center /
Units B150 and B155, 20487 – 65 Avenue)
Report 25-49
File CD 08-14-0241

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council consider the written decision provided by the strata corporation of the proposed group children's day care use at Units B150 and B155 in the mixed-use building located at 20487 – 65 Avenue and abandon Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1485767 BC Ltd.) Bylaw No. 6041.
CARRIED

Councillors Martens and Richter opposed

F. BYLAWS FOR FIRST AND SECOND READING

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

H. BYLAWS FOR CONSIDERATION AT THIRD READING

I. BYLAWS FOR FINAL ADOPTION

1. Bylaw Review Project 2025
Bylaw No. 6114
Report 25-41
File LS 3900-25

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council give final reading to "Township of Langley Repeal Bylaw No. 6114".
CARRIED

2. Repeal of Bylaw No. 5766
Mail Ballot Option for Local Elections
Bylaw No. 6120
Report 25-40
File LS 3900-25

I. BYLAWS FOR FINAL ADOPTION

Moved by Councillor Rindt,
Seconded by Mayor Woodward,
That Council give final reading to “General Local Government Election Bylaw 2010 No. 4844 Amendment Bylaw No. 5766 Repeal Bylaw No. 6120”.
CARRIED

Councillors Kunst, Martens and Richter opposed

3. Election and Political Signs Bylaw
Bylaw No. 6118
Bylaw No. 6119
Report 25-39
File BE 3900-25

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council give final reading to "Township of Langley Election and Political Signs Bylaw No. 6118", and

“Bylaw Notice Enforcement 2008 No. 4703 Amendment Bylaw No. 6119”.
CARRIED

Councillors Kunst, Martens and Richter opposed

Councillor vanPopta entered the meeting at 2:37pm.

J. MAYOR AND COUNCIL REPORT

Councillor Kunst commented on May 25, Netherlands Liberation from Germany Day, and further commented on two Langley soldiers who fought in the war.

Councillor Martens reported that she attended the Langley Hospice Afternoon Tea and the Langley Skating Club’s 50th Anniversary. She further commented on the Children and Youth Advocacy Centre with Encompass.

Councillor Ferguson reported that he attended the Langley Memorial Hospital Gala Fundraiser. He further commented on the Memorial Tree Planting Ceremony and further reported that he attended the Glen Valley Dyking Commission Annual General Meeting.

Councillor Baillie reported that he visited the Children and Youth Advocacy Centre. Councillor Richter commented on the passing of Zosia Ettenburg, Founder and Executive Director of Langley Pos-Abilities.

Mayor Woodward congratulated Paul Albrecht on his retirement and wished him well. He further congratulated Chan Kooner on his official appointment as the Chief Administrative Officer of the Township of Langley.

K. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

Councillor Baillie reported that he attended an Air Quality, Climate Action, and Flood Resilience Committee meeting where the discussed dredging the Bedford Channel.

L. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

The following information has been brought forward from the March 24, 2025 Closed Council Meeting for public information:

1. **Nathan Creek Wetlands**
   Report C25-12
   File CP 0810-30

   That Council designate the four identified parcels of Township owned land (consisting of 288.162 acres total) as a Municipal Natural Park.

   That Council approve the geographically based name, Nathan Creek Wetlands Park, as the official park name.

   That Council direct staff to further develop for further consideration by Council a proposed Nathan Creek Wetlands Park site plan, with detailed estimated costs to develop the park including public trails, natural areas, associated park amenities, services, and parking.
   That Council approve LEPS working towards the funded restoration scope, subject to staff's approval that the proposed activities align with the Township's plans for the development of a public trail system, ensuring public access while preserving the integrity of the salmon habitat.
   CARRIED

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

2. **Memorial Recognition Request**
   File 0530-05

   That the northwest field at Aldergrove Athletic Park be named "Reid McDonald Field".
   CARRIED

   MOTION
   That staff be directed to erect the appropriate signage within a budget of $30,000 funded from the Council Contingency Fund.
   CARRIED

   Section 90(1) (b) Personal

M. FOR INFORMATION

1. **Fort Langley Community Park Allocations**
   Memorandum – Public Works Division
   File 5920-01

2. **Nathan Creek Wetlands Park**
   Memorandum - Corporate Projects Division
   File 0810-30

3. **Commercial Truck On-Street Parking Pilot Program Update**
   Memorandum – Engineering Division
   File 5260-26-024

4. **Seniors Advisory Committee**
   Minutes – March 19, 2025
   File 0540-20

5. **Agricultural Advisory Committee**
   Minutes – March 26, 2025
   File 0540-20

N. MOTIONS ARISING FROM INFORMATION

1. Fort Langley Community Park Allocations

Moved by Councillor Baillie,
Seconded by Councillor Rindt,
That the hours of operation for baseball at Fort Langley Community Park be changed to 8:00am to 9:00pm on the weekends to allow for four games per day.

REFERRAL
Moved by Councillor Martens,
Seconded by Councillor Richter,
That the motion be referred to the North Langley Diamond Sports to be consulted regarding their needs.
DEFEATED

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

REFERRAL
Moved by Councillor Richter,
Seconded by Councillor Martens,
That the motion be referred to staff to consult with the surrounding neighbours.
DEFEATED

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

N. MOTIONS ARISING FROM INFORMATION

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

Councillor Martens and Richter opposed

O. OTHER BUSINESS

P. MOTION TO RESOLVE INTO CLOSED MEETING

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

Item A.1 - Section 90(1) (n) Consideration
Item G.1 - Section 90(1) (i) Solicitor-Client Privilege
Item G.2 - Section 90(2) (b) Intergovernmental Relations
Item I.1 - Section 90(1) (e) Property, (k) Negotiations
Item I.2 - Section 90(2) (b) Intergovernmental
Item I.3 - Section 90(1) (g) Legal
Item I.4 - Section 90(1) (b) Personal
CARRIED

Q. TERMINATE

Moved by Councillor Rindt,
Seconded by Councillor Pratt,
That the meeting terminate at 3:02pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Janet Andrews
Date: Friday, March 14, 2025 2:02:27 PM
Attachments: Langley Township Municipal DOM Letter 2025.pdf

Please note the following response to Delegation Requests has been submitted at Friday March 14th 2025 1:57 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  4/28/2025

- **Name of delegate or organization wishing to appear**
  New Westminster & District Labour Council

- **Topic**
  Day of Mourning

- **Purpose of presentation**
  Other

- **for other, describe here:**
  Requests outlined in accompanying letter -

- **Desired resolution**
  On behalf of our members, their families and all workers living and/or working in your community, we have four requests of your Council:

  • We request you declare April 28th as the official "Day of Mourning for Workers Killed and Injured on the Job", and if your Council issues proclamations we would appreciate a copy. A copy of our Proclamation is enclosed to assist Council.
  • We also request that Council observe one minute of silence in the Council Chambers at the evening Council meeting on or before April 28th.
  • We thank you for your leadership in your workplace by encouraging your staff to observe one minute of silence at 11:00 a.m. on April 28th.
  • Finally, we request an opportunity to appear as a delegation to make a 5-minute presentation at the April 28, 2025, regular Council meeting. A union member residing in the city will be presenting on behalf of the Labour Council. Our presentation will include up-to-date

information on workers' health & safety issues, WorkSafeBC regulatory reviews and/or changes that have impacted BC's workplace accident and fatality rates.

- **Full name**
  Janet Andrews

- **Email address**
  admin@nwdlc.ca

- **Address**
  105-3920 Norland Ave, Burnaby, BC, V5G 4K7

- **Primary Phone**
  604-291-9306

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

- **File upload**
  1. Langley Township Municipal DOM Letter 2025.pdf [662.5 KB]

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

NEW WESTMINSTER &
DISTRICT LABOUR COUNCIL

Christy Slusarenko, President
Janet Andrews, Secretary-Treasurer
Chartered By The Canadian Labour Congress

March 12, 2025

Mayor Eric Woodward, Township of Langley
20338 65 Avenue
Langley, BC
V2Y 3J1

Dear Mayor Woodward and members of council,

The New Westminster & District Labour Council represents over 65,000 affiliated union members in 14 communities in the Lower Mainland.

In 1984 our national organization, the Canadian Labour Congress (CLC), introduced the annual day of remembrance for workers killed and injured on the job. April 28th was chosen because this was the day that the third reading took place for the first comprehensive Workers' Compensation Act (Ontario 1914) in Canada. The "Workers Mourning Day Act" (Bill C223) became law on February 1, 1991, an Act which states "the day of April 28th shall be respected as the day of official recognition". The day of recognition was proclaimed by the government of British Columbia in 1989.

On behalf of our members, their families and all workers living and/or working in your community, we have **four requests of your Council**:

- We request you **declare April 28th** as the official *"Day of Mourning for Workers Killed and Injured on the Job"*, and if your Council issues proclamations we would appreciate a copy. A copy of our Proclamation is enclosed to assist Council.
- We also request that **Council observe one minute of silence** in the Council Chambers at the evening Council meeting **on or before April 28th.**
- We thank you for your leadership in your workplace by **encouraging your staff to observe one minute of silence at 11:00 a.m. on April 28th.**
- Finally, we request **an opportunity to appear as a delegation** to make a ***5-minute presentation at the April 28, 2025, regular Council meeting***. A union member residing in the city will be presenting on behalf of the Labour Council. Our presentation will include up-to-date information on workers' health & safety issues, WorkSafeBC regulatory reviews and/or changes that have impacted BC's workplace accident and fatality rates.

There will be remembrances across Canada on April 28th for workers who have been killed on the job, and to recognize those who have suffered from workplace injury, accident or disease. Please join us on Monday, April 28th at 11 am at Westminster Pier Park in New Westminster as we mourn for those who have died from workplace accidents or disease and recommit ourselves to fight for the living.

Sincerely,

Janet Andrews
Secretary-Treasurer

JA/am
encl:
moveup

Proclamation

WHEREAS: Every year, more than 1,000 Canadian workers are killed on the job.

AND WHEREAS: Thousands more are permanently disabled.

AND WHEREAS: Hundreds of thousands are injured.

AND WHEREAS: Thousands of others die from cancer, lung disease, and other ailments caused by exposure to toxic substances at their workplaces.

AND WHEREAS: April 28 of each year has been chosen by the Canadian Labour Congress as:

- a Day of Mourning for these victims of workplace accidents and disease;
- a day to remember the maximum sacrifice they have been forced to make in order to earn a living;
- a day to renew approaches to governments for tougher occupational health and safety standards, and more effective Compensation;
- a day to rededicate ourselves to the goal of making Canada's workplaces safer.

AND WHEREAS: April 28th was proclaimed a "Day of Mourning" by an Act of Parliament on February 1st, 1991.

I _____, of _____
do hereby proclaim April 28 as an annual Day of Mourning in recognition of workers killed, injured or disabled on the job.

Signed: _____

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Patricia Wilson
Date: Saturday, March 29, 2025 10:32:26 AM

Please note the following response to Delegation Requests has been submitted at Saturday March 29th 2025 10:29 AM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  4/28/2025

- **Name of delegate or organization wishing to appear**
  Patricia Wilson - MS Canada

- **Topic**
  As a resident of Township of Langley and an Ambassador for the MS Canada, I am asking for your support for our annual MS (Multiple Sclerosis) Awareness month of MAY #MSAwarenessMonth.
  I ask that a declaration/proclamation is signed, to fly an MS Canada flag for the month of May and a landmark or facility gets lit up in RED on May 30th, for WORLD MS DAY in the Township of Langley.

- **Purpose of presentation**
  Request letter of support

- **Desired resolution**
  I hope to have Mayor Woodward & Council give their support to MS AWARENESS by signing a declaration/proclamation, flying a MS Canada flag and on May 30, WORLD MS DAY, illuminate a landmark in RED.

- **Full name**
  Patricia Wilson

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

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

From: Patricia Wilson
To: Eric Woodward; Kim Stepto
Subject: May is MS Awareness Month in Canada .... and we are asking for your support
Date: Friday, April 18, 2025 8:46:17 PM
Attachments: image.png
PROCLAMATION.docx

External email. Verify sender and confirm content is safe.

April 16, 2025

Township of Langley, Mayor and Council

Dear Mayor Woodward,

In advance of my presentation to Council on April 28, here is my request .....

MS Canada is asking the Township of Langley to support for the annual **MS (Multiple Sclerosis) Awareness month of MAY** in Canada #MSAwarenessMonth and to officially declare the month of May as MS Awareness Month.

As an Ambassador for the MS Canada, the ask is that a declaration/proclamation is signed and to fly an MS Canada flag for the month of May, which I can provide.

As well, on **MAY 30th, in support of WORLD MS DAY** a landmark or facility gets lit up in RED. This annual one-day event is recognized the world over. The last few years the Township have kindly lit up the pedestrian overpass on 200th Street and I'm hoping for the same support this year again. Many locations within the Lower Mainland will be illuminated in RED on this day - Science World, White Rock Pier, Vancouver and Burnaby City Halls, LaFarge Lake Fountain and the Olympic caldron to name a few.

Your support will significantly raise public awareness of the disease and its effects on the over 90,000 Canadians living with multiple sclerosis (MS), plus the work of MS Canada to connect and empower the MS community to create positive change.

MS is a neurological disease of the central nervous system, which includes the brain, spinal cord, and optic nerves. Each person is affected by MS differently. The most common MS symptoms include fatigue, lack of coordination, weakness, tingling, impaired sensation, vision problems, bladder and bowel problems, and cognitive and mood changes.

Approximately 1 in every 400 Canadians live with MS and on average, 12 Canadians are diagnosed with MS every day. MS doesn't just affect the person living with the disease,

but their family, friends and the entire community. And Canada has one of the highest incidence rates of MS in the world. My quote is "Everyone knows someone with MS'.

No one needs to face MS alone and we are here to help. In communities across Canada, MS Canada provides information, support, education and other resources for people affected by MS and their support networks.

Attached is the Proclamation document for your consideration and we thank you in advance for helping to recognize May 2025 as MS Awareness Month. Surely the people living in the Township of Langley will appreciate your support!
We look forward to hearing from you.

Sincerely,
Patricia Wilson
MS Canada Ambassador



MS Canada
250 Dundas Street W., Suite 500, Toronto, ON M5T 2Z5
416-922-6065 • Toll-free 1-800-268-7582 • mscanada.ca

PROCLAMATION

WHEREAS, multiple sclerosis is a neurological disease affecting approximately 1 in 400 Canadians and over 90,000 across the country; and

WHEREAS, multiple sclerosis symptoms vary widely, and the disease may cause symptoms such as fatigue, lack of coordination, weakness, tingling, impaired sensation, vision problems, bladder and bowel problems, and cognitive and mood changes; and

WHEREAS, MS is thought to be caused by a combination of genetic, environmental, and lifestyle risk factors; and

WHEREAS, MS Canada is the only national organization in Canada that supports both MS research and services for people affected by MS; and

WHEREAS, annual fundraising events such as the MS Walk, MS Bike, and A & W Canada's Burgers to Beat MS campaign support programs to enhance the lives of people affected by multiple sclerosis and help support MS research in Canada; and

WHEREAS, since 1948, MS Canada has provided over $224 million for MS research; and is grateful for the dedication and commitment of supporters and volunteers that have made this possible; and

WHEREAS, together we will find ways to connect and empower the MS community to create positive change and see a world free of multiple sclerosis,

NOW, THEREFORE, I NAME, Mayor of the City of [NAME OF CITY] of the Province of [NAME OF PROVINCE], Canada, do hereby proclaim this month of May 2025 to be MS Awareness Month for MS Canada.

_____

(signature)

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Herb Jamieson
Date: Wednesday, April 23, 2025 9:52:25 AM

Please note the following response to Delegation Requests has been submitted at Wednesday April 23rd 2025 9:47 AM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  4/28/2025

- **Name of delegate or organization wishing to appear**
  Herb Jamieson on behalf of Reunion Townhomes (Strata EPS 6513)

- **Topic**
  Care and Maintenance of the Belmont Oaks - which are a group of 10 Red Oaks in Murrayville.

- **Purpose of presentation**
  Other

- **for other, describe here:**
  The trees are 115 years old, and requirements regarding care & maintenance are beyond Strata's resources; ToL has those resources.

- **Desired resolution**
  Request Township to be responsible for care & maintenance of the "Belmont Oaks" - trees of significance in Murrayville.

- **Full name**
  Herb Jamieson

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

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

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

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

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

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

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	APRIL 28, 2025 - REGULAR MEETING	**REPORT:**	25-60
FROM:	ENGINEERING DIVISION	**FILE:**	8400-01
SUBJECT:	LANGLEY REGIONAL AIRPORT GOVERNANCE REVIEW		

RECOMMENDATION:

That Council direct staff to continue operating the Langley Regional Airport under the municipal council model and undertake the further recommendations contained in the Langley Regional Airport Governance Review, presented as Attachment A to this report and summarized herein.

EXECUTIVE SUMMARY:

At the July 15, 2024, Regular Meeting, Council directed staff to report back with potential governance models for the Langley Regional Airport. These included, but were not limited to, the airport authority model, municipal corporation model, local government society model, commission model, and the existing municipal council model. Staff were also to provide recommendations for Council's consideration. Council subsequently endorsed the Terms of Reference for the Langley Regional Airport Governance Review (Governance Review) at the September 9, 2024, Regular Meeting.

The Governance Review concludes that the existing municipal council model continues to support the airport's strategic growth goals. Introducing an airport bylaw would provide airport management with greater technical oversight and the agility needed to respond to regulatory requirements and operational needs.

As a result, the short-term recommendations include maintaining the municipal council model while also:

1. drafting an airport bylaw
2. completing an airport-specific operations review
3. developing an airport-specific operations strategy
4. improving stakeholder communications.

These short-term actions can be completed internally by staff and within existing operating budgets.

Medium to long-term recommendations include a future Governance Review and a review of rates and charges.

PURPOSE:

This report provides information and recommendations regarding the Langley Regional Airport (YNJ) Governance Review, as directed by Council on July 15, 2024.

BACKGROUND/HISTORY:

At the July 15, 2024, Regular Meeting, Council passed the following motion:

> *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.*

At the September 9, 2024, Regular Meeting, Council endorsed the Terms of Reference for the Governance Review.

DISCUSSION/ANALYSIS:

YNJ currently operates under the municipal council model. Within the Township's organizational structure, the airport is situated in the Engineering Division, with final decisions—including capital planning—falling under the purview of Mayor and Council. Several Council policies also guide the airport's operations, safety protocols, and general direction.

While airport management and staff oversee day-to-day operations, certain operational decisions must still be reviewed and approved by Council, which may delay responses to evolving needs.

The Governance Review finds that the municipal council model remains aligned with the airport's strategic growth goals. However, implementing an airport bylaw would enhance technical oversight and allow greater operational agility. This would help address inefficiencies and better position the airport to respond to emerging opportunities.

Short-Term Recommendations (1-2 years):

The Governance Review recommends maintaining the municipal council model and implementing the following short-term actions, all of which can be completed internally without additional funding:

1. **Langley Regional Airport Bylaw (2025):**

   As directed by Council on July 15, 2024, staff are preparing a bylaw for Council's consideration. The bylaw will retain Council's ultimate authority while providing airport management with the flexibility needed to address operational issues efficiently. Management's aviation knowledge and technical expertise position them to make timely and informed decisions that benefit both aviation operations and the airport community.

2. **Airport-Specific Operations Review (2025):**

   This review will focus on improving operational efficiency, including evaluating current staffing levels and available resources.

3. **Airport-Specific Operations Strategy (2025/2026):**

   The strategy will align with the airport's overall Strategic Plan and identify what is required—personnel, resources, and interdepartmental coordination—to achieve the airport's long-term goals.

Communication with Stakeholders and the Community (ongoing):

Regular updates should be provided to tenants, airport users, and the broader community. Management should lead stakeholder engagement through methods such as:

- town hall-style meetings with users and tenants
- airport-specific social media presence to inform and engage the public.

Medium-Long Term Recommendations (5-10 years):

The medium to long-term recommendations include:

- subsequent Governance Review, and
- comprehensive review of airport rates and charges.

Any costs associated with these initiatives will be considered in future budget planning cycles.

Respectfully submitted,

Patrick Sihota
AIRPORT MANAGER
for
ENGINEERING DIVISION

ATTACHMENT A Langley Regional Airport Governance Review

InterVISTAS

Langley Regional Airport
Governance Review

PREPARED FOR
Langley Regional Airport/ Township of Langley

PREPARED BY
InterVISTAS Consulting Inc.

Confidential Draft 16 April 2025

InterVISTAS

Executive Summary

Langley Regional Airport (the “Langley Airport”) has operated in the Township of Langley (the “Township”) for almost 90 years, with ownership under the Township for almost 60 of those years. The Langley Airport has seen varying levels of service and development over that time, becoming a major base for helicopter operations and related support services. It also continues to be a general aviation (GA) airport base and is home to several flight schools with helicopter and fixed wing programs. While ownership has remained with the Township, the operations of Langley Airport have varied ranging from contracted management with relative autonomy to the current operations under the Township Engineering Division.

Langley Airport has operated in a financially sustainable manner (i.e., it has been able to cover its operating expenses), which is a requirement from the Township. However, there continue to be major capital improvements and investments required to maintain regulatory compliance and attract new growth and revenue opportunities. With a strategic land use plan underway it is important to align the governance model with future land use to facilitate growth and revenue at the Airport. There are four main areas of focus for issues facing Langley Airport: 1) funding, 2) adaptability, 3) growth limitations, and 4) balancing priorities. Governance models vary in their ability to address these focus areas, and Langley’s governance should help alleviate these issues, rather than amplify them. Safe and efficient operations of the Airport will always remain a fundamental priority, and there may be changes required to achieve this.

In Canada, airports fall under a variety of ownership and operating models, from the largest airports as not-for-profit airport authorities under lease from the federal government, to small privately owned general aviation airports. There is not one specific governance model suitable for all airports. Consideration should be given to each airport’s strategic goals, and what is needed to achieve those goals. For many airports, governance may change over time depending on the goals, financial status, and the level of involvement and investment of government. In general, governance depends on the level of autonomy from government (i.e., ownership structure), the financial sustainability of the airport and applicable laws and regulations (which may dictate operations, etc.).

In reviewing the current governance model at Langley Airport, we propose several improvements to the current model, both in the short and long term, that would better align with the Airport’s goals and objectives.

InterVISTAS

Short Term Recommendations (1-2 years)

Continuation of the municipal council governance model, but with clear guidance and greater flexibility for Airport management regarding operational and technical items.

- Develop a Langley Regional Airport Bylaw (2025).
- Complete an Airport-specific Operations Review (2025).
- Conduct an Airport-specific Operations Strategy (2025-2027).
- Transparency and Communication with Stakeholders and the Community (ongoing).

Medium to Long Term Recommendations (5-10 years)

- Another governance review should be completed, based on the projected growth and investments from the land use plan.
- Rates and charges review to ensure the structure and level support the Operations Strategy for the Airport.

InterVISTAS

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1 Overview of the Langley Regional Airport

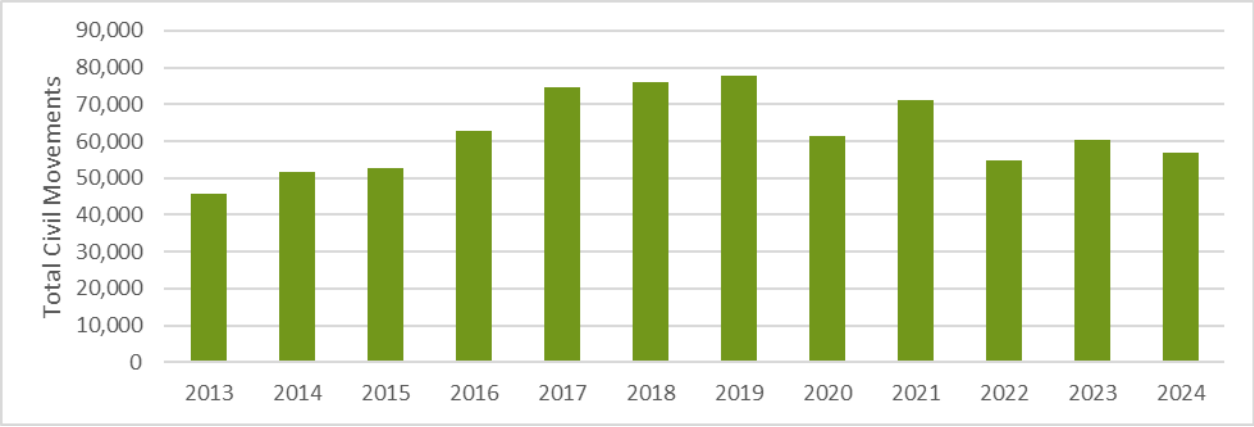
1.1 Historical Context and Current Operations

The Langley Regional Airport ("Langley Airport") was built in 1938 and officially transferred from the Federal Government to the Township of Langley (the "Township") in 1967. Under the terms of the transfer to the Township, it was required that it remain an operating public airport (i.e., the Township cannot entirely repurpose the land for non-aviation uses). Since 1967, the Township has owned and operated Langley Airport, either under direct management of the Township or via management contract. For more than 20 years (1991-2013) Langley Airport was managed under a contract to help develop the Airport and facilities but has since transitioned back to direct Township management. Currently, Langley Airport management falls under the Engineering Division within the Township, with final decisions regarding the Airport, including capital planning, under the purview of the Mayor and Council.

In terms of operations, Figure 1-1 shows the level of activity at Langley Airport, based on data available from Statistics Canada. Prior to the pandemic, there was continued growth in movements at Langley Airport. Unlike many of the commercial airports in the country that faced significant loss in traffic during the pandemic, flight operations broadly continued at Langley Airport, albeit at levels lower than prior to the pandemic. The Airport's operations include helicopter operations, GA flights, flight schools, and other business aviation operations.

In addition to aviation activity, there is a variety of related support services and other tenants operating at Langley Airport, ranging from MRO facilities to the Canadian Museum of Flight.

Figure 1-1: Level of Civil Operations at Langley Airport, 2013-2024



Source: Statistics Canada, Table: 23-10-0297-01 and Table: 23-10-0003-01
Note: 2024 is YTD November

Sources of funding for Langley Airport include user fees (parking, etc.), land rents/lease revenue, fuel revenue, and provincial and federal government related grants (when available/applicable). Langley Airport is self-sufficient from the Township. Over the years, it has remained self-sufficient in terms of covering operational costs yet is unable to fund necessary capital improvements. While there are government funding programs, such as the BC Air Access Program,[1] these are generally highly competitive programs and only cover a portion of the investment needed.[2]

1.2 Current Issues

Langley Airport faces a number of issues moving forward, particularly in relation to how its current governance model may impact growth in both the near and long-term. Some of the key issues currently faced by Langley Airport are outlined below.

Airport Funding

As noted above, Langley Airport has been able to remain financially sustainable for operating expenses, yet insufficient revenue is generated to cover needed capital improvements. This is not uncommon for airports across the country (and of varying size and scope). For Langley Airport, there is a significant level of capital investment needed, both for improvements/maintenance/safety and for potential growth opportunities. There are currently limited revenue generation opportunities outside of the current sources (e.g., filming, leases), and management is reviewing existing lease rates to ensure they are competitive with the current market. While there are outside funding sources available, these tend to be both competitive and limited in what the funds can be used for ultimately.

Agility/Adaptability

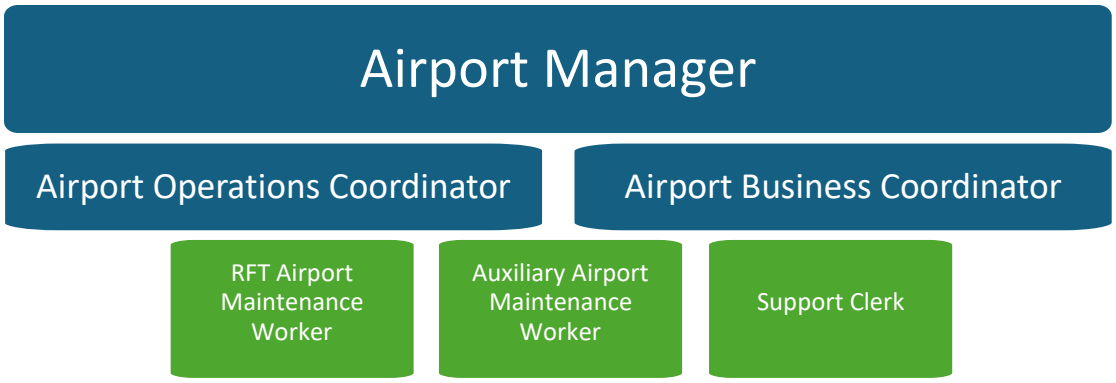
The aviation industry is constantly evolving, with new technologies emerging as major opportunities for airports to capitalize on and generate new revenue streams. To attract new emerging technologies, staff must be empowered to quickly respond to the market and interested businesses. In the current model, there are issues with the ability for staff to do this, both in terms of authority and staffing levels.

The staffing levels at the Airport are also at a disadvantage for regulatory compliance and from a governance perspective. As shown in Figure 1-2, there are six key functional roles for the Airport. Consideration for potential changes to the governance model should include a review of the Airport's organizational structure as well (which will be discussed later in this report).

[1] See Province of British Columbia, https://www2.gov.bc.ca/gov/content/transportation/funding-engagement-permits/funding-grants/aviation-infrastructure-funding

[2] It should be noted that Langley Airport is not eligible for the federal capital assistance program currently, as it does not meet the minimum commercial passenger services threshold.

Figure 1-2: Current Organization Structure of Langley Airport



Source: Langley Regional Airport

Limitations on Growth

There are physical limitations to the growth potential at Langley Airport, both for the runway (to accommodate larger aircraft) and the land limitations (in terms of reconfiguration of the airside assets). While not unlimited, there is still potential land for development, but there are limitations on commercial expansion and what can be built, which is highlighted in the Strategic Land Use Plan.

Balancing Needs of the Airport and the Township

Under the current governance model, decisions related to the Airport and the needs of the Airport must be balanced with other issues that the Township may face. The Mayor and Council have other responsibilities to the community, which may have higher priority than the issues that the Airport faces. This is not uncommon for locally run airports, but with this, there should be consideration of the level of autonomy an airport has for operations, to alleviate the potential for slower response times and ability to adapt to changing conditions. This is not to undermine the importance of those other issues, but to highlight that the level of autonomy in decision making should take this into consideration.

1.3 Outline of Report

The remainder of the report is outlined as follows:

- Section 2 provides a general overview of airport governance in Canada.
- Section 3 outlines the current governance model at Langley Airport and recommendations regarding the future governance for Langley Airport.

2 Airport Governance

2.1 Governance

Governance, for any organization, is the structure that allows for key decisions to be both made and carried out. For the private sector, governance typically will take the following form:

- Board of directors: group that will establish both the vision and overall strategy for the company, approves overall budgets and any major funding decisions, and will choose the CEO and potentially senior management of the organization.
- Shareholders of the company: if publicly traded, they will generally elect the board of directors.
- Senior management: this group will have a variety of duties, including supporting the board with the development of financial information (for budgeting, etc.) and strategic planning, ultimate implementation of the annual budget and strategic initiatives, and responsibility for staff (business operations).

While there are many forms of governance, fundamentally, all aim to achieve the outlined roles/responsibilities for outcomes for the organization. In the case of an organization run by government (as is the case for some airports), local levels of government fill in these roles. For example, Mayor and Council may act as both the shareholder and board of directors, playing a fairly large role in the operations of the airport. There are also examples under government run governance of Mayor and Council appointing a board of directors and acting only as shareholders.

Regardless of the governance model, the focus of an airport operator is to operate with a high standard of safety and security, ultimately promoting economic development and efficient operations. How an operator undertakes these functions will depend on the governance model in place.

There are different factors that will influence the governance for an airport, including:

- Ownership structure: this refers to the level of autonomy the organization has from the government (in terms of both control and operations);
- Federal or Provincial laws and regulations: the impact of specific regulatory restrictions on operations (e.g., restrictions on time-of-day operations, etc.); and,
- Financial viability: some governance models (such as an airport authority) require financial self-sufficiency for the overall model to be effective.

The key is to find balance that allows for the ultimate goals and objectives of the organization to be realized.

2.2 Governance at Canadian Airports

There are aerodromes located throughout the country, ranging from grass strips to major international gateways. Table 2-1 summarizes the main airport designations in the country.

Table 2-1: Common Airport Designations in Canada

Airport Designation	Description
National Airport System (NAS)	Transferred from the federal government through the National Airports Policy in the early 1990's, for airports which handled at least 200,000 passengers a year. There are currently 26 airports across Canada with this designation, including the territorial capital city airports (transferred to the respective territorial governments). The remaining airports were transferred to local airport authorities under long term leases with the government.[3]
Regional or local airports	Airports which are owned and operated by local or regional entities. These were also divested by the federal government following the introduction of the National Airports Policy.
Small airports	Airports which were sold to local interests, but did not receive federal funding at transfer from the government.
Remote airports	Airports which receive government support to continue operations – providing year-round access to isolated communities.
Arctic airports	Airports that were transferred from the federal government to territorial governments with funding support from the federal government.

The governance model will vary across the different designations as well. For example:

- 22 of the 26 NAS airports are operated by not-for-profit airport authorities. These authorities are governed by a board of directors consisting of members appointed by multiple levels of government, special interest groups, and industry participants.[4]
    - As noted by the Canadian Airports Council:
      Airport authorities are mandated to operate as self-sustaining businesses that support community and regional economic development. They are equipped to respond to local economic needs and priorities through more business-like management practices and Boards of Directors appointed from the community. Airport authorities have introduced

[3] The exception is Kelowna International Airport, which is owned by the City of Kelowna.
[4] Kelowna International Airport is a city run airport, rather than an airport authority.

commercially-focused management practices, creating a more predictable business environment for airlines and other airport users.[5]

- The territorial capital city airports are run by their respective governments, either directly through government departments or via PPP contracts (as is the case for Iqaluit).[6]

Outside of the NAS airports, there are a wide variety of governance models in place:

- Airport authorities
- Departments within local governments
- Airport societies
- Special operating entities
- Airport commissions
- Airport development corporations
- Private operator

There is not one governance model in use at airports of a particular size – even across the airport authority model of the NAS airports, the airport sizes vary significantly. The governance model depends on the level of involvement from the government, the regulations in place, and the overall financial viability of the airport, among other aspects. Table 2-2 provides various examples of airports that operate under different governance models in British Columbia.

Table 2-2: Examples of Airport Governance Models in Practice

Airport Governance Model	Description	Example Airport(s)
Municipal Council Model	The city or municipality maintains full authority over the airport, including establishing fees and charges, with the airport as an asset under its ownership.	Langley, Oliver, Salmon Arm, Kelowna, Campbell River
Municipal Airport Authority (Commission)	Airport is incorporated under the *Local Government Act*. This could be an authority or commission (depending on the airport). While an asset of the city or municipality, operations are controlled by the airport management. The authority is governed by a board made up of various members, potentially including Mayor and Council, and others from the city and industry (similar to the NAS airport authority model).	Abbotsford
Airport Society	Incorporated as a not-for-profit entity (society) under the *Societies Act* of British Columbia. The society would be governed	Pitt Meadows, Atlin

[5] Canadian Airports Council, https://canadasairports.ca/about-canadas-airports/airport-governance-and-accountability/
[6] Iqaluit is a unique example for the use of a public private partnership agreement to develop the airport.

	by a board of directors and accountable to the city/municipality/region through a lease agreement.	
Airport Authority	Entity is created, generally in Canada, as a not-for-profit, to own and operate the airport under a long-term lease. The authority is governed by a board of directors, usually made up of individuals appointed by various levels of government, industry, and other parties to ensure there is a balance of skills and local interests. Management reports to the board, who would set the strategy and budget for the airport. As a not-for-profit, the airport would need to be financially self-sufficient	The NAS airports (e.g., Vancouver International Airport)
Private Operator	Operations of the airport, through an appropriate head lease, would be designated to a private operator, including all operations and investment. The city/municipality would have limited oversight.	Boundary Bay (Delta)
Private Operator (Management)	Operations of the airport are designated to a private operator, but through a management contract. City/municipality would still have fiduciary duty for major investments.	Chilliwack, Cranbrook

Another form of governance is a municipal corporation. The municipality would create a local government corporation (under the *Business Corporations Act*). The corporation would have a separate board (likely appointed by the local government) and staff separate to the city/municipality. There would be some form of dividend payment to the local government (as the shareholder). The Society governance model would be similar, if set up by the local government, but as a not-for-profit rather than a for-profit organization.

For many airports, governance may change over time, depending on the strategic goals of the organization, the financial status, and level of involvement and investment local government may want to have.

3 Langley Airport Current Governance and Recommendations

The following section outlines the current governance model at Langley Airport, and suggested recommendations for both the short term and long term, to help ensure the governance model for the Airport is aligned with the strategic goals and future land use plan.

3.1 Governance at Langley Airport

Langley Airport operates under the municipal council model. Under the Township organizational structure, the airport falls within the Engineering Division, with final decisions regarding the airport, including capital planning, under the purview of the Mayor and Council. There are also several Council policies regarding operations, safety, and other aspects of the airport. While airport management and staff are responsible for day-to-day operational issues with the airport, there are limitations in place in terms of operational decisions that require review and approval by Council.

Aside from the official governance, there is also a Langley Airport Advisory Association (LAAA), comprised of tenants and users of the Airport. However, this group does not have authority to make decisions regarding the Airport.[7]

3.2 Considerations for Governance at Langley Airport

The key for governance is to allow for management to operate an airport to achieve the airport's strategic goals and priorities. When considering the governance model for Langley Airport, it is useful to understand which of the previously highlighted governance models is best to achieve and support the strategic growth of the Airport. As already highlighted, there are four key issues that the Airport currently faces, tied to the current governance model: funding, agility/adaptability, limitations on growth, and balancing the needs of the community and the Airport. The governance model for the Airport should help alleviate these issues, rather than amplify them. Safe and efficient operations of the Airport should remain a focus, and there may be changes required to achieve this.

Figure 3-1 summarizes some of the key objectives for the future of the Airport, as well as different governance models, including the current model. Each of these governance models can either support the long-term objectives or make it difficult to achieve them. The analysis here focuses on a subset of the governance models presented in Table 2-2, as there is limited appetite for privatization of the Airport and its assets. Also excluded is the airport authority model similar to the NAS airports, as that would not be consistent with the size, scope, and objectives of Langley Airport. The analysis will focus on the following

[7] Advisory committees and groups are not uncommon, with varying levels of influence and depth.

models: municipal council, municipal corporation, airport society, and private operator under management contract. Each model has pros and cons and helps to achieve different goals for the Airport.

Figure 3-1: Governance Options Matrix for Langley Airport

	Goals / Objectives				
Model	**Support Economic Development Goals**	**Supports the Potential to Generate New Revenue Streams**	**Agility and Adaptability**	**Growth into Emerging Technologies**	**Limit Township Resource Requirements**
Municipal Council (Status Quo)	Partial	No	No	No	No
Municipal Council (Greater Autonomy)*	Partial	Partial	Partial	Yes	No
Municipal Corporation (Commission or Authority)	Yes	Partial	Partial	Yes	No
Airport Society	Yes	Yes	Partial	Yes	Yes
Private Operator (Management)	Yes	Yes	Yes	Yes	Partial

Note (*): Municipal Council Model (Autonomy) is proposed in the short-term recommendations section of this chapter as the preferred model to ensure alignment between governance and land-use plan.

Municipal Council (Status Quo)

This is the current governance model for Langley Airport; however, it does not align with the growth strategy for the Airport. The lack of decision-making ability of management creates inefficiencies and does not allow for the needed adaptability and agility for the emerging opportunities for the Airport. In terms of supporting economic development for the region, while Council can direct management to have this as a goal, airport management does not have the autonomy necessary to attract the new businesses and emerging technologies that would support both the Airport directly and the region more broadly. Many of these opportunities require quick planning and responsiveness, and under the current model, these types of decisions can be delayed due to other matters taking greater priority for Council. This is not an issue with Council, it is simply the result of competing priorities within the Township.

Municipal Council (Autonomy)

The municipal council model itself is not necessarily misaligned with the strategic growth objectives of the Airport. In fact, there are examples of success for airports under this model. Kelowna is a good example of a municipal council airport that has had success in growing operations and making investments in infrastructure. While not a general aviation (GA) focused airport, it does show that the model can align with goals for the region.

The municipal council model is still a valid option for the continued operations of Langley Airport, however there are adjustments required to have it better align with the long-term goals for the Airport. For Langley Airport, under this model, the airport manager would be granted greater autonomy (through clear bylaws) on what they can and cannot do from a business perspective. This would allow management to have greater autonomy and agility, as they would know what is within their decision-making, and Council would not need to approve all decisions regarding the Airport. This would not mean Council would relinquish oversight but would allow for those with greater knowledge of airport operations to implement changes as needed. Specifically, existing airport staff are trained and equipped with the technical expertise to address day-to-day operational issues. Furthermore, they can take steps to ensure compliance with extensive regulatory requirements which supports the safe and secure operation of the airport. The adjustments to the municipal council model would allow for greater autonomy over day-to-day operations as well as potential budgeting aspects aimed at supporting growth at Langley Airport. Greater autonomy under this model is focused on internal processes rather than an actual change in governance model. Of the potential options for the Airport, this governance model would require limited change but would provide additional benefits beyond the current status quo model.

Municipal Corporation (Commission or Authority)

This model is a step further than the municipal council model, as the assets remain within the Township, but the authority or commission would be created under the *Local Government Act*. However, operations would be controlled by the airport management. The entity would be governed by a board made up of various members, including Mayor and Council, and others from the Township and industry. Oversight would be through the board rather than the direct oversight under the municipal council model. The Airport would still be required to be self-sufficient. This is the model in use for Abbotsford Airport and previously in use at Campbell River.

Airport Society

Under this model, the Township would relinquish control of the Airport and its assets to an airport society. This would be incorporated as a not-for-profit entity (society) under the Societies Act of British Columbia. The society would be governed by a board of directors and accountable to the city/municipality/region through a lease agreement. The lease agreement would detail the development of a business plan, operating plan and budget. The Board of Directors would be comprised of members from the local and business communities and appointed by members of Council. Members would generally be aviation enthusiasts that have skills, knowledge and/or a background in the aviation sector. As a not-for-profit entity, all earnings from the Airport would be reinvested back into the Airport and community. This is the

model in use currently at Pitt Meadows, where both the City of Pitt Meadows and Maple Ridge appoint members to the board.

Private Operator (Management)

Under this model, management of the Airport would take place through a contract with a private firm. This would cover operations (rather than the private operation and investment model at an airport like Boundary Bay in Delta). The management contract would dictate the approvals required by Council, as well as the strategic direction for the management firm. Employees would fall under the management firm rather than a department within the Township. Overall fiduciary duty would remain with Township, however with lower resource requirements. This is the model in use at Chilliwack Airport, with management of the airport contracted to Magnum Management, responsible for operations and improvements.

3.3 Short Term Recommendations

Based on the strategic direction for the Airport going forward, there are short-term changes that would better align the governance of the Airport with the Strategic Land Use Plan.

Continuation of the municipal council governance model, but with clear guidance and greater flexibility for Airport management regarding operational and technical items.

- **Develop a Langley Regional Airport Bylaw (2025).**
  - Staff would develop a clear bylaw for which Langley Airport would operate under, for Council consideration and adoption, allowing for airport management to have the required flexibility and capacity to make decisions to benefit the airport, within the constraints of the bylaw.
  - While Council would remain as the ultimate authority for the Airport, management would be empowered to respond to immediate operational issues and business opportunities. This would allow for opportunities, such as those associated with emerging technologies, to be capitalized on, particularly for those that are highly competitive. Airport management has the needed aviation knowledge and technical understanding to make decisions that support aviation operations, and services needed for the airport community.
- **Complete an Airport-specific Operations Review (2025).**
  - The short-term focus would be placed on encouraging operational efficiencies, including an evaluation of current staff capacity and resources.
- **Conduct an Airport-specific Operations Strategy (2025).**
  - This Operations Strategy would focus on the operational strategy for the Airport (aligned with the overall Strategic Plan), and what is needed to realize the goals for the Airport, including personnel and other resources.

- The Operations Strategy would include how other departments within the Township interact with the Airport, and what is needed to ensure alignment with the goals of the Airport.

- **Transparency and Communication with Stakeholders and the Community (ongoing).**
  - To ensure that there are frequent and regular updates provided to airport users and tenants as well as to the larger community.
  - Airport management should manage the messaging to stakeholders and the community on a regular basis to build trust and awareness.
  - Potential options include regular townhall style update meetings for stakeholders (users, tenants) as well as an Airport specific social media platform that can be used to better educate the larger community on operations and activities at the Airport.

3.4 Medium-Long Term Recommendations

Based on the short-term recommendations as well as the governance analysis, the following are recommendations for consideration in the medium to long-term:

- **Another governance review should be completed, based on the projected growth and investments from the land use plan.**
  - This would be completed to ensure the governance model is strategically aligned with the growth potential and business opportunities for the Airport.
  - Given the proposed land use plan includes development for future revenue streams, the governance model should be aligned with supporting that level of growth and commercial focus.
- **Rates and charges review to ensure the structure and level support the Operations Strategy for the Airport.**
  - This would include charges such as airport maintenance charges, fuel fees, and other airport specific fees.



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Township of Langley
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REPORT TO MAYOR AND COUNCIL

PRESENTED:	APRIL 28, 2025 - REGULAR MEETING	**REPORT:**	25-61
FROM:	ENGINEERING DIVISION	**FILE:**	8400-01
SUBJECT:	LANGLEY REGIONAL AIRPORT 2045 STRATEGIC PLAN		

RECOMMENDATION:

That Council endorse the Langley Regional Airport 2045 Strategic Plan, presented as Attachment A to this report, and direct staff to initiate planning for short-term actions while preparing for medium and long-term actions, subject to funding and future Council approvals.

EXECUTIVE SUMMARY:

The Langley Regional Airport 2045 Strategic Plan (Attachment A) provides a comprehensive framework to guide the development, operation, and land use of Langley Regional Airport (YNJ) over the next 20 years, with a vision extending beyond 50 years. Developed in response to Council's July 2024 direction and the Terms of Reference endorsed on September 9, 2024, the plan reflects extensive input from over 100 stakeholders, including airport tenants, leaseholders, the Langley Airport Advisory Association (LAAA), and the public, through visioning sessions and a February 2025 open house.

The Strategic Plan includes three (3) key components:

1. A long-term land use concept optimizing development and operational efficiency.
2. A 20-year Capital Improvement Plan (CIP).
3. A phased implementation strategy with short, medium, and long-term actions.

The plan prioritizes business aviation growth, emerging technologies (e.g., Advanced Air Mobility), general aviation preservation, and limited non-aeronautical development to diversify revenue. It also accommodates the Canadian Museum of Flight with flexibility for repurposing its site if relocation occurs.

Endorsement of the plan provides strategic direction without committing immediate funding. Capital projects and costs will be addressed through future Township budgets or external funding applications.

PURPOSE:

This report presents the Langley Regional Airport 2045 Strategic Plan for Council endorsement, fulfilling the directive from July 15, 2024, to develop a long-term vision for YNJ's sustainable growth and operation.

BACKGROUND/HISTORY:

At the July 15, 2024, Regular Meeting, Council passed the following motion:

> *A potential approach for developing a long-term Strategic Plan for the Langley Regional Airport 2045 that would include, but not necessarily be 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.*

At the September 9, 2024, Regular Meeting, Council endorsed the Langley Regional Airport 2045 Terms of Reference.

DISCUSSION/ANALYSIS:

The Langley Regional Airport 2045 Strategic Plan provides a guiding vision for YNJ's future, encompassing a long-term land use plan, a 20-year CIP, and phased implementation actions. Developed through extensive consultation with over 100 stakeholders, including tenants, LAAA, and the public, the plan aligns with the Terms of Reference endorsed on September 9, 2024.

The plan adheres to project principles reflecting stakeholder (staff, tenants, and the community) goals:

- compliance with aerodrome standards
- long-term growth opportunity
- ability to optimize land uses
- capacity to diversify service offerings
- greatest opportunity to be a niche airport
- financial sustainability
- community pride in Langley Regional Airport.

These principles informed the development of the land use plan, CIP, and operational actions.

1. Land Use Plan:

The land use plan was developed through a multi-step process involving facility requirement analysis, planning prioritization, and stakeholder consultation.

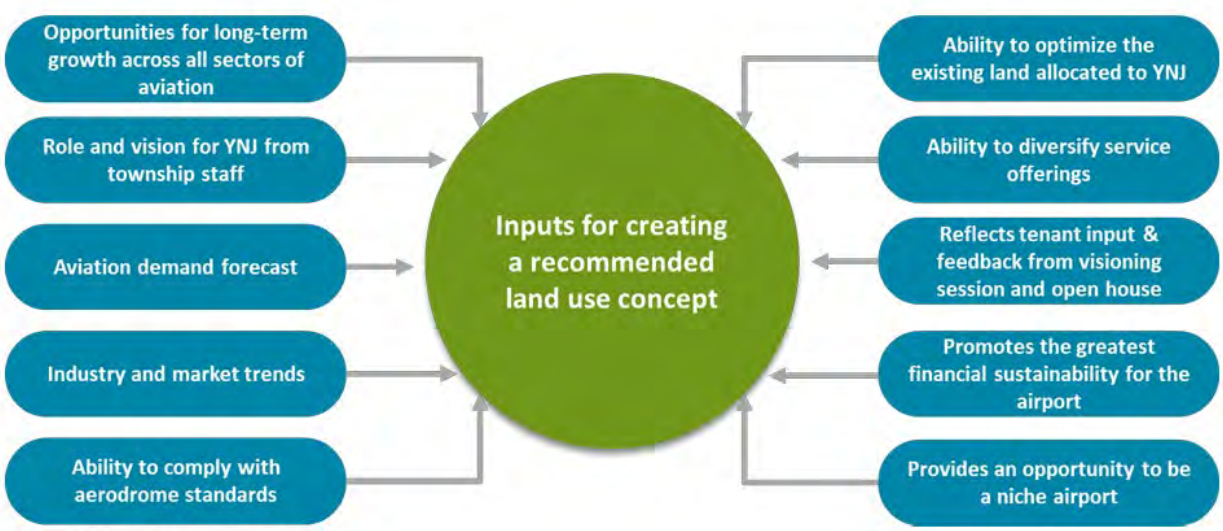
1.1 The Planning Process:

The land use plan addresses four (4) key factors:

1. Emerging trends in aviation – recognizing the evolving landscape of the aviation industry and how it impacts infrastructure needs.
2. Projected demand – accommodating 90,000–98,000 annual aircraft movements by 2044.
3. Regulatory compliance – ensuring alignment with Transport Canada and NAVCanada requirements to meet operational and safety standards.
4. Enhancing airport service and competitiveness – identifying facility improvements that can elevate the level of service, offer a competitive advantage, and diversify the airport's revenue streams.

Planning prioritized runways, taxiways, and areas for business aviation, emerging technologies, general aviation, the Canadian Museum of Flight, and non-aeronautical development. Nine (9) initial land use concepts were refined into three (3) options based on staff feedback. Following consultation with 100 stakeholders across eight (8) focus groups and a February 2025 open house with over 90 attendees, a final land use concept was developed.

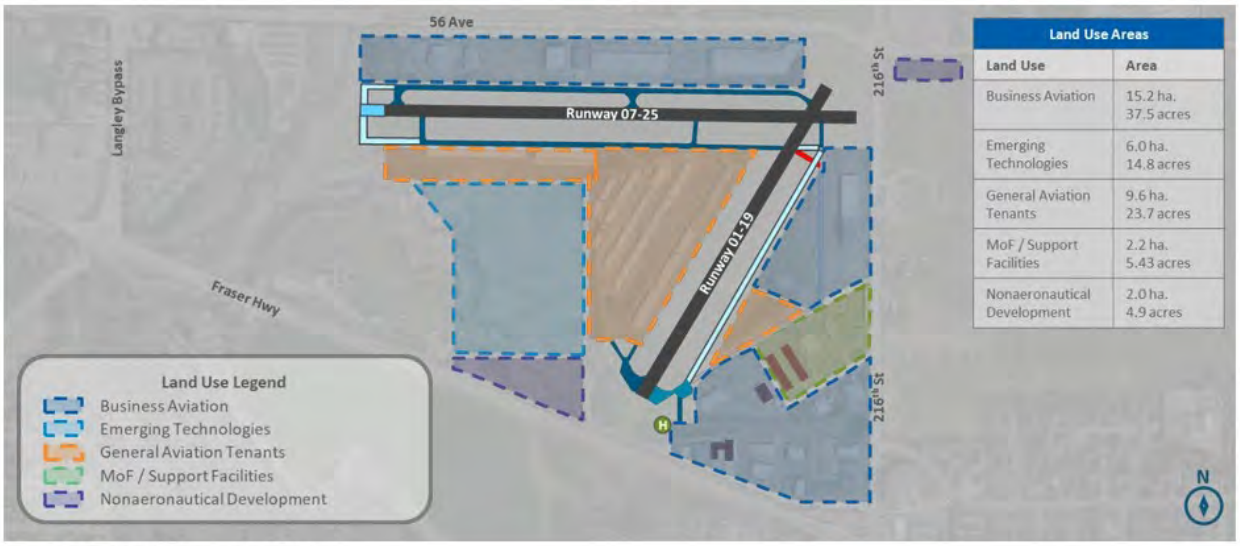
A summary of the inputs used to prepare the ultimate land use concept is as follows:



Source: InterVISTAS Consulting, 2025

1.2 The Ultimate Land Use Plan:

The recommended land use plan for Langley Regional Airport reflects stakeholder input, operational needs, long-term growth forecasts, and alignment with guiding principles. Each land use designation has been strategically placed to optimize operational efficiency, minimize disruption to existing activities, and support the airport's future development. The following section outlines the rationale for the placement and size of each designated land use area.



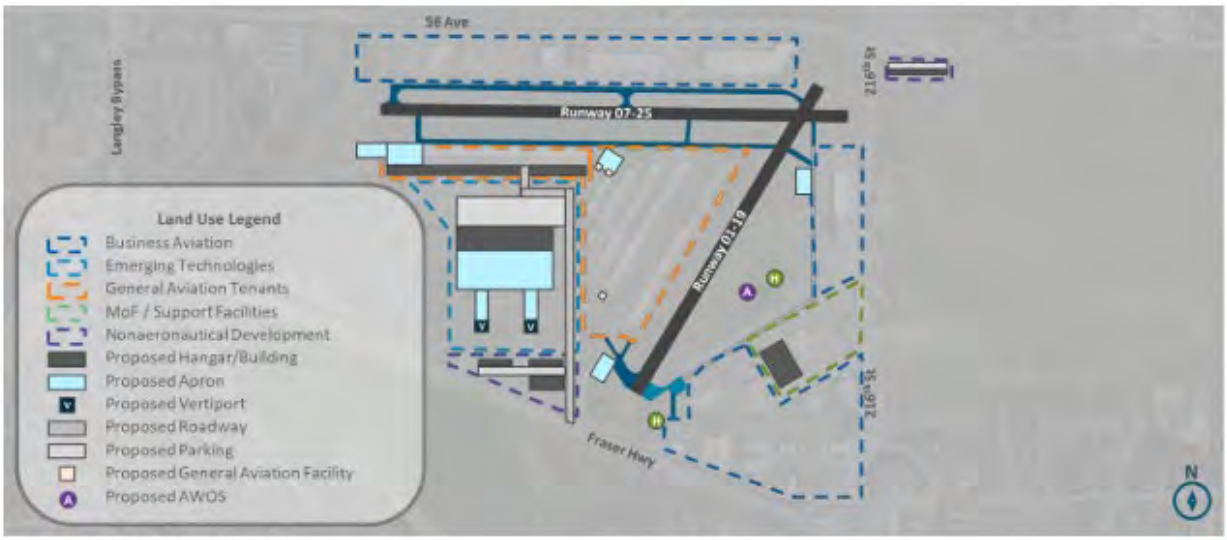
Source: InterVISTAS Consulting, 2025

The land uses have been strategically placed, and the rationale for the placement is as follows:

- Business aviation: located near the main terminal and Runway 07-25 for efficient access, with space for hangars, ramps, and offices to support growth.
- Emerging technologies: positioned for flexibility to accommodate advanced air mobility AAM (e.g., eVTOL aircraft), research labs, and innovation hubs, with proximity to transport corridors.
- General aviation tenants: situated in areas that provide convenient access to the runway system and hangar spaces. The general aviation area is designed to accommodate current demand while allowing for future growth.
- Museum of Flight and support facilities: placed for public accessibility, with space for exhibits and events, and flexibility for repurposing (e.g., for business or general aviation) if relocation occurs.
- Non-aeronautical development: designated on the eastern and southern sides for commercial, retail, or industrial uses to generate revenue with minimal operational impact.

1.3 Development Plan:

The following image outlines the development plan for the airport, which takes into account the recommended ultimate land use concept and identifies the optimal placement of facilities over the next 20 years. It is important to note that within this 20-year horizon, most of the existing facilities are expected to remain in place, with new developments and improvements built around them. The development plan is closely aligned with the CIP, reflecting the need for infrastructure to support ongoing growth and operational demands. While the exact shape and size of some facilities may vary depending on how demand materializes over time, the plan provides a general roadmap for the airport, guiding decisions on where and when to place specific facilities to meet future needs.



Source: InterVISTAS Analysis, 2025

2. 20-Year Capital Priority Plan:

The following CIP identifies capital projects to support YNJ's operations and growth over 20 years.

Capital Project	Cost
Runway 01-19 (1)	$ 8,190,000
Runway 07-25 (2)	$ 10,698,000
Taxiway system (2)	$ 7,438,000
Apron surfaces (2)	$ 14,404,000
Wash rack	$ 2,500
Self-service fuel facility (1)	$ 90,000
Standalone Restroom Facility (1)	$ 25,000
Run-up areas (2)	$ 80,000
Oil collector	$ 2,000
Meadow Property Site Prep (1)	$ 1,830,000
Emerging Technologies Facilities (1)	$ 20,000,000
Security Enhancements	$ 350,000
Westside Drainage & Paving Project (1)	$ 1,200,000
Winter Maintenance Equipment & Attachments	$ 225,000
Construct Combined Services Building	$ 3,000,000
Construct Flex Space (1)	$ 1,000,000
Marketing Plan/Strategic Rebranding	$ 50,000
AAM Feasibility Study	$ 32,000
Economic Impact Study	$ 25,000
Strategic Financial Assessment	$ 30,000
Purchase & Install AWOS (2)	$ 750,000
Runway 25 IFR Approach (2)	$ 30,000
Totals	**$ 69,451,500**

(1) Cost is assumed to be fully incurred by a third-party developer or private investment.
(2) Cost is assumed to be particularly paid through a federal, provincial or local grant.
Source: InterVISTAS Consulting, 2025

2.1 Funding Plan:

The CIP funding plan includes potential sources such as Township budgets, BC Airport Assistance Program (BCAAP), Canada Infrastructure Bank (CIB), and third-party investments. Funding availability is not guaranteed, and projects require Council approval or external grants.

Project	BCAAP	CIB	P3 / Private	Airport	Total
Runway 01-19	$2,000,000	$4,142,000		$2,048,000	$8,190,000
Runway 07-25	$2,000,000	$6,023,000		$2,675,000	$10,698,000
Taxiway system	$2,000,000	$3,578,000		$1,860,000	$7,438,000
Apron surfaces	$2,000,000	$8,803,000		$3,601,000	$14,404,000
Wash rack				$2,500	$2,500
Self service fuel facility			$90,000		$90,000
Restrooms			$25,000		$25,000
Run-up areas	$60,000			$20,000	$80,000
Oil collector				$2,000	$2,000
Meadow Property Site Prep			$1,830,000		$1,830,000
Emerging Technologies Facilities			$20,000,000		$20,000,000
Security Enhancements				$350,000	$350,000
Westside Drainage & Paving Project			$1,200,000		$1,200,000
Winter Maintenance Equipment & Attachments				$225,000	$225,000
Construct Combined Services Building		$3,000,000			$3,000,000
Construct Flex Space			$1,000,000		$1,000,000
Marketing Plan/Strategic Rebranding				$50,000	$50,000
AAM Feasibility Study				$37,500	$37,500
Economic Impact Study				$25,000	$25,000
Strategic Financial Assessment				$30,000	$30,000
Purchase & Install AWOS	$562,000			$188,000	$750,000
Runway 25 IFR Approach	$20,000			$10,000	$30,000
Totals	**$8,642,000**	**$25,546,000**	**$24,145,000**	**$11,124,000**	**$69,457,000**

Source: InterVISTAS Consulting, 2025

3. Short, Medium, and Long-Term Actions:

The following tables outline phased implementation, with grey bars indicating target timeframes, not project durations.

3.1 Short-Term Project Priorities:

Short-term projects (1–3 years) focus on addressing immediate needs without requiring significant capital investment. These initiatives were prioritized based on their ability to deliver immediate benefits at relatively low cost.

Project	Year '25	'26	'27
Advanced Air Mobility (AAM) Feasibility Study			
Runway 01-19 Rehabilitation (1)			
Wash Rack			
Oil Collector			
Marketing Plan/Strategic Rebranding			
Strategic Financial Assessment			
Economic Impact Study			

(1) Project time frame extends into 2030.

Source: InterVISTAS Consulting, 2025

3.2 Medium-Term Project Priorities:

Medium-term projects (4–10 years) align with strategic goals and have a high benefit to airport operations and expected readiness within a few years. They often require additional planning, design, or funding efforts before implementation.

Project	Year '28	'29	'30	'31	'32	'33	'34
Taxiway System Rehabilitation							
Apron Surfaces Rehabilitation							
Self-Service Fuel Facility							
Restrooms							
Meadow Property Site Prep							
Emerging Technologies Facilities							
Security Enhancements							
Winter Maintenance Equipment & Attachments							
Westside Drainage & Paving Project							
Construct Flex Space							

Source: InterVISTAS Consulting, 2025

3.3 Long-Term Project Priorities:

Long-term projects (10+ years) address future growth, infrastructure resilience, or evolving community needs. These initiatives typically involve complex planning, higher costs, or dependency on long-range funding sources.

	Year									
Project	'35	'36	'37	'38	'39	'40	'41	'42	'43	'44
Runway 01-19 Slurry and Crack Seal										
Run-up areas										
Construct Combined Services Building										
Purchase & Install AWOS										
Runway 7-25 Rehabilitation										
Runway 25 IFR Approach										

Source: InterVISTAS Consulting, 2025

Financial Implications:

Endorsement of the Langley Regional Airport 2045 Strategic Plan is conceptual and does not commit funding. Costs for phased actions will be addressed through existing operating budgets, the capital budget process, or council approval for grant applications or other funding mechanisms.

Respectfully submitted,

Patrick Sihota
AIRPORT MANAGER
for
ENGINEERING DIVISION

ATTACHMENT A Langley Regional Airport 2045 Strategic Plan Draft

LANGLEY REGIONAL AIRPORT 2045

Prepared for the Township of Langley

April 16, 2025

DRAFT



InterVISTAS

Executive Summary

The Langley Regional Airport 2045 plan for Langley Regional Airport (YNJ or Airport) was developed to provide a clear, long-term framework to guide responsible and sustainable land use decisions over the next 50 plus years, with a particular focus on supporting practical development opportunities over the next 20 years. Recognizing the airport's vital role in regional mobility, economic growth, and aviation history, this plan is intended to serve as an internal tool for the Township of Langley to ensure future investments are aligned with operational needs, industry trends, and stakeholder priorities.

As one of Canada's busiest general aviation airports, YNJ faces significant spatial constraints due to surrounding development. These limitations make strategic land use planning critical to accommodate projected growth, support a range of aviation and non-aviation activities, and maintain the airport's financial sustainability. The plan provides a flexible framework that supports phased, incremental development aligned with triggering events. Over the next 20 years, activity at the airport is projected to increase to between 90,000 and 98,000 annual aircraft movements, prompting the need for thoughtful infrastructure enhancements.

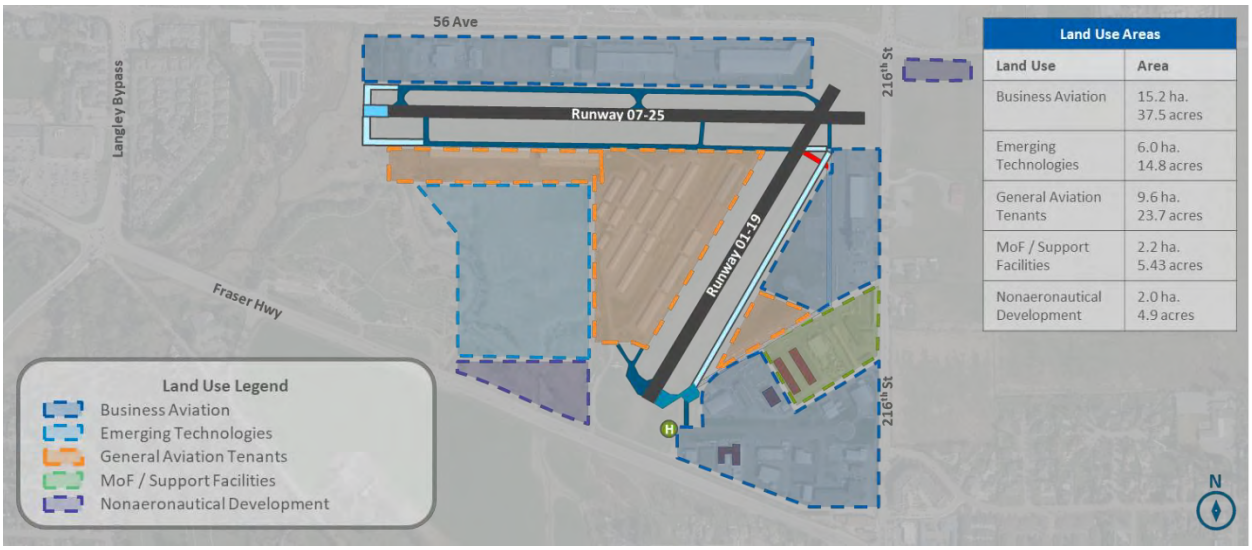
The development of this plan involved a multi-phased planning process rooted in both technical analysis and stakeholder engagement. In late 2024, a series of visioning sessions with Township staff and airport tenants helped establish shared priorities and identify future needs. These insights informed the creation of nine initial land use concepts, which explored various approaches for supporting aeronautical growth, emerging aviation technologies, and nonaeronautical development. The key elements of these concepts were integrated into three refined land use plans, which were presented at a public open house in February 2025. Over 90 tenants attended the event to provide feedback on the concepts.

Three formal recommendations were prepared and presented to the Mayor and Council for endorsement. These included: 1) The recommended land use concept for the Langley Regional Airport, 2) A 20-year Capital Improvement Plan outlining capital project priorities for the airport, and 3) A set of short-, medium-, and long-term actions to implement both the land use concept and the Capital Improvement Plan.

The following sections highlight the recommendations for the implementation of the strategic plan.

Land Use Plan

The following figure shows the recommended land use concept that was developed based on tenant feedback, Township input and technical analysis performed throughout the study. The concept preserves and expands general aviation on the west side of the airfield, strengthens business aviation capacity along the north side of Runway 07-25, and plans for the addition of a parallel taxiway to improve operational efficiency and unlock new development opportunities. The plan also designates land for the integration of emerging technologies, including infrastructure that may support Advanced Air Mobility (AAM), while maintaining and enhancing the role of the Museum of Flight. Limited nonaeronautical development is included to diversify revenue sources and improve service offerings for tenants and the public.



Source: InterVISTAS Consulting, 2025

Capital Improvement Plan (CIP)

This plan includes a 20-year Capital Improvement Plan (CIP) that identifies the capital project priorities for the Airport. The CIP was developed in collaboration with Township staff, who assessed various projects and funding scenarios. The CIP includes key projects such as runway and taxiway improvements, apron resurfacing, security enhancements, and the construction of a combined services building. It also identifies third-party investments, including private developers funding certain facilities like the self-service fuel station, emerging technologies campus and flex space. The total cost of the CIP is approximately $69 million over the next 20 years.

Short, Medium and Long-Term Actions

The recommended actions are proposed to begin in 2025 with an Advanced Air Mobility (AAM) feasibility study, positioning the airport as a leader in emerging technologies. Short-term priorities (1–3 years) include installing a wash rack and oil collector system, initiating Runway 01-19 rehabilitation, and conducting an economic impact study, brand awareness efforts, and a strategic financial assessment. Medium-term projects (4–10 years) focus on infrastructure upgrades such as taxiway and apron rehabilitation, a self-service fuel facility, constructing a restroom for general aviation tenants, Meadow Property site prep, and the development of emerging technology facilities. Security upgrades, winter maintenance equipment, drainage improvements, and flexible-use space will also support growth and opportunity at the airport. Long-term priorities (10+ years) include constructing run-up areas and a combined services building, installing an Automated Weather Observation System (AWOS), and implementing an IFR approach for Runway 25 to enhance operational reliability.

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1 Introduction

Langley Regional Airport (YNJ or Airport) is a key driver of economic and sustainable growth for the Township of Langley and the surrounding community. Serving as a hub for helicopter and general aviation activity, YNJ handles roughly 60,000 rotary and fixed-wing movements annually, making it one of the busiest general aviation airports in Canada. These operations contribute to both direct and indirect economic benefits, including job creation, personal income, and business growth. Located about one hour from Vancouver and Chilliwack, and approximately three hours by ferry from Victoria, the airport is ideally situated to serve as a gateway to additional markets. YNJ, formerly known as the Langley Prairie Airport, plays a vital role in preserving aviation history. It is home to the Canadian Museum of Flight and serves as a base for the Royal Canadian Air Cadets.

Opened in 1945, the airport has experienced significant growth. However, surrounding development has landlocked the airport, limiting its ability to expand beyond its current footprint in addition to site constraints such as riparian areas, environmental considerations, Agricultural Land Reserve (ALR), and compatibility with surrounding land uses. As a result, the Township of Langley, the airport's owner and operator, must strategically accommodate the diverse needs of its tenants within the existing space.

In 2024, the Langley Township Council endorsed a motion directing the airport to undertake a strategic planning initiative. The original motion called for the development of a strategic plan titled *Langley Regional Airport 2045*, focusing on the airport's needs over the next 20 years. However, as the planning process evolved, it became clear that a longer-term perspective was necessary to establish a strong foundation for future development. Additionally, a growing need emerged to address key land use challenges related to the future use of airport property. During consultation and outreach with airport tenants, this study was referred to as the *Strategic Land Use Plan* to reflect its focus on these core issues. As a result, some references in this report may mention the *Strategic Land Use Plan*, which is the same as this study the *Langley Regional Airport 2045*.

Inter*VISTAS* Consulting was engaged by the Township of Langley to provide a long-term framework to guide responsible and sustainable land use decisions over the next 50 plus years, with a particular focus on supporting practical development opportunities over the next 20 years. This is the first time the airport will have a clearly defined long-term vision, which will serve as a framework for determining the future placement of various facilities. This proactive approach ensures that future facility requests align with the airport's broader objectives. The project's goal was defined in collaboration with Township staff, as illustrated in the figure below.

"Create a strategic plan to optimize available land at Langley Regional Airport that promotes long-term economic growth, compatible with tenant and user operations, aligns with industry trends, and promotes development for the community."

This report provides a summary of the analysis, findings, and recommendations for the Langley Regional Airport on the Langley Regional Airport 2045 plan. The report highlights key project objectives, insights from a visioning session with the Township and airport tenants, documentation of existing conditions, a demand forecast for aviation activity, and the future facility requirements to meet that demand. It also outlines the process and requirements used in developing initial alternative land use concepts, tenant feedback on these concepts, as well as a development strategy and capital plan to support the recommended land use plan. Finally, the report suggests actions and next steps for Township staff to take in order to progress towards developing a world-class facility.

1.1 Project Objectives

The primary objective of preparing a strategic land use plan for the Langley Regional Airport is to create an internal tool that will guide the airport's future development in a thoughtful and structured manner. This plan is designed to provide a long-term vision for the airport's growth over the next 50 years, with a particular focus on supporting practical development opportunities over the next 20 years.

Importantly, the plan is intended to be a flexible framework that does not disrupt existing tenants or their operations. The goal is not to impose immediate or significant changes but to implement a gradual and incremental approach that will allow for the phased integration of new facilities and infrastructure as demand evolves. This ensures that tenants can continue their current operations smoothly, while future enhancements are made in alignment with the broader strategic vision.

The strategic land use plan will also serve as a reference point for future decision-making and planning, helping stakeholders to prioritize development initiatives, optimize space utilization, and foster long-term sustainability. By taking a thoughtful, incremental approach to change, the plan will help maintain the airport's operational efficiency while setting a clear direction for its future growth.

1.2 Guiding Principles

To make sure the strategic land use plan was developed in a manner that provides the necessary aviation facilities and services needed to strengthen the economic growth of the airport and wellbeing of the community, this project established various principles intended to achieve the general goals and objectives of Township staff, tenant needs and reflect community values. These principles are defined below.

- **Compliance with Aerodrome Standards**: All development and operations at Langley Regional Airport meet Transport Canada and NAVCanada standards for safety, efficiency, and regulatory compliance.
- **Long-Term Growth Opportunity**: The plan should consider the airport's capacity for future expansion and its ability to accommodate long-term growth. This principle ensures that the airport is positioned to adapt and evolve to meet increasing demand over the next several decades while staying ahead of industry trends and future aviation needs.

- **Ability to Optimize Land Uses**: The airport is landlocked, which requires a highly strategic and creative means for maximizing available land. Effective land use planning is essential to fostering a sustainable and productive airport environment. This approach ensures a balanced mix of aviation and non-aviation activities that align with the airport's objectives and the broader community's needs.

- **Capacity to Diversify Service Offerings**: A diversified range of services can help the airport cater to a wider array of aviation activities and industries. This principle promotes expanding service offerings such as accommodating companies that support emerging technologies, training facilities and large maintenance services to boost the airport's overall value. Non-aeronautical services, such as restaurants, hotels, and business centers, can be lucrative; however, it is important to prioritize aeronautical needs first to allow for adequate capacity and operational flexibility to prevent constraints that could hinder future airport growth and efficiency.

- **Greatest Opportunity to Be a Niche Airport:** Positioning Langley Regional Airport as a niche airport with a specialized focus can help it stand out in the broader aviation market. This principle encourages identifying unique areas of strength, such as serving a specific sector or type of aviation activity, to differentiate the airport and attract specialized users. Additionally, this principle focuses on opportunities to capitalize on certain industry trends such as the movement towards electrically powered aircraft.

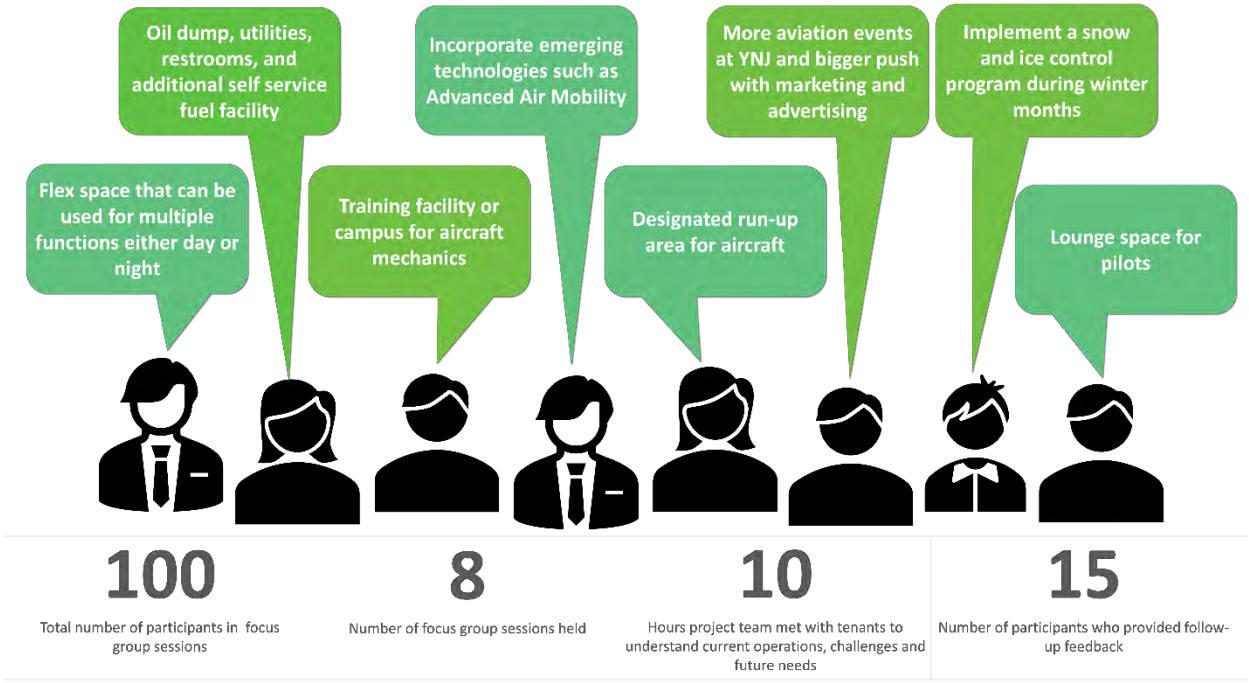
- **Financial Sustainability:** Ensuring the airport's long-term financial health is vital for its continued success. This principle stresses the importance of creating a land use plan that promotes revenue generation, reduces operational costs, and attracts investments to ensure the airport remains financially viable for decades to come.

- **Community Pride in Langley Regional Airport:** The proposed land use plan should transform the airport into a vibrant hub of aviation excellence and community connection. Strategic land use decisions should position the airport as a valued community asset and a catalyst for economic growth and innovation, one that residents take pride in calling their hometown airport.

2 Airport Land Use Visioning

In early November 2024, a series of visioning sessions were held with Langley Regional Airport tenants and members of the Township of Langley. These collaborative discussions aimed to gain a comprehensive understanding of the current operations, identify existing constraints and challenges, and explore the future needs and desires for the airport. By engaging key stakeholders, the sessions provided valuable insights into the opportunities for growth and development at the airport. This process helped shape a shared vision for the airport's long-term direction, ensuring that the strategic land use plan addresses both the immediate requirements and future aspirations of those directly involved with the airport's operations and community.

A summary of the input received from tenant and Township staff along with key metrics of the extent of tenant engagement can be found in the following figure.



Source: InterVISTAS Consulting, 2025

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3 Inventory of Existing Conditions

The existing conditions inventory provides an overview of the current state of facilities at Langley Regional Airport. This includes a description of the airside facilities, land uses, and financial performance of the airport. The data for this assessment was gathered through on-site visits, interviews, and a review of previous reports and documents published or in the possession of the Township.

3.1 Facility Overview

The Langley Regional Airport operates under Transport Canada TP 312, 4th edition requirement, according to the Airport Operations Manual dated July 31, 2024. This section summarizes airfield facilities at YNJ. The airfield consists of runways, taxiways, and aircraft parking aprons. Additionally, this section also outlines the navigational aids offered at YNJ and current pavement conditions in meeting requirements outlined by Transport Canada. The figure below shows a graphical representation of the airfield and key facilities at the airport.



Source: InterVISTAS Consulting, 2025

3.1.1 Runway System

The YNJ airfield has two runways, one oriented east and west, while the other on a northeast to southwest orientation. Each runway is similarly capable of accommodating light general aviation aircraft weighing under 12,500 lbs. Runway characteristics are summarized in the following table.

Characteristic	Rwy 01	Rwy 19	Rwy 07	Rwy 25
Reference Code	1B Non-Instrument	1B Non-Instrument	1B Non-Instrument	1B Non-Instrument
Aircraft Group Number	I	I	I	I
Runway Length	640.0 m (2100 ft)	640.0 m (2100 ft)	836.2 m (2743 ft)	836.2 m (2743 ft)
Runway Width	22.9 m (75 ft)	22.9 m (75 ft)	22.9 m (75 ft)	22.9 m (75 ft)
Threshold Location (Lat./Long.)	N49° 05’ 54.58” W122° 37’ 49.03”	N49° 06’ 12.22” W122° 37’ 32.48”	N49° 06’ 11.04” W122° 38’ 11.25”	N49° 06’ 10.40” W122° 37’ 30.04”
Threshold Elevation	9.14 m (30 ft)	10.23 m (34 ft)	8.32 m (27 ft)	9.94 m (33 ft)
Threshold Displacement Length	31.77 m (104.2 ft)	29.31 m (96.2 ft)	199.34 m (654 ft)	104.63 m (343 ft)
Displaced Threshold Location (Lat./Long.)	N49° 05’ 55.41” W122° 37’ 48.25”	N49° 06’ 11.46” W122° 37’ 33.19”	N49° 06’ 10.89” W122° 38’ 01.52”	N49° 06’ 10.48” W122° 37’ 35.11”
Displaced Threshold Elevation	9.19 m (30 ft)	10.18 m (33 ft)	8.75 m (29 ft)	9.94 m (33 ft)
Clearway Length	30.5 m (100 ft)	30.5 m (100 ft)	N/A	N/A
Approach Type	Visual	Visual	Visual	Visual

Source: YNJ AOM Edition 9.1 (Final), 2024

3.1.2 Taxiway System

The taxiway system at Langley Regional Airport consists of nine taxiways, one of which is uncontrolled. Taxiways A and C provide access to the south side of Runway 01-19, while Taxiway G offers access to the north end of the runway. Taxiway J provides access to the west side of Runway 07-25, Taxiway B provides access to the east side and finally Taxiway H connecting into Taxiway G provides access to the north. Taxiways K and E function as exit taxiways for Runway 01-19, allowing aircraft to move from the east to the west side of the airfield. Taxiways F and H serve as exit connectors for Runway 07-25. Finally, Taxiway D links movements from the run-up area near Taxiway A to operators located on Apron III.

3.1.3 Apron Areas

Aprons and hangars allow operators the option to park and/or store their aircraft. The airport has approximately 26,000 square meters (275,000 square feet) of apron space. The airport has three designated apron spaces, Apron I, Apron II and Apron III.

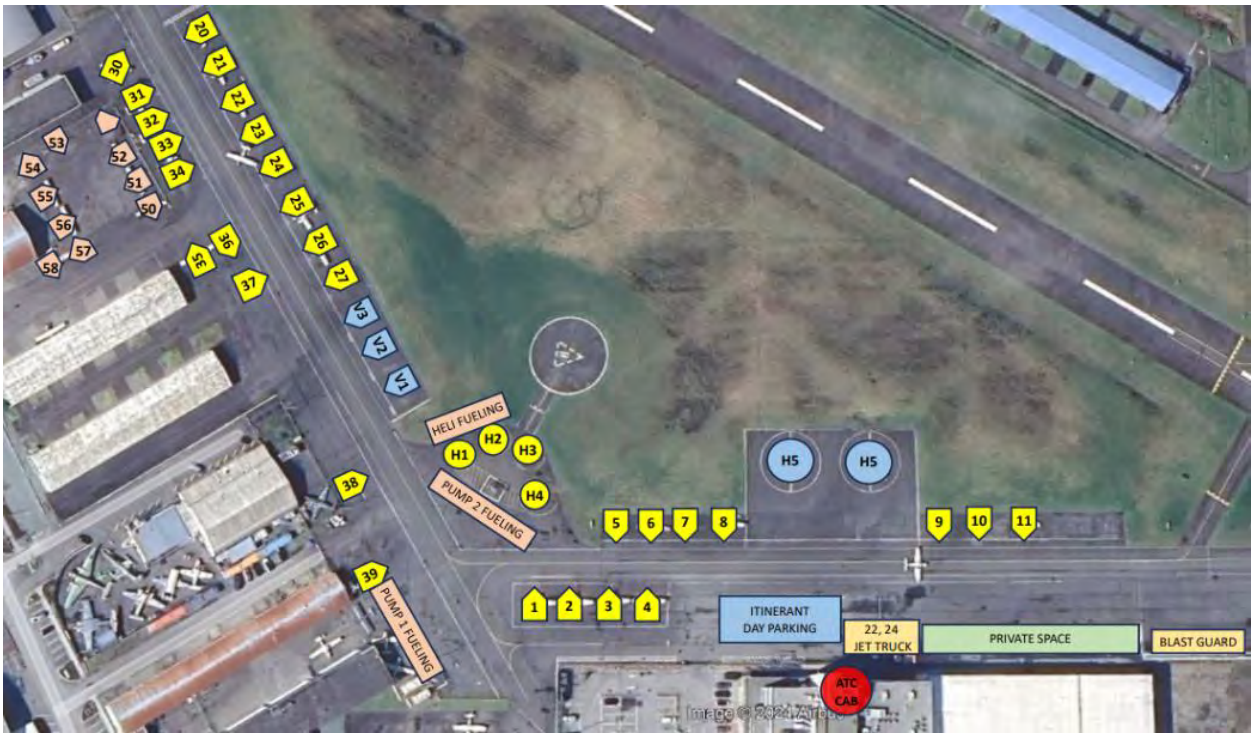
Apron I, which is the farthest north apron, is located adjacent to the terminal building. The apron covers 8,802 square meters (94,722 square feet) and is used to tie-down based aircraft along with parking positions for transient aircraft. This is the only location at the airport where transient parking occurs.

Apron I has a total of 11 tie-downs and two helipads, along with space for day parking for itinerant aircraft. Additionally, this is where fuel and Township vehicle parking take place.

Apron II is located just to the south of Apron I and is the largest apron covering 11,825 square meters (127,283 square feet) and is exclusively leased out to tenants. Apron II has a total of 31 tie-down positions and four helicopter pads.

Apron III, the smallest of the three aprons, is located south of Apron II and covers an area of 4,965.5 square meters (52,674.2 square feet). The apron is primarily used for aircraft circulation and some aircraft storage. However, specific parking locations have not been designated, as the capacity for aircraft parking positions depends on the tenant.

Tiedown configuration for both Apron I and II can be found in the following graphic.



Source: YNJ Tiedown Layout, August 2024

3.2 Existing Land Uses

Understanding the current land uses at Langley Regional Airport is a critical foundation for developing a long-term strategic land use plan. For this project, the existing land uses at Langley Regional Airport have been specifically defined to provide a clear foundation for long-term planning. These land uses include Business Aviation, Emerging Technologies, General Aviation Tenants, the Museum of Flight (MoF) and Support Facilities, as well as Nonaeronautical Development. These categories for land uses were developed in combination with the Township and feedback from airport tenants. Defining land uses into major categories is important for developing a strategic land use plan that allows future growth to align with operational needs, regulatory requirements, and economic development goals. By evaluating the

current land use framework, the plan can identify opportunities for optimization, expansion, and integration with regional development trends, allowing the airport to remain a vital asset over the next 50 years.

The figure below outlines the various land uses associated with this project and provides their respective definitions.



Source: InterVISTAS Consulting, 2025

It is important to note that, based on tenant feedback, it was determined that helicopter operators would be grouped under the business aviation land use. Moving forward in this document, there will be no further mention of helicopter operators separately, as they are included under business aviation.

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Applying the defined land use categories to Langley Regional Airport's existing layout, the airport supports a diverse mix of aviation activities with designated areas for business aviation, general aviation tenants, the Museum of Flight (MoF) and support facilities.

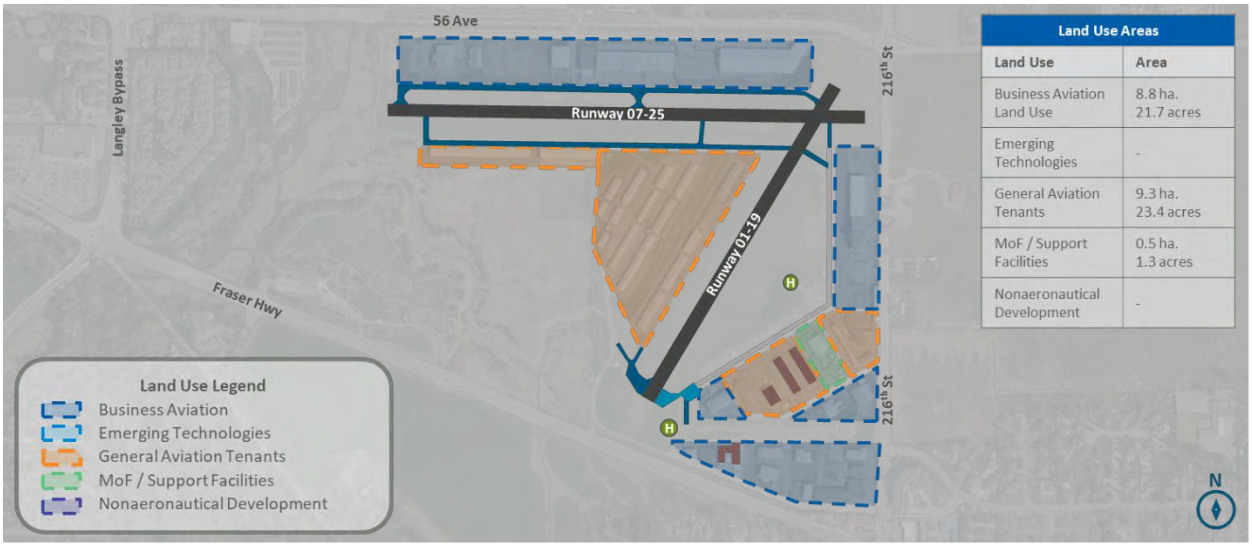
General aviation tenants occupy the largest developed portion of the airport, covering approximately 9.3 hectares (23.4 acres). Most of these tenants are located west of Runway 01-19, just south of Runway 07-25, where privately built facilities operate under ground leases with the Township. A smaller number of general aviation tenants are situated east of Runway 01-19, along Apron II, where Hangars 4 and 5 are owned by the Township, are leased to general aviation tenants. Additionally, two small T-hangars east of the MoF also support general aviation tenants under third-party ownership, with the Township maintaining a ground lease for the land beneath these hangars.

Business aviation activities occupy approximately 8.8 hectares (21.7 acres), with operations spread throughout the airport. The largest concentration of business aviation is located on the north side of the airport, while the terminal and aircraft parking around Apron I also serve business aviation users. Apron III is designated as business aviation in this study due to the nature of its operations, which include aircraft maintenance, helicopter activity, and corporate aviation facilities. While most hangars along Apron III were privately constructed, one is owned by the Township, Hangar 17.

The MoF and support facilities occupy 0.5 hectares (1.3 acres), primarily on the east side of the airport, adjacent to the Township-owned general aviation hangars. The Township also leases a portion of a hangar along 216th Street for maintenance storage.

Although emerging technologies and nonaeronautical development do not currently have designated areas, stakeholder input during the visioning phase emphasized the importance of incorporating these land uses into the airport's future land use strategy to support long-term growth and align with the project's key objectives.

The following graphic illustrates the existing land use layout at Langley Regional Airport.



Source: InterVISTAS Consulting, 2025

3.3 Financial Overview

This section provides a high-level overview of the Airport's historical operating revenues and expenses. Understanding historic operating revenues and expenses is essential when preparing a long-term land use strategy for an airport because it provides a financial foundation for decision-making. Historical financial information is important to evaluate because of the following:

- Historical revenue and expense data help identify trends in financial performance to assess the airport's long-term fiscal health.
- Analyzing past financials helps determine which revenue streams are most profitable and where cost efficiencies can be improved, guiding decisions on future land development and capital investments.
- Understanding historical financial trends can reveal shifts in demand for aeronautical and non-aeronautical uses, helping the airport align land use with market opportunities.
- Reviewing past revenues and expenses allows for better risk assessment by identifying potential financial vulnerabilities, such as reliance on volatile revenue sources or increasing operational costs.

Langley Regional Airport essentially operates under a "landlord" style management structure, except for three lots, whereby the Airport leases land to tenants under established development requirements. Tenants develop land according to their individual business needs and contractual lease conditions. The Township of Langley reviews and approves each development based on guidelines and airport staff recommendations to ensure responsible land use.

The Airport generates revenue through land leases, rates and charges from tenant and user activities, as well as other sources such as service fees, fuel sales, lease revenue, and property taxes. Property taxes that are received from airport tenants are assumed to go back into the airport's general fund. These revenues are used to fund airport operations and capital improvements. Operating expenses primarily consist of fuel purchases, staff salaries, and other necessary expenditures to maintain safe and efficient airport operations.

Between 2019 and 2023, Langley Regional Airport's total operating revenue increased from $1.6 million to $2.2 million. However, operating expenses also rose from $1.4 million to $2.2 million. While the airport has maintained a surplus during this period, it continues to operate with narrow financial margins. Additionally, external factors such as the COVID-19 pandemic, supply chain disruptions, and inflation-driven cost increases have influenced financial performance. All financial data presented in the following table aligns with the Airport's Fiscal Year (FY), which follows the calendar year.

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	2019	2020	2021	2022	2023
Revenues:					
Sales of Service / Misc Rev	-$38,962	-$47,791	-$46,295	-$39,657	-$51,756
Fuel Sales	-$958,302	-$885,604	-$1,139,389	-$1,298,930	-$1,198,424
Lease Revenue	-$552,736	-$583,025	-$602,360	-$687,804	-$819,571
Property Tax	-$118,537	-$166,183	-$184,339	-$180,562	-$175,881
Airport Reserve	$0	$0	$0	$0	$0
Total Revenues:	-$1,668,538	-$1,682,602	-$1,972,382	-$2,206,952	-$2,245,632
Expenses:					
Fuel Purchases	$714,436	$576,411	$807,833	$1,004,119	$903,374
Airport Operating Expenses	$701,288	$834,535	$964,283	$968,399	$1,338,354
Total Expenses:	$1,415,724	$1,410,946	$1,772,116	$1,972,517	$2,241,728
(Surplus to Reserve) / Deficit	**-$252,814**	**-$271,656**	**-$200,266**	**-$234,435**	**-$3,904**

Source: Langley Regional Airport, 2024

It should be noted that Council made a motion in Summer 2024 for Langley Regional Airport to review operating expenditures to improve operational efficiencies. The improved operational efficiencies have resulted in approximately $200,000 in expected savings.

As the Township of Langley moves forward with implementing a strategic land use plan that serves the needs of the Township, tenants, and the broader Langley community, identifying additional revenue sources will be critical. Potential funding options may include expanding land lease opportunities, securing grants, or attracting third-party investments. Later sections of this report will explore these potential funding sources to support the long-term strategic land use plan.

4 Aviation Demand Forecast

A key component of developing a long-term strategic land use plan for an airport is estimating future aircraft movements over a defined planning period. This section outlines the projected activity levels at Langley Regional Airport and details the methodology and assumptions used to estimate these volumes.

It is important to note that this study did not generate a new aviation demand forecast. Instead, it builds upon a previously prepared aviation demand forecast, validating its assumptions and applying the same methodology to ensure consistency.

The primary purpose of incorporating an aviation demand forecast into long-term land use planning is to provide a data-driven foundation for decision-making. This forecast serves as an analytical tool to help justify the strategic direction of the land use plan, whether it supports overall growth, contraction, or a combination of both, depending on the defined land use objectives. However, the aviation demand forecast should not be the sole determinant of the long-term land use strategy. Rather, it should be used in conjunction with other planning considerations to support and justify the overall vision for the airport's future development.

4.1 Forecast Scenarios and Assumptions

To account for the inherent uncertainties in forecasting, developing multiple scenarios is a best practice in evaluating future demand. Scenario-based forecasting allows for a range of potential futures, allowing land use strategies to remain adaptable and resilient under different conditions. By evaluating multiple scenarios, a land use strategy can be defined as both flexible and forward-looking. For instance:

- If high growth is anticipated, the airport may prioritize preserving land for future aeronautical expansion, such as additional hangars, taxiways, or terminal space.
- If demand remains stable, the focus might shift toward optimizing existing facilities and identifying opportunities for non-aeronautical development to diversify revenue streams.

Two growth scenarios were previously defined under prior forecasting efforts. Scenario 1 reflects an aggressive growth trajectory, driven by increased flight training, the introduction of commercial services, and infrastructure expansion. Scenario 2 assumes slower growth with fewer infrastructure investments, resulting in a more conservative estimate. A list of assumptions are provided on the following table.

Scenario No.1 Assumptions	Scenario No.2 Assumptions
• Near term: Resurgence of growth following COVID impact • Resident flying schools keen to expand student intake • Increase in local population, increasing demand for flight training • Future airport development proposals including the addition of a/c parking/taxiways and runway extension • Introduction of regional commercial service	• Near term: negative GDP per capita growth • Mid/long term lackluster real GDP growth • Discouragement of movement growth • Minimal flight school activity • ATC limiting zone activity • No emergence of new anchor tenants

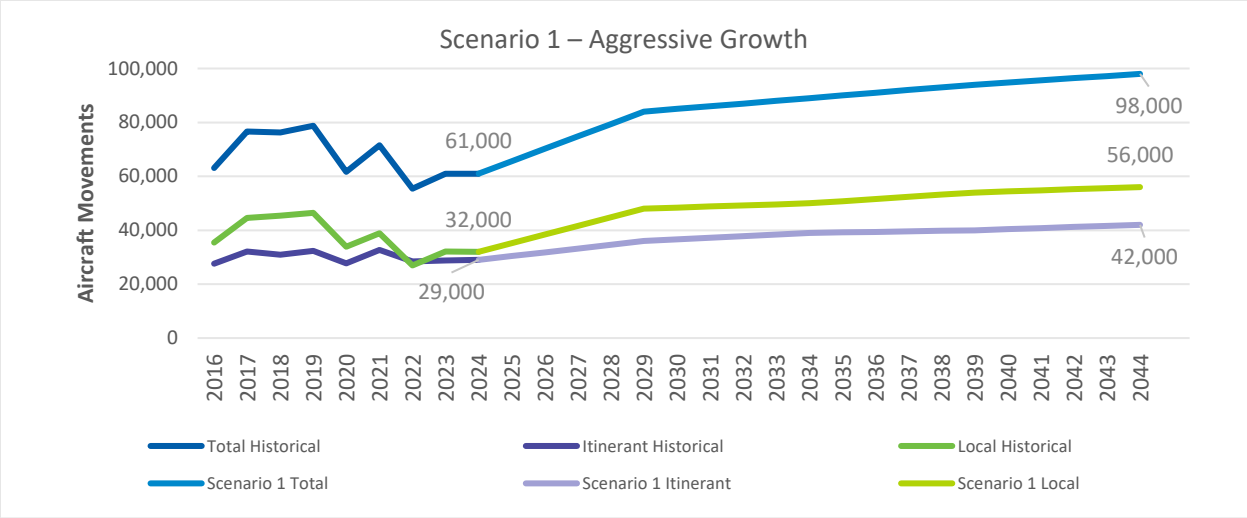
B&A Airport Planners Inc., 2023

4.2 Aircraft Movement Forecasts

The following graphs summarize the projected demand for aircraft movements over a 20-year period, as provided in prior aviation demand forecasting efforts for Scenario 1 and Scenario 2. Additionally, the graphs illustrate ten years of historical aircraft movements.

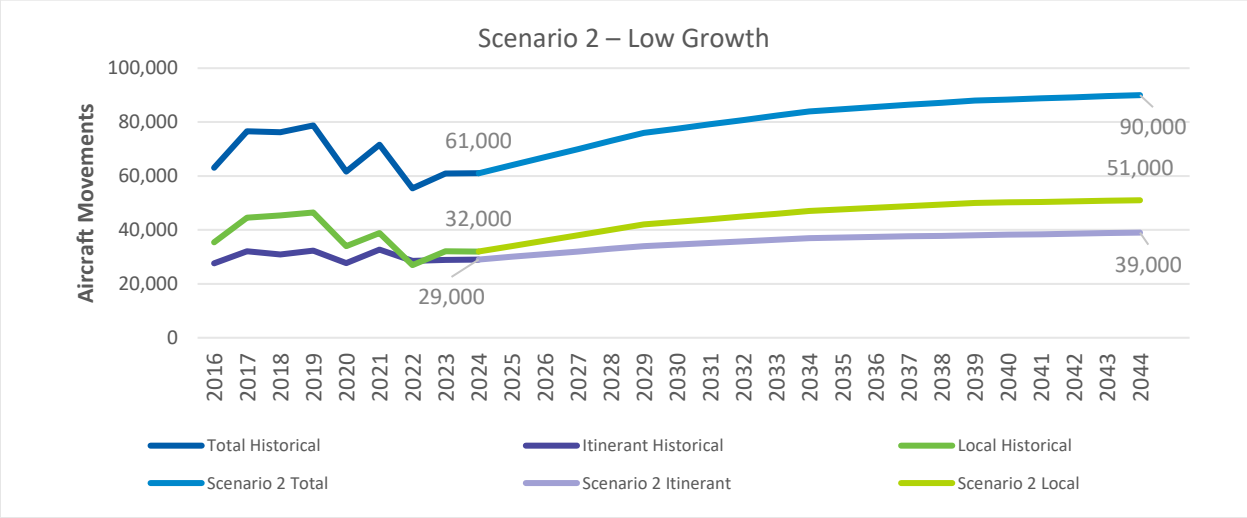
With 2024 as the base year, total aircraft movements were recorded at 61,000, with a relatively even split between local movements (32,000) and itinerant movements (29,000). This base-year activity level is lower than the peak of approximately 80,000 movements observed over the past decade. However, the decline in activity leading up to 2024 can be attributed to significant economic events, including the COVID-19 pandemic, supply chain disruptions, and inflationary pressures, all of which impacted both airport-based operators and visiting aircraft. In recent years, as economic conditions have stabilized, aircraft movements have been trending upward.

Scenario 1, outlined below, projects that by the end of the forecast period in 2044, total aircraft movements will reach 98,000, including 56,000 local movements and 42,000 itinerant movements.



Source: InterVISTAS Consulting, 2025

Scenario 2, as shown below, forecasts 90,000 total movements by 2044, consisting of 51,000 local movements and 39,000 itinerant movements.



Source: InterVISTAS Consulting, 2025

Both forecast scenarios assume an unconstrained environment, meaning they do not account for potential capacity limitations at the airport. In reality, like many other airports, Langley Regional Airport does not operate in an unconstrained setting. The ability to accommodate the projected growth will depend on the availability of facilities such as hangars, aprons, and other aeronautical infrastructure.

Currently, the airport is nearing capacity from a facilities perspective. Discussions with airport tenants and Township staff indicate that without additional aeronautical development, accommodating future demand will be challenging. To support growth, strategic facility improvements will be necessary. Later sections of this report will explore the types of aeronautical facilities that could be developed to align with forecasted demand and ensure the airport's long-term sustainability.

5 Facility Requirements

Facility requirements are a vital component of any strategic land use plan for an airport. They outline the infrastructure and operational spaces necessary to support both current and future airport activities, ensuring the airport can accommodate projected growth in aviation demand, maintain operational efficiency, and promote long-term sustainability. Clearly defining these requirements is crucial for developing a land use plan that is both realistic and forward-thinking.

The facility requirements that will shape the strategic land use plan for Langley Regional Airport are influenced by four key factors:

- **Emerging Trends in Aviation** – Recognizing the evolving landscape of the aviation industry and how it impacts infrastructure needs.
- **Projected Demand** – Based on aircraft movement forecasts, as discussed in the previous section, to ensure capacity aligns with future activity.
- **Regulatory Compliance** – Ensuring alignment with Transport Canada and NAVCanada requirements to meet operational and safety standards.
- **Enhancing Airport Service and Competitiveness** – Identifying facility improvements that can elevate the level of service, offer a competitive advantage, or diversify the airport's revenue streams.

This section is organized into specific focus areas, allowing for a comprehensive assessment and definition of future facility requirements for each functional area of the airport.

- Emerging Trends
- Airfield Design
- Aircraft Parking and Storage
- Aviation Support Facilities
- Amenities and Additional Service Offerings

5.1 Planning Activity Levels

There is a level of uncertainty associated with long-range demand forecasting and associated planning of airport facilities. In light of the variability and to avoid pegging development to a particular year, planning activity levels (PALs) are used to inform the future levels of activity at which a facility's capacity needs to be increased. PALs help to disassociate projects from specific years as realized activity levels may occur earlier or later than the forecast predicts, and it allows airport management to accelerate/decelerate capital projects based on how demand occurs.

The 20-year aviation demand forecast projects roughly 90,000 to 98,000 aircraft movements depending on the scenario. Given the forecast trajectory, four future PALs were identified to trigger facility improvements to meet demand levels. The PALs and the associated levels of activity are defined in the table below. PAL 4 is well beyond the baseline forecast planning horizon but provides an ultimate build condition to help inform earlier PALs.

Activity	Planning Activity Level				
	2024	PAL 1	PAL 2	PAL 3	PAL 4
Aircraft movements	61,000	80,000	90,000	100,000	120,000

Source: InterVISTAS Consulting, 2025

5.2 Emerging Trends

As the Airport plans for the future, it is important to consider emerging trends in the aviation industry, particularly those that will have a direct impact on the airport's operations, infrastructure, and long-term viability. Aviation is a dynamic industry, with technological advancements often driving significant transformations. The pace of development is expected to continue accelerating, requiring airports to remain adaptable and responsive to changing conditions. By closely monitoring industry trends, YNJ can better anticipate and prepare for probable shifts in pilot demographics, aircraft technologies, and regulatory policies that will shape future airport needs.

5.2.1 Changing Pilot Demographics and Recreational Flying

One of the most significant trends affecting general aviation airports is the shifting demographics of pilots. Over the past decade, there has been a decline in the number of pilots aged 40 to 60, a group historically engaged in recreational flying. This demographic shift has contributed to a corresponding decrease in recreational flight activity at many airports. As pilot training and recruitment efforts adapt to address this trend, airports must consider how changes in flight training demand and recreational aviation participation will influence facility needs, hangar space, and service offerings.

5.2.2 Electrical Aircraft and Sustainable Aviation

Aviation trends like electric aircraft, environmental stewardship, and new aircraft designs will influence airport facility requirements. Electric aircraft have the potential to usurp traditional fossil fuel aircraft currently used in flight training and recreational flying. Electric aircraft engines, currently being tested for certification, would simultaneously reduce operational costs, noise and carbon dioxide emissions, making small aircraft operations more affordable and environmentally friendly. This shift will effect airport facilities by requiring improvements like electric charging ports and it could affect airport capacity and storage needs if small aircraft operations increase. Necessary upgrades or extension of electrical lines serving YNJ should be considered as well as strategic locations for battery charging stations, timing to implement improvements, and adjustments to financial policies which recapture operating revenues lost by decreasing fuel sales.

5.2.3 Advanced Air Mobility (AAM)

Another trend in aviation is the emergence of Advanced Air Mobility (AAM), which aims to transform the movement of people and goods using innovative, electric, and autonomous aircraft technologies. AAM includes Urban Air Mobility (UAM), which focuses on shorter intra-city flights, and Regional Air Mobility (RAM), which supports longer route connectivity. This sector is driven by advancements in electric vertical takeoff and landing (eVTOL) aircraft, automation, and airspace integration technologies, all of which promise to enhance mobility, reduce environmental impact, and improve access to remote or congested areas.

As a growing regional airport with proximity to the Vancouver metropolitan area, Langley Regional Airport is well-positioned to play a role in the future of AAM. Considering AAM in the airport's strategic land use plan allows YNJ to remain adaptable to future industry shifts and can capitalize on new opportunities. There are several key reasons for considering the integration of AAM into Langley Regional Airport's long-term plan:

- **Infrastructure Readiness** – AAM operations will require designated infrastructure, including vertiports, charging stations, and dedicated airspace corridors. By planning for these elements now, YNJ can position itself as a leader in AAM adoption.
- **Regional Connectivity** – AAM has the potential to enhance connections between Langley and other regional hubs, including Vancouver and other key destinations in British Columbia. This could reduce travel times and provide a viable alternative to congested road networks.
- **Economic and Business Opportunities** – The integration of AAM could attract investment from emerging aerospace companies, technology developers, and air taxi service providers. This aligns with YNJ's goal of diversifying revenue streams and enhancing its role as an economic driver in the region.
- **Sustainability and Noise Reduction** – AAM is largely focused on electric and hybrid propulsion systems, which produce lower emissions and reduce noise pollution compared to traditional aircraft. Supporting AAM aligns with broader environmental goals and enhances community acceptance of aviation activity.
- **Regulatory and Airspace Planning** – As Transport Canada and NAVCanada establish AAM regulations, airports that proactively plan for integration will be better positioned to receive funding, infrastructure approvals, and early adoption opportunities.

5.2.4 Other Notable Trends

Some other high-level trends occurring in the aviation industry include:

- The demand for small aircraft is declining as fewer individuals pursue pilot certificates for recreational flying.

- The cost of flying has risen significantly, particularly due to the increase in aviation gasoline prices, which have more than quadrupled over the past 20 years.
- Growing public awareness of environmental impacts has led many communities to prioritize reducing aviation-related emissions, alongside efforts to minimize industrial carbon footprints. Additionally, airports are increasingly recognized as critical assets in community resiliency plans for disaster response and recovery.

5.3 Airfield Design

This section summarizes the evaluation of runways, taxiways/taxilanes and navigational aids required to meet forecasted demand levels and to comply with Transport Canada and NAVCanada requirements.

5.3.1 Runway Design

The following subsections summarize the existing runway design to meet both current and future demand. Runway criteria examined in this section include length, width, shoulders, strength, protection zones, and separation standards.

5.3.1.1 Runway Length Requirements

Runway length requirements are primarily determined by the takeoff and landing performance of aircraft operating at the airport. The takeoff distance is typically the most demanding factor, influenced by aircraft type, airport elevation, and prevailing weather conditions. These conditions are summarized in the table below.

Airport Characteristic	Value
Airport elevation	10.5m (34 ft)
Mean daily maximum temperature of the hottest month	25° C
Length of haul for airplanes (Assumes a direct flight to *Victoria*)	804 km (500 miles)

Source: InterVISTAS Analysis, 2025

Given the current mix of aircraft at Langley Regional Airport, future fleet composition is expected to remain similar. A high-level runway length analysis was conducted, evaluating a range of aircraft to determine appropriate runway dimensions. Based on these findings, along with input from the Township of Langley and airport tenants, it has been identified that extending Runway 01-19 by 253 meters and Runway 07-25 by 57 meters would be a reasonable and beneficial enhancement. These proposed extensions, indicated in the table below, would help support future operational needs and ensure the airport remains capable of accommodating evolving aviation demands.

The feasibility of accommodating these extensions within the existing airport footprint is explored in the next section of this report.

Aircraft Type	Recommended Runway Length	Existing Runway Length (Rwy 01/Rwy 07)	Surplus (+) / Deficit (-)
Small aircraft with approach speeds of less than 30kts	91 m (300 ft)	640.0 m (2100 ft) / 836.2 m (2743 ft)	+ 549 m +745 m
Small aircraft with approach speeds of less than 50kts	243 m (800 ft)	640.0 m (2100 ft) / 836.2 m (2743 ft)	+397 m +593 m
Small aircraft with 10 or less passenger seats (75% Percentile)	725 m (2,380 ft)	640.0 m (2100 ft) / 836.2 m (2743 ft)	-85 m +111 m
Small aircraft with 10 or less passenger seats (90% Percentile)	**893 m (2,930 ft)**	**640.0 m (2100 ft) / 836.2 m (2743 ft)**	**-253 m** **-57 m**
Small aircraft with 10 or less passenger seats (100% Percentile)	1,057 m (3,470 ft)	640.0 m (2100 ft) / 836.2 m (2743 ft)	-417 m -221 m

Source: InterVISTAS Analysis, 2025

5.3.1.2 Runway 01-19 Design Requirements

An analysis was conducted to assess the existing design conditions of Runway 01-19 against the requirements outlined in Transport Canada TP 312, 4th Edition. While the airport is currently required to adhere to 4th edition standards, Transport Canada has since introduced an updated set of aerodrome design standards, with the 5th edition being the latest at the time of this study.

To ensure long-term compliance, Runway 01-19 was also evaluated against 5th Edition requirements, as it is anticipated that the airport will eventually need to transition to these updated standards. The table below provides a summary of the existing conditions of Runway 01-19 compared to both TP 312 4th and 5th edition requirements. Based on this analysis, the current design of Runway 01-19 is expected to remain adequate throughout the planning period.

Runway Characteristics	1B TP 312 4th Edition	1B TP 312 5th Edition	Existing Conditions	Meets Future Needs
Runway Width	18 m	23 m	22.9 m (75 ft)	Yes
Runway Pavement Strength	-	-	20/F/D/0.4Mpa/T	Yes
Runway Strip Length	30 m (98 ft)	30 m (98 ft)	30 m (98 ft)	Yes
Runway Strip Width	30 m (98 ft)	30 m (98 ft)	30 m (98 ft)	Yes
Runway Safety Area (*Each Side of Centerline*)	30 m (98 ft)	30 m (98 ft)	30 m (98 ft)	Yes

Source: InterVISTAS Analysis, 2025

5.3.1.3 Runway 07-25 Design Requirements

A similar analysis was conducted for Runway 07-25, comparing the existing design conditions against TP 312 4th and 5th edition. The table below provides a summary of the existing conditions of Runway 07-25 compared to both TP 312 4th and 5th edition requirements. Based on this analysis, the current design of Runway 07-25 is expected to remain adequate throughout the planning period.

Runway Characteristics	1B TP 312 4th Edition	1B TP 312 5th Edition	Existing Conditions	Meets Future Needs
Runway Width	18 m	23 m	22.9 m (75 ft)	Yes
Runway Pavement Strength	-	-	20/F/D/0.4Mpa/T	Yes
Runway Strip Length	30 m (98 ft)	30 m (98 ft)	30 m (98 ft)	Yes
Runway Strip Width	30 m (98 ft)	30 m (98 ft)	30 m (98 ft)	Yes
Runway Safety Area (*Each Side of Centerline*)	30 m (98 ft)	30 m (98 ft)	30 m (98 ft)	Yes

Source: InterVISTAS Analysis, 2025

5.3.2 Taxiway Design

This subsection evaluates the existing taxiway system by comparing it against Transport Canada TP 312, 4th and 5th Edition standards, while also assessing its capacity to accommodate forecasted demand. Taxiways must adhere to Transport Canada design standards, ensure smooth and efficient aircraft circulation, and possess adequate pavement strength to safely support the aircraft operating at the airport.

The design standards and dimensional criteria for taxiways and taxilanes are determined by the type of aircraft they are intended to accommodate. Taxiway width is based on an aircraft's turning radius, while separation distances between taxiways and other airport features are dictated by aircraft wingspan and other size characteristics.

The following table provides a comparison of each taxiway at YNJ against TP 312 4th and 5th Edition standards. Currently, all taxiways, except Taxiway A, fall short of meeting 4th Edition requirements. However, under 5th Edition standards, all taxiways would be considered compliant. As a result, no immediate corrective action is required by the Township, aside from transitioning from TP 312 4th Edition to 5th Edition.

Taxiway	Ref. Code / AGN	1B TP 312 4th Edition	1B TP 312 5th Edition	Existing Conditions	Meets Future Needs
A	A / I	7.5 m / 16.25	7.5 m / 15.5 m	9.1 m / 15.5 m	Yes
B	B / I	10.5 m / 21.5 m	7.5 m / 15.5 m	9.0 m / 15.5 m	Yes
C	B / I	10.5 m / 21.5 m	7.5 m / 15.5 m	7.5 m / 15.5 m	Yes
D	B / I	10.5 m / 21.5 m	7.5 m / 15.5 m	8.6 m / 15.5 m	Yes
E	B / I	10.5 m / 21.5 m	7.5 m / 15.5 m	9.1 m / 15.5 m	Yes
F	B / I	10.5 m / 21.5 m	7.5 m / 15.5 m	9.0 m / 15.5 m	Yes
G	B / I	10.5 m / 21.5 m	7.5 m / 15.5 m	10.45 m / 15.5 m	Yes
H	B / I	10.5 m / 21.5 m	7.5 m / 15.5 m	10.5 m / 15.5 m	Yes
J	B / I	10.5 m / 21.5 m	7.5 m / 15.5 m	10.3 m / 15.5 m	Yes
K	B / I	10.5 m / 21.5 m	7.5 m / 15.5 m	8.3 m / 15.5 m	Yes

Source: InterVISTAS Analysis, 2025

NAVCanada has identified concerns with the existing taxiway system, particularly where Taxiway K intersects Runway 01-19 and Taxiway B. This configuration has contributed to surface-related incidents and operational challenges. As a solution, NAVCanada has proposed a realignment that includes a 90-degree connector extending east from Taxiway B to the end of Runway 07-25. This adjustment would allow aircraft to exit the runway environment more efficiently and provide a designated area for aircraft to line up on Runway 25. The strategic land use plan will assess this recommendation to enhance taxiway geometry, improve situational awareness, and optimize airfield operations.

5.4 Aircraft Parking and Storage

Aircraft parking takes place on the apron environment as is categorized for either based aircraft that lease a tie-down position and space for transient parking on a more of a day to day basis. Tie-downs allow an aircraft operator to park their aircraft on the apron typically using chains to secure the aircraft from moving, where transient parking may also use chains but might also use blocks to avoid the aircraft to roll as the duration of the stay is much less.

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The table below applies a planning factor against the forecasted aircraft movements to determine the amount of apron space that is needed in the future. When preparing this analysis, it was assumed that the existing space is fully utilized and leased out to the fullest extent possible. The analysis suggests that an additional 19,000 square meters would be needed by PAL 4.

	Existing	PAL 1	PAL 2	PAL 3	PAL 4
Aircraft Movements	61,000	80,000	90,000	100,000	110,000
Planning Factor	0.4146	0.4146	0.4146	0.4146	0.4146
Apron Capacity	25,592 m^2	33,000 m^2	37,000 m^2	41,000 m^2	45,000 m^2
Additional Capacity Needed	-	7,408 m^2	11,408 m^2	15,408 m^2	19,408 m^2

Source: InterVISTAS Analysis, 2025

Aircraft storage is categorized as either a t-hangar, individual box or corporate hangar. T-hangars are small hangars that are typically arranged so small aircraft are “nested” to one another. Box or corporate hangars are standalone structures that often have a leasable apron in front for aircraft to be parked or staged.

Requirements for based aircraft storage by type for each PAL are summarized in the following table. While this analysis did determine specific requirements based on hangar type, its primary use is to determine the total amount of land necessary to meet future demand. Actual hangar development is largely determined by financial and business considerations of both an airport and prospective tenant. For instance, a developer might find it more economical to construct a large hangar to accommodate multiple aircraft rather than building several individual t-hangars in a row. Hence, future land uses must remain flexible, and conceptual layouts should be designed to allow for on-demand construction of any of the various types of hangars.

	Existing	PAL 1	PAL 2	PAL 3	PAL 4
Aircraft Operations	61,000	80,000	90,000	100,000	110,000
Planning Factor	1.891	1.891	1.891	1.891	1.891
Total Hangar Space	138,046 m^2 (1,485,917 SF)	151,280 m^2 (1,628,364 SF)	170,190 m^2 (1,831,909 SF)	189,100 m^2 (2,035,455 SF)	208,010 m^2 (2,239,001 SF)
Additional Capacity Needed	-	13,234 m^2 (142,449 SF)	32,144 m^2 (345,995 SF)	51,054 m^2 (549,540 SF)	69,964 m^2 (743,086 SF)

Source: InterVISTAS Analysis, 2025

5.5 Support Facilities

Support facilities play a vital role in allowing an airport to fulfill its primary function and mission safely and efficiently.

The existing maintenance hangar is inadequate as the airport continues to grow, instead it is recommended that a combined service building be planned for in the future to be more in line with airport's of similar size. This building must be spacious enough to house essential maintenance equipment, supplies, and vehicles while providing adequate workspace for staff. A well-designed facility will support efficient airport maintenance operations, allowing the runways, taxiways, lighting, and other infrastructure to be properly maintained to meet safety and operational standards. Additionally, the building should be designed to accommodate future growth, allowing for the expansion of maintenance services as airport activity increases.

Another key requirement is making sure the Fuel Facility has adequate capacity. The existing fuel facility, consisting of a self-service fuel station and a fuel farm, is likely to not have adequate capacity to meet the forecasted needs and additional tank capacity will be needed. Ensuring a reliable fuel supply is critical for aircraft operators, particularly for flight schools and general aviation users. The fuel facility should maintain a minimum of a five-day delivery cycle, ensuring a continuous and stable fuel supply to prevent disruptions in airport operations. Proper storage capacity and supply management will be necessary to meet fluctuating demand while adhering to environmental and safety regulations.

Finally, this study assumed that an independent fire hall will not be constructed at YNJ. Instead, emergency response services will continue to be provided through the Township of Langley Fire Department. This approach allows the airport to allocate land more efficiently for aviation-related development while ensuring that emergency response capabilities remain effective through coordination with local fire services.

5.6 Amenity and Service Offerings

The final component in defining facility requirements for the strategic land use plan is the consideration of amenity and service offerings. Unlike facilities driven by forecast demand, regulatory compliance, or industry trends, these offerings are intended to enhance tenant services, create opportunities for revenue diversification, and improve the airport's overall operational performance. Rather than being based on specific metrics, these requirements reflect the collective vision of Township staff and airport tenants to establish a premier facility, position YNJ as a niche airport, and create a competitive advantage.

The following amenities and service offerings have been identified by Township staff and airport tenants as key considerations for the strategic land use plan.

- Flex Space/Hangar - a versatile, multi-purpose facility designed to accommodate a range of aviation and non-aviation activities depending on operational needs and time of day. Unlike traditional hangars that are dedicated solely to aircraft storage or maintenance, flex hangars

incorporate adaptable layouts, modular infrastructure, and advanced technology to support various functions throughout the day.

- Wash rack
- Oil depository
- Webcam showing runways for weather checks
- Restaurants/viewing area
- Training facility for mechanics
- General aviation terminal (i.e. resting area, lounge space, coffee shop)
- Improved utilities for hangars

5.7 Summary of Facility Requirements

The graphic below illustrates the requirements needed to meet forecasted demand while enhancing amenities and service offerings to provide a competitive advantage and improved level of service for tenants and users.

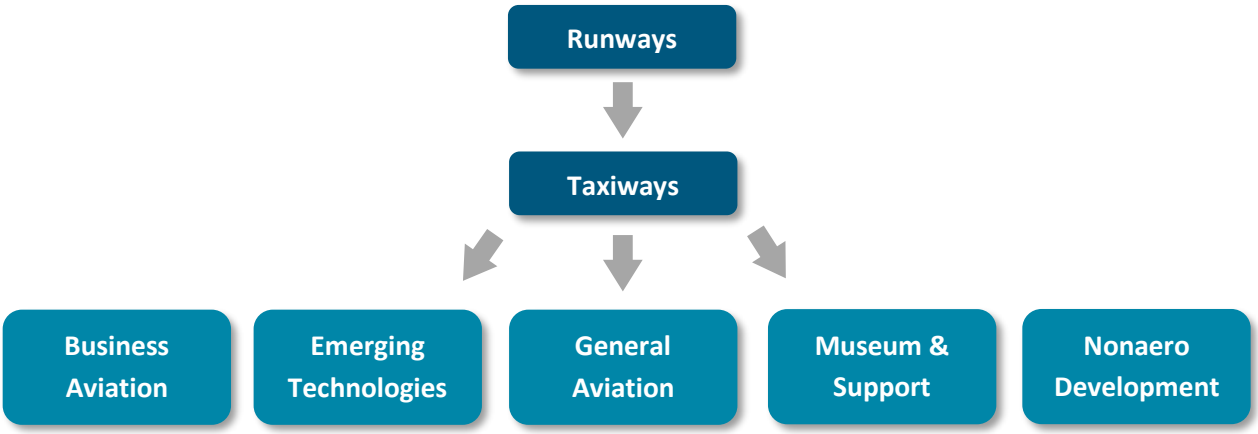


6 Land Use Alternatives

This section presents initial land use alternatives to accommodate the requirements outlined in the previous section. By evaluating various land use options, it establishes a strategic roadmap for the airport, ensuring the incremental development of available land to meet the needs of users and tenants while maximizing its highest and best use.

The first step in developing land use concepts is to establish the priority of key planning elements. These priorities determine which facilities are defined first, influencing the placement and development of other airport components. At YNJ, the highest priority is defining the runway system, as it must adhere to strict setback requirements established by Transport Canada, which limits the placement of other facilities nearby. The second priority is the taxiway system, which must be strategically placed to support safe and efficient aircraft operations across all movement areas. Finally, the remaining land uses are planned and positioned around these critical airfield components.

The figure below illustrates the prioritization of planning elements at YNJ.



Source: InterVISTAS Consulting, 2025

6.1 Alternative Development Process

Developing land use alternatives is guided by the Airport's vision, established through collaboration with Township staff and existing airport tenants. This process aligns with the airport's goals while considering industry trends that may influence its future. As a result, the land use alternatives were designed to reflect the guiding principles outlined in **Section 1.2 Guiding Principles.**

Throughout the development process, evaluations were conducted using a combination of general airport planning criteria, site-specific conditions at the airport, and direct input from YNJ staff and tenants. The following criteria were considered when assessing land use alternatives:

- Operational and public safety
- Operational efficiency

- Compliance with Transport Canada and NAVCanada standards
- Effectiveness in serving existing and future tenants
- Resolution of current issues
- Alignment with long-term facility requirements
- Provision of an appropriate level of service
- Ease of implementation
- Flexibility for future expansion
- Support for the airport's financial sustainability
- Environmental considerations
- Airport covenant
- Agricultural Land Reserve (ALR) and land use compatibility

6.2 Ultimate Airfield Configuration

The runway is the top priority in airport planning, as it serves the primary function of facilitating the safe movement of aircraft to and from YNJ. Additionally, the runway system has the least amount of flexibility as it is heavily influenced by terrain, prevailing meteorological conditions, aircraft performance requirements, the airport's fleet mix, and design standards, guidance, and best practices set by Transport Canada and NAVCanada.

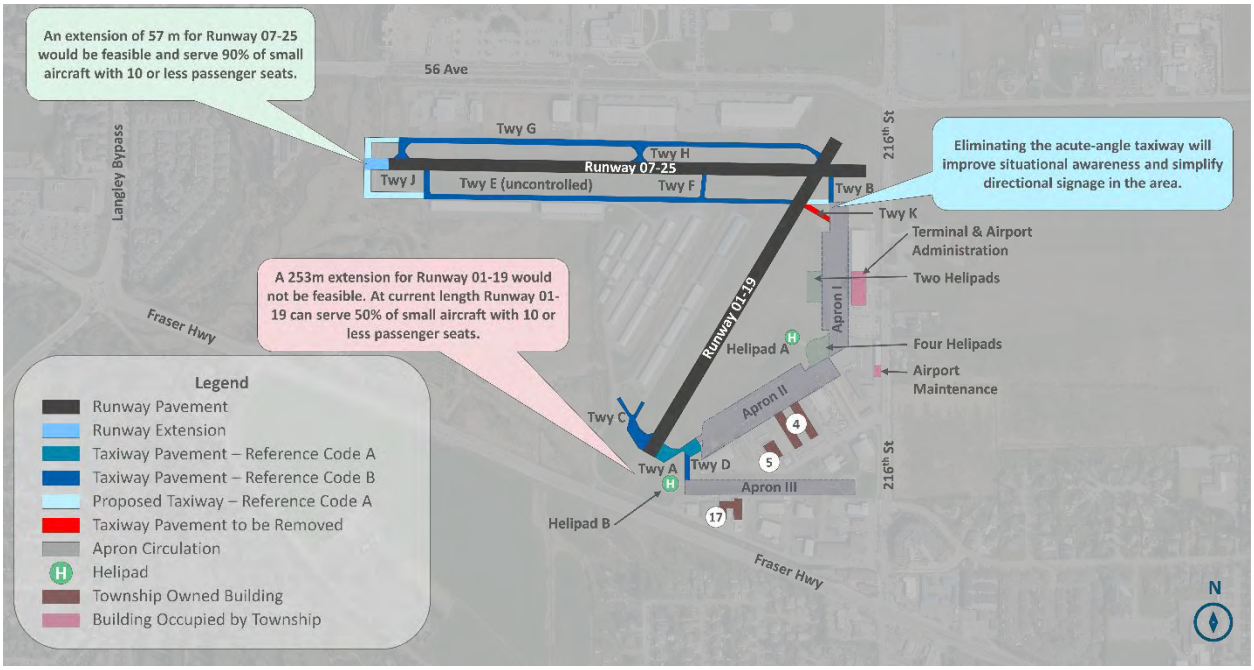
The facility requirements analysis identified that extending Runway 07-25 by 57 meters and Runway 01-19 by 253 meters would enhance the airport's ability to accommodate 90 percent of the aircraft in the market with 10 or fewer passenger seats. However, Runway 01-19 faces significant constraints on both ends. To the north, 216th Street and 56th Avenue limit expansion opportunities, while to the south, the Fraser Highway presents a similar restriction. Given the positioning of these roads relative to the existing runway ends, extending Runway 01-19 is not feasible, let alone meeting the recommended 253-meter extension.

For Runway 07-25, extending Runway 25 to the east is not possible due to the proximity of 216th Street. As part of this study, realigning or relocating the road was determined to be infeasible due to the high capital and opportunity costs. However, Runway 07 could be extended to the west, as there are no physical obstructions such as roads or buildings. The primary impact would be the need to relocate an existing paved trail between 56th Avenue and the Fraser Highway. It is important to consider the nearby creek, as its relocation or impact may be required for the extension, potentially increasing project costs. Additionally, the current approach into Runway 07 has a displaced threshold, meaning the extension would primarily provide additional takeoff distance for eastbound departures and extra landing length for westbound arrivals.

The taxiway system is the second priority in airport planning, as it plays a critical role in facilitating aircraft movement between parking areas and the runway. While the taxiway system offers more flexibility in development compared to the runway, it remains heavily influenced by the airport's fleet mix, as well as design standards, guidance, and best practices established by Transport Canada and NAVCanada.

The facility requirements analysis identified that the existing taxiway system does not fully comply with TP 312, 4th Edition. However, this deficiency could be addressed by transitioning to TP 312, 5th Edition, which includes updated design requirements that better align with the airport's layout. Additionally, NAVCanada recommended a reconfiguration of Taxiway K, which has been incorporated into the ultimate airfield configuration.

The following graphic illustrates the ultimate airfield configuration, along with the rationale for the proposed changes to the runway and taxiway system.



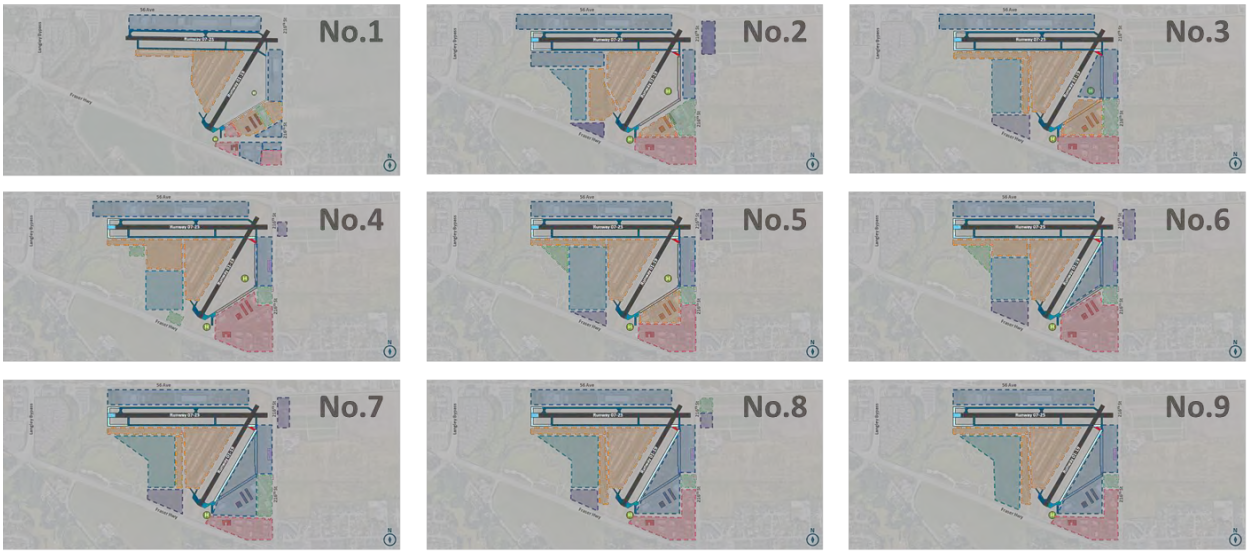
Source: InterVISTAS Consulting, 2025

6.3 Initial Land Use Concepts

Nine initial land use concepts were developed and evaluated based on the guiding principles and established project objectives. These concepts explored various strategies for expanding both aeronautical and non-aeronautical functions over a 50-year planning horizon, utilizing different land configurations. Additionally, the concepts considered the potential addition of a parallel taxiway to Runway 01-19, which would provide access to the currently undeveloped wedge of land between Apron I and II along with improving connectivity to the runway.

The initial land use concepts are illustrated in the following figure. Each concept met all or most of the project objectives and aligned with the guiding principles. However, some concepts were expected to

require greater capital investment, while others offered higher revenue-generating potential for the Airport.



Source: InterVISTAS Consulting, 2025

Concepts 5, 6, and 9 were selected for further refinement based on initial feedback from Township staff and were subsequently presented to tenants at the Langley Regional Airport. To avoid confusion during discussions with tenants, these concepts were rebranded as Refined Land Use Concepts 1, 2, and 3.

6.4 Refined Land Use Concepts

After the initial development of the land use concepts, refined versions were created to align with the direction provided by airport staff. The objective of this refinement process was to develop a set of concepts that focus on the airport's strategic growth while ensuring alignment with the project objectives and guiding principles.

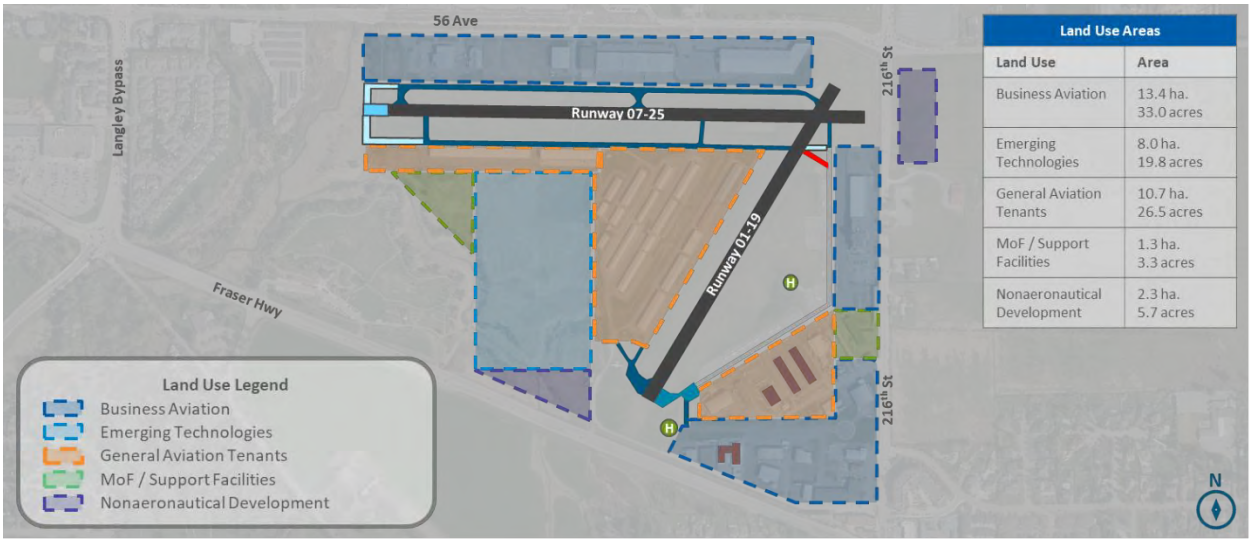
The refined land use concepts were developed by selecting key elements from the nine initial concepts that best reflected the airport's long-term vision and operational needs. This approach ensured that the final concepts incorporated the most viable and strategic components.

The following subsections outline each of the refined land use concepts, which were subsequently presented to Township staff and existing airport tenants for further review and input. Feedback and comments provided on the evaluation of each refined land use concept are provided in the subsequent section.

6.4.1 Refined Land Use Concept No.1

As illustrated in the following figure, Refined Land Use Concept No. 1 keeps the core business aviation area located on the north side of Runway 07-25, while also maintaining business aviation around the existing terminal area and along the south side of Apron III. General aviation remains in place on the west side of Runway 01-19, with anticipated expansion of general aviation facilities along Apron II.

In this concept, the Museum of Flight is proposed to be relocated to the east, providing front-facing access along 216th Street. To support day-to-day operations, a combined services building would be constructed on the Meadows parcel, an undeveloped area to the west of the general aviation tenants. The remainder of the Meadows parcel would be reserved for emerging technologies, along with a small section of non-aeronautical development along Fraser Highway. Additionally, a portion of land on the east side of 216th Street would be reserved for a building to support non-airsides functions.



Land Use Areas

Land Use	Area
Business Aviation	13.4 ha. 33.0 acres
Emerging Technologies	8.0 ha. 19.8 acres
General Aviation Tenants	10.7 ha. 26.5 acres
MoF / Support Facilities	1.3 ha. 3.3 acres
Nonaeronautical Development	2.3 ha. 5.7 acres

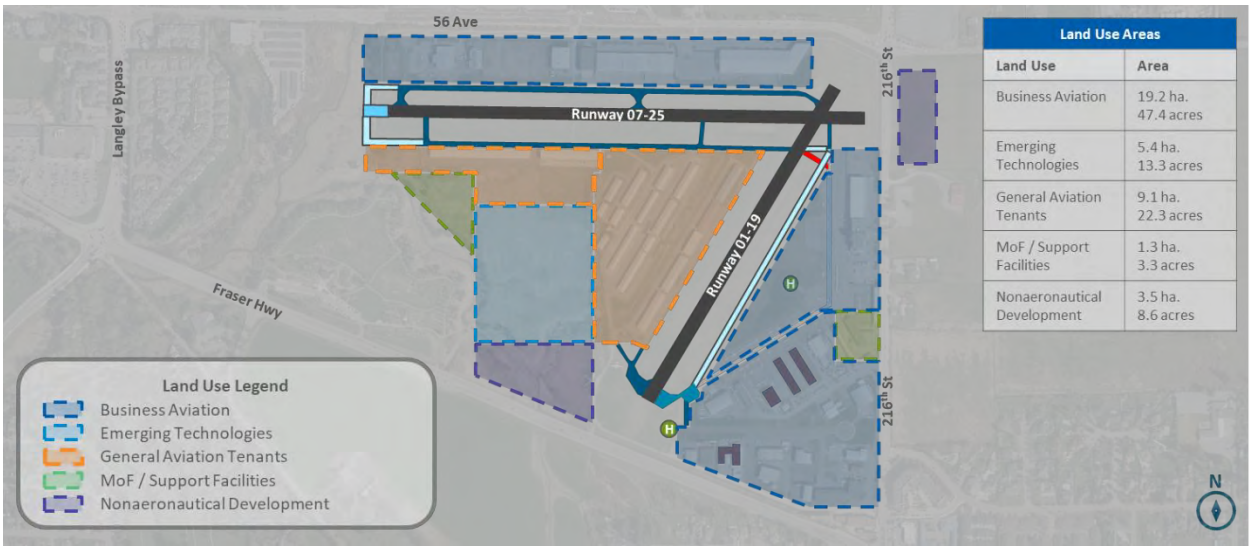
Source: InterVISTAS Consulting, 2025

6.4.2 Refined Land Use Concept No.2

As shown in the following figure, Refined Land Use Concept No. 2 retains the core business aviation area on the north side of Runway 07-25 while also preserving business aviation activity around the existing terminal area, similar to Concept No. 1. However, this concept introduces a parallel taxiway on the east side of Runway 01-19. The addition of this taxiway enhances operational efficiency compared to the current configuration between Aprons I and II and unlocks previously underutilized land for future development.

The developable portion of land between the parallel taxiway and Aprons I and II would be designated for business aviation and would extend around the southern portion of Apron III. General aviation would be consolidated on the west side of Runway 01-19, where pockets of land could be developed and optimized to accommodate general aviation tenants. The Museum of Flight and support facility placements remain consistent with Concept No. 1.

Compared to Concept No. 1, non-aeronautical development would occupy a larger footprint within the Meadows parcels, while the parcel configuration for the proposed non-aeronautical area on the east side of 216th Street would remain unchanged. The portion of the Meadows parcel designated for emerging technologies would be smaller in this concept than in Concept No. 1.



Source: InterVISTAS Consulting, 2025

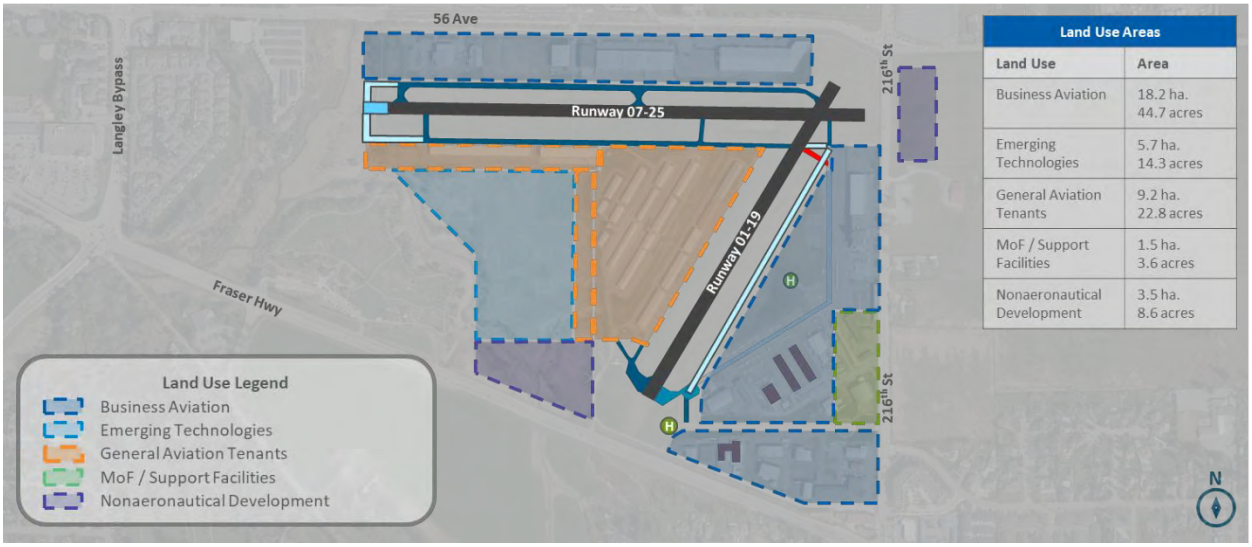
6.4.3 Refined Land Use Concept No.3

As shown in the following figure, Refined Land Use Concept No. 3 maintains the core business aviation area on the north side of Runway 07-25 while also preserving business aviation activity around the existing terminal area. This concept expands the business aviation presence with the construction of a parallel taxiway, similar to Concept No. 2. General aviation would be consolidated on the west side of Runway 01-19, where designated pockets of land could be developed and optimized for general aviation tenants.

The Museum of Flight and support facilities would be consolidated into a single parcel designed to accommodate the future needs of both the Museum and airport maintenance functions.

Compared to Concept No. 2, non-aeronautical development would have a similarly large footprint within the Meadows parcels, while the parcel configuration for the proposed non-aeronautical area on the east side of 216th Street would remain unchanged. This concept allocates the largest portion of the Meadows parcel to emerging technologies, as all support facilities are positioned on the east side of the airport.

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Source: InterVISTAS Consulting, 2025

The three refined land use concepts were presented to airport tenants during an open house meeting. Feedback and input gathered from tenants were used to develop a hybrid concept, which ultimately became the recommended land use concept. Input provided and the recommended land use concept is outlined in the following sections.

7 Tenant Comments & Engagement

The three refined land use concepts identified in the previous section were presented during a tenant open house on February 3rd 2025 to gather feedback from airport tenants. To accommodate participants, three separate two-hour sessions were held, allowing flexibility for attendees to review materials and share their input. For those unable to attend in person, a link to the materials was provided, and tenants were invited to submit comments between February 5th and 18th.

The open house was designed as a self-paced experience where tenants could walk through a series of information boards, ask questions about the materials, and provide comments. Displays included the following items listed below and the content displayed during the open house is included in Appendix A in this report.

- An overview of the project background, outlining the purpose and objectives of the planning process.
- A summary of feedback received during the November outreach, providing transparency in how prior input was documented and considered.
- A technical analysis of facility requirements, detailing how future airport needs were assessed and incorporated into the refined concepts.
- Three land use concepts for comments and feedback.

Approximately 90 individuals attended one of the three open house sessions. Sixty-four participants completed a survey provided during the event, offering structured feedback on the refined land use concepts. Additionally, attendees had the opportunity to further reflect on the concepts and submit comments through February 18th.

When asked how the tenants identified based on the land use definitions outlined in Section 3.2, respondents categorized themselves as follows:

- 77% identified as general aviation tenants,
- 16% as business aviation tenants,
- 5% as Museum of Flight or support facility representatives, and
- 2% as non-aeronautical tenants.

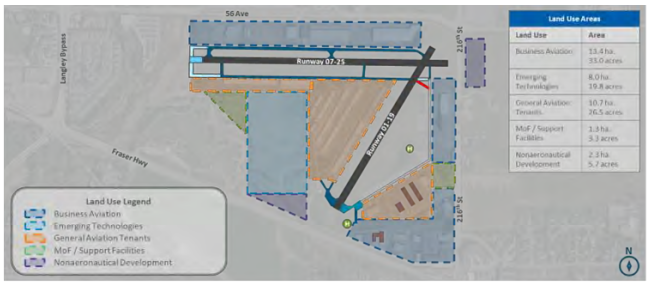
The primary goal of the open house was to collect tenant feedback on the refined land use concepts to inform the development of a hybrid concept. This approach integrates key elements from each alternative while addressing tenant needs and operational considerations. The following section summarizes the feedback received from the 64 individuals who submitted written responses via the survey. Comments provided by the Langley Airport Advisory Association (LAAA) are included in Appendix B in this report.

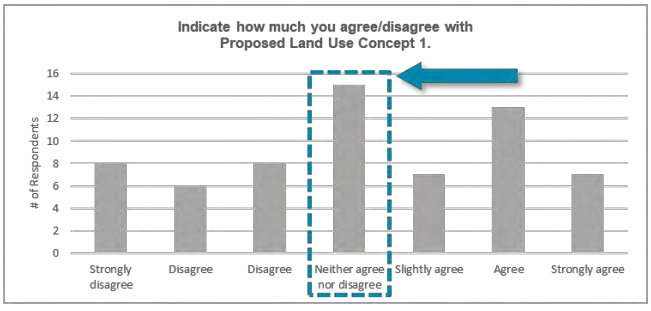
7.1 Refined Land Use Concept No.1 Tenant Comments & Feedback

Tenant feedback on Refined Concept No. 1 was mixed, with some individuals appreciating its minimal disruption to the current airport layout, while others expressed concerns over its limited development potential. Many respondents supported the preservation of the existing configuration for General Aviation facilities. Additionally, some comments highlighted the need to maintain access to east-side hangars and recognized the development potential of areas like Apron 2 and the land near Hangars 38 and 39 for general aviation. However, concerns were raised regarding the lack of facility upgrades, minimal room for future expansion, and no additional display area for the Museum of Flight (MoF). Some individuals suggested reconfiguring MoF's location to optimize available space for both museum operations and GA growth.

Conversely, several respondents felt that Concept No. 1 failed to maximize revenue potential and did not adequately support future aviation advancements, such as emerging technologies and business aviation. While some agreed with maintaining a balance of aviation uses, others noted that the plan did not make effective use of underutilized areas, such as the infield east of Runway 01-19. Some tenants also opposed the re-routing of Taxiway K and the removal of existing buildings, citing concerns over costs and loss of infrastructure. While Concept No. 1 maintained the largest allocation of land for GA, some respondents believed a more diverse mix of land uses, such as additional business aviation and non-aeronautical development, would better support the airport's long-term viability.

Overall, tenant sentiment on this concept was neutral. The following figure summarizes the concept along with the key benefits and challenges of the land use concept as identified by the tenants.





Benefits

- Supports the growth of general aviation
- Keeps the existing layout mostly intact, leading to lower costs and minimal disruption to current operations
- Helicopters are kept away from general aviation areas and runway thresholds, reducing potential conflicts and improving safety
- Provides more stability to the status quo than making large changes in the future
- The development of the Meadows is seen as a bonus
- Diversifies revenue streams

Challenges

- Minimal room for expanding the Museum of Flight, limiting potential for increased tourism
- Development of emerging technologies may conflict with current aviation activities, especially with drones and other new transportation modes
- No space or facilities to support helicopter operations' growth, creating a potential bottleneck
- General Aviation, while essential, provides minimal income compared to other aviation sectors

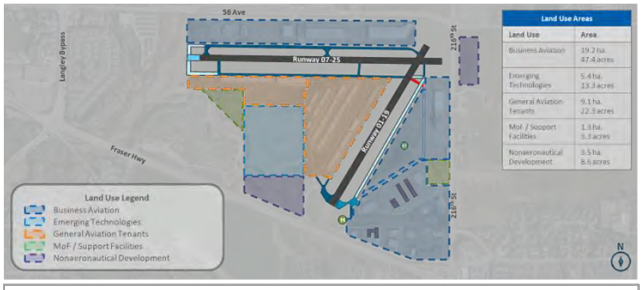
Source: InterVISTAS Consulting, 2025

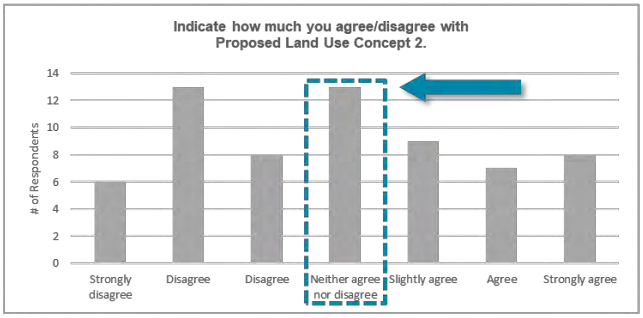
7.2 Refined Land Use Concept No.2 Tenant Comments & Feedback

Tenant feedback on Refined Concept No. 2 was mixed as well, with concerns primarily focused on space allocation, operational efficiency, and the potential impact on existing businesses. Concerns were raised regarding the loss of general aviation tie-downs and hangar space along Apron II and may not be suitable for replacement on the west side, as well as the relocation of businesses and facilities. The expansion of non-aeronautical development areas was also questioned, with some tenants feeling that these areas were disproportionately large. Some respondents worried about increased costs associated with infrastructure changes such as the construction of a new parallel taxiway and a runway extension.

On the other hand, tenants acknowledged the benefits with the concept for growth and revenue generation, particularly through commercial operations and business aviation expansion. The use of the infield east of Runway 01-19 was seen as a strategic move. The concept's ability to maintain west-side hangar space was well-received, but many emphasized the need for better integration of flight training facilities and general aviation businesses. Several respondents supported the museum's continued presence but suggested relocating it for better public access.

Overall, while the concept offered some improvements compared to Concept No.1, many tenants felt that additional adjustments were still needed to better balance the needs of general aviation and business aviation growth. The following figure summarizes the concept along with the key benefits and challenges of the land use concept as identified by the tenants.





Benefits

- Additional space for west-side hangars, which is ideal for general aviation
- Increased focus on helicopter operations
- Addition of a parallel taxiway for Runway 01-19 could enhance aircraft movements and unlock land for future development
- Encourages emerging technologies
- Concept supports the integration of both aviation and non-aeronautical uses like retail and restaurant spaces, potentially increasing visitor engagement

Challenges

- Museum space is constrained
- Helicopter operations' interference with GA, especially regarding access to areas like Taxiway A
- Loss of tie-down space, potentially reducing GA capacity
- Pushing GA activities to the west side could require significant inf development, which may come at a high capital cost

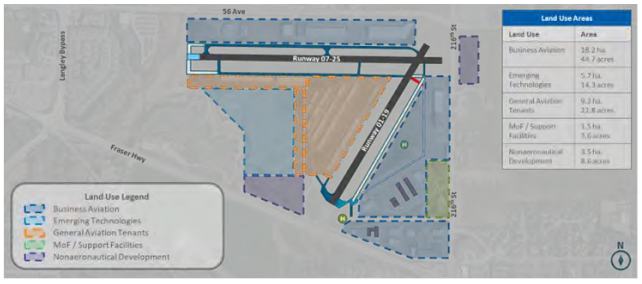
Source: InterVISTAS Consulting, 2025

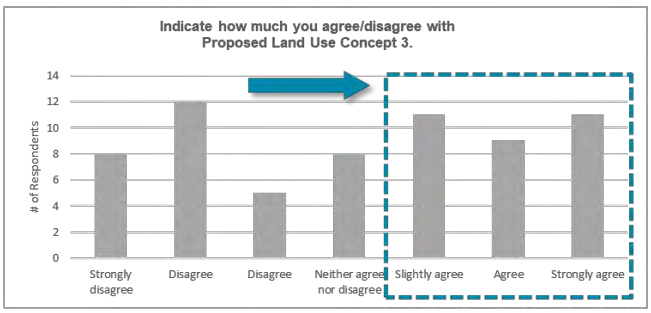
7.3 Refined Land Use Concept No.3 Tenant Comments & Feedback

Tenant feedback on Concept No. 3 was viewed more positively compared to Concepts 1 and 2. Many tenants appreciated the potential for business growth and the integration of flight schools, general aviation, and support facilities. The expansion of the west-side general aviation area was seen as beneficial, providing more hangar space and development opportunities. Several tenants also viewed the land use flexibility as a positive, particularly in balancing aeronautical and non-aeronautical uses to generate additional revenue. The addition of a parallel taxiway was considered advantageous for efficiency, though some questioned its necessity.

Despite these advantages, concerns were raised regarding the reduction of general aviation space, especially on the east side, and the potential displacement of existing tenants. Some respondents felt that too much land was allocated to non-aeronautical development, questioning whether these areas could be better utilized for aviation-related purposes such as support facilities, museums, or air cadet programs. The feasibility of relocating businesses and hangars was a common concern, as was the suitability of certain designated areas for new development due to land conditions.

Overall, while Concept 3 was generally seen as the best compromise among the options; however, tenants emphasized the need for adjustments to better accommodate general aviation and ensure a balanced approach to future airport growth. The following figure summarizes the concept along with the key benefits and challenges of the land use concept as identified by the tenants.





Benefits

- Areas like the parallel taxiway to Runway 01-19 and adjacent space offer opportunities for future business development
- Non-aeronautical development can help diversify revenues The concept supports the expansion of the MoF, potentially creating a "center of excellence" that could attract traveling pilots and other aviation-related tourists
- Positions YNJ for sustainable growth with appropriate space for emerging technologies

Challenges

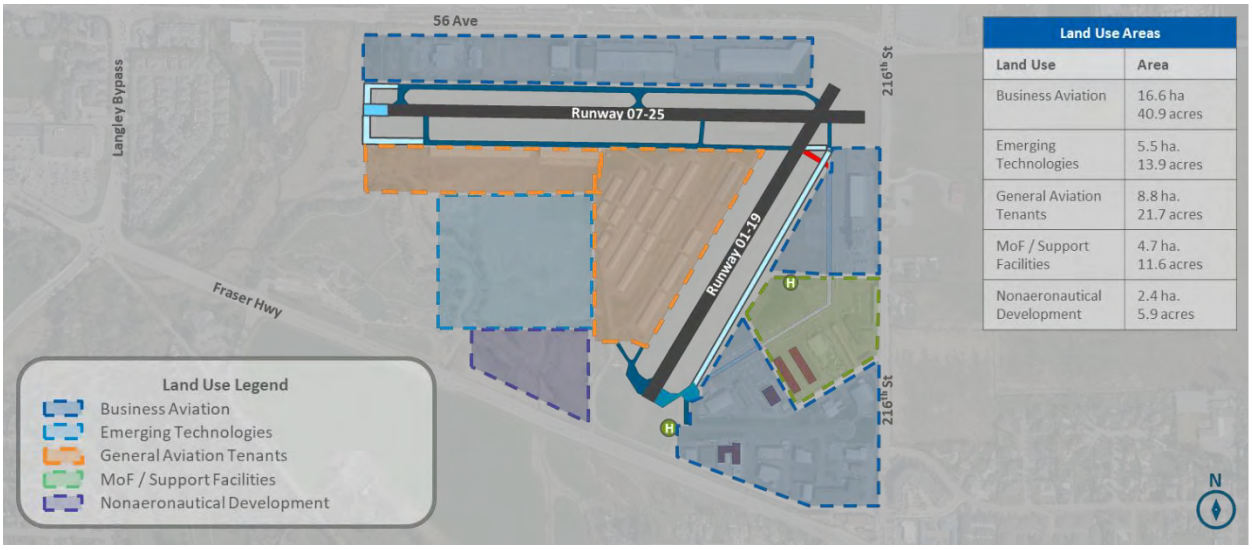
- The expansion of non-aeronautical space and business aviation could come at the cost of reducing GA space
- The relocation of businesses or hangars could create complications for owners of private structures, especially those who have invested in their facilities
- Expansion into sensitive or unsuitable land (like the marshland) could raise environmental concerns or hinder the development of viable GA infrastructure
- Helicopter space may be too small to accommodate future growth

Source: InterVISTAS Consulting, 2025

7.4 Concept Selection & Land Use Distribution

In addition to providing comments on each refined land use concept, tenants were also asked to indicate their preferred land use concept. Among the tenants who submitted written responses, Concept No. 3 received the most votes as the preferred land use concept, followed by Concept No. 1.

Tenants were also asked about their ideal land use distribution. Based on the responses and priorities gathered from the tenants, the ideal distribution is illustrated in the figure below. It is important to note that tenants were not asked to specify where the land uses should be placed. Instead, they were asked to prioritize each land use, which were then positioned to align with project objectives, guiding principles, forecasted demand and to minimize disruption to existing operations or facilities.



Land Use Areas	
Land Use	Area
Business Aviation	16.6 ha 40.9 acres
Emerging Technologies	5.5 ha. 13.9 acres
General Aviation Tenants	8.8 ha. 21.7 acres
MoF / Support Facilities	4.7 ha. 11.6 acres
Nonaeronautical Development	2.4 ha. 5.9 acres

Source: InterVISTAS Consulting, 2025

7.5 Tenant Feedback Summary

Tenant feedback that was used to prepare the recommended ultimate land use plan. Tenants offered valuable input on how the land should be utilized, expressing their priorities regarding space allocation, desired proximity to existing facilities, and specific operational requirements. Additionally, some tenants highlighted the need for flexibility in land use design to accommodate future growth or changes in industry trends. This feedback also provided guidance on minimizing disruption to current operations and ensuring that new developments align with the broader goals of the airport or project. The collective input from tenants was instrumental in shaping the final land use recommendations, ensuring that the plan reflects both the current and future needs of all stakeholders.

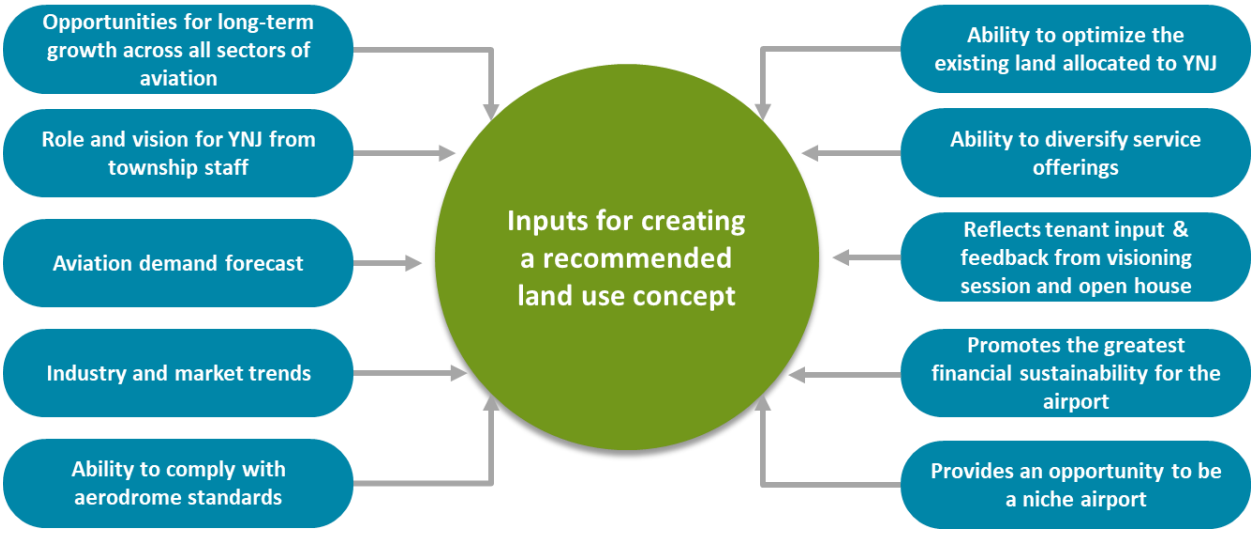
The following feedback was provided and incorporated into the development of the recommended ultimate land use plan:

- General aviation tenants should maintain a presence on the east side of the airport.

- The nonaeronautical development east of 216th Street should be rotated 90 degrees to maximize development opportunities while minimizing potential impacts to airport operations.
- A parallel taxiway should be planned for the future due to its operational benefits and the potential it offers to unlock new development opportunities.
- The Museum of Flight should remain in its current location, with expansion plans for the museum directed to either the left or right of the existing hangar.
- The Meadows parcel should focus on emerging technologies, with minimal space allocated for nonaeronautical development.

8 Recommended Ultimate Land Use Plan

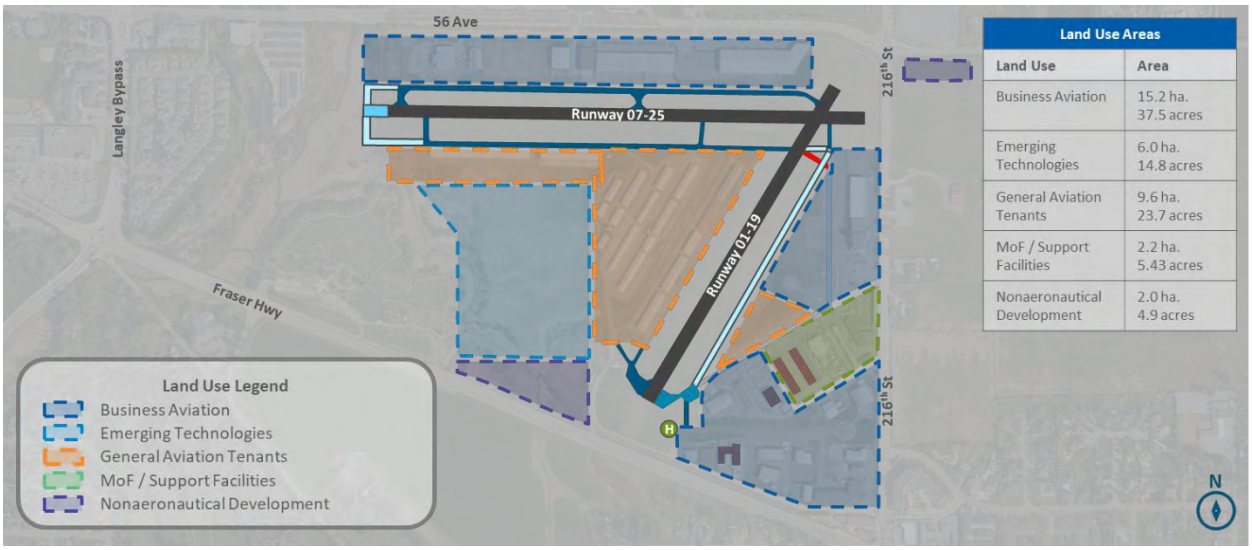
The following section introduces the recommended ultimate land use plan, which was carefully developed based on a comprehensive understanding of both stakeholder input and strategic planning principles. This plan reflects the established airport vision, which was defined during focus group sessions with airport tenants and Township staff in November 2024. Additionally, tenant feedback gathered during February 2025 open house played a crucial role in shaping the recommended land use plan. The recommended land use plan aligns closely with the project's objectives and guiding principles, ensuring that it reflects both the qualitative input from stakeholders and the quantitative analysis of forecasted growth and future requirements. A summary of the inputs used to prepare the recommended land use concept is summarized in the following graphic.



Source: InterVISTAS Consulting, 2025

As shown in the following figure, the recommended Ultimate Land Use Concept preserves the core business aviation area on the north side of Runway 07-25 while maintaining business aviation activity around the existing terminal area and along the south side of Apron III. General aviation remains on the west side of Runway 01-19, with planned expansion of general aviation facilities along Apron II. The plan also includes a proposed parallel taxiway to Runway 01-19, creating opportunities for both business and general aviation tenants to develop a currently undeveloped space.

In this concept, the Museum of Flight remains in its current location, with space allocated for future expansion. Additionally, provisions are made for a future combined services building. The Meadows parcel is designated for emerging aviation technologies, with a small section reserved for non-aeronautical development along Fraser Highway. A portion of land on the east side of 216th Street is also allocated for a facility to support non-airside functions or serve as a landmark attraction to enhance airport visibility.



Source: InterVISTAS Consulting, 2025

The recommended land use plan for Langley Regional Airport reflects stakeholder input, operational needs, long-term growth forecasts, and alignment with guiding principles. Each land use designation has been strategically placed to optimize operational efficiency, minimize disruption to existing activities, and support the airport's future development. The following section outlines the rationale for the placement and size of each designated land use area.

Business Aviation

The business aviation area has been strategically placed in proximity to the main terminal and along Runway 07-25 to provide ease of access while minimizing potential conflicts with general aviation. Given the nature of business aviation, which requires quick turnarounds and premium services, this area is allocated a size that accommodates hangars, ramp space, and office facilities for aviation-related services. The location is close enough to the primary runway to ensure efficient aircraft operations but also separated from the high-density general aviation areas to reduce congestion. The size of this allocation allows the airport to accommodate future growth in business aviation demand.

Emerging Technologies

The emerging technologies area is planned for a location that offers flexibility for innovative and future-oriented industries, such as aerospace research, advanced air mobility (AAM), specifically eVTOL aircraft and other technology-driven aviation sectors. This area is situated in a part of the airport with potential for expansion and minimal interference with traditional aircraft movements. The size of this area is sufficient to accommodate the unique infrastructure requirements of technology companies, including testing facilities, research labs, and innovation hubs, while leaving room for expansion as technological demands evolve. Given the evolving nature of emerging technologies, the location is designed to allow adaptability to future uses, ensuring the airport remains at the forefront of aviation technology and innovation. The area's proximity to transport corridors also supports the movement of goods and services related to technology-driven industries.

General Aviation Tenants

General aviation tenants are situated in areas that provide convenient access to the runway system and hangar spaces. The general aviation area is designed to accommodate current demand while allowing for future growth.

Museum of Flight and Support Facilities

The Museum of Flight and airport support facilities have been placed in a location that allows for easy access by visitors while maintaining a separation from critical components of the airport. This location is front road facing, allowing for a positive visitor experience while minimizing the impact of aircraft operations. The museum's size allocation takes into account current exhibits and future expansion needs, with additional space for educational programs, visitor amenities, and public events. As an important cultural and educational asset, the museum’s placement ensures it remains visible and easily accessible to the public, while also aligning with the airport’s broader mission of supporting aviation history and education. The museum is also strategically located to avoid any operational conflicts with business or general aviation operations.

If the Museum of Flight chooses to relocate away from Langley Regional Airport, its site could be repurposed with one of the adjacent land uses. Given the existing facilities and location, the space could accommodate business aviation; however, general aviation use may also be considered, depending on demand at the time of relocation.

Non-Aeronautical Development

Non-aeronautical development is placed on the eastern and southern sides of the airport, where it can be developed with minimal interference with airport operations. This area is designated for commercial, retail, and industrial developments that will generate revenue for the airport while supporting the surrounding community.

9 Capital Improvement Plan & Development Plan

With facility recommendations defined and the recommended land use plan identified, this section will:

- Identify the range of potential funding sources for projects
- Provide a description and assumptions for each project that is defined
- Prepare 20-year Capital Improvement Plan (CIP)
- Define project priorities and schedule for the identified CIP
- Define an associated funding strategy
- Provide a development concept that is aligned with the identified CIP

9.1 Airport Funding Sources

Typically, airports cannot fund capital improvements by strictly using their own internal funding sources. Rather, they combine federal, provincial, local, and private funding with airport funds and bond proceeds, which are backed by airport revenues and/or municipal support, to generate the necessary funds for capital improvement projects.

The eligibility criteria for specific projects vary based on the funding source. Therefore, it is important to scrutinize each project element to determine its eligibility for each funding program. Moreover, it is crucial to consider the availability of funds for each funding source. The following sections outline the primary funding sources that may be available to fund the preferred development plan.

9.1.1 British Columbia Air Access Program (BCAAP)

BCAAP is a provincial funding program that supports infrastructure improvements and safety enhancements at airports across British Columbia. The program provides financial assistance for projects that improve safety, accessibility, and operational efficiency, with eligible airports able to receive up to $2 million annually. However, BCAAP is highly competitive, and funding allocations have remained unchanged for several years, making it crucial for applicants to present strong proposals.

9.1.2 Canada Infrastructure Bank (CIB)

CIB is a federal institution that partners with public and private sector entities to invest in infrastructure projects across Canada, including airports. The CIB provides low-cost, long-term financing to support airport infrastructure improvements, with a focus on projects that enhance sustainability, economic growth, and connectivity.

Through its various funding streams, the CIB can help finance projects such as terminal expansions, runway upgrades, energy efficiency improvements, and transit connections to airports. The program is

designed to attract private investment and reduce the financial burden on airports while allowing for critical infrastructure development to occur.

9.1.3 Investing in Canada Infrastructure Program (ICIP)

ICIP is a federal funding initiative that supports infrastructure projects across Canada, including airport-related improvements. The program is designed to promote economic growth, sustainability, and resilient infrastructure by providing financial assistance for eligible projects.

For airports, ICIP funding can be used for projects that enhance safety, improve accessibility, increase capacity, and support environmental sustainability. Funding is typically allocated through partnerships between the federal government, provinces, territories, and municipalities.

9.1.4 National Trade Corridors Fund (NTCF)

NTCF is a federal funding program designed to improve the efficiency, reliability, and resilience of Canada's trade and transportation infrastructure, including airports. Administered by Transport Canada, the NTCF supports projects that help reduce bottlenecks, improve supply chain efficiency, and enhance connectivity for the movement of goods and passengers.

For airports, NTCF funding can be used for projects such as runway expansions, cargo facility upgrades, multimodal transportation improvements, and technology enhancements that strengthen Canada's trade corridors. The program prioritizes investments that support economic growth, international trade, and climate resiliency in the transportation network.

9.1.5 Third-Party Investment

This funding mechanism entails receiving funds from a private, third-party developer. Under this arrangement, YNJ would not bear any financing expenses. Instead, it is assumed that the third-party developer would undertake the design and construction of facilities, while YNJ would charge a ground lease in return.

9.1.6 Natural Resources Canada (NRCan)

Natural Resources Canada (NRCan) offers various funding programs that support airports in improving energy efficiency, sustainability, and emissions reductions. These programs focus on advancing clean energy technologies, enhancing environmental sustainability, and supporting Canada's climate action goals.

For airports, NRCan funding may be available through initiatives such as:

- Green Infrastructure Fund – Supports projects that improve energy efficiency, deploy clean energy solutions, and reduce greenhouse gas emissions.
- Zero Emission Vehicle Infrastructure Program (ZEVIP) – Provides funding for installing electric vehicle charging infrastructure, including at airport facilities.

- Smart Renewables and Electrification Pathways Program (SREPs) – Supports renewable energy and grid modernization projects that can help airports transition to cleaner energy sources.

9.1.7 Airport Funds

Airport funds can be used as a source of funding for the CIP, but this is limited by the amount of net revenue generated each year. Airport net revenues are needed to pay the annual debt service on any future bonds issued to finance the CIP.

9.2 Capital Improvement Plan

The Capital Improvement Plan (CIP) serves as a strategic roadmap for infrastructure investments over the next 20 years to make sure the airport can continue to meet operational demands, enhance safety, and support long-term growth. The plan outlines key projects, estimated costs, and anticipated funding sources, providing a structured approach to future development and financial planning.

9.2.1 Development Projects

For each Capital Improvement Plan (CIP) scenario, a consistent set of projects were identified to address facility requirements, align with the recommended land use plan, and support the project's key objectives and guiding principles. The following projects are included in all scenarios; however, the scale and scope of certain projects may vary depending on the specific scenario, with differences clearly noted.

Runway 01-19

The project will rehabilitate portions of Runway 01-19. It will mill and fill portions of the runway with asphalt pavement. The areas that have experienced substantial wear and tear will be reconstructed to prolong the useful lifespan of the runway. It is expected that this project will not involve any modifications to the utilities. Over the course of 20 years, it is assumed that one rehabilitation and two seal coats will be applied to the runway.

Runway 07-25

The project will rehabilitate portions of Runway 07-25. It will mill and fill portions of the runway with asphalt pavement. The areas that have experienced substantial wear and tear will be reconstructed to prolong the useful lifespan of the runway. It is expected that this project will not involve any modifications to the utilities. Over the course of 20 years, it is assumed that one rehabilitation will be applied to the runway.

Runway 07-25 Extension

This project involves extending Runway 07-25 57 meters to the west to enhance operational capabilities and accommodate aircraft performance requirements. The extension will require the relocation of the existing paved walking trail to maintain public access and ensure compliance with safety and land use requirements. The new trail alignment will be designed to minimize impacts on airport operations while preserving connectivity for pedestrians and cyclists. This project would be done in conjunction with the

rehabilitation of Runway 07-25 and aligned with demand at the time of implementation. If demand has not materialized by the time the runway rehabilitation is completed, this project should be re-evaluated to determine the appropriate timing for implementation.

Taxiway System

The project will rehabilitate portions of taxiway system. It will mill and fill portions of each taxiway with asphalt pavement. The areas that have experienced substantial wear and tear will be reconstructed to prolong the useful lifespan of the taxiway system. It is expected that this project will not involve any modifications to the utilities. Over the course of 20 years, it was assumed that one rehabilitation will be applied to each taxiway.

Apron Surfaces

The project will rehabilitate portions of all apron surfaces. It will mill and fill portions of each apron with asphalt pavement. The areas that have experienced substantial wear and tear will be reconstructed to prolong the useful lifespan of the apron environment. It is expected that this project will not involve any modifications to the utilities. Over the course of 20 years, it is assumed that one rehabilitation and two seal coats will be applied to all aprons.

Construct Parallel Taxiway to Runway 01-19

This project involves the construction of a new parallel taxiway to Runway 01-19 to improve operational efficiency and aircraft movement at the airport. The new taxiway will also include the paving of undeveloped land between the parallel taxiway and Aprons I and II, enhancing the overall layout and capacity of the airfield.

As part of this development, Helipad A and associated helipad parking positions along Apron I will be displaced to accommodate the new taxiway alignment and apron development. The project includes the installation of four connectors between Runway 01-19 and the apron Additionally, the new parallel taxiway will be equipped with medium-intensity edge lights.

This project is expected to be completed in coordination with the rehabilitation of the taxiway system and apron surfaces and aligned with demand at the time of implementation. If demand has not materialized by the time the runway rehabilitation is completed, this project should be re-evaluated to determine the appropriate timing for implementation.

Wash Rack

The project involves installing a hose bib and connecting it to existing water utilities to provide an enhanced level of service for tenants and users by offering a dedicated wash rack. It is assumed that minimal capital investment will be required to establish a suitable location, install the hose bib, and connect the system to the existing drainage infrastructure, allowing tenants to conveniently wash their aircraft on-site.

Standalone Restroom Facility

This project involves the design and construction of a standalone restroom facility located on the west side of the airport. The facility will provide essential restroom amenities, enhancing convenience and accessibility for airport tenants and users. Key features will include both male and female restrooms, with modern fixtures and adequate space for user comfort. The facility will be connected to the airport's water utility system to ensure a reliable supply of water for sanitation and operation. The design will incorporate energy-efficient fixtures, sustainable materials, and compliance with all local and federal regulations, including accessibility standards.

Run-up Area

This project involves the design and construction of up to three run-up areas at the airport, strategically located near the thresholds of Runway 01-19 and Runway 07-25. These designated areas will provide a safe and efficient environment for aircraft operations, minimizing conflicts with other aircraft movements. The run-up areas will be constructed with asphalt and will include erosion control measures to prevent soil erosion and the creation of Foreign Object Debris (FOD) from engine exhaust. Each run-up area will be designed to accommodate up to two small single-engine aircraft simultaneously.

Oil Collector

This project involves the cost of implementing an oil collection system at the airport to facilitate proper disposal of oil by tenants and users. The system will include the acquisition of several 50-gallon drums, each equipped with filters and strainers to effectively collect and store the oil. This investment will increase the airport's operating expenses, as the collected oil will need to be regularly collected and processed at an offsite location.

Meadows Property Site Preparation

This project will enable the construction of the meadow’s property for emerging technologies tenants and functions. The project includes earthwork, grading, and enhancing utility infrastructure to accommodate future development.

Emerging Technologies Facilities

This project will design and construct Facilities to support the development of new takeoff and landing zones (such as vertiports), maintenance for Advanced Air Mobility (AAM) aircraft, charging facilities, air traffic management systems, and space for research, training and development. These facilities will be constructed on the Meadows property once the site is prepared.

Security Enhancements

This project involves the installation of CCTV cameras at Gate 3 and along Apron 3, potentially coordinated with upcoming redevelopment work on Apron 3. The project includes the installation of fiber optic infrastructure to support the cameras, requiring directional drilling to bring fiber to the southern part of the airfield. The cost of the project is higher due to the need for this specialized drilling work to ensure proper connectivity for the CCTV system.

Westside Drainage & Paving Project

This project involves the full resurfacing of deteriorating asphalt and the improvement of failed drainage systems across the entire west side of the airport, excluding the areas around Hangars 38 and 39, which are relatively new. The existing asphalt has significantly deteriorated due to poor drainage and inadequate design, an issue that was raised by westside tenants in 2021.

Winter Maintenance Equipment & Attachments

This project involves the purchase of a versatile tractor to support both summer mowing operations and winter snow removal. The tractor will be equipped with a snowplow attachment, allowing it to efficiently clear snow during winter weather events while also performing routine mowing tasks during the summer months.

Construct Combined Services Building

This project involves the design and construction of a new combined services building, approximately 6,000 square feet in size. The building will serve as a hub for airport maintenance operations, providing dedicated space for equipment storage, vehicle servicing, and the maintenance of airport infrastructure. It will be designed to accommodate a range of essential functions, including office space for staff, storage areas for tools and materials, and bays for vehicle and equipment repair. The facility will be constructed with durable materials to withstand the demands of daily airport operations and will be equipped with modern systems for efficient operation.

Marketing Plan/Strategic Rebranding

This project involves the development of a comprehensive marketing plan and strategic rebranding initiative for the airport. The goal is to enhance the airport's public image, attract new tenants and customers, and increase overall awareness within the local and regional community. The project will include a full review of the airport's current brand identity, messaging, and market positioning. Based on this analysis, a new branding strategy will be created, incorporating updated logos, taglines, and visual elements to better reflect the airport's values, vision, and services. The marketing plan will outline key initiatives and tactics, including digital marketing, social media engagement, community outreach, and advertising campaigns, to promote the airport's facilities, events, and offerings.

Advanced Air Mobility (AAM) Feasibility Study

This project involves conducting a market feasibility study for Advanced Air Mobility (AAM) at the airport. The study will assess the potential demand for AAM services, including urban air mobility, electric vertical takeoff and landing (eVTOL) aircraft, and other emerging aviation technologies. The feasibility study will analyze key factors such as market trends, regulatory requirements, infrastructure needs, and potential partnerships with AAM service providers.

Economic Impact Study

This project involves conducting an Economic Impact study for the airport to evaluate its contribution to the local and regional economy. The assessment will analyze key economic factors, including employment and employment and associated wages related to the airport's operations. It will assess both direct and indirect impacts, such as spending by airport tenants and employees, as well as the broader economic activity driven by airport-related industries. The study will also examine the airport's role in supporting regional development and economic growth. The findings from the study will provide valuable insights to inform decision-making, support funding requests, and demonstrate the airport's value to stakeholders, including government agencies, businesses, and the local community.

Strategic Financial Assessment

This project involves conducting a comprehensive financial assessment of the airport's current funding structure and long-term financial sustainability. The assessment will analyze the feasibility of establishing an Airport Maintenance Charge (AMC) to support ongoing operational and maintenance needs. The study should evaluate potential impacts on tenants and users, benchmarking similar airports that have implemented such charges, and explore other options financial levels that have been implemented at other airports that align with the airport's growth objectives.

Purchase & Install AWOS

This project involves the purchase and installation of an Automated Weather Observation System (AWOS) at the airport. The AWOS will provide real-time weather data, including wind speed and direction, temperature, visibility, and other critical meteorological information, to support safe and efficient airport operations. The system's design and installation will be site-dependent, determined by the selected Capital Improvement Plan (CIP) scenario. Information collected can also be used as a good data tool to provide potential operators with visibility data, which could help leverage business and individuals to base their operations at YNJ.

Runway 25 IFR Approach

This project involves coordinating with NAVCanada to develop and publish an Instrument Flight Rules (IFR) approach for Runway 25. The majority of the costs associated with developing the procedure are expected to be covered by NAVCanada. However, in a worst-case scenario, some costs may be passed on to the airport.

9.2.2 Proposed CIP

The following table shows a proposed Capital Improvement Plan (CIP) for the next 20 years. It is important to note that the CIP should be reviewed and updated continuously to reflect current market conditions.

Capital Project	Cost
Runway 01-19[2]	$ 8,190,000
Runway 07-25 [2]	$ 10,698,000
Taxiway system [2]	$ 7,438,000
Apron surfaces [2]	$ 14,404,000
Wash rack	$ 2,500
Self-service fuel facility [1]	$ 90,000
Standalone Restroom Facility ([1]	$ 25,000
Run-up areas [2]	$ 80,000
Oil collector	$ 2,000
Meadow Property Site Prep [1]	$ 1,830,000
Emerging Technologies Facilities [1]	$ 20,000,000
Security Enhancements	$ 350,000
Westside Drainage & Paving Project [1]	$ 1,200,000
Winter Maintenance Equipment & Attachments	$ 225,000
Construct Combined Services Building	$ 3,000,000
Construct Flex Space [1]	$ 1,000,000
Marketing Plan/Strategic Rebranding	$ 50,000
AAM Feasibility Study	$ 37,500
Economic Impact Study	$ 25,000
Strategic Financial Assessment	$ 30,000
Purchase & Install AWOS [2]	$ 750,000
Runway 25 IFR Approach [2]	$ 30,000
Totals	**$ 69,457,000**

(1) Cost is assumed to be fully incurred by a third-party developer or private investment.

(2) Cost is assumed to be partially paid through a federal, provincial or local grant.

Source: InterVISTAS Consulting, 2025

9.3 Funding Plan

This section outlines the funding plan for the CIP identified in the previous section. It is important to note that the recommended ultimate land use concept was developed with a 50-year planning horizon, while the CIP focuses on a 20-year period. As a result, some items that are part of the 50-year plan may not be included in the 20-year implementation and funding plan, as they do not align with the objectives for the next 20 years.

The following table presents a proposed funding plan for implementing the CIP. The listed funding sources are approximate and based on the potential availability of funds. This does not guarantee that the funds will be available when needed. The table is intended to serve as a general assessment tool. Early and frequent coordination with the relevant programs is recommended to help gain support and obtain funding for each project. Any Township funding needed to carry out a capital project must receive approval from the Mayor and Council before implementation.

DRAFT

Project	BCAAP	CIB	P3 / Private	Airport	Total
Runway 01-19	$2,000,000	$4,142,000		$2,048,000	$8,190,000
Runway 07-25	$2,000,000	$6,023,000		$2,675,000	$10,698,000
Taxiway system	$2,000,000	$3,578,000		$1,860,000	$7,438,000
Apron surfaces	$2,000,000	$8,803,000		$3,601,000	$14,404,000
Wash rack				$2,500	$2,500
Self service fuel facility			$90,000		$90,000
Restrooms			$25,000		$25,000
Run-up areas	$60,000			$20,000	$80,000
Oil collector				$2,000	$2,000
Meadow Property Site Prep			$1,830,000		$1,830,000
Emerging Technologies Facilities			$20,000,000		$20,000,000
Security Enhancements				$350,000	$350,000
Westside Drainage & Paving Project			$1,200,000		$1,200,000
Winter Maintenance Equipment & Attachments				$225,000	$225,000
Construct Combined Services Building		$3,000,000			$3,000,000
Construct Flex Space			$1,000,000		$1,000,000
Marketing Plan/Strategic Rebranding				$50,000	$50,000
AAM Feasibility Study				$37,500	$37,500
Economic Impact Study				$25,000	$25,000
Strategic Financial Assessment				$30,000	$30,000
Purchase & Install AWOS	$562,000			$188,000	$750,000
Runway 25 IFR Approach	$20,000			$10,000	$30,000
Totals	**$8,642,000**	**$25,546,000**	**$24,145,000**	**$11,124,000**	**$69,457,000**

Source: InterVISTAS Consulting, 2025

9.4 Implementation Plan

The projects identified in the CIP were grouped into three priorities, short-term (1-2 years), medium-term (3-10 years) and long-term (10+ years). Projects were assigned a priority based on urgency to complete, impact to the airport and the community, readiness to implement the project, available funds to move forward with the project and alignment with the goals and objectives of the Township. The following subsections define each of the project priorities that define the 20-year implementation plan.

9.4.1 Short-Term Project Priorities (1-3 Years)

Short-term projects (1–3 years) focus on addressing immediate needs without requiring significant capital investment. These initiatives were prioritized based on their ability to deliver immediate benefits at relatively low cost. The following schedule outlines these projects, with grey bars indicating the targeted time frame for implementation, rather than the actual duration of each project.

Project	Year '25	'26	'27
Advanced Air Mobility (AAM) Feasibility Study			
Runway 01-19 Rehabilitation (1)			
Wash Rack			
Oil Collector			
Marketing Plan/Strategic Rebranding			
Strategic Financial Assessment			
Economic Impact Study			

(1) Project time frame extends into 2030.

Source: InterVISTAS Consulting, 2025

9.4.2 Medium-Term Project Priorities (4-10 Years)

Medium-term projects (4–10 years) align with strategic goals and have a high benefit to airport operations and expected readiness within a few years. They often require additional planning, design, or funding efforts before implementation. The following schedule outlines these projects.

Project	Year '28	'29	'30	'31	'32	'33	'34
Taxiway System Rehabilitation							
Apron Surfaces Rehabilitation							
Self-Service Fuel Facility							
Restrooms							
Meadow Property Site Prep							
Emerging Technologies Facilities							
Security Enhancements							
Winter Maintenance Equipment & Attachments							
Westside Drainage & Paving Project							
Construct Flex Space							

Source: InterVISTAS Consulting, 2025

9.4.3 Long-Term Project Priorities (10+ Years)

Long-Term Projects (10+ years) address future growth, infrastructure resilience, or evolving community needs. These initiatives typically involve complex planning, higher costs, or dependency on long-range funding sources. These projects are defined in the following schedule.

	Year									
Project	'35	'36	'37	'38	'39	'40	'41	'42	'43	'44
Runway 01-19 Slurry and Crack Seal										
Run-up areas										
Construct Combined Services Building										
Purchase & Install AWOS										
Runway 7-25 Rehabilitation										
Runway 25 IFR Approach										

Source: InterVISTAS Consulting, 2025

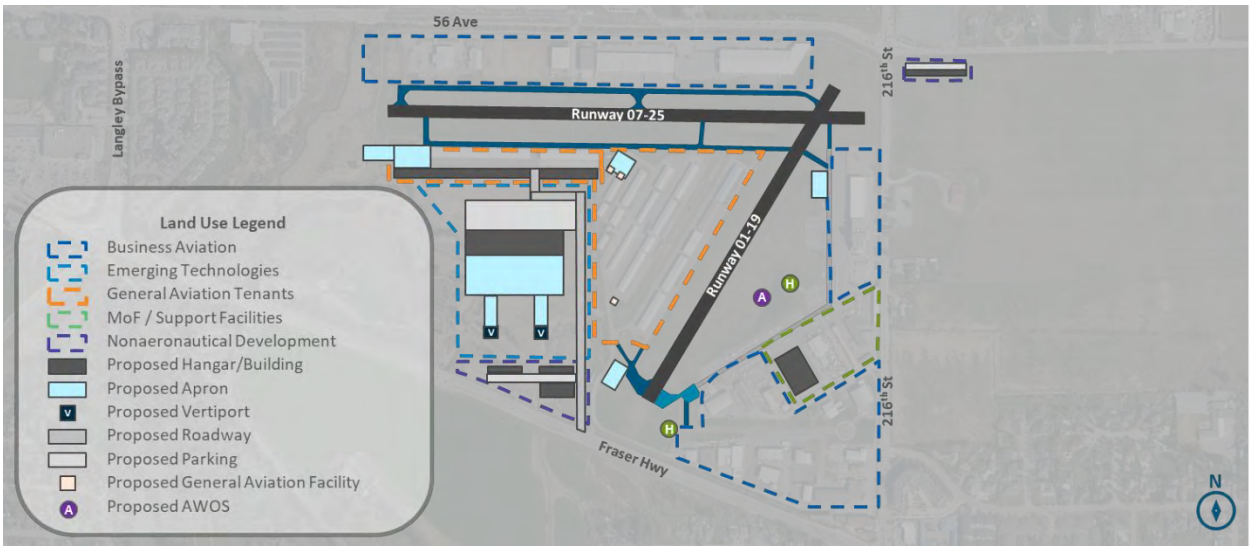
9.5 Development Plan

The following section outlines the development plan for the airport, which takes into account the recommended ultimate land use concept and identifies the optimal placement of facilities over the next 20 years. It is important to note that within this 20-year horizon, most of the existing facilities are expected to remain in place, with new developments and improvements built around them. The development plan is closely aligned with the CIP, reflecting the need for infrastructure to support ongoing growth and operational demands. While the exact shape and size of some facilities may vary depending on how demand materializes over time, the plan provides a general roadmap for the airport, guiding decisions on where and when to place specific facilities to meet future needs.

The development plan, as illustrated in the following graphic, shows most facilities remaining in place over the next 20 years, with maintenance of these facilities handled by their respective owners. In this plan, Hangars 4 and 5 would be removed, and two new facilities would be constructed: one to accommodate an expanded Museum of Flight and the other to support business aviation activities.

The Meadows parcel would feature a large hangar to support a major anchor tenant, along with adequate apron space and two vertiports for emerging eVTOL (electric vertical takeoff and landing) technology. South of the emerging technologies area, a series of low-profile buildings and parking would be developed for non-aeronautical use, all constructed by a third-party developer.

Across 216th Street, a potential flex space would be positioned to serve airport functions that do not require airside access, while also providing a venue for community events. Additionally, space would be developed on the west side for hangars and apron areas, offering amenities such as restrooms, oil collectors, self-service fuel, and a wash rack.



Source: InterVISTAS Analysis, 2025

It is important to note that the size, shape, and orientation of the buildings are depicted graphically and may change over time in response to market conditions or based on recommendations from a developer.

10 Recommended Actions & Next Steps

This report, the Langley Regional Airport 2045, outlines the following strategic plans and implementation strategy for the airport:

(1) The proposed land use concept for the Langley Regional Airport, as detailed in Section 8;

(2) The 20-year Capital Improvement Plan, which outlines capital project priorities, as described in Section 9.2; and

(3) The short-, medium-, and long-term actions to support the implementation of both the land use concept and the Capital Improvement Plan, as outlined in Section 9.4.

The key recommendations for the Township to pursue are summarized below:

Land Use Plan

The recommended land use concept was developed based on tenant feedback, Township input, and technical analysis conducted throughout the study. The concept preserves and expands general aviation on the west side of the airfield, enhances business aviation capacity along the north side of Runway 07-25, and plans for the addition of a parallel taxiway to improve operational efficiency and unlock new development opportunities. The plan also designates land for the integration of emerging technologies, including infrastructure to support Advanced Air Mobility (AAM), while maintaining and enhancing the role of the Museum of Flight. Limited nonaeronautical development is included to diversify revenue sources and improve service offerings for tenants and the public.

The recommended land use concept allows the Langley Regional Airport to be at the forefront of aviation innovation, meets the needs of its tenants, and fosters economic opportunity for the Township.

Capital Improvement Plan (CIP)

The CIP was developed in collaboration with Township staff, who assessed various projects and funding scenarios. The CIP includes key projects such as runway and taxiway improvements, apron resurfacing, security enhancements, and the construction of a combined services building. It also identifies third-party investments, including private developers funding certain facilities like the self-service fuel station, emerging technologies campus and flex space. The total cost of the CIP is approximately $69 million over the next 20 years.

The CIP will allow the Langley Regional Airport to prioritize and obtain funding from outside agencies to promote the long-term development and operational success of the airport.

Short, Medium and Long-Term Actions

The very first action that should be undertaken in 2025 is conducting an Advanced Air Mobility (AAM) feasibility study. AAM represents a rapidly emerging sector in aviation, with technologies like electric vertical takeoff and landing (eVTOL) aircraft offering new transportation solutions. By evaluating the

viability of AAM at the airport, Langley Township can position the airport as a leader in innovation and capitalize on future growth in this sector. The study will assess the technical, regulatory, and market factors involved, providing critical insights into infrastructure requirements, potential demand, and the airport's readiness to support AAM operations. Undertaking this study in 2025 allows the airport to prepare for this transformative industry, paving the way for new services, economic opportunities, and increased connectivity.

Additional short-term actions (1–3 years) include the installation of a wash rack and oil collector system, which offers both operational and environmental benefits while enhancing service levels for general aviation tenants at a relatively low cost. Initiating the rehabilitation process for Runway 01-19 is also recommended to preserve this critical asset and improve safety at the airport. Other short-term initiatives that can be implemented include conducting an economic impact study, developing market and brand awareness strategies, and undertaking a strategic financial assessment to support long-term planning and investment

In the medium-term (4-10 years), several key projects are prioritized to enhance the airport's operations and infrastructure. These include the rehabilitation of the taxiway system and apron surfaces to maintain operational safety and efficiency. A self-service fuel facility will be developed to provide greater convenience for users, while restroom upgrades will improve tenant amenities. Site preparation for the Meadow Property will be undertaken to accommodate future development, alongside the construction of emerging technologies facilities to support innovation in aviation. Security enhancements will be implemented to ensure the safety of the airport, and the acquisition of winter maintenance equipment and attachments will bolster operational readiness during colder months. Additionally, the Westside Drainage & Paving Project will address critical infrastructure needs, and the construction of flex space will create versatile areas for businesses and tenants.

Long-term (10+years) project priorities focus on enhancing the airport's operational capabilities, safety, and service delivery. Planned improvements include slurry sealing and crack sealing of Runway 01-19 to extend its lifespan and maintain surface quality. The development of run-up areas will support safe and efficient aircraft engine testing prior to takeoff. A combined services building will be constructed to consolidate essential airport operations and maintenance functions. Additionally, the purchase and installation of an Automated Weather Observation System (AWOS) will provide weather data to pilot. The implementation of an IFR approach for Runway 25 is also planned to enhance accessibility and reliability during low-visibility conditions.

Appendix A

Tenant Open House Materials

Welcome to the

Langley Regional Airport (YNJ) Strategic Land Use Plan

Open House

Provide Your Feedback

Feedback provided will help shape a preferred land use concept for Langley Regional Airport.

Use the camera on your phone to scan the QR code and access the feedback form.

Or visit **tol.ca/ynj-lup** to complete the feedback form.

Provide your feedback



Project Goal

Create a strategic plan to optimize available land at Langley Regional Airport that promotes long-term economic growth, compatible with tenant and user operations, aligns with industry trends, and promotes development for the community.



Project Outcomes

1. Identify location of key facilities that allows growth over the next 50 to 100 years.
2. Understand the balance between aeronautical and nonaeronautical development.
3. Provide a roadmap for where emerging technologies can take root.
4. Deliver a defendable and justifiable land use plan.

Strategic Land Use Plan Tasks

1. **Task Kickoff and Stakeholder Visioning**
   Airport Visioning process is the forum through which initial needs are determined, and objectives are identified to guide the study.

2. **Existing Conditions Inventory**
   Document relevant information both on and off the airport.

3. **Establishment of Facility Requirements**
   Facility capacities identified during the visioning workshop will be compared against existing conditions to determine future facility requirements.

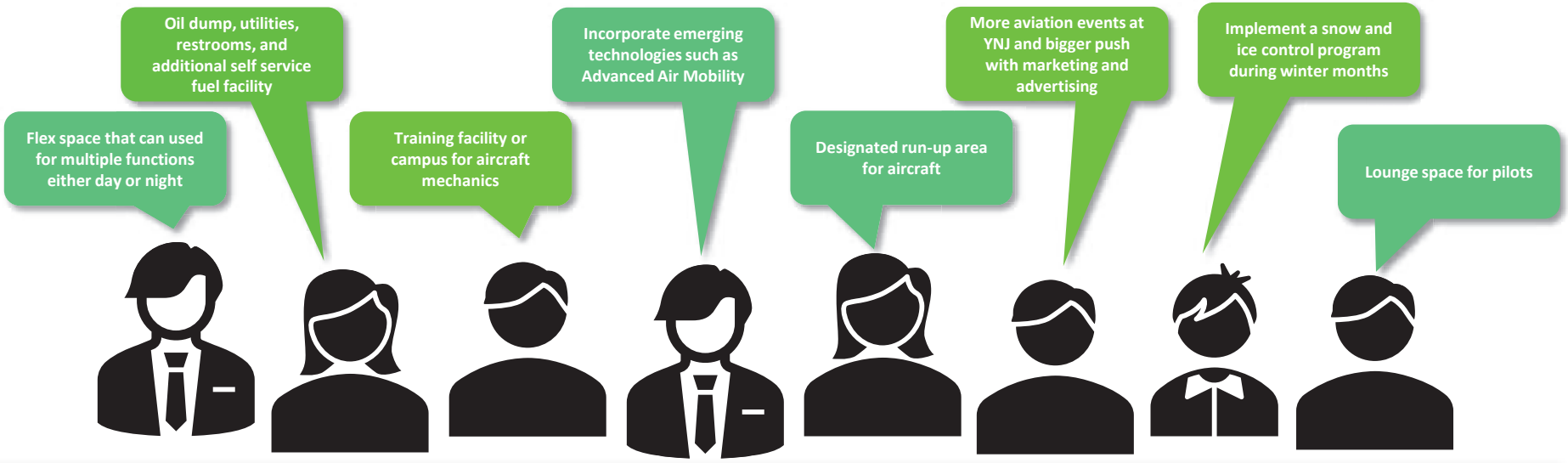


4. **Strategic Land Use Concepts**
   Major facilities such as runways, taxiways, and aeronautical facilities will be depicted graphically.

5. **Development Program**
   Prepare a step-by-step action plan showing how the airport can be developed in the future to achieve the Airport Vision.

6. **Project Results**
   Findings will be summarized and presented to staff at an in-person meeting.

Tenant Input Received from November Meetings



100
Total number of participants in focus group sessions

8
Number of focus group sessions held

10
Hours project team met with tenants to understand current operations, challenges and future needs

15
Number of participants who provided follow-up feedback

How Each Land Use is Defined

Business Aviation

Facilities and operations that support private, corporate, large flight schools, medical and charter flights, as well as services such as hangars, maintenance facilities, and office spaces for businesses, such as the Terminal.

Emerging Technologies

Facilities to support the development of new takeoff and landing zones (such as vertiports), maintenance for Advanced Air Mobility (AAM) aircraft, charging facilities, air traffic management systems, and space for research, training and development. This land use is intended to accommodate the growing demand for next-generation aviation technologies.

Helicopter Operators

Designated areas and facilities that are specifically allocated for the operation and support of helicopter services. This includes helicopter landing pads or helipads, hangars, fueling stations, maintenance facilities, and spaces for ground operations.

General Aviation Tenants

Areas and facilities allocated for the operations of smaller aircraft. This includes spaces for small t-hangars, tie downs, small flying clubs and flight schools.

MoF / Support Facilities

This land use includes space for the Museum of Flight (MoF) exhibition halls, hangars and storage spaces for aviation artifacts, historical aircraft, and interactive exhibits. In addition to the museum itself, support facilities are included in this land use such as maintenance facilities for Township staff.

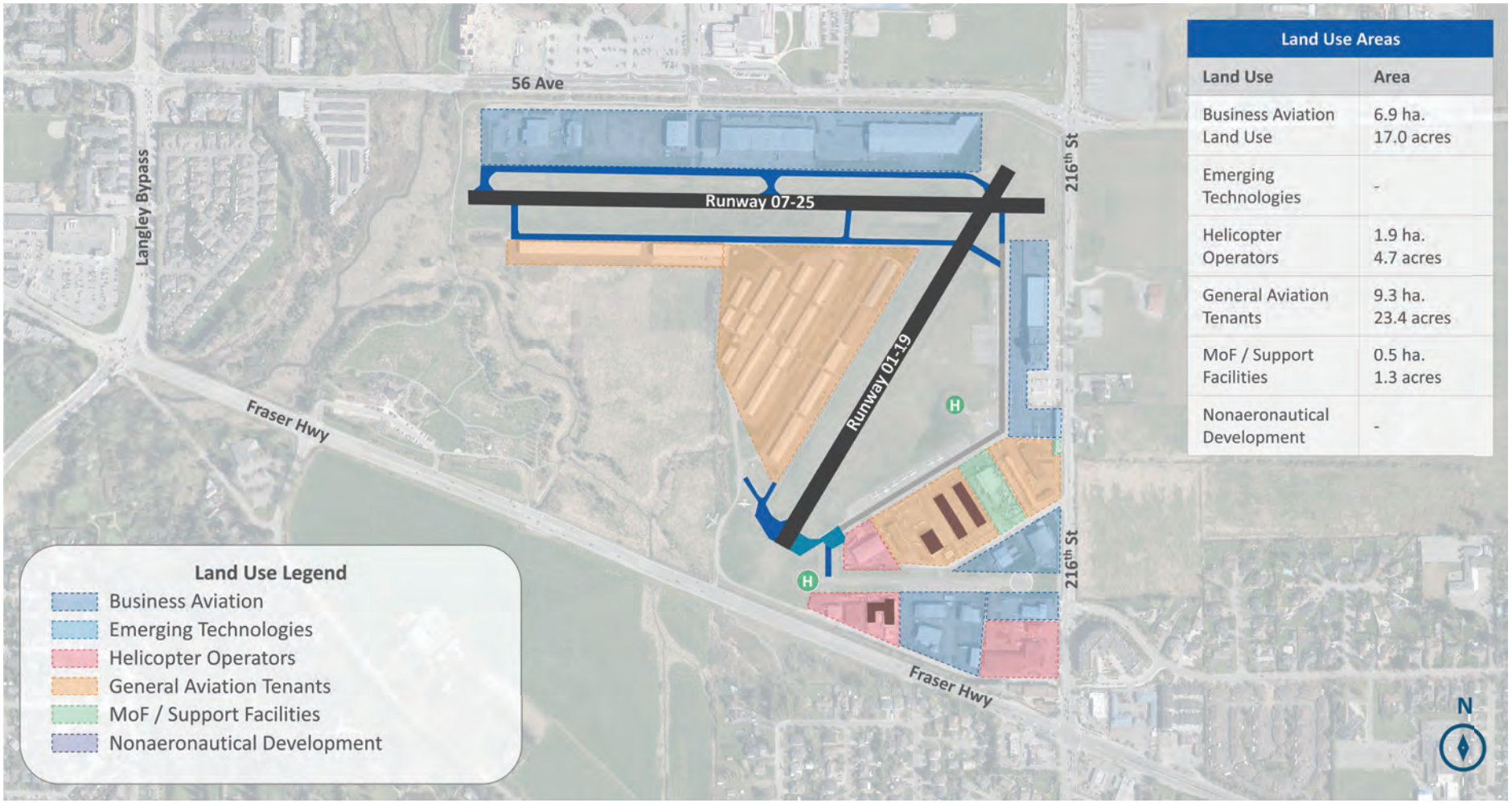
Nonaeronautical Development

Areas of the airport that are used for commercial, industrial, or other purposes unrelated to aviation operations. These developments typically generate revenue for the airport but do not directly support air traffic or aircraft operations.

Airport Facility Overview

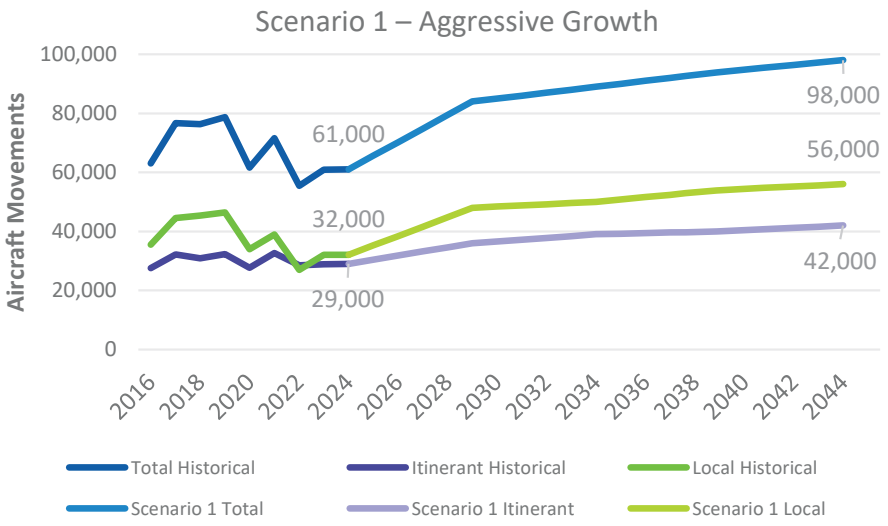


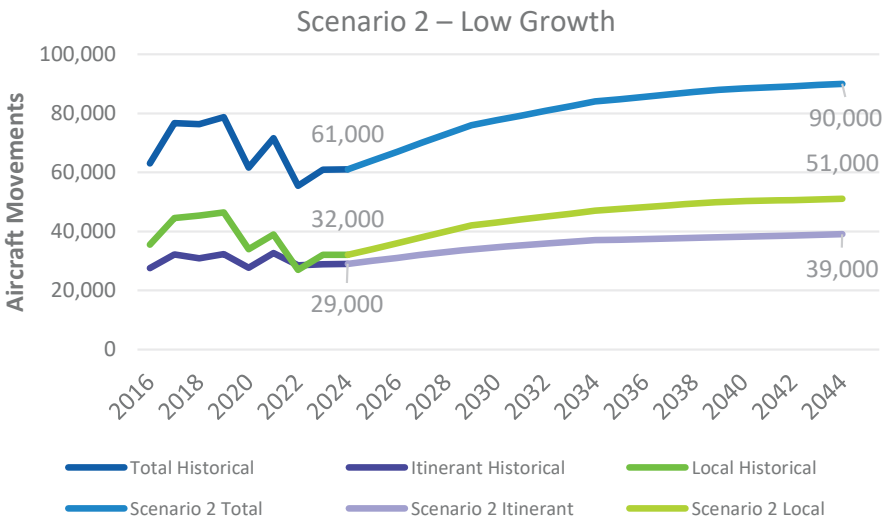
Existing Land Uses



Land Use Areas	
Land Use	**Area**
Business Aviation Land Use	6.9 ha. 17.0 acres
Emerging Technologies	-
Helicopter Operators	1.9 ha. 4.7 acres
General Aviation Tenants	9.3 ha. 23.4 acres
MoF / Support Facilities	0.5 ha. 1.3 acres
Nonaeronautical Development	-

Aircraft Movement Forecasts





Scenario 1 Assumptions

- Near term: resurgence of growth following COVID impact.
- Resident flying schools keen to expand student intake.
- Increase in local population increasing demand for flight training.
- Future airport development proposals including the addition of a/c parking/taxiways and runway extension.
- Introduction of regional commercial service.

Scenario 2 Assumptions

- Near term: negative GDP per capita growth.
- Mid/long term lackluster real GDP growth.
- Discouragement of movement growth.
- Minimal flight school activity.
- ATC limiting zone activity.
- No emergence of new anchor tenants.

Facility Requirements Summary

Airfield Requirements

Feasibility of runway extension for 90% of aircraft with 10 or fewer seats.

- Runway 01-19 253 m
- Runway 07-25 57 m



Improve taxiway connections at the Runway 01-19 and 07-25 intersection.



By the end of the planning horizon, provide approximately 45,000 m^2 of apron space to meet projected demand and tenant needs.



Hangar, Building and Support Facility Requirements

Approximately 200,000 m^2 of hangar and building space at the end of the planning horizon.



A maintenance building designed for efficient airport operations.



A self-service fuel facility and fuel farm with adequate capacity to support operations and maintain a 5-day fuel delivery cycle.



Land use plan assumes no fire hall to be built at Langley Airport.



Amenity and Additional Service Offerings

- Flex space/hangar
- Wash rack
- Oil depository
- Webcam showing runways for weather checks
- Restaurants/viewing area
- Training facility for mechanics
- Vertiport/AAM integration
- General aviation terminal (e.g. resting area, lounge space, coffee shop)
- Improved utilities for hangars

Land Use Concept Development Process



Identify future vision based on tenant and Township input.



Consider projected aviation demand, tenant needs, regulatory requirements and facility requirements to define the size of each land use.



Prepare high level land uses.



Prepare facility concepts.



Select a preferred land use plan.

Ultimate Airfield Configuration

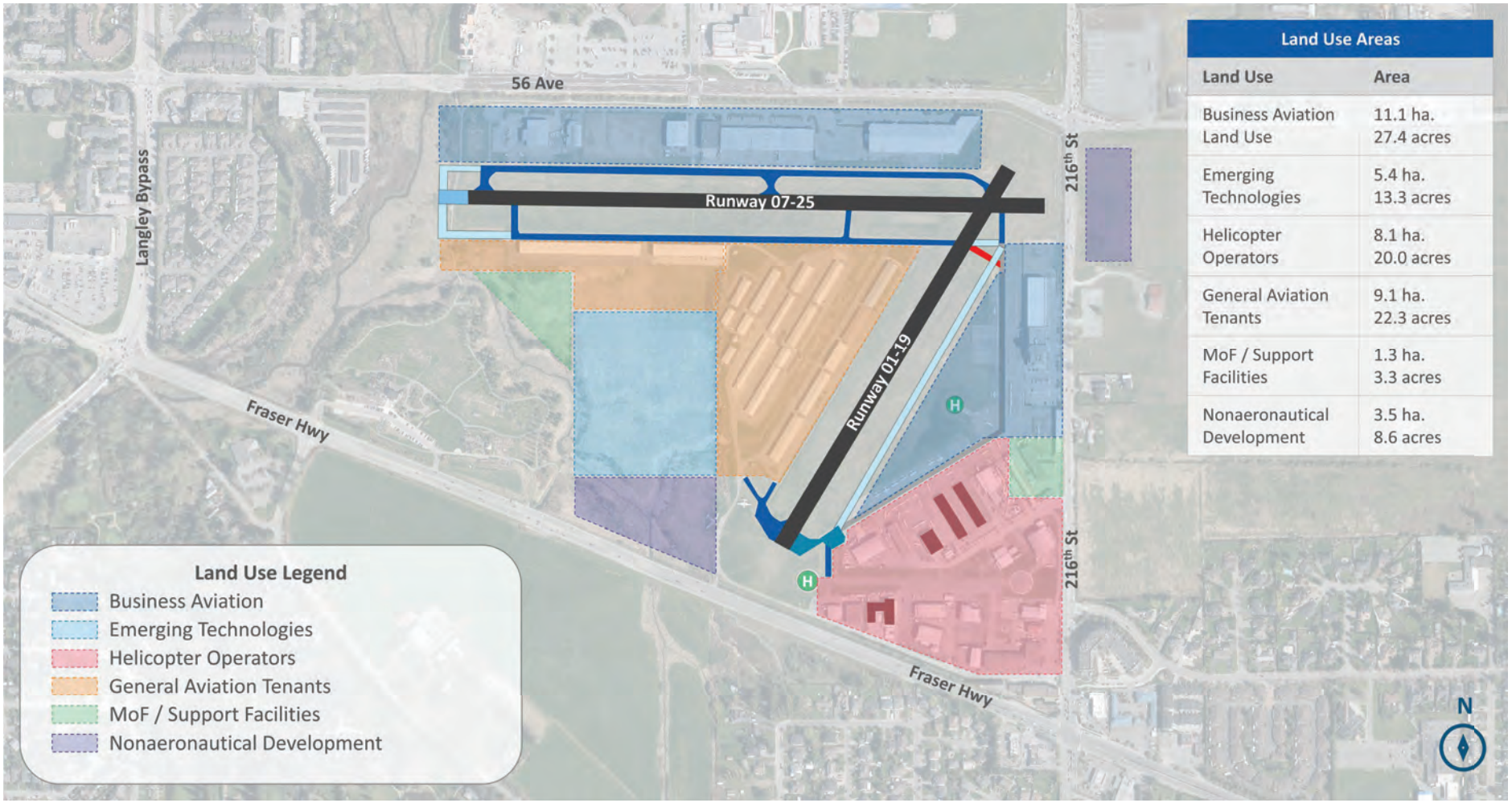


Proposed Land Use Concept 1



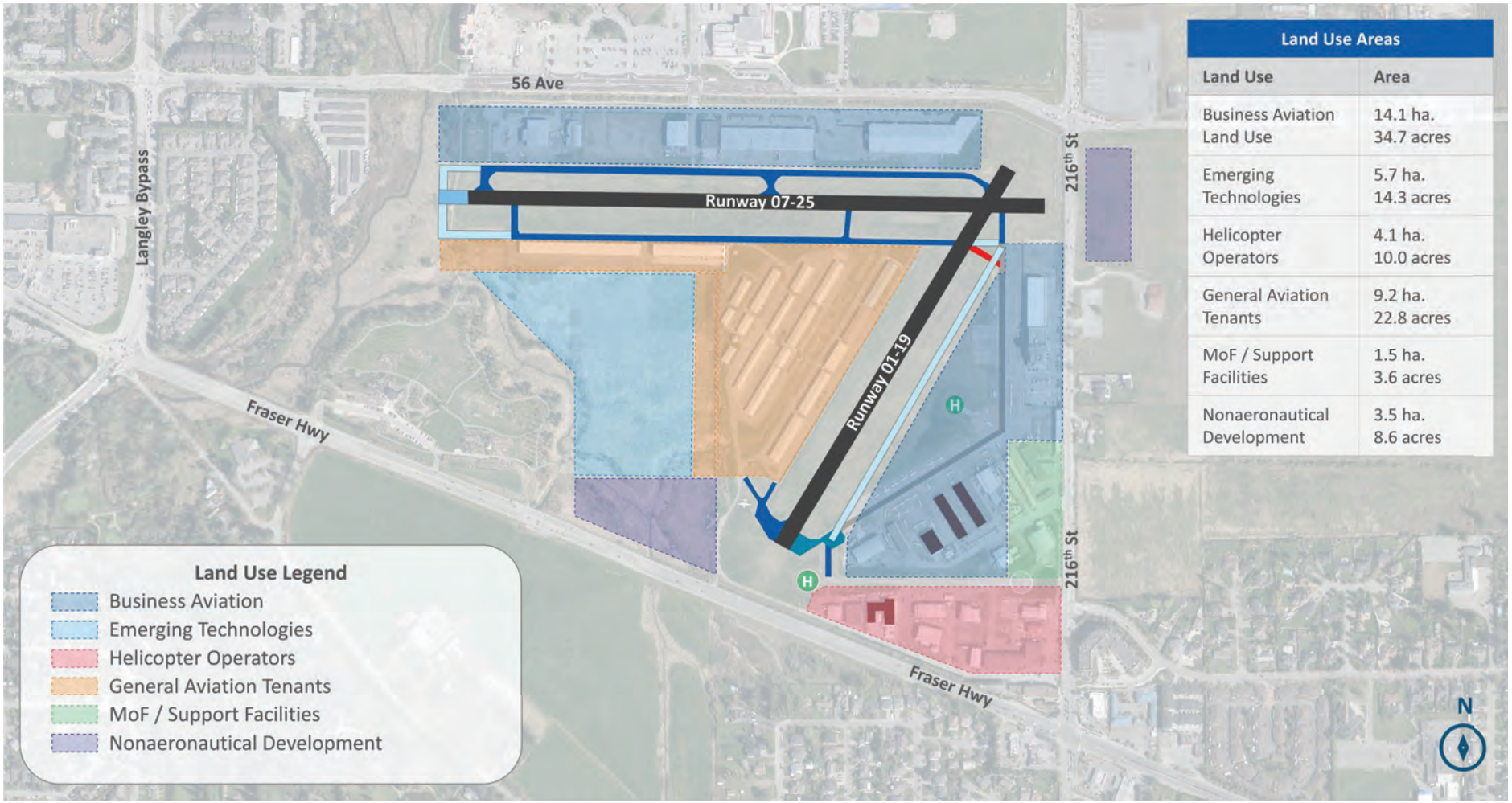
Land Use Areas	
Land Use	**Area**
Business Aviation Land Use	8.2 ha. 20.3 acres
Emerging Technologies	8.0 ha. 19.8 acres
Helicopter Operators	5.14 ha. 12.7 acres
General Aviation Tenants	10.7 ha. 26.5 acres
MoF / Support Facilities	1.3 ha. 3.3 acres
Nonaeronautical Development	2.3 ha. 5.7 acres

Proposed Land Use Concept 2



Land Use Areas	
Land Use	**Area**
Business Aviation Land Use	11.1 ha. 27.4 acres
Emerging Technologies	5.4 ha. 13.3 acres
Helicopter Operators	8.1 ha. 20.0 acres
General Aviation Tenants	9.1 ha. 22.3 acres
MoF / Support Facilities	1.3 ha. 3.3 acres
Nonaeronautical Development	3.5 ha. 8.6 acres

Proposed Land Use Concept 3



Land Use Areas	
Land Use	**Area**
Business Aviation Land Use	14.1 ha. 34.7 acres
Emerging Technologies	5.7 ha. 14.3 acres
Helicopter Operators	4.1 ha. 10.0 acres
General Aviation Tenants	9.2 ha. 22.8 acres
MoF / Support Facilities	1.5 ha. 3.6 acres
Nonaeronautical Development	3.5 ha. 8.6 acres

Strategic Land Use Plan Next Steps

- Project team will incorporate feedback from open house.
- Begin preparing a refined land use and facility layout concept.
- Prepare a development strategy that outlines the capital costs needed to implement the land use concept.
- Study to be completed in March 2025.



Thank you for attending

The Township of Langley is preparing a Langley Regional Airport (YNJ) Strategic Land Use Plan and we want your feedback.

To complete a survey, visit the website at **tol.ca/ynj-lup** or scan the QR code with your mobile device camera.

Stay connected and involved by signing up for our eNewsletter at **tol.ca/enews**.

Provide your feedback

Appendix B

Langley Airport Advisory Association (LAAA) Land Use Comments



LAAA / InterVistas

Survey Response

Strategic Plan Land Use Concepts

- Overall Commentary:
  - Grateful and appreciative for all the work and effort that has gone into the plan as presented.
  - Many LAAA members have asked “which one do we pick”?
  - Upon reflection, the LAAA feels that a ‘vision’ and ‘mission’ are needed to steer the Land Use Concepts



LAAA Concept: Mission Statement

- Develop CYNJ into a world class facility supporting the needs of the Community, feeding the Critical National Transportation Infrastructure through Aviation related Training, Services, and Manufacturing, and become a local hub / ‘Centre of Excellence’ for present and Emerging Technologies.



Events, Community, Education

Live



Businesses and Jobs

Work



Amenities, Social, and Adventure

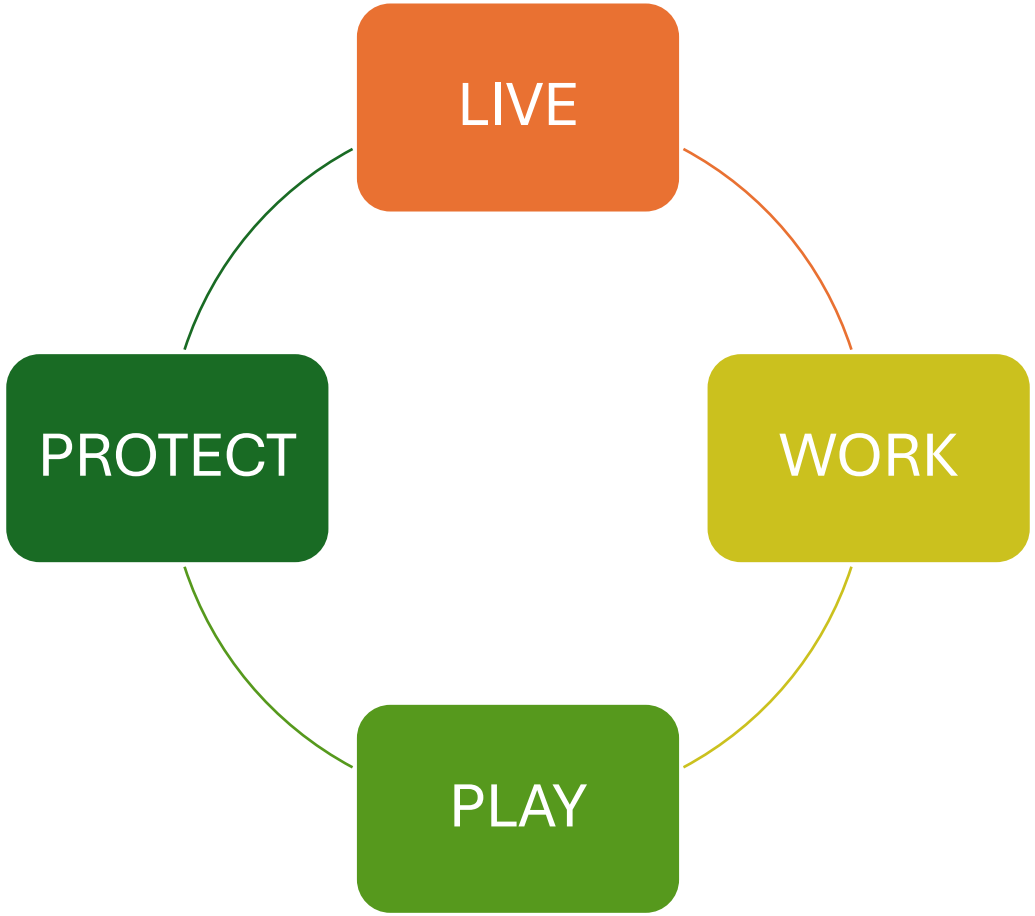
Play



Community Support and Services

Protect

LAAA Concept: Vision Statement



Live

- Community Centre / Multi Use Facility
- Aviation related Education facility
- Air Fair, Canada Day, 'Airport Day', Fly in

Work

- Business friendly environment
- 'Center of Excellence' / Vertical Integration

Play

- Amenities for visiting pilots, for work or pleasure
- Upgrade amenities for YNJ based tenants and renters.

Protect

- Embrace and promote the local services to the TOL community

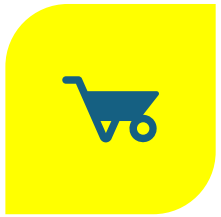
CYNJ can be the STANDARD for all BC Airports

LAAA Concept: Vision Statement

- Live:
  - Through the addition of Community / Multi use facilities, develop CYNJ into a shining pillar of the TOL infrastructure facilities. Work with leading local Educational organizations to bring additional world class Aviation Instruction to our Airport. Embrace and enhance our current Community services and promote CYNJ into a local destination for learning and pleasure.
- Work:
  - Through consultation and outreach, promote CYNJ as a budding 'Center of Excellence' to existing and new businesses. 'Can do' and 'YES' attitude. 'Open for Business'
- Play:
  - Develop CYNJ into 'the place to go' for transient business and private pilots. Enhance parking, lounge, and transportation options.
- Protect:
  - Highlight and openly promote the Services that CYNJ brings to the TOL and surrounding areas and develop additional Services to support the Township.



LIVE



WORK



PLAY



PROTECT

The Township of Langley is uniquely positioned to have 1 of 4 regional airports in the Metro Vancouver Region

LAAA Vision Concept: LIVE

- Community Center / Multi Use Facility
- Education: Partner with local College / University to bring Aviation related Education to CYNJ
- Youth: Embrace the Air Cadets, and promote additional youth organizations to use CYNJ
- Community Events: Air Fair, Fly In's, Canada Day Celebrations. 'The' place to be.
- Invest in a destination amenity that draws people to the airport

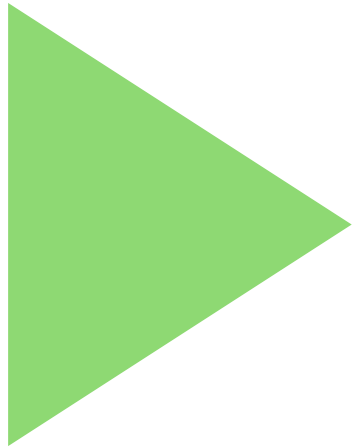


LAAA Vision Concept: WORK

- Business Friendly.
- Bi-yearly TOL / Airport Administration ‘business focused’ updates and consultation.
- Work with existing business to promote expansion
- Work with existing business to find new opportunities
- ’Center of Excellence’. Develop the core competencies through partnership to vertically integrate services for both existing and Emerging Aviation Technologies.
- Additional filming opportunities

LAAA Vision Concept: PLAY

- Centrally located in the lower mainland
- Create a ‘Pilot friendly’ environment
- Reverse course on current trend: Promote CYNJ as a destination
    - Fuel ‘sale’ certain days a month to promote visits
- Transient pilot / aircraft services
    - Better / more transient parking
    - Transportation options
    - Sky Train coming soon
    - Pilot’s lounge
    - ‘Fly in and Golf’ package
- Facility for local flying clubs to use
    - Monthly meetings
    - Aviation education
- Fly in, Events, Airport day
    - Promote CYNJ as a community destination



LAAA Vision Concept: PROTECT

- RCMP
  - Base for rotary wing operations for the entire lower mainland
- BC Aero
  - Volunteer organization for disaster relief. Part of a multi national organization.
- Fire Fighting
  - Seasonal FIRE FIGHTING to protect the community and surrounding areas
  - Create a local FIRE FIGHTING ‘hub’ for the entire lower mainland
- Air Ambulance
  - Close proximity to Langley Hospital
- Border Protection and Patrol
  - Based at CYNJ



“Center of Excellence”



Aviation Training



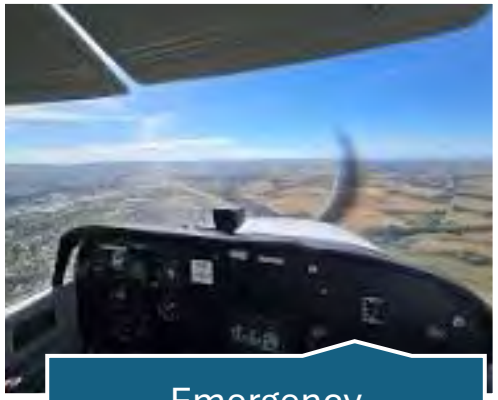
Fire Fighting



Manufacturing



Emerging Technologies



Emergency Preparedness



Amenity Rich Environment



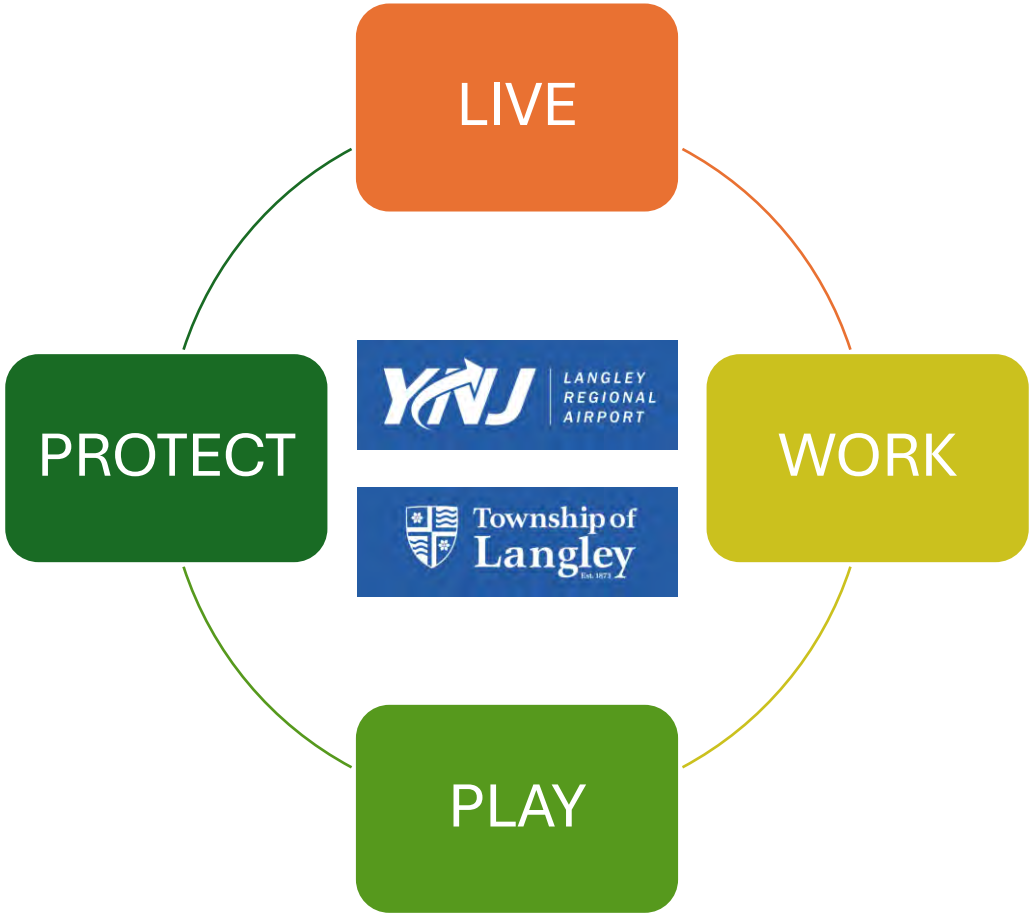
Destination and Transportation Options



Visiting Aircraft Services

In Closing

- CYNJ:
  - Has a thriving business community, which needs to be nurtured and grown
  - Is a key training ground for Canada's critical national transportation infrastructure
  - A community resource, and needs to be promoted as a destination with facilities that attract personal and business pilots, and the local community
  - A key part of our local safety infrastructure that protects our communities



Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	APRIL 28, 2025 - REGULAR MEETING	**REPORT:**	25-59
FROM:	CORPORATE ADMINISTRATION DIVISION	**FILE:**	0340-20
SUBJECT:	COUNCIL TRAVEL AND EXPENSE ACCOUNTS REVISIONS TO COUNCIL POLICY 01-017		

RECOMMENDATION:

That Council amends Council Policy 01-017, Section 3.3 Taxes and Reimbursement Expenses as detailed in Attachment A hereto.

SUMMARY:

At the December 16, 2024, Regular Council Meeting, Council passed a resolution directing that Council Policy 01-017, Section 3.3 Taxes and Reimbursement of Expenses, be amended as follows:

1. Any and all travel expenses, including under section 3.3.2, for destinations outside of British Columbia must be approved by Council prior to any expenditure for registration, reservations or otherwise, and released for information;
2. In addition to approved travel and associated expenses for conferences, the maximum annual expense limit for the Mayor is $5,000, and for a Councillor is $2,500, unless otherwise approved by Council;
3. That Members of Council be required to report the name(s) of the individual(s) for applicable expenses, such as meals, with contact information; and
4. That staff provide Council with a list, if possible, of other Metro Vancouver municipalities' policies regarding travel expense alongside the potential amendments to Township of Langley Council Policy 01-017 Section 3.3.

A copy of the amended Council Policy 01-017 is attached hereto as Attachment A for Council's review.

Staff were also asked to provide a list of other Metro Vancouver municipalities' policies regarding travel expense. A table summarizing some municipalities' policies within and outside of Metro Vancouver area is included as Attachment B.

PURPOSE:

To respond to Council's December 16, 2024, direction by provided a report with proposed amendments to Council Policy 01-017, Section 3.3 Taxes and Reimbursement of Expenses.

DISCUSSION/ANALYSIS:

Amendments to Council Policy 01-017

The recommended motion revises Section 3.3 of Council Policy 01-017 by including the additional restrictions proposed by Council while also revising and updating the existing policy.

The exclusion of reimbursement of travel to regional meetings where remuneration is additionally provided has been separated and expanded into a separate paragraph (3.3.7) imposing a blanket prohibition on reimbursement of expenses where a third party has or will reimburse those expenses.

The standing approval for attendance at Federation of Canadian Municipalities, Union of British Columbia Municipalities and the Lower Mainland Local Government Association conferences has been made subject to a new paragraph (3.3.4) which makes approval of travel to destinations outside of British Columbia subject to prior approval by Council. This change will primarily affect travel to the Federation of Canadian Municipalities conference.

Paragraph 3.3.5 includes an annual expense limit for Council members, beyond which approval by Council is required. This expense limit is in addition to the cost to attend the three conferences listed in paragraph 3.3.2.

Paragraph 3.3.6 adds a new requirement to disclose the name and contact information for any third party (individual person or corporate entity) which benefits from the applicable expense.

Update on Conference Costs

The cost of attending the three conferences identified in paragraph 3.3.2 vary from approximately $2,525 to $4,205 per person, based on whether the municipality has a membership and the time of the year the registration for the event takes place.

Conference	**Member (early bird/regular)**	**Non-Member (early bird/regular)**
Federation of Canadian Municipalities (FCM)	$1,195/$1,295	$1,295/$1,495
Union of BC Municipalities (UBCM)	$600/$780/$936	$1,000/$1,300/$1,560
Lower Mainland Local Government Association (LMLGA)	$600 plus GST and $130 for Banquet	$950 plus GST $200 for Banquet*

**This does not include travel expenses which vary based on the location. The FCM conference is out of province and requires air fare, accommodation and meals.*

Provincial Disclosure Requirements

Council Policy 01-017 is in addition to requirements imposed by the Province of British Columbia regarding disclosure of Council remuneration and expenses. The Statement of Financial Information ("SOFI") is a Public Accounts report prepared in compliance with the *Financial Information Act*, [RSBC 1996] and which requires that the Township of Langley

disclose the total remuneration paid to a Council member and the total amount paid for a Council member's expenses.

The *Freedom of Information and Protection of Privacy Act* [RSBC 1996] (“FOIPPA”), grants the public the right to access and review government records. A request for access to a Council member’s expense claims would be processed in accordance with FOIPPA and which, together with the SOFI report, provide the base level of accountability and transparency with respect to a Council member’s expenses.

Respectfully submitted,

Christopher D. Konrad
SOLICITOR
for
CORPORATE ADMINISTRATION DIVISION

ATTACHMENT A Copy of Council Policy 01-017

ATTACHMENT B List of Municipalities Policies

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Council Remuneration

Policy No:	**01-017**
Approved by Council:	**2003-03-03**
Revised by Council:	**2006-02-20**
Revised by Council:	**2012-12-03**
Revised by Council:	**2016-05-30**
Revised by Council	**2019-02-05**
Revised by Council	**2022-12-05**
Revised by Council	**2024-04-29**
Revised by Council	**2024-09-23**

1. Purpose

1.1. To provide a policy for calculating Council's remuneration and expenses and how remuneration will be determined.

2. Related Policy

2.1 N/A

3. Policy

3.1. Council's remuneration has been authorized by Council resolution to be calculated by the following method:

3.1.1. That the salary of a Federal Member of Parliament, a BC Provincial Court Judge, a BC Provincial Cabinet Minister, a BC Provincial MLA, the job rate of a Superintendent of the RCMP and the Principal of the largest high school in Langley be defined as the comparators; Effective January 1, 2019, the Mayor's salary be benchmarked at 96% of the average salary of comparators for the calendar year 2019 and thereafter, less the highest and lowest salary of the comparators.

3.1.2. That the salary of each Councillor shall be benchmarked at 37% of the Mayor's salary.

3.1.3. That the comparators' salaries be reviewed in the first quarter of each year and if the average salary has increased, adjustments be made to Mayor and Councillors' salaries retroactive to January 1st of the year in which the annual review was conducted.

3.1.4. That, if based on the annual review of the comparator salaries, the average salary has decreased, the Mayor and Councillors' salaries be frozen until it is determined as a result of the annual review of the comparator salaries that an increase is warranted.

3.1.5. Deleted by Council Resolution December 5, 2022.

3.2. Travel Allowance

3.2.1. Given the Township's geographical size and need/requirement for the Mayor and Councillors to attend numerous job-related meetings and activities throughout the Township and region and the lack of public transportation, a travel allowance will be provided.

3.2.1.1. The Mayor's travel allowance will be $850 per month.

3.2.1.2. Councillors travel allowance will be $340 per month.

3.3. Taxes and Reimbursement of Expenses

3.3.1. Subject to Section 3.3.5, the cost of attending conferences, conventions, or traveling (including the per kilometre charge) on municipal business beyond the boundaries of the City of Langley and the Township of Langley, is reimbursable by submitting an Employee Expense Reimbursement Form. Such funds reimbursed by the Township to the Council member are not considered taxable but rather additional expense allowances.

3.3.2. Subject to Section 3.3.4, conferences and associated permissible expenses are pre-approved and funded for events of the following organizations: Federation of Canadian Municipalities (FCM), Union of British Columbia Municipalities (UBCM) and the Lower Mainland Local Government Association (LMLGA).

3.3.3 Conferences and associated permissible expenses that are not subject to Section 3.3.2 require prior approval of the Mayor and/or Council.

3.3.4 Any and all travel expenses, including under section 3.3.2, for destinations outside of British Columbia must be approved by Council prior to any expenditure for registration, reservations or otherwise, and released for information.

3.3.5 In addition to travel and associated expenses for conferences approved by Section 3.3.2, the maximum annual expense limit for the Mayor is $5,000, and for a Councilor is $2,500, unless otherwise approved by Council.

3.3.6 If a Council member claims as a reimbursable expense an expense which benefits a third party, the Council member must include the name and contact information of the third party who benefited from the applicable expense on their Employee Expense Reimbursement Form.

3.3.7 A Council member is not entitled to be reimbursed for expenses by the Township of Langley for which the Council member has been or will be reimbursed by a third party, such as by Metro Vancouver.

LIST OF MUNICIPALITIES POLICIES

City	**Existing**
Abbotsford	$7,000.00
Chilliwack	The members of council for Chilliwack are pre-approved to be reimbursed for attending the Federation of Canadian Municipalities (FCM), Union of BC Municipalities (UBCM) and Lower Mainland Local Government Association (LMLGA) conventions, conferences and seminars. Should Council Members desire to attend other conferences considered directly related to their duties on Council, for expediency, the Mayor may approve the conference attendance. Alternately, the Member may bring the request to all of Council.
Delta	Council members are entitled to reimbursement for the following actual costs incurred and supported by receipts as a result of their attendance at an Event or Official Function on behalf such as travel and accommodation outside of the boundaries of the Metro Vancouver Regional District, meals of the Council member, conference and convention registration fees for the Council member, child care costs to a maximum of $40.00 per day for babysitting or child minding expenses incurred by a Council member while attending an Event/Official Function; taxi services and entertaining while participating in activities associated with an Event or Official Function outside Delta.
Kamloops	$5,000.00 In addition to the $5,000 annual expenses allocated to the Mayor and each member of Council, overseas travel (e.g. Sister City program) may be authorized once per elected term.
Kelowna	Members of Council who are entitled to reimbursement of out-of-town expenses shall be entitled to a per diem of $70.00 per diem for the day of departure and day of return will be calculated on a pro-rata basis with one-half the per diem payable for any portion of the day prior to 12:00 noon and one-half the per diem payable for any portion of the day after 12:00 noon. The per diem shall cover all meals, gratuities, dry cleaning, local telephone calls and other miscellaneous costs for trips involving more than one day away from Kelowna. The full costs of actual hotel room (single rate), substantiated by receipts will be reimbursed. Actual air fare at economy rate, substantiated by receipts will be paid. If travel is by car, equivalent air fare or mileage may be claimed, whichever is the lesser. Actual airport limousine costs, taxis, tolls and long distance telephone calls for City business, substantiated by receipts, will also be reimbursed.
Maple Ridge	$3,5000

Mission	Expenses for Members of Council that are related to travel to attend meetings, courses and conferences will be reimbursed as per Council and Employee Travel Policy.
Port Coquitlam	Transportation Allowance: Mayor $8,774.39 per year Acting Mayor $112.72 per month. Communication Allowance (for cost of at home high-speed internet) Council member: $70.00 per month. Council members reimbursed for expenses incurred to attend functions directly related to duties of the member of Council. (all $ amounts 2023)
Surrey	Council expense reports published quarterly. Mayor's Pre-Authorized amount from $700 per event Councillor's Pre-Authorized event $200 Mayor's Pre-Authorized annual amount $10,500 Councillor's Pre-Authorized annual amount $4,400
Vancouver	Reimbursement of expenses set by Bylaw No. 11529. Transportation Allowance Mayor: $600 per month Councillor: 6% of Councillor remuneration. (elective) Local expenses reimbursed while carrying out eligible activities within Metro Vancouver. Local expense limit: Mayor: 10% of remuneration Councillor: 10% of remuneration less any Transportation Allowance Mayor's discretionary expenses reimbursed. Limit set annually by Budget. Council member discretionary expenses reimbursed. Limit set annually by Budget. Travel expenses outside of Metro Vancouver require prior Council approval.

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	APRIL 28, 2025 – REGULAR MEETING	**REPORT:**	25-63
FROM:	RECREATION, ARTS AND CULTURE DIVISION	**FILE:**	8020-20
SUBJECT:	IMPLEMENTATION OF NON-RESIDENT SURCHARGE AND EXPANDED RESIDENT PRIORITY ACCESS		

RECOMMENDATIONS:

That Council approve the expansion of resident priority access registration, currently in place for all swim lessons and at the waterpark at the Aldergrove Community Centre, to include all Recreation, Arts, and Culture registered programs starting in Fall 2025.

That Council approve a 35% non-resident surcharge be implemented for a trial period for the upcoming fall/winter seasons and applied to select high demand registered programs including personal swim lessons, pre-school swim lessons, swimmer 1-4, and Learn to Skate programs.

EXECUTIVE SUMMARY:

At its February 25, 2025, Regular Meeting, Council directed staff to report on the implementation of a non-resident surcharge and expansion of priority access registration for Township of Langley residents. The proposed changes contemplate implementation timelines, anticipated revenue impacts, and operational considerations.

Staff recommend two primary changes. The first area would be to expand resident priority access registration to include all registered programs – meaning Township residents would have first opportunity to register for all registered programs. The second area of implementation would be to apply, on a trial basis, a 35% non-resident surcharge to select high demand registered programs including personal swim lessons, pre-school swim lessons, swimmer 1-4, and Learn to Skate programs. It is recommended this this trial would take effect beginning the fall of 2025 and run through the winter 2026 registration season.

Staff do not recommend that the non-resident surcharge be applied to general facility admissions since it would create significant administrative challenges. The need to verify residency for every admission at the point of entry would lead to long wait times and likely increased resident frustration. Considerations to mitigate this included increasing front desk staff and implementing an admission access card system, however, the associated costs and operation complexity outweigh the benefits given that public admission services are generally not the area experiencing strain. Instead, the strain is primarily on high-demand registered programs and high-demand single-day pre-registered services.

This overall approach aligns with the goal of prioritizing resident access while also considering impacts to operations.

PURPOSE:

To provide recommendations in relation to non-resident surcharge and resident priority access to Recreation programs and facilities.

BACKGROUND/HISTORY:

At its Regular Meeting on March 25, 2024, the Township of Langley Fees and Charges Bylaw Amendment was presented to Council. As approved, the bylaw included additional motions, including:

> *"Associated Motion #2: That Council direct staff to consider and report on a non-resident surcharge for applicable recreation admissions and classes, with recommendations for consideration."*

At the November 4, 2024, Regular Meeting, staff presented a report, Recreation Fees Review and Non-Resident Surcharge, which noted how fees and charges are determined, where the Township was positioned in the market, and provided options and considerations for implementing a non-resident surcharge.

DISCUSSION/ANALYSIS:

Expansion of Priority Access Registration:

Current policy and practice provide Township of Langley residents' priority access to swim lesson registrations and the seasonal waterpark at the Aldergrove Community Centre.

Programs such as day camps, certain fitness programs, and learn to skate programs also often have waitlists and currently Township residents register at the same time as non-residents. Proposed expansion would extend the Township resident priority access to all registered recreational programs, ensuring first access for Township of Langley taxpayers.

For general program registration, residents would have the opportunity to register 7 days prior to non-residents, like is currently being done for swim lessons. Implementation could be scheduled for the Fall of 2025 which aligns with seasonal registration cycles and operational planning.

Non-Resident Surcharge Considerations:

Registered Programs
Applying a surcharge to non-residents for registered programs is one possibility for cost recovery for the Township and its taxpayers. Access to registered programs is an area of primary pressure on services especially where certain registered programs are in high demand. As mentioned, in the discussion about providing priority access for Township residents, waitlisted programs such as day camps, certain fitness programs, and learn to skate programs that often have waitlists are examples of where this could be applied.

In 2024, there was approximately a total of 31,500 participants in register programs (without waterpark and drop in registrations), consisting of approximately 85% purchased by Township of Langley residents and 15% by non-residents.

- If a non-resident surcharge is implemented, it is anticipated some reduction in non-resident participation but also potential additional revenue.
- In 2024, non-resident registration in high-demand programs (90%+ registered) revenue totaled approximately $177,000. Based on a 17% non-resident participation rate for high-demand programs and adjusted for reduced non-resident participation (-30%), the revenue projections suggest:
    - A 25% surcharge could generate an estimated additional $31,000.
    - A 35% surcharge could generate an estimated additional $43,000.
    - A 40% surcharge could generate an estimated additional $50,000.

Implementing a non-resident surcharge for high-demand registered programs and high-demand pre-registered single-day services will require some data inputting and operational modifications but would be manageable with a concentrated administrative effort over a 1-month period each year. Implementation of this to begin for the Fall of 2025 aligns with seasonal registration cycles and operational planning.

It is recommended that a 35% non-resident surcharge be implemented for a trial period for the upcoming fall/winter seasons and applied to select high demand registered programs including swim lessons for personal lessons, pre-school swim lessons and swimmer 1-4, and also Learn to Skate programs. Additional registered programs to apply the non-resident surcharge to would be reviewed and considered by Council in early 2026.

Admissions

Staff have considered the possibility of applying a surcharge to non-residents admissions for cost recovery for the Township, however there are some logistical challenges whereby residency would need to be verified. If the surcharge was applied to only one municipality in particular this would create even more complexity at drop-in for verification. With the nature of drop-in being a high volume of guests at the front desk, verifying residency has the potential to create long line ups.

Two solutions to mitigate wait times include:

- Increase staff at all front counters. The cost to implement this at all sites combined is estimated at approximately $260,000 annually.
- Research indicates that two other municipalities in the lower mainland use an admission access card system to track facility entry. Implementing such a system would require significant one time and ongoing operating costs (involving turnstiles, access card system) at all sites.

Offsetting these costs would be a potential increase in revenue generated through the non-resident surcharge. Based on membership sales for 2024, it is estimated that non-resident revenue accounted for approximately 21% of drop-in admission revenue (excluding the waterpark). Based on maintaining a 21% non-resident participation rate, the increased revenue projections suggest:

- A 25% surcharge could generate an estimated additional $65,600
- A 35% surcharge could generate an estimated additional $91,840
- A 40% surcharge could generate an estimated additional $131,200

It is important to note that the impact of an increase of prices on participation by non-residents, though not definitive, is likely negative. Attending a non-Township facility may become more attractive, causing a reduction in attendees and lower revenue at TOL facilities than indicated above. Additionally, from a broader perspective, while some municipalities may be seen as not contributing to services in certain areas, for those that are, the Township is at risk of them reciprocating such charges for Township resident in their facilities.

To verify residency at admission drop-in and mitigate long line-ups, we would require significant additional resources. It is suggested that the administrative burden of verifying residency at admissions outweighs the benefits, making implementation not financially sustainable.

Registered Single Day Services- Admissions

A consideration within one aspect of admissions is imposing a non-resident surcharge on registered single day services, which as an example could be for high volume waterpark times. These are typically the weekend sessions, which if implemented could be considered for Saturdays and Sundays. Putting this in place would not be as administratively burdensome

versus drop-in admissions but would create some additional wait for the limited walk-up customers. Similar to a suggested 35% surcharge for registered programs, applying this would generate some additional staff time for inputting and residency verification.

Considerations for this include:

- There is a potential impact of having a reduction of non-resident users. Typically, over the course of a summer, even with resident priority access, the participant rate at the waterpark is approximately 40% resident and 60% non-resident. This means that residents, who have first opportunity to register, are not registering for enough spaces to bring it to capacity. Increasing the price by 35% for non-residents on these high-volume times could have a negative effect on attendees and ultimately revenue. It is recommended to leave this as an option for future consideration.

Financial Implications:

A non-resident surcharge on high demand registered programs is expected to generate approximate additional revenue of $43,000, which will help reduce the municipal subsidy for all Recreation, Arts and Culture divisional programming. Up to two staff for a 1-month period annually per facility may be required to manage increased administrative responsibilities, including identity verification for programs registrations. Staff anticipate being able to account for this in existing budgets.

Implementation Timeline:

Task	**Timeline**
Staff Training	**Spring-Summer 2025**
Public Communication & Awareness Campaign	**Summer 2025**
Implementation of Non-Resident Surcharge	**Fall 2025**
Expansion of Priority Registration	**Fall 2025**

Recommendations:

The recommendations are that Council approve the expansion of resident priority access registration, currently in place for swim lessons and the waterpark at the Aldergrove Community Centre, to include all Recreation, Arts, and Culture registered programs starting in Fall 2025.

Furthermore, that Council approve a 35% non-resident surcharge be implemented for a trial period for the upcoming fall/winter seasons and applied to select high demand registered programs including personal swim lessons, pre-school swim lessons, swimmer 1-4, and Learn to Skate programs.

These measures aim to enhance financial sustainability and ensure fair access for Township of Langley residents. Staff will continue refining implementation logistics and provide updates as required.

Respectfully submitted,

Rob Stare
DIRECTOR
for
RECREATION, ARTS AND CULTURE DIVISION

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

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

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED: APRIL 28, 2025 - REGULAR MEETING **REPORT:** 25-58
FROM: CORPORATE ADMINISTRATION DIVISION **FILE:** 1850-20
SUBJECT: 2025 CAPITAL IMPROVEMENT GRANTS AND COMMUNITY GRANTS

RECOMMENDATIONS:

That Council approves the total payment of $64,253 in 2025 Capital Improvement Grants, as detailed in Attachment A to this report.

That Council approves the total payment of $201,550 in 2025 Community Grants, as detailed in Attachments B to K to this report.

That Council approves the total payment of $15,000 to the Langley Seniors Society, in accordance with the conditions contained in section 8 of the Community Grant Program Council Policy No. 06-022.

SUMMARY:

The 2025 Grant Programs received 81 applications, amounting to $301,253. In total, 70 of these applications meet the criteria established by Community Grant Program Council Policy No. 06-022 and/or Capital Improvement Grant Program Council Policy No. 06-021 (the "Policies"). These applications total $270,803.

The 11 applications that do not meet Policy criteria are noted on Attachments A, B, and C, and require Council review and direction with respect to funding. These applications total $30,450.

The following table summarizes the 2025 grant applications:

Grant Category (see Attachments A to K)	Attachment	Budgeted Amount	Applications Received	Applications Eligible	Eligible Amount (meets criteria)	Ineligible Amount (does not meet criteria)
Capital Improvement	A	$117,500	10	9	$64,253	$10,000
Community Grant – Community Association	B	$4,000	4	2	$2,000	$2,000
Community Grant – General	C	$21,375	34	26	$67,050	$18,450
Community Grant - Major Festivals	D	$40,000	4	4	$35,000	$0
Community Grant - Minor Festivals	E	$15,000	4	4	$20,000	$0
Community Grant - Banners	F	$17,500	3	3	$17,500	$0
Community Grant – Scholarships	G	$21,000	7	7	$21,000	$0
Community Grant - Dry Grad	H	$31,500	9	9	$22,500	$0
Community Grant - Fly-by	I	$0	3	3	$1,500	$0
Community Grant - Remembrance Day	J	$15,000	3	3	$15,000	$0
Community Grant – Parades	K	$0	0	0	$0	$0
Langley Seniors Society	N/A	$15,000	0	0	$15,000	$0
	Totals	**$297,875**	**81**	**70**	**$280,803**	**$30,450**

The Langley Seniors Society annual grant of $15,000 will be paid in accordance with section 8 of the Community Grant Program Council Policy No. 06-022.

PURPOSE:

To provide Council with a summary of the 2025 grant applications and to seek direction for the distribution of grant funds.

BACKGROUND/HISTORY:

The following three-year summary of awarded Community Grants and Capital Improvement Grants is provided for information purposes only:

Grant Category	2022	2023	2024
Capital Improvement	$50,767	$56,845	$45,882
Community Association	$2,000	$2,000	$4,000
Community Grant – General	$59,050	$67,500	$52,450
Community Grant - Major Festivals	$45,000	$40,000	$30,000
Community Grant - Minor Festivals	$15,000	$27,000	$23,500
Community Grant - Banners	$17,500	$17,500	$17,500
Community Grant – Scholarships	$19,000	$21,500	$19,500
Community Grant - Dry Grad	$1,500	$10,500	$20,000
Community Grant - Fly-by	$500	$0	$0
Community Grant - Remembrance Day	$0	$15,000	$15,000
Community Grant – Parades	$0	$0	$0
Totals:	**$210,317**	**$257,845**	**$227,832**

DISCUSSION:

A total of 81 grant applications were received under the 2025 Grant Programs. A summary of each of these applications is provided in Attachments A through K.

Staff have reviewed the applications for compliance with the Policies and has determined that 11 of the 81 are non-compliant. These details are noted in Attachments A, B, and C for Council's consideration and further direction, identified as ***do not meet the criteria***.

Upon Council's approval of the 2025 Capital Improvement and Community Grant recipients, staff will prepare a media release to communicate the significant financial commitment that is being made to Langley's non-profit organizations in support of the valuable work they do in the Township.

Applicable Policies:

Policy 06-021 – Capital Improvement Grants
Policy 06-022 – Community Grants
Policy 06-019 – Banner Program

Financial Implications:

The 2025 Operating Budget includes $297,875 in base funding for Capital Improvement and Community Grants, including the annual grant of $15,000 for the Langley Seniors Society.

Although funding as contemplated herein will place two of the grant categories over their respective budget, the total recommended award of $280,803 is within the overall 2025 Grant Program base budget. This will leave a budget surplus of $17,072.

Respectfully submitted,

Christina Longhi
ACTING MANAGER, CORPORATE ADMINISTRATION
BUSINESS SUPPORT AND SERVICES
for
CORPORATE ADMINISTRATION DIVISION

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

CONCURRENCES	
Division	**Name**
Finance Division	S. Ruff

ATTACHMENT A - K	2025 Grant Application Details
ATTACHMENT L	Council Policy 06-021 Capital Improvement Grants
ATTACHMENT M	Council Policy 06-022 Community Grants
ATTACHMENT N	Council Policy 06-019 Banner Policy

ATTACHMENT A

CAPITAL IMPROVEMENT GRANTS	
2025 Budget	**$117,500**
Grant	**50% of project cost, to a max. of $10,000 per grant**
Eligible Grants	**$64,253**
Ineligible Grants	**$10,000**
Budget remaining	**$53,247**
Policy Criteria	**Capital Improvement Grants are available to "bonafide community halls" and qualifying Community Museums.**

The following 2025 grant applications **meet** the criteria defined in Council Policy 06-021 and are **recommended** for Council approval:

Ref #	Organization	Project	Project Value	Recommended Amount
A01	Aldergrove Coghlan Hall Society	General Hall Maintenance	$10,000	$5,000
A02	BC Farm Museum Association	Museum Building Maintenance	$20,000	$10,000
A03	Fort Langley Lions	Venting for bathrooms and kitchen	$19,829	$9,915
A04	Fort Langley Community Improvement Society	Exterior and Interior Updates	$265,000	$10,000
A05	Langley Arts Council	Two-Tier Chair Storage Dollies	$2,176	$1,088
A06	Langley Little Theatre Society	Theatre Refurbishment	$24,120	$10,000
A07	Milner Community Association	Building & Grounds Improvements	$15,000	$7,500
A08	Murrayville Community Memorial Hall Association	Annex and Mezzanine Electrical Assessment and Upgrading	$15,500	$7,750
A09	Willoughby Community Hall Society	Security Cameras	$6,000	$3,000
			Total:	**$64,253**

The following 2025 grant applications **do not meet** the criteria defined in Council Policy 06-021:

Ref #	Organization	Project	Project Value	Requested Amount
A10[1]	Pioneer Park Cooperative Housing Association	2 new heat pumps	$20,000	$10,000
			Total:	**$10,000**

[1] Does not meet the policy requirements, as the facility is not available for use by the general public

ATTACHMENT B

COMMUNITY ASSOCIATION GRANT	
2025 Budget	**$4,000**
Grant	**Max. of $1,000 per grant**
Eligible Grants	**$2,000**
Ineligible Grants	**$2,000**
Budget remaining	**$2,000**
Policy Criteria	**Grants are available to one community association in each of the seven defined communities.**

The following 2025 grant applications **meet** the criteria defined in Council Policy 06-022 and are **recommended** for Council approval:

Ref #	Organization	Recommended Amount
B01	Fort Langley Community Association (Fort Langley)	$1,000
B02	Langley Meadows Community Association (Willowbrook)	$1,000
	Total:	**$2,000**

The following 2025 grant applications **do not meet** the criteria defined in Council Policy 06-022:

Ref #	Organization	Requested Amount
B03[1]	Aldergrove Community Association (Aldergrove)	$1,000
B04[2]	Langley Arts Council (Aldergrove)	$1,000
	Total:	**$2,000**

[1, 2] Pursuant to Council Policy 06-022, grants are available to only **one** community association in each of the seven defined communities. These organizations serve the Aldergrove community. Accordingly, Council direction is required in funding one, or both requests. Both organizations were funded in 2024 under a similar circumstance. Funding both requests is within the allotted budget.

ATTACHMENT C

COMMUNITY GRANT - GENERAL	
2025 Budget	**$21,375**
Grant	**Max. of $2,750 per grant**
Eligible Grants	**$67,050**
Ineligible Grants	**$18,450**
Budget Shortfall	**($45,675)**
Policy Criteria	**Recipients must be registered non-profit organizations serving the Township of Langley. Proposed projects and initiatives must be publicly accessible and benefit at least 250 residents to qualify. All events must take place within the Township of Langley.**

The following 2025 grant applications **meet** the criteria defined in Council Policy 06-022 and are **recommended** for Council approval:*

Ref #	Organization	Project	Recommended Amount
C01	746 Royal Canadian Air Cadet Sponsor Committee	Purchase and maintenance of equipment	$2,750
C02	Alder Grove Heritage Society	Community Heritage Day event	$2,750
C03	Aldergrove Business Association	2025 Christmas Tree Lighting event	$2,750
C04	Aldergrove Agricultural Fair and Festival Assoc.	Aldergrove Canada Day Celebration	$2,750
C05	Aldergrove Community Association	Community Christmas Party	$2,500
C06	Arboretum and Botanical Society of Langley	Derek Doubleday Safety Lighting	$1,300
C07	Bard In the Valley	Winter Production	$2,750
C08	BC Farm Museum Association - Special Event Days	Special Event Days	$2,750
C09	Encompass Support Services Society	Program in the Park	$2,750
C10	Fibromyalgia Well Spring Foundation	FWSF Volunteer Identification Project	$1,750
C11	Fort Langley Community Improvement Society	Christmas Lighting Display & Community Donation Program	$2,750
C12	Fraser Region Community Justice Initiatives Association	Youth Black Book	$2,500
C13	KidSport Langley	Financial Assistance for Sports	$2,750
C14	Langley Animal Protection Society (LAPS)	Free Spay/Neuter Procedures	$2,500
C15	Langley Arts Council	BC-Wide Prize-Winning Exhibition, artSpacific	$2,750
C16	Langley Community Chorus	Langley Voices - Connecting Through Song	$2,750
C17	Langley Community Services Society	Family Place Program - Snuggle Bugs	$2,750
C18	Langley Little Theatre Society	Playstorm Festival at the Langley Playhouse	$2,500
C19	Langley Meadows Community Association	Langley Meadows Community Association Annual Fall Fair	$2,750
C20	Langley Skating Club	50th Anniversary LSC Ice Show	$2,750
C21	Langley Ukulele Association	2025 Summer and 2026 Spring Ukulele Camps	$ 2,750

C22	Langley Volunteer Bureau	Connecting and Engaging Volunteers	$ 2,750
C23	North American Hindus Association	Festival of Chariots - Celebrating Unity & Culture	$ 2,750
C24	Run for Sobriety Association	Run for Sobriety	$ 2,750
C25	South Fraser Community Rail Society	Community Rail on BCER Right of Way	$ 2,500
C26	The Harmony Kids Foundation	Family and Early Years Yoga and Mindfulness Program	$ 2,000
		Total:	**$67,050**

*Fulfilling the above grant requests will place this grant category over its allotted budget, the overall Grant Program remains within the total 2025 budget.

The following 2025 grant applications **do not meet** the criteria defined in Council Policy 06-022:

Ref #	Organization	Project	Requested Amount
C27[1]	746 Royal Canadian Air Cadet Sponsor Committee	Veterans Memorial Crosswalk YNJ Airport	$2,750
C28[2]	Langley Dance Connections	Monthly dance for individuals with intellectual and developmental disabilities	$2,000
C29[3]	Langley District 4-H Senior Council	Various Projects	$2,750
C30[4]	Mind Your Plastic	Circular Economy Ambassador Program to provide education on plastic pollution	$750
C31[5]	Pioneer Park Cooperative Housing Association	Summer Dinner & Games in Pioneer Park	$2,700
C23[6]	Royal Canadian Legion #265	Remembrance Day Concert in Kinsmen Park	$2,750
C33[7]	The Langley Foundation	Foundation Thunderbird Event-dinner at Thunderbird Equestrian Center	$2,750
C34[8]	Youth Unlimited	Friday Drop-in	$2,000
		Total:	**$18,450**

[1] The establishment of a memorial crosswalk is presently under consideration by Township of Langley. Additionally, a maximum of one Community Grant – General may be awarded to an organization in a calendar year, and this is the second submission for this group in this grant category (see Ref # C01)
[2] Does not meet the policy requirements as the events take place in the City of Langley (Langley Seniors Resource Centre).
[3] Does not meet the policy requirements as it serves 54 Township residents where a min of 250 is required
[4] Does not meet the policy requirements as it serves 26 Township residents where a min of 250 is required
[5] Does not meet the policy requirements as event is not accessible to the general public.
[6] Does not meet the policy requirements, as insufficient details provided with application. Additionally, a grant of $5,000 is recommended for this group to support a Remembrance Day Ceremony (see Attachment J)
[7] Does not meet the policy requirements as 200 guests will be invited to the event where a min of 250 is required
[8] Does not meet the policy requirements as it takes place it the City of Langley (HD Stafford Middle School) and serves seven (7) Township residents where a min. of 250 is required

ATTACHMENT D

COMMUNITY GRANT – MAJOR FESTIVALS	
2025 Budget	**$40,000**
Grant	**Max. of $10,000 per grant**
Eligible Grants	**$35,000***
Ineligible Grants	**$0**
Budget remaining	**$0**
Policy Criteria	**Grants may be available to Township of Langley based nonprofit organizations that host events with a proven attendance of at least 10,000 visitors in previous years.**

The following 2025 grant applications meet the criteria defined in Council Policy 06-022 and are **recommended** for Council approval:

Ref #	Organization	Project	Recommended Amount
D01	Aldergrove Agricultural Fair and Festival Association	Aldergrove Fair	$10,000
D02	Fort Langley Jazz & Arts Festival	Fort Langley Jazz & Arts Festival	$ 5,000*
D03	Langley Good Times Cruise In	Langley Good Times Cruise In	$10,000
D04	Langley Rotary Clubs Charitable Foundation	RibFest Langley	$10,000
		Total:	**$35,000**

*Although the Fort Langley Jazz & Arts Festival has applied for the full award of $10,000, previous year awards have been $5,000 presumably due to additional funding this organization received under federal and provincial government grants.

The following 2025 grant applications **do not meet** the criteria defined in Council Policy 06-022:

NONE

ATTACHMENT E

COMMUNITY GRANT – MINOR FESTIVALS	
2025 Budget	**$15,000**
Grant	**Max of $5,000 per grant**
Eligible Grants	**$20,000**
Ineligible Grants	**$0**
Budget shortfall	**($5,000)**
Policy Criteria	**Eligible organizations must be a recognized service club serving the Township of Langley for over 10 years or have previously hosted an event in the Township attracting more than 5,000 attendees.**

The following 2025 grant applications meet the criteria defined in Council Policy 06-022 and are **recommended** for Council approval:

Ref #	Organization	Project	Recommended Amount
E01	Aldergrove Agricultural Fair and Festival Assoc.	Christmas Parade	$ 5,000
E02	BC Farm Museum Association	Canada Day	$ 5,000
E03	Fort Langley Lions	Mayday Parade and Festival	$ 5,000
E04	stɑl'əẇ Arts and Cultural Society	stɑl'əẇ Pow Wow	$ 5,000
		Total:	**$20,000**

Although fulfilling the above four grant requests will place this grant category over its allotted budget, the overall Grant Program remains within the total 2025 budget.

The following 2025 grant applications **do not meet** the criteria defined in Council Policy 06-022:

NONE

ATTACHMENT F

CAPITAL GRANT - BANNERS	
2025 Budget	**$17,500**
Grant	**See below**
Eligible Grants	**$17,500**
Ineligible Grants	**$0**
Budget remaining	**$0**
Policy Criteria	**Community organizations are encouraged to provide and install seasonal/themed banners at available locations in their community, subject to review and approval by the Township Engineering Div. The total Grant funds will be disbursed on a per banner basis.**

The following 2025 grant applications meet the criteria defined in Council Policy 06-019 and are **recommended** for Council approval:

Ref #	Organization	Project	Recommended Amount
F01	Aldergrove Business Association	Purchase, installation and maintenance of banners	$4,737
F02	Brookswood Village Merchants' Association	Purchase, installation and maintenance of banners	$7,105
F03	Fort Langley Community Association	Purchase, installation and maintenance of banners	$5,658
		Total:	**$17,500**

Please note that the total grant funds are proportionally disbursed based on the number of banners that will be installed in each respective community.

The following 2025 grant applications **do not meet** the criteria defined in Council Policy 06-022:

NONE

ATTACHMENT G

COMMUNITY GRANT - SCHOLARSHIPS	
2025 Budget	**$21,000**
Grant	**Max of $2,000 per school**
Eligible Grants	**$21,000**
Ineligible Grants	**$0**
Budget remaining	**$0**
Policy Criteria	**Open to public and independent schools in the Township of Langley. Scholarship grants are limited to Township of Langley residents.**

The following schools typically receive Scholarship grants:

Ref #	Organization	Amount
G01	Langley School District Foundation - Aldergrove Community Secondary School ($2,000) - Apex Secondary School ($1,000) - Brookswood Secondary School ($2,000) - D.W. Poppy Secondary School ($2,000) - Langley Fine Arts School ($2,000) - Langley Fundamental School ($2,000) - Langley Secondary School ($2,000) - R.E. Mountain Secondary School ($2,000) - Walnut Grove Secondary School ($2,000)	$17,000
G02	Independent Schools - Credo Christian High School ($1,000) - Langley Christian School ($1,000) - Aldergrove Christian Academy ($500) - Fraser Valley Adventist Academy ($500) - King's School ($500) - Whyteclilff Agile Learning Centre ($500)	$ 4,000
	Total:	**$21,000**

ATTACHMENT H

COMMUNITY GRANT – DRY GRAD	
2025 Budget	**$31,500**
Grant	**Max of $2,500 per grant**
Eligible Grant	**$22,500**
Ineligible Grant	**$0**
Budget remaining	**$9,000**
Policy Criteria	**Must support alcohol and drug free private celebrations organized by parents or school committee members. Open to all Township of Langley public high schools.**

The following schools are typically provided grant funding:

Ref #	Organization	Amount
H01	Aldergrove Community Secondary	$2,500
H02	Brookswood Secondary	$2,500
H03	DW Poppy Secondary	$2,500
H04	Langley Fine Arts School	$2,500
H05	Langley Fundamental Middle & Secondary	$2,500
H06	Langley Senior Secondary	$2,500
H07	R.E. Mountain Secondary	$2,500
H08	Vanguard Secondary	$2,500
H09	Walnut Grove Secondary	$2,500
	Total:	**$22,500**

ATTACHMENT I

COMMUNITY GRANT – FLY-BY	
2025 Budget	**$0**
Grant	**Max of $500 per grant**
Eligible Grant	**$1,500**
Ineligible Grant	**$0**
Budget Shortfall	**($1,500)**
Policy Criteria	**Costs associated with the Fly-By activities for Township of Langley Remembrance Day ceremonies may be eligible for reimbursement up to a maximum of $500**

The following associations meet the criteria defined in Council Policy 06-022 and are **recommended** for Council approval: *

Ref #	Organization	Amount
I01	Aldergrove	$ 500
I02	Fort Langley	$ 500
I03	Murrayville	$ 500
	Total:	**$1,500**

* Although applications are not generally received in this grant category until early November, the above three organizations have habitually applied for this grant.

Even though this grant category was not funded in the 2025 budget, staff has included this amount in the total 2025 Community Grant award recommendation. Awarding this grant will place this grant category at a deficit but the overall Grant Program remains within the total 2025 budget.

ATTACHMENT J

COMMUNITY GRANT – REMEMBRANCE DAY	
2025 Budget	**$15,000**
Grant	**Max of $5,000 per grant**
Eligible Grants	**$15,000**
Ineligible Grants	**$0**
Budget remaining	**$0**
Policy Criteria	**Grants of up to $5,000 are available to organizers of Remembrance Day ceremonies held in Aldergrove, Fort Langley, and Murrayville.**

The following associations meet the criteria defined in Council Policy 06-022 and are **recommended** for Council approval:

Ref #	Organization	Amount
J01	Fort Langley Remembrance Day Society	$5,000
J02	Murrayville Cenotaph Remembrance Day Ceremony	$5,000
J03	Royal Canadian Legion #265	$5,000
	Total:	**$15,000**

The following 2025 grant applications **do not meet** the criteria defined in Council Policy 06-022:

NONE

ATTACHMENT K

COMMUNITY GRANT - PARADES	
2025 Budget	**$0**
Eligible	**$0**
Ineligible	**$0**
Budget remaining	**$0**

The following associations meet the criteria defined in Council Policy 06-022 and are **recommended** for Council approval:

No applications received.

ATTACHMENT L

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Capital Improvement Grant Program

Policy No:	**06-021**
Previous Policy No.	**02-020**
Approved by Council:	**1998-09-24**
Revised by Council:	**2016-0-25**
Revised by Council:	**2019-11-18**
Revised by Council:	**2021-04-12**
Revised by Council:	**2023-09-25**
Revised by Council:	**2024-11-18**

1. Purpose

1.1 To provide annual grants for Capital Improvements to community facilities and organizations serving the Township.

2. Background

2.1 Many community organizations operate facilities for the benefit of Township residents.

3. Definitions

3.1 Capital Improvements are additions, restorations, enhancements and/or major repairs to the property and facility that support preservation, safety, and community accessibility. Replacement of interior fixtures may be considered as capital improvements when failure is imminent or beyond repair.

3.2 Capital Improvements are not chattels, equipment, furnishings, signage, public art, routine facility and property maintenance and/or enhancements made for revenue generation purposes.

4. Related Policy

4.1 06-022 Community Grants Program

5. Policy

5.1 The application criteria and information, as amended by the Director designated as the administrator of the Capital Improvement Grant Program and approved by Council.

6. General Grant Criteria

6.1 Proof of Non-Profit Status

The applicant must be a registered non-profit group or organization serving the

Township of Langley. Applications or organizations that have not received a grant in the last five years must provide proof of non-profit status with their application.

6.2 Financial Disclosure

The application must demonstrate that all other avenues of incomegeneration have been pursued.

The requested funding must not provide for administrative salaries; preference will be given to groups whose applications show a great deal of volunteer effort.

6.3 Membership

The majority of the members, volunteers, or directors of an applicant organization must be residents of the Township of Langley, and the majority of the individuals served by the project/initiative must be residents of the Township of Langley.

6.4 Community Served

Projects and initiatives must be accessible to the general public and must benefit a minimum of 250 residents to qualify community organizations for funding.

The amount of a grant may be pro-rated from the maximum amount to reflect the percentage of Township of Langley residents benefiting from the project / initiative.

6.5 Accountability

All grant recipients are required to complete a report within 90 days of completion of the project or the calendar year, whichever comes first, which includes an overview of how Township funding was used.

6.6 Acknowledgement

All grant recipients are to acknowledge the financial contribution of the Township of Langley on their promotional material and website and must provide proof of such recognition with attached scans of printed materials and exact links to web pages on which the Township is recognized.

6.7 Project Eligibility

Applications for funding of grants must:

- Demonstrate benefit to the Township
- Involve local residents
- Be held in the Township of Langley
- Promote the identity of Langley
- Enhance the quality of life for Township residents

6.8 Sustainability Goals

Each application must directly contribute to the Township's Sustainability Goals, available at: tol.ca/sustainabilitycharter.

7. Capital Improvement Grant Criteria

7.1 Capital Improvement Grants are available to “bonafide community halls” which are defined as those halls which exist solely for the use of the residents within the community and are owned and operated by the organization as a community hall.

7.2 Capital Improvement Grants are also available to qualifying Community Museums that meet all other General Grant Criteria.

7.3 A maximum of one Capital Improvement Grant may be awarded to an organization in a calendar year.

7.4 Applications will be fully reviewed each year with respect to meeting the current grant criteria. No priority will be given to grant applicants based on an organization having received previous grant awards.

7.5 Grants are provided on a matching basis equal to 50% of actual costs, to a maximum of $10,000 per grant. The work must not be completed before the grant application is approved.

7.6 Grants are approved on an individual basis each year and are not to be viewed by applicants as an automatic source of ongoing, annual funding.

7.7 The proposed capital improvement must comply with all municipal, provincial and federal rules, acts, laws, and regulations and all permits and authorizations are to be submitted when funds are requested.

8. Capital Improvement Grant – Process

8.1 The Township awards grants annually to registered non-profit organizations serving the Township of Langley and its residents. Capital Improvement Grants are reviewed by Council after recommendations from the Director designated as the administrator for the program.

8.2 Organizations are to complete and submit all applicable sections of the application and supporting materials to the Township of Langley by February 28 of each year.

8.3 Applications must meet all specified criteria in order to be considered.

8.4 Council establishes the overall funding envelope of the Capital Grant program as part of the budget approval process. Changes to the funding envelope may require adjustments to the disbursement of funds.

8.5 Payment

If the Capital Improvement Grant application is approved, the organization is provided with a Capital Improvement Grant Certificate. Organizations must complete the certificate and present it to the Township prior to payment being issued. No advance of funds by the Township of Langley is possible prior to actual expenditure of funds by the organization.

8.6 Payment will be made only for those capital improvements requested in the approved grant application, and only actual costs supported by receipts can be

considered. If unanticipated changes are subsequently made to the approved capital project, the Township must authorize the changes prior to the expenditure being made.

8.7 The grant payment claim must be made no later than December 31. Should the organization not be able to claim prior to December 31, the grant is terminated. The proposed capital improvement must comply with all municipal, provincial, and federal rules, acts, laws, and regulations and all permits and authorizations are to be submitted when funds are requested.

8.8 Annual Report

Organizations or groups are required to submit an evaluation of the use of the funds at either the end of the project or the calendar year, whichever comes first. Failure to provide an evaluation will result in future grant requests not being considered.

ATTACHMENT M

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Community Grant Program

Policy No:	**06-022**
Previous Policy No:	**02-021**
Approved by Council:	**1998-08-24**
Revised by Council:	**2011-01-31**
Revised by Council:	**2014-03-03**
Revised by Council:	**2016-07-25**
Revised by Council:	**2017-03-27**
Revised by Council:	**2018-04-09**
Revised by Council:	**2019-11-18**
Revised by Council:	**2021-04-12**
Revised by Council:	**2023-09-25**
Revised by Council:	**2024-11-18**

1. Purpose

1.1 To provide annual grants to non-profit groups and organizations serving the Township of Langley and its residents.

2. Background

2.1 Non-profit groups and organizations serving the Township and its residents provide benefits to the community.

3. Related Policy

3.1 06-021 – Capital Improvement Grant Program

4. Policy

4.1 The application criteria and information, as amended by the Director designated as the administrator of the Community Grant Program and approved by Council.

5. General Grant Criteria

5.1 Proof of Non-Profit Status

The application must be a registered non-profit group or organization serving the Township of Langley. Applicants or organizations that have not received a grant in the previous five years must provide proof of non-profit status.

5.2 Financial Disclosure

The application must demonstrate that all other avenues of income generation have been pursued. The requested funding must not provide for administrative salaries;

preference will be given to groups whose applications show a great deal of volunteer effort.

5.3 Membership

The majority of the members, volunteers, or directors of an applicant organization must be residents of the Township of Langley, and the majority of the individuals served by the project/initiative must be residents of the Township of Langley.

5.4 Community Served

Projects and initiatives must be accessible to the general public and must benefit a minimum of 250 residents to qualify community organizations for funding.

5.5 Accountability

All grant recipients are required to complete the post project/event report within 90 days of the completion of the event which incudes how Township funding was utilized.

5.6 Acknowledgement

All grant recipients are to acknowledge the financial contribution of the Township of Langley on their promotional material and website and must provide proof of such recognition with attached scans of printed materials and exact links to web pages on which the Township is recognized

5.7 Project Eligibility

Applications for funding of grants must:

- Demonstrate benefit to the Township of Langley
- Involve local residents
- Be held in the Township of Langley
- Promote the identity of Langley
- Enhance the quality of life for Township residents

5.8 Sustainability Goals

Each application must directly contribute to the Township's Sustainability Goals, available at tol.ca/sustainability charter.

5.9 Approval of Annual Grants

Where Council has previously approved annual grants to organizations, staff will include these previously approved grants as part of the grant approval process for Council review and consideration.

6. Miscellaneous Grants

6.1 Remembrance Day

6.1.1 Fly-By Grant

Costs associated with the Fly-By activities for Remembrance Day ceremonies held in the Township may be eligible for reimbursement up to a maximum of $1,500.

6.1.2 Remembrance Day Ceremonies

Grants of up to $5,000 are available to organizers of Remembrance Day ceremonies held in Aldergrove, Fort Langley, and Murrayville.

6.2 Community Associations Grant

6.2.1 Grants of up to $1,000 are available to one community association in each of the seven defined communities:

- Aldergrove
- Brookswood/Fernridge
- Fort Langley
- Murrayville
- Walnut Grove
- Willoughby
- Willowbrook

6.2.2 Council adopted specific criteria outside of general grants criteria for the Community Association grant category as follows:

6.2.2.1 That applicants must be registered non-profit groups or organizations with a valid society certificate.

6.2.2.2 That applicants must declare that their membership includes at least 25 members who reside in the community that the association deems to represent and that more than 50% of the association's members must be Township residents.

6.2.2.3 That applicants declare that their membership contains a majority of Township of Langley residents.

6.2.2.4 That applicants must provide a copy of their latest Annual Report filed under the Society Act containing the names and addresses of the Board of Directors and that all Directors are residents in the community covered by the association.

6.2.2.5 That applicants must present a list of activities that they plan to undertake during the year in which a grant is being requested.

6.2.2.6 That the activities that the applicants propose to undertake are impartial and not politically based in any form and focused on community and neighbourhood building.

6.2.2.7 That the applicant association does not support/endorse candidates or individuals in municipal and/or other government elections.

6.2.2.8 That the applicant association remains neutral in its collection of community feedback and input and presents such data to Council without promoting one position over another, other than revealing the results.

6.2.2.9 First-time applicant associations must provide copies of current bylaws, constitution, and financial statements for Council and staff to review in consideration of their grant. For subsequent year applications the bylaws and constitution documents may only be required when there have been changes.

6.2.2.10 That the applicant must acknowledge the financial contribution of the Township of Langley on their websites, but not on any materials pursuant to their activities in the community, unless otherwise pre-approved by Council or staff.

6.3 Community Grant – General

6.3.1 In additional to the general criteria, applications for funding of community grants must substantively meet four out the five project eligibility requirements including:

- Demonstrating benefit to the Township of Langley
- Involve Township of Langley residents
- Be held in the Township of Langley
- Promoted the identity of the Township of Langley
- Enhance the quality of life for Township of Langley residents.

6.3.2 A maximum of one Community Grant – General may be awarded to an organization in a calendar year.

6.3.3 Applications will be fully reviewed each year with respect to meeting the current grant criteria. No priority will be given to grant applications based on an organization having received previous grant awards.

6.3.4 The maximum grant amount is $2,750.

6.3.5 Grants may be pro-rated based on the number of Township residents served.

6.4 Dry Grad Event

6.4.1 Dry Grad activities are private celebrations that are organized by parents or members of the school community and are alcohol and drug free.

6.4.2 Requests for grants from Township of Langley public high school dry grad committees that support the promotion of alcohol and drug free events are considered in this category.

6.4.3 Maximum one grant per school and a maximum of $2,500.

6.5 Combined Format Events

6.5.1 In years where Provincial Health Orders restrict the number of community residents that can participate in programs, projects and events organized by community organizations that is below the required minimum number of participants stipulated by grants criteria, Council may approve grants that are based on a virtual/physical combination delivery format, and furthermore:

6.5.2 That the upper limit for the Combined Format Events category grant be set at $5,000 and be awarded on condition that the organization provide a list of ten (minimum) local community-based artists and performers that will be paid artist fees with the funding received from the Township of Langley.

6.6 Scholarship Grants

6.6.1 Township Public High Schools

6.6.1.1 Requests for grants from Township of Langley public high schools (9) are considered in this category. Scholarships are considered for Township public high schools up to $2,000 per school; up to $1,000 available for Apex Secondary School.

a. Aldergrove Community Secondary School
b. Apex Secondary School
c. Brookswood Secondary School
d. D.W. Poppy Secondary School
e. Langley Fine Arts School
f. Langley Fundamental school
g. Langley Secondary School
h. R.E. Mountain Secondary School
i. Walnut Grove Secondary School

6.6.2 Langley Independent High Schools

6.6.2.1 Requests for grants from Langley independent high schools (6) are considered in this category and will be awarded annually as follows:

a.	Credo Christian High School	$1,000
b.	Langley Christian School	$1,000
c.	Aldergrove Christian Academy	$500
d.	Fraser Valley Adventist Academy	$500
e.	King’s School	$500
f.	Whytecliff Agile Learning Centre	$500

6.6.3 Scholarship grants for public schools are administered through the Langley School District Foundation Scholarship Committee.

6.6.4 Scholarship grants for independent schools are administered through the independent school principal or designate and Township staff – based on criteria developed for each school.

6.6.5 All scholarship grants shall be granted only to Township of Langley residents.

6.6.6 Mayor or designate is to be invited to present Township scholarship awards at each public (9) and independent school (6) graduation event.

6.7 Banner Grants

6.7.1 Community organization banner programs must remain compliant with Policy 06-019.

6.7.2 Community organizations cannot use grant funding for banners that advertise or promote special events.

6.7.3 A fixed budget envelope will be allocated for banner grants each year. Grant funds will be prorated and allocated based on the total number of banner installations in each community.

7. Parade and Festival Grants

7.1 Major Festivals

7.1.1 One day to a maximum of $5,000 per event. More than one day, a maximum of $10,000 per event.

Grants may be available to:

7.1.1.1 Township of Langley based community non-profit groups staging events within the Township of Langley are eligible
7.1.1.2 Groups who have an event/festival business plan and a multi-year budget
7.1.1.3 Groups that stage events or festivals that have attracted a minimum attendance of 10,000 or more residents/visitors in the prior year

7.1.2 Recipients of Major Festival Grants agree to provide the Township of Langley with sponsor recognition consistent with the total combined value of grant and in-kind services provided.

7.1.3 Only one grant may be requested by the event organizer per event. Other grant requests by other groups intended for use at the same event will not be considered.

7.2 Minor Festival Grant

7.2.1 Minor Festivals Grants by which non-profit groups may qualify for funding up to $5,000, conditional on meeting all existing community grant criteria and upon meeting two of the three additional criteria defined as follows:

7.2.1.1 The group or society is a recognized service club having served the Township of Langley for more than 10 years; has had a significant track record of service to the community inclusive of fundraising; and has made significant gifts to community residents, community groups, and/or other community causes that has resulted in an improvement and enhancement to the social/cultural sustainability of the Township of Langley.

7.2.1.2 The group or society has organized a past community festival, celebration, or event that has drawn audiences greater than 5,000 people into the Township of Langley.

7.2.1.3 The group or society has sufficiently demonstrated it has capacity to organize a festival, celebration, or event that would attract a minimum 5,000 people to the Township of Langley. Such capacity sufficiently demonstrated by the number of volunteers it has committed to the event, the number of sponsors it has secured prior to its application for funding, the existence of an events marketing/plan and a past record of community events it has previously organized.

7.2.2 Only one grant may be requested by the event organizer per event. Other grant requests by other groups intended for use at the same event will not be considered.

7.3 Parades Grant

7.3.1 Each Parade Grant, to maximum of $10,000, are available to:

7.3.1.1 Township of Langley based community non-profit groups staging events within the Township of Langley.

7.3.1.2 Groups who have an event plan and a multi-year Budget.

7.3.1.3 Groups that stage events or festivals that have attracted a minimum attendance of ten thousand or more residents/visitors in the prior year.

7.3.2 Recipients of Parade Grants agree to provide the Township of Langley with sponsor recognition consistent with the total combined value of grant and in-kind services provided.

7.3.3 Event organizers must ensure that the event remains compliant with all municipal, provincial and federal rules, acts, laws, and regulations. Any required permits and authorizations must be in place in advance of the event and confirmed with the Township of Langley.

7.3.4 Only one grant may be requested by the event organizer per event. Other grant requests by other groups intended for use at the same event will not be considered.

8. Annual Grant Criteria

The following criteria are established for specific Council-approved annual grants.

8.1 Langley Seniors Society

8.1.1 A recurring annual grant of $15,000 will be provided to the Langley Seniors Society to subsidize:

- Memberships for low-income seniors living in the Township of Langley. Age and income eligibility requirements are to be established by the Langley Seniors Society.
- Operational costs related to service program delivery.

8.1.2 The Langley Seniors Society must notify the Township should there be any changes to eligibility requirements impacting Township of Langley residents.

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Banner Program

Policy No:	**06-019**
Approved by Council:	**2003-10-06**
Revised by Council:	**2016-05-30**
Revised by Council:	**2020-10-26**
Revised by Council:	**2023-09-25**

1. Purpose

1.1. To provide direction for the provision and maintenance of streetside and overhead banners in the Township of Langley.

2. Background

2.1. Current Township policies provide support for the purchase and installation of banners in the Township by qualifying community organizations, through the Township's Community Grant Program.

2.2. This policy provides for the maintenance of banners and associated mounting infrastructure in the Township including funding sources and designated procedures.

2.3. This policy outlines operational guidelines for both the Township and Community Organizations as it relates to the purchase, installation and maintenance of banners, and establishes an appropriate designated procedure.

3. Related Policy

3.1. Community Grants Policy No. 06-022

3.2. Highway and Traffic Bylaw 2010 No. 4758

3.3. Fee and Charges Bylaw 2007 No. 4616

4. Policy

4.1. The Township will provide and maintain its own banners and the necessary infrastructure for all banner mounts at its own cost. Long-term, the Township will strive to ensure that all banner arms are of a common size.

4.2. The Township will provide locations for banners primarily in the communities of Aldergrove, Brookswood, Fort Langley, Murrayville, Walnut Grove, and Willoughby.

4.3. The Township's banners (promoting the Township, a community of the Township, or a special event) will be of a single standard design and all-season construction.

4.4. The Township will maintain a stock of its banners and replace worn banners as required.

4.5. The Township will coordinate the installation of all overhead banners.

4.6. Community Organizations will be encouraged to provide and install, in each community, seasonal and/or theme banners at locations that are not used at the time for Township banners. The installation of Community Organization banners will be installed either through their own funds or with the assistance of the Township, if requested.

4.7. Community Organizations are responsible for the design, fabrication, installation, and maintenance of community banners at their own cost.

4.8. Community Organization banners must promote the neighbourhood in which they are to be installed and/or celebrate some aspect of the community's character and/or celebrations or commemorations being held in the community. Banner programs that leverage grant funding must conform to the criteria described in Policy 06-022.

4.9. In the case of the Township's District surrounding the Langley Events Centre, the Township will manage the banners, and banners will promote the Township, the facilities within the District, resident teams in the facilities, or special events occurring in the facilities.

4.10. The Township will require Community Organizations to apply to the Engineering Division for approval of banner design, appropriateness, and relevance to the communities and areas that the banners are proposed to be installed (promoting districts, celebrations and/or other organizational activities) which will be reviewed by staff from various departments.

4.11. The Municipal Engineer may issue a "Highway Use Permit" for certain uses of a public roadway that may otherwise be prohibited by Bylaw. Subsequent to receiving approval of their streetside banner design and location through the process outlined in 4.9, Community Organizations must apply to the Municipal Engineer to obtain a Township Highways Use Permit prior to the installation of any streetside banners, including submission of all applicable permit fees and insurance requirements.

4.12. Community Organizations will stock additional banners in case replacement is required due to wear and tear.

4.13. Community Organizations must also apply to the Municipal Engineer to obtain a Township Highways Use Permit prior to removing their banners at the end of their usefulness or end of the approved display period, including submission of all applicable permit fees and insurance requirements.

4.14. The Township may remove, at their sole discretion, any banner in poor condition or deemed to be unsightly.

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	APRIL 28, 2025 - REGULAR MEETING	**REPORT:**	25-64
FROM:	FACILITIES DIVISION	**FILE:**	0810-30
SUBJECT:	CAPITAL REQUEST – CONCRETE PAVEMENT WORKS AT ALDERGROVE COMMUNITY CENTRE		

RECOMMENDATION:

That Council authorize the use of $70,000 from the Capital Projects Reserve to undertake concrete pavement works at the entrance to the Aldergrove Community Centre.

ANALYSIS:

The abstract concrete paving in the entrance plaza at the Aldergrove Community Centre has been identified as a necessary improvement following feedback from the community and ongoing maintenance challenges. This is considered a high traffic area, that acts as the primary entry/exit for the community centre and waterpark guests. Concerns have been raised about the deteriorating condition of some of the existing surfaces. In addition, the facilities maintenance teams have faced reoccurring issues with temporary fixes that are costly and not sustainable.

Undertaking this work aims to address the ongoing issues of the tumbled glass dislodging from the concrete. The replacement would be attempting to match the existing pavement that is located throughout the waterpark. Replacing the area with a solid concrete finish, will provide a long-term solution that would extend life expectancy of this high-traffic area, reduce maintenance costs, and allow for a more consistent finish and transition between the open spaces.

FINANCIAL IMPLICATOINS:

The cost to replace the existing material is $70,000. Funding for this project would be through the Capital Projects Reserve.

Township of Langley Capital Project Description						
Project Title:	CONCRETE PAVEMENT WORKS AT ALDERGROVE COMMUNITY CENTRE					
	CFWD 2024	2025	2026	2027	2028	2029
Requested Amount		$70,000				
Budget Remaining						
Total Projected Cost		$70,000				

Project Description *(Phased Project)	Replacement of the tumbled glass pavement at the entrance to the Outdoor Experience and main entrance.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Ongoing concerns with tumbled glass dislodging from the concrete.

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):		Initial Year of Approval:	

Township of Langley Capital Project Description						
Project Title: CONCRETE PAVEMENT WORKS AT ALDERGROVE COMMUNITY CENTRE						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2024	2025	2026	2027	2028	2029
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Road Development Cost Charges						
Reserve: Capital Projects		$70,000				
Reserve: Capital Projects (Transferred from RDS1378)						
Debt						
Total Currently Funded		**$70,000**				

Respectfully submitted,

Harb Chohan
DIRECTOR
for
FACILITIES DIVISION

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

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

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	APRIL 28, 2025 - REGULAR MEETING	**REPORT:**	25-56
FROM:	ENGINEERING DIVISION	**FILE:**	5330-27-109
SUBJECT:	CAPITAL REQUEST – 86 AVENUE AND 202 STREET PRESSURE REDUCING VALVE STATION		

RECOMMENDATION:

That Council authorize the use of $897,000 for the design and construction of the 86 Avenue and 202 Street Pressure Reducing Valve Station, funded by $888,030 from Water Development Cost Charges (DCC) and $8,970 from the Water Capital Works Reserve.

ANALYSIS:

The Latimer and Carvolth Engineering Services Plan recommended installing two new pressure reducing valve (PRV) stations to reduce pumping demands during summer months and accommodate future development. The proposed PRV locations are at 83 Avenue and 200 Street, and 86 Avenue and 202 Street, as shown in Attachment A. These PRVs will enable the Township to convert the area west of 200 Street and north of 82 Avenue to the gravity-fed 80.8 m pressure zone via the Strawberry Reservoir and Metro Vancouver Barnston Island Main, while providing fire flow capacity and a reliable water supply to support the area's buildout.

Funding for the design and construction of the 83 Avenue and 200 Street PRV was approved by Council for 2025. Approval of the 86 Avenue and 202 Street PRV should also be considered to ensure fire flow capacity and a reliable water supply through both PRV stations. This would allow the design of both PRVs to proceed concurrently, providing schedule and cost efficiencies.

If Council approves funding, staff will secure consulting services for the design and commence construction for both PRVs as soon as possible.

Financial Implications:

The 83 Avenue and 200 Street PRV is currently fully funded for $955,000, based upon current estimates, within Project WTR1058.

The 86 Avenue and 202 Street PRV is estimated to cost $897,000, with $888,030 proposed to be funded from Water DCCs and the remaining $8,970 from the Water Capital Works Reserve. Further funding details are outlined in the following tables.

Township of Langley Capital Project Description						
Project Title:	86 Avenue and 202 Street PRV Station					
	CFWD 2024	2025	2026	2027	2028	2029
Requested Amount		$897,000				
Budget Remaining						
Total Projected Cost		$897,000				

Project Description *(Phased Project)	Design and construction of the 86 Avenue and 202 Street PRV station.
Project Justification and Consequences of Not Proceeding *(Phased Project)	To reduce summer pumping demands and accommodate future development in the Latimer/Carvolth area, as outlined in the Engineering Services Plan.

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):	2	Initial Year of Approval:	n/a

Township of Langley Capital Project Description						
Project Title: 86 Avenue and 202 Street PRV						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2024	2025	2026	2027	2028	2029
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges		$888,030				
Reserve: Water Capital Works		$8,970				
Debt						
TransLink						
ICBC						
Other:_____						
Total Currently Funded						
Total Currently Unfunded		**$897,000**				

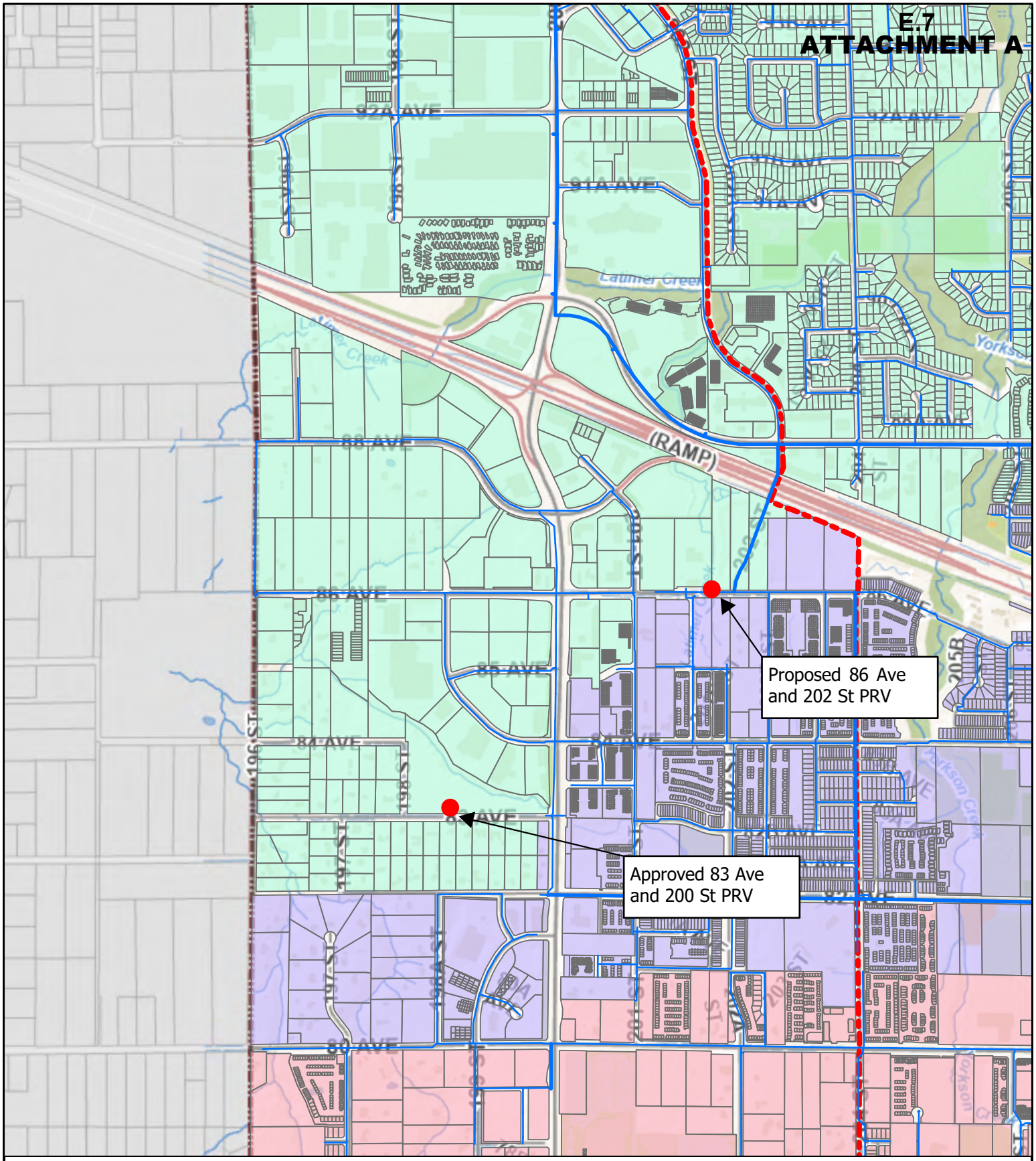
Respectfully submitted,

Robby Brar
PROJECT ENGINEER
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 Map of Proposed 86 Avenue and 202 Street PRV Station



Township of Langley

Proposed 86 Avenue and 202 Street PRV, and Approved 83 Avenue and 200 Street PRV Stations

N

0 0 0 km

Watermains
- MetroVan
- TOL - <400mm
- TOL - >= 400mm

Pressure_Zone
- 80.8
- 111.5
- 131

tol.ca

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	APRIL 28, 2025 - REGULAR MEETING	**REPORT:**	25-54
FROM:	ENGINEERING DIVISION	**FILE:**	5330-28-014
SUBJECT:	CAPITAL REQUEST – 27 AVENUE ROADWORKS WEST OF 200 STREET		

RECOMMENDATION:

That Council authorize the use of $900,000 for the construction of the 27 Avenue extension, from the Brookswood-Fernridge Fire Hall west to the Employment Lands. Funding is to be provided through $445,500 from the Roads Development Cost Charges (DCC) and $454,500 from the Capital Projects Reserve, reallocated from Project RDS1378 – Mufford Overpass Rehabilitation.

ANALYSIS:

The design for the extension of 27 Avenue west of 200 Street has been completed, as authorized by Council at the January 27, 2025, Regular Meeting. The full design includes a cul-de-sac turnaround, curb and gutter, multi-use path, street lighting, temporary drainage works, and a four-way flashing signal pole and head, with pre-ducting in place for the future signalization of 200 Street and 27 Avenue. The completed design is shown in Attachment A.

The land in this area generally slopes from east to west, and the ultimate drainage path and storm sewers will follow this natural grade. In the interim, road drainage will be directed to the north-side ditch along 200 Street. Once the community detention pond is constructed, the final drainage route will shift westward.

Financial Implications:

The estimated cost to extend 27 Avenue west of 200 Street and construct the cul-de-sac turnaround—including curb and gutter, multi-use path, sidewalk, street lighting, and a four-way flashing signal pole and head with pre-ducting for a future traffic signal at 200 Street and 27 Avenue—is $900,000.

Funding is proposed as follows:

- $445,500 from the Roads Development Cost Charges (DCC)
- $454,500 from the Capital Projects Reserve

The proposed $454,500 from the Capital Projects Reserve is to be reallocated from the Mufford Overpass Rehabilitation Project (RDS1378), which was completed under budget as less work was required than originally anticipated. Further details are provided in the tables below for Council's consideration.

Township of Langley Capital Project Description						
Project Title:	27 Avenue Roadworks West of 200 Street					
	CFWD 2024	2025	2026	2027	2028	2029
Requested Amount		$900,000				
Budget Remaining	$2,684,400					
Total Projected Cost		$900,000				

Project Description *(Phased Project)	Construction of 27 Avenue and the cul-de-sac from west of 200 Street with a greenway, street lighting, curb and gutter, and grass boulevard.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Ultimate 27 Avenue and cul-de-sac west of 200 Street will be constructed as part of the fire hall project.

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):	2	Initial Year of Approval:	2024

Township of Langley Capital Project Description						
Project Title: 27 Avenue Roadworks West of 200 Street						
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2024	2025	2026	2027	2028	2029
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Road Development Cost Charges	$59,400	$445,500				
Reserve: Capital Projects	$2,435,000					
Reserve: Capital Projects (Transferred from RDS1378)		$454,500				
Reserve: Sewer Capital Works	$75,000					
Reserve: Water Capital Works	$115,000					
Debt						
Total Currently Funded	**$2,684,400**	**$900,000**				

Total Currently Unfunded						

Estimated Annual Operating Impact	$16,760

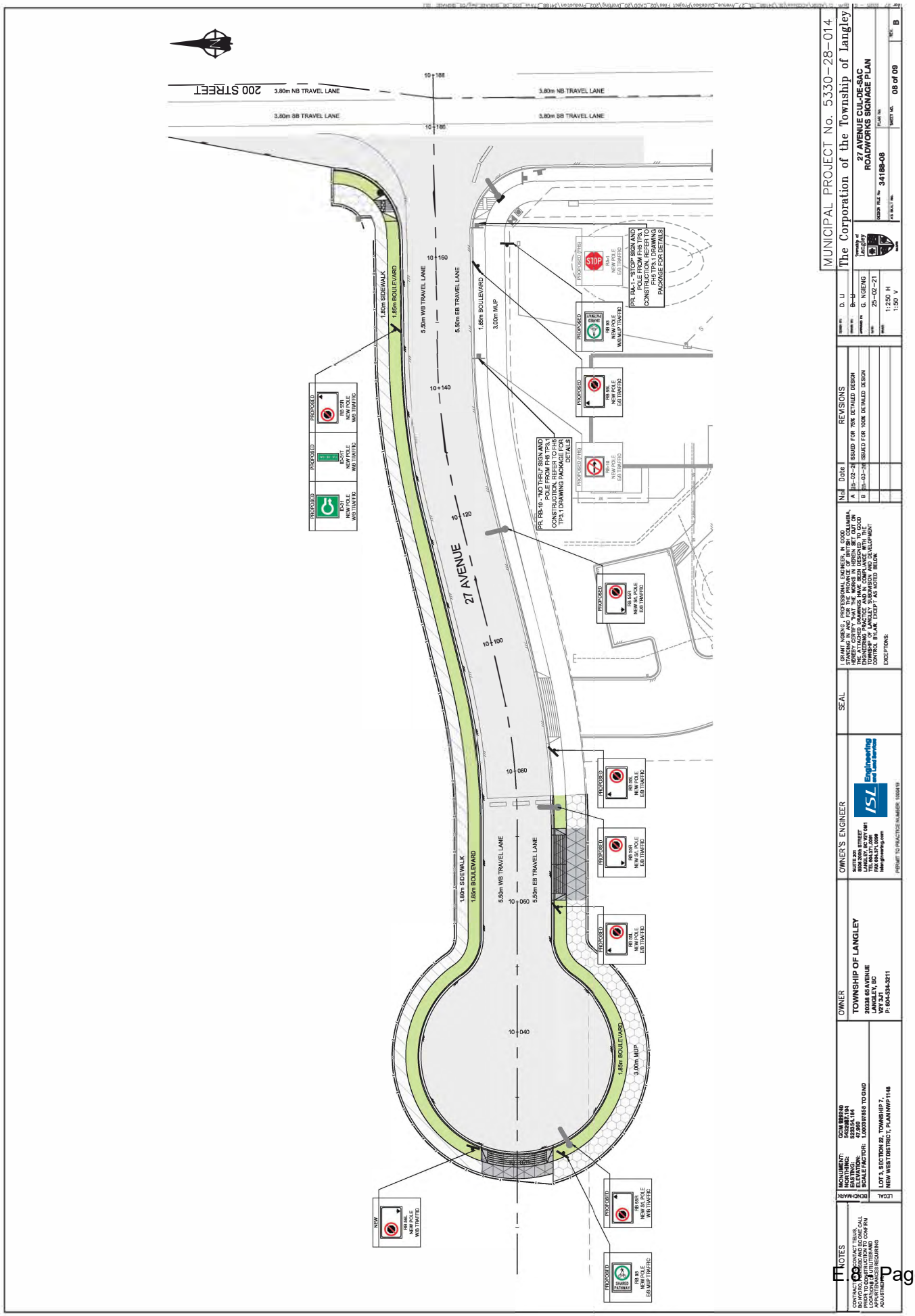
Respectfully submitted,

Daniel Suh
PROJECT ENGINEER
for
ENGINEERING DIVISION

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

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

ATTACHMENT A 27 Avenue Roadworks Design



MUNICIPAL PROJECT No. 5330-28-014

The Corporation of the Township of Langley

27 AVENUE CUL-DE-SAC
ROADWORKS SIGNAGE PLAN

DESIGN FILE No. 34188-08 | PLAN No.

AS BUILT No. | SHEET No. 08 of 09 | REV. B

No.	Date	REVISIONS	DRAWN BY	D. LI
A	25-02-21	ISSUED FOR 75% DETAILED DESIGN	DESIGNED BY	B. LI
B	25-03-26	ISSUED FOR 100% DETAILED DESIGN	APPROVED BY	G. NGIENG
			DATE	25-02-21
			SCALE	1:250 H 1:50 V

Township of Langley

SEAL

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

EXCEPTIONS:

PERMIT TO PRACTICE NUMBER: 1000819

OWNER'S ENGINEER

ISL Engineering and Land Services

SUITE 201
8882 170 STREET
LANGLEY, BC V4N 0A1
TEL: 604.427.0088
FAX: 604.513.3568
isl@islengrsvtgs.com

OWNER

TOWNSHIP OF LANGLEY
20338 65 AVENUE
LANGLEY, BC
V2Y 3J1
P: 604-534-3211

BENCHMARK

MONUMENT: GCM 089940
NORTHING: 5453887.194
EASTING: 529354.184
ELEVATION: 84.466
SCALE FACTOR: 1.000097858 TO GND

LEGAL

LOT 3, SECTION 22, TOWNSHIP 7, NEW WEST DISTRICT, PLAN NWP1148

NOTES

CONTRACTOR TO CONTACT TELUS, SHAW AND FORTIS BC PRIOR TO CONSTRUCTION TO CONFIRM LOCATIONS OF UTILITIES AND ANY CONFLICTS REQUIRING ADJUSTMENT

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MARCH 24, 2025 - REGULAR MEETING	**REPORT:**	25-38
FROM:	PUBLIC WORKS DIVISION	**FILE:**	6130-01
SUBJECT:	PUBLIC SPACES REGULATION BYLAW REPLACEMENT		

RECOMMENDATIONS:

That Council give first, second, and third reading to the Public Spaces Regulation Bylaw No. 6059.

That Council give first, second, and third reading to the Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6060.

EXECUTIVE SUMMARY:

This report presents the proposed Public Spaces Regulation Bylaw No. 6059, which will repeal and replace the existing Langley Public Spaces Regulation Bylaw 2018 No. 5298, as amended. The new Bylaw aims to enhance the management and regulation of public spaces within the Township.

Key updates include:

- Expanding the definition of “Public Spaces” to encompass all public facilities and spaces owned or controlled by the Township.
- Banning smoking in all public spaces (except designated areas).
- Managing temporary shelters to balance the needs of unhoused individuals with community use.
- Clarifying provisions and strengthening regulatory powers through housekeeping changes.
- Maintaining the prohibition on decriminalized drug use in public spaces, pending further direction from the BC courts.

Additionally, new offences are proposed within the Bylaw Notice Enforcement Bylaw: operation of a bicycle contrary to posted signage and not wearing a helmet, each with a $100 fine. The offence of unauthorized operation of a motorized toy in a public space has been removed.

PURPOSE:

To seek Council approval for a new and revised Public Spaces Regulation Bylaw and Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6060.

BACKGROUND/HISTORY:

Staff have been working on an updated version of the Bylaw to:

- Expand the definition of "Public Space" to include all public facilities and spaces in the Township, not just parks and spaces controlled by the Langley School District (the "School District").
- Prohibit smoking in all public spaces within the Township.
- Regulate unhoused encampments in Township public spaces.

While updating the Bylaw, Township staff have also made several housekeeping amendments to resolve past administrative issues and clarify and strengthen the Bylaw.

This update follows amendments adopted by Council last year to prohibit the use or consumption of drugs, or the use of drug paraphernalia within 15 metres of any place owned, operated, or maintained by the Township or the School.

DISCUSSION/ANALYSIS:

The existing Langley Public Spaces Regulation Bylaw 2018 No. 5298, as amended, will be repealed and replaced by the proposed Public Spaces Regulation Bylaw No. 6059. This new Bylaw aims to enhance the management and regulation of public spaces within the Township. There are four primary areas of update to the Public Spaces Regulation Bylaw.

Definition of Public Spaces:

The definition of "Public Spaces" now includes all spaces open to the public and owned or controlled by the Township, such as natural areas, forests, playgrounds, driveways, highways, roadways, sidewalks, paths, trails, boulevards, beaches, wading pools, swimming pools, spray parks, water playgrounds, skateboard parks, community recreation, and other civic facilities, museums, sports fields, cemeteries, and buildings or structures. This provides the Township with significantly more control over its public spaces, including regulating conduct and activities within these spaces.

Smoking in Public Spaces:

Under section 5.29 of the Bylaw, smoking is now effectively banned in all public spaces in the Township (except open highways and sidewalks), unless the Township has designated an area in the public space to allow for smoking. This prohibition previously only applied to parks and school spaces. With the expanded definition of "Public Spaces" in the updated Bylaw, this prohibition now extends to all public places under the ownership and control of the Township, as well as School District spaces (with the exception of open highways and sidewalks), unless the Township has designated an area in the public space to allow for smoking.

Encampments in Public Spaces:

The Bylaw includes provisions to manage temporary shelters in public spaces within the Township. These provisions aim to balance the needs of unhoused individuals with the use and enjoyment of public spaces by the community. The Township will exercise discretion in enforcing these provisions to ensure compliance with relevant legislation and court decisions. The goal is to provide a fair and compassionate approach while maintaining the accessibility and safety of public spaces for all residents.

Housekeeping:

Staff have made a number of housekeeping changes to the Bylaw to clarify certain provisions, and to otherwise strengthen the Township's regulatory powers under the Bylaw, including to provide more discretion to the Director of Engineering and Public Works, or their designate, where it was deemed necessary to promote the administration and enforcement of the Bylaw.

Drug Consumption in Public Spaces:

Staff note that the amendments made to the Bylaw last year by Council to prohibit the use and consumption of decriminalized drugs in all public spaces in the Township are substantively unchanged, although the new definition of "Public Spaces" allows for a simplification of these provisions.

The BC Supreme Court has placed a temporary stay on similar provincial restrictions pending a full hearing on the constitutionality of those restrictions, which stay was recently upheld by the BC Court of Appeal. Staff are monitoring this closely and do not recommend any changes to these provisions in the Bylaw, pending further direction from the BC courts.

Bylaw Notice Enforcement Bylaw:

Staff are also proposing the addition of the following offences within the Bylaw Notice Enforcement Bylaw for Council's consideration:

Offence	Bylaw Section	Fine
Operation of bicycle contrary to posted signage	5.34(1)	$100
Not wearing a Helmet	5.34(2)	$100

The following offence has been removed, corresponding with its removal from the Public Spaces Bylaw: Unauthorized operation of Motorized Toy in a Public Space. Additional changes are housekeeping in nature, reflecting updated Public Spaces Bylaw section references.

Respectfully submitted,

Tab Buckner
MANAGER, PARKS OPERATIONS
for
PUBLIC WORKS DIVISION

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

CONCURRENCES	
Division / Department	**Name**
BYLAW ENFORCEMENT DIVISION	M. Natt
RECREATION, ARTS AND CULTURE DIVISION	R. Stare

ATTACHMENT A Public Spaces Regulation Bylaw No. 6059 Redline Version

ATTACHMENT A

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

PUBLIC SPACES REGULATION BYLAW 2018 NO. 5298

CONSOLIDATED FOR CONVENIENCE ONLY

EXPLANATORY NOTE

Bylaw 2018 No. 5298 regulates the use of public spaces in the Township of Langley.

Amending Bylaw No. 5950 – adopted November 6, 2023
Bylaw No. 5950 updates the Public Spaces Regulation Bylaw 2018 No. 5298 by including a prohibition on the use of and consumption of illegal drugs in all public places owned, operated, and under the jurisdiction of the Township of Langley or the Langley School District.

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.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

PUBLIC SPACES REGULATION

BYLAW ~~2018~~ NO. ~~5298~~6059

EXPLANATORY NOTE

Public Spaces Bylaw No. 6059 repeals and replaces Langley Public Spaces Regulation Bylaw 2018 No. 5298 and regulates the use of public spaces in the Township of Langley.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

PUBLIC SPACES REGULATION

BYLAW ~~2018~~ NO. ~~5298~~6059

WHEREAS section 8(3) of the *Community Charter,* SBC 2003, c 26 authorizes Council to, by bylaw, regulate, prohibit and impose requirements in relation to, among other things, public places, the protection of the natural environment, trees, animals and nuisances;

WHEREAS it is deemed necessary and desirable to repeal and replace ~~Parks~~Public Spaces Regulation Bylaw ~~1976~~2018, No. ~~1575~~5298;

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

PART 1: TITLE

1. This Bylaw may be cited for all purposes as “Public Spaces Regulation Bylaw ~~2018~~ No. ~~5298~~6059”.

PART 2: INTERPRETATION

Interpretation

2.1 ~~The bylaw as amended is further amended~~In this Bylaw:

(1) words importing the singular number include the plural, and vice versa, and words importing the ~~neuter~~neutral gender include the masculine and the feminine genders;

(2) headings given to sections are for convenience of reference only and do not form part of this Bylaw;

(3) unless expressly stated otherwise, a reference to a “section” is a reference to a section in this Bylaw and a reference to a “Part” is a reference to a Part in this Bylaw; and

(4) unless expressly stated otherwise, a reference to an enactment is a reference to an enactment of British Columbia and regulations promulgated thereto, as amended, revised, consolidated or replaced from time to time, and a reference to a bylaw or policy is a reference to a Township bylaw or policy, as amended, revised, consolidated or replaced from time to time.

Definitions

2.2 In this Bylaw and unless the context otherwise requires, words and terms will have the meaning indicated:

~~(1) "**Bylaw Enforcement Officer**" means a person who is designated by the Township as a bylaw enforcement officer;~~

(1) "**Administrator**" means the person appointed to the position of Director of Engineering and Public Works or its equivalent, and their designates and authorized agents;

(2) "**Council**" means the elected council of the Township;

~~(3) "**Director**" means the person appointed by Council to the position of Director of Parks and Recreation Division, his or her designates and authorized agents;~~

~~(4~~(3) "**Drugs**" means "controlled substance" as defined in the *Controlled Drugs and Substances Act* (S.C. 1996, c. 19), as amended or replaced~~;~~ from time to time;

~~(5~~(4) **"Drug Paraphernalia"** means any product, equipment, thing or material of any kind primarily used or intended to be primarily used to produce, process, package, store, inject, ingest, inhale or otherwise introduce into the human body a "controlled substance" as defined in the *Controlled Drugs and Substances Act* (S.C. 1996, c. 19~~)~~), as amended or replaced from time to time;

(~~6~~5) "**Fireworks**" has the meaning ascribed to it in the Fire Prevention Bylaw ~~2013~~ No. ~~4956~~6061, as amended or replaced from time to time;

(~~7~~6) "**Geocache**" means a container, usually containing a logbook and small trading items, hidden for persons to find generally through the use of a global positioning system;

(~~8~~7) "**Highway**" has the meaning ascribed to it in the *Community Charter* (S.B.C. 2003, c. 26), as amended or replaced from time to time;

(~~9~~8) "**Highway and Traffic Bylaw**" means the Highway and Traffic Bylaw 2010 No. 4758, as amended or replaced from time to time;

(~~10~~9) "**Hoverboard or Motorized Cycle**" means ~~a self-balancing two-wheeled or one wheeled board commonly referred to as a "~~any motorized bicycle, scooter, e-scooter, segway or hoverboard~~" with a weight under 30 lbs and height under 34 inches.;~~

(~~11~~10) "**Idle**" means operating a Vehicle engine when the Vehicle is stationary and not providing power for authorized work equipment or conducting authorized work activities;

(~~12~~11) "**Liquor**" has the meaning ascribed to it in the *Liquor Control and Licensing Act* (S.B.C. 2015, c. 19), as amended or replaced from time to time;

(~~13~~12) "**Liquor License**" means a licence issued pursuant to the *Liquor Control and Licensing Act* (S.B.C. 2015, c. 19) and its regulations, as amended or replaced from time to time;

~~(14) "**Motorized Toy**" means any toy boat or other vehicle that is powered and propelled by a motor but, for certainty, does not include an Unmanned Aerial Vehicle;~~

~~(15) "~~(13) "**Outside Waste**" means Waste generated outside ~~a Park;~~Public Space;

(~~16~~14) "**Park**" means land and improvements owned ~~or~~, occupied or controlled by the Township dedicated and open for the use, recreation or enjoyment of the general public including, but not limited to, land gifted, dedicated, open and reserved for use as a park;

~~(17) "**Park Permit**" has the meaning ascribed to it in section 4.4;~~

~~(18) "**Park Permit Application**" has the meaning ascribed to it in section 4.4;~~

~~(19~~(15)"**Prohibited Vehicle**" means:

(a) a device designed to be moved by animal power like a horse-drawn carriage; and

~~(b) a Segway over 34 inches in height; and~~

~~(c)~~(b) a recreational vehicle ~~like~~, including without limitation, a go-kart, a golf cart, a motorcross bike, a snowmobile, ~~or~~and an all-terrain vehicle, but does not include a Hoverboard or Motorized Cycle;

~~(20) "**Public Spaces**" means Parks and School Spaces;~~

~~(21~~(16)"**Public Space**" means all spaces that are open to the public and are owned or controlled by the Township, and includes, without limitation, all Parks, natural areas, forests, playgrounds, driveways, Highways, roadways, sidewalks, paths, trails, boulevards, beaches, wading pools, swimming pools, spray parks, water playgrounds, skateboard parks, community recreation and other civic facilities, museums, Sport Fields, cemeteries, buildings and structures, and which also includes School Spaces;

(17) "**Public Space Permit**" has the meaning ascribed to it in section 4.3;

(18) "**Public Space Permit Application**" has the meaning ascribed to it in section 4.3;

(19) "**Restriction Notice**" has the meaning ascribed to it in section 4.17;

(~~22~~20) "**School District**" means ~~The~~the Board of Education of School District No. 35 (Langley);

(~~23~~21) "**School Spaces**" means playgrounds, recreational facilities, trails and parking lots owned or occupied by the School District that are open to the public and that the School District ~~in its discretion from time to time~~ permits the general public to use for recreation or enjoyment, subject to such rules and policies as the School District may impose;

~~(24)~~ "(22) "**Service Dog**" has the meaning ascribed to it in the *Guide Dog and Service Dog Act* (S.B.C. 2015, c. 17), as amended or replaced from time to time;

(23) "**Smoke**" means:

(a) to burn a cigarette, ~~e-~~cigar, or cannabis cigarette, ~~cigar or joint,~~ or

(b) to burn or heat any substance ~~(~~, including, but not limited to, tobacco, cannabis, or any other plant or herb~~)~~, including any oils, e-liquids or e-juices, using any type of smoking device ~~(~~, including, but not limited to, a pipe, a bubbler, a bong, a hookah, an e-cigarette, a vaporizer, an electronic smoking device or a home-made smoking device~~);~~ .

~~(25~~

(24) "**Special Event**" means a gathering at a Public Space which less than 300 but more than 100 persons are expected to attend or any other event otherwise designated by the Administrator as a Special Event in their sole discretion, including, without limitation, any event planned in a Public Space that is pre-planned, where members of the public are invited to attend, and/or where the Administrator has concerns over insurance, safety, capacity, noise, disturbance, nuisance or any other concerns with the event, in their sole discretion;

(~~26~~25) "**Sport Field**" means an area in a Public Space used to play one or more outdoor sports and includes, but is not limited to, a soccer field, a football field, a rugby field, a baseball field, a field hockey field, a basketball court, a volleyball court, a pickleball court and a tennis court;

(26) **"Temporary Shelter"** means a tent or other form of shelter that is not fixed to the ground, which is temporary and portable in nature that is constructed from nylon, plastic, cardboard or other similar non-rigid material;

(27) "**Township**" means the Corporation of the Township of Langley;

(28) "**Township Clerk**" means the person appointed by Council to the position having that name, ~~his or her~~and their designates and authorized agents;

(29) "**Township of Langley"** means the geographic area subject to regulation by the Township;

~~(30~~(30)"**Unhoused Person**" means a person who has no fixed address or a predictable residence to return to on a daily basis and who has no reasonable means to acquire a predictable residence;

(31) "**Unmanned Aerial Vehicle**" means a device or machine capable of flight without an onboard human pilot and includes all drones, with or without camera or video capabilities;

(~~31~~32) "**Vehicle**" means a device, other than a Prohibited Vehicle, in, on or by which a person or thing is or may be transported or drawn on a Highway including, but not limited to:

(a) a device designed to be moved by human power like a cycle or a skateboard;

(b) a Hoverboard or Motorized Cycle; and

(c) a device designed to provide mobility to a person with a disability like a scooter;

(~~32~~33) "**Vessel**" means any boat or craft designed, used or capable of being used for marine navigation, whether self-propelled or not and without regard to the method of propulsion, and includes a raft or boom of logs or lumber;

(~~33~~34) "**Waste**" means any litter, garbage, rubbish, refuse, or other form of waste (including organic waste);

(~~34~~35) "**Weapon**" means any thing designed, used or capable of being used to inflict bodily harm and includes, but is not limited to, a firearm, a bow, a crossbow, a knife, a sword, pepper spray, bear spray, a taser, a slingshot, a catapult, and nunchucks; and

(~~35~~36) "**Wildlife**" means a species, subspecies, variety or geographically or genetically distinct population of animal, plant or other organism, other than a bacterium or virus, that is wild by nature and includes fish.

PART 3: APPLICATION

Public Spaces

3.1 Every Public Space shall be subject to the provisions of this Bylaw except to the extent that the provisions of this Bylaw directly conflict with a condition under which ~~a Park was acquired by~~ the ~~Township or a School~~Public Space was acquired by the Township or the School District.

Exemptions

3.2 Other than the prohibition in section 5.~~26~~25 [*Smoking*], and unless required by the Administrator, the prohibitions in this Bylaw do not apply to:

(1) a Township officer or employee engaged in the performance of ~~his or her~~their lawful duties;

(2) a Township contractor, agent ~~or~~, volunteer or other invitee engaged in the performance of ~~his or her~~their lawful duties at the Township's request or pursuant to an agreement with the Township;

(3) a School District officer or employee engaged in the performance of ~~his or her~~their lawful duties;

(4) a School District contractor, agent ~~or~~, volunteer or other invitee engaged in the performance of ~~his or her~~their lawful duties at the School District's request or pursuant to an agreement with the School District; or

(5) a police officer engaged in the performance of ~~his or her~~their lawful duties.

PART 4: ADMINISTRATION

Administration

4.1 The ~~Director~~Administrator is responsible for the administration and enforcement of this Bylaw.

4.2 The ~~Director~~Administrator may~~, with Council's approval,~~ make rules for the administration, management, use and protection of ~~Parks~~Public Spaces.

Public Space Permits

4.3 ~~The Director may, without Council's approval, authorize community organizations to participate in the development of one or more Parks pursuant to a written agreement.~~

~~**Park Permits**~~

~~4.4 A~~ A person may submit an application (a "~~**Park**~~**Public Space Permit Application**") to the ~~Director~~Administrator for a permit (a "~~**Park**~~**Public Space Permit**") authorizing them to ~~engage~~host a Special Event, including engaging in one or more of the activities prohibited under this Bylaw. Where the Administrator has designated an event a Special Event under this Bylaw, the organizer of that Special Event must submit a Public Space Permit Application.

4.4 A ~~Park~~Public Space Permit Application must comply with the requirements of any applicable Council policy or rules made by the Administrator.

4.5 A ~~Park~~Public Space Permit Application for:

(1) a Special Event must be submitted to the ~~Director~~Administrator at least 30 days prior to commencement of the Special Event; and

(2) an activity other than a Special Event must be submitted to the ~~Director~~Administrator at least 14 days prior to commencement of the activity in respect of which the ~~Park~~Public Space Permit is sought.

4.6 The ~~Director~~Administrator may consult with Township staff with respect to the merits of a ~~Park~~Public Space Permit Application.

4.7 Within 30 days of receiving an application under section 4.6(1), or within 14 days of receiving an application under section 4.6(2), the ~~Director~~Administrator shall:

(1) issue a ~~Park~~Public Space Permit, with terms and conditions in the sole discretion of the Administrator; or

(2) refuse a ~~Park~~Public Space Permit ~~on reasonable grounds.~~.

4.8 A ~~Park~~Public Space Permit issued pursuant to section 4.~~8~~7(1) must be in writing and must specify:

(1) the activity in relation to which the ~~Park~~Public Space Permit is issued;

(2) the time period during which the ~~Park~~Public Space Permit is effective; and

(3) any terms or conditions of the ~~Park~~Public Space Permit.

4.9 A ~~Park~~Public Space Permit which is refused pursuant to section 4.~~8~~7(2) must be in writing and must specify:

(1) the reasons for refusing the ~~Park~~Public Space Permit; and

(2) the applicant's right to request reconsideration of the decision to refuse the ~~Park~~Public Space Permit in accordance with this Bylaw.

4.10 An applicant who has been refused a ~~Park~~Public Space Permit pursuant to section 4.~~8~~7(2) may request reconsideration of the decision to refuse the ~~Park~~Public Space Permit in accordance with the following procedures:

(1) the applicant may apply for reconsideration by Council by providing written notice to the Township Clerk within 14 days of receiving the written decision; and ~~if refused by the Clerk~~

(2) the applicant ~~may~~shall within 14 days of providing written notice to the Township Clerk make written submissions to Council, which submissions must be no more than five (5) pages in ~~respect of the decision~~length, explaining why a Public Space Permit should be issued to the applicant.

4.11 Upon receiving an application for reconsideration under section 4.~~11~~10, Council shall ~~at their earliest opportunity~~review the written submissions of the applicant and either:

(1) issue a ~~Park~~Public Space Permit with terms and conditions ~~it deems reasonable~~in Council's sole discretion; or

(2) uphold the decision to refuse the ~~Park~~Public Space Permit.

4.12 A ~~Park~~Public Space Permit issued pursuant to section 4.~~12~~11(1) must be in writing and must specify:

(1) the activity in relation to which the ~~Park~~Public Space Permit is issued;

(2) the time period during which the ~~Park~~Public Space Permit is effective; and

(3) any terms or conditions of the ~~Park~~Public Space Permit.

4.13 A decision made pursuant to section 4.~~12~~11(2) must be in writing and must specify the reasons for upholding the decision to refuse the Public Space Permit.

4.14 A ~~Park~~Public Space Permit issued pursuant to section 4.~~8~~7(1) or 4.~~12~~11(1) may be revoked by the decision-maker who issued the ~~Park~~Public Space Permit, if the decision-maker is of the opinion that the person to whom the Public Space Permit was issued ~~the Park Permit~~:

(1) contravened, or permitted a person to contravene, a term of the ~~Park~~Public Space Permit or did not comply, or permitted a person not to comply, with a condition of the ~~Park~~Public Space Permit; ~~or~~

(2) contravened a Township bylaw~~.~~; or

(3) for any other reason, acting reasonably.

4.15 No person shall violate, or permit the violation of, the terms or conditions of a Public Space Permit.

4.16 ~~No person shall violate the terms or conditions of a Park Permit.~~Every person who receives a Public Space Permit shall indemnify and save harmless the Township, and its elected and appointed officials, employees and agents from and against any and all claims, demands, suits or compensation arising, directly or indirectly, from the granting of the permission contained in the Public Space Permit.

Restrictions on use of ~~Parks~~Public Spaces

4.17 If a person has contravened this Bylaw more than three (3) times over the course of ~~a~~the period of one (1) year, ~~the Director~~which period starts from the first contravention, the Administrator, in their sole discretion, may provide the person with a written notice (a "**Restriction Notice**") which:

(1) prohibits the person from using one (1) or more ~~Parks (but not all Parks)~~specified Public Spaces for a specified period of time not to exceed one year; or

(2) imposes conditions on the person's use of one (1) or more ~~Parks (or all Parks)~~specified Public Spaces for a specified period of time not to exceed one (1) year.

4.18 No person shall violate, or permit the violation of, the terms or conditions of a Restriction Notice.

Seizure and detention of chattels left in a ~~Park~~Public Space contrary to this Bylaw

4.19 The ~~Director may~~Administrator may in their sole discretion:

(1) seize, remove and store, or cause to be seized, removed and stored, any chattel placed within a ~~Park~~Public Space contrary to this Bylaw~~.~~ or otherwise without written authorization from the Township;

(2) seize and remove any chattel left unclaimed within a Public Space for more than twelve (12) hours; and

(3) immediately seize and remove any chattel located within a Public Space that, in the opinion of the Administrator in their sole discretion, causes an obstruction, hazard, or which otherwise threatens the safety, security or integrity of the Public Space.

4.~~20~~.20 If the contact information for the owner of a chattel seized under section 4.19 can be reasonably identified by the ~~Director~~Administrator, the ~~Director~~Administrator must make reasonable efforts to contact the owner of the chattel and notify them of the ~~effect of sections 4.22 through 4.26~~seizure and their rights to reclaim the chattel seized under this Bylaw.

4.~~21~~.21 If the contact information for the owner of a chattel seized under section 4.19 cannot be reasonably identified by the ~~Director~~Administrator, the ~~Director~~Administrator is not required to make any efforts to contact the owner of the chattel or to notify them of the ~~effect of sections 4.22 through 4.26~~seizure or their rights to reclaim the chattel under this Bylaw.

4.~~22~~.22 Within seven (7) days of receipt of notification under section 4.20, or if notification cannot be achieved in accordance with this Bylaw, within seven (7) days of seizure of a chattel described in section 4.~~21~~19, the owner of a chattel seized under section 4.19 may obtain possession of the chattel ~~by~~only after:

(1) providing the ~~Director~~Administrator with proof of ownership of the chattel; and

(2) paying the Township a sum equal to all expenses incurred by the Township to seize, remove and store the chattel.

4.~~23~~.23 If the owner of a chattel seized under section 4.19 has not obtained possession of the chattel in accordance with section 4.21 within seven (7) days of receipt of notification under section 4.20, or, or if notification cannot be achieved in accordance with this Bylaw, within seven (7) days of seizure of a chattel described in section 4.~~21~~19:

(1) the ~~Director~~Administrator may cause the chattel to be sold by public auction to the highest bidder, ~~if~~or through other reasonable means determined by the ~~Director is of the opinion that the chattel has market value over $100~~Administrator in their sole discretion; or

(2) the ~~Director~~Administrator may otherwise dispose of the chattel~~, if the Director is of the opinion that the chattel has market value under $100~~ in their sole discretion.

4.~~24~~.24 The ~~Director~~Administrator must apply the proceeds of an auction or other sale held under section 4.23(1) in the following manner:

(1) firstly, deduct the costs of the auction or other means of sale;

(2) secondly, deduct the expenses incurred by the Township to seize, remove and store the chattel; and

(3) thirdly, pay the surplus, if any, to the owner of a chattel sold, if the ~~Director~~Administrator can reasonably locate the owner of the chattel.

4.~~25~~.25 If an auction ~~held~~or other sale under section 4.23(1) generates a surplus, and the ~~Director~~Administrator cannot reasonably locate the owner of the chattel sold in the auction to pay them the surplus, the ~~Director~~Administrator shall:

(1) hold the surplus for ~~one year~~six (6) months from the date of the auction or other sale; and

(2) pay the amount of the surplus into the Township's general revenues if the surplus is not claimed within ~~one year~~six (6) months from the date of the auction or other sale.

4.~~26~~.26 An amount paid into the Township's general revenues under section 4.25(2) is absolutely forfeited to the Township.

Closing ~~Parks~~Public Space

4.~~27~~.27 The ~~Director~~Administrator may close part or all of a ~~Park~~Public Space if, in ~~his or her opinion~~their sole discretion, such closure is necessary to protect the environment or the health, safety or security of the public or for maintenance, renovation, or other work in the Public Space, or for any other reason determined by the Administrator acting reasonably.

4.~~28~~.28 A ~~park~~Public Space, or a portion of a ~~park~~Public Space, closed pursuant to section 4.27 shall only be closed for so long as the closure is necessary to protect the environment or the health, safety or security of the public or for maintenance, renovation, or other work in the Public Space, or for any other reason determined by the Administrator acting reasonably.

4.29 Unless otherwise authorized by the Township or the School District, a person must not enter or remain in any Public Space, or part of the Public Space, that has been closed under this Bylaw.

PART 5: GENERAL REGULATIONS

Animals

5.1 A person who owns or has custody, care or control of an animal shall ensure that such animal does not do any of the following in a Public Space:

(1) run at large or be uncontrolled except in an area specifically designated by the Administrator for such activity;

(2) kill or injure a person or ~~another~~ animal;

(3) harass, disturb or frighten a person or ~~another~~ animal;

(4) ~~bath~~bathe or swim in a body of water except in a body of water specifically designated by the Administrator for such activity; or

(5) damage property.

5.2 Without limiting the generality of section 5.1(1), a person who owns or has custody, care or control of a dog ~~shall ensure that such dog does not enter onto any Sport Field in a Public Space (with or without a leash).~~, other than a Service Dog whose owner or guardian has on their person a copy of the required certification for the Service Dog, shall ensure that dogs are leashed in all Public Spaces, except in areas designated by identified signage as off-leash areas. An owner or guardian of a dog, other than a Service Dog whose owner or guardian has on their person a copy of the required certification for the Service Dog, must also ensure that such dog does not enter onto any Sports Field (with or without a leash), or in any other area of a Public Space where dogs are not permitted on identified signage.

5.3 A person who owns or has custody, care or control of an animal shall ensure that:

(1) they are in posession of means to dispose of the animal's waste in a reasonable and sanitary manner;

(2) the animal does not enter onto any ~~excrement~~Public Space where the animal is not authorized to be under this Bylaw or under according to any signage in the Public Space; and

(2) any waste deposited by such animal in a Public Space is immediately disposed of in a sanitary manner.

Boats

5.4 No person shall operate a Vessel in a Public Space except on water in a ~~Park~~Public Space as authorized by and in compliance with a ~~Park~~Public Space Permit.

Commercial activities

5.5 No person shall display, distribute, post, paint or affix any advertisements or other promotional material of any kind whatsoever in a Public Space except:

(1) on information boards provided expressly for that purpose;

(2) in a ~~Park~~Public Space, other than a School Space, as authorized by and in compliance with a ~~Park~~Public Space Permit or a written agreement with the Township; or

(3) in a School Space as authorized by and in compliance with a written agreement with the School District.

5.6 No person shall offer for sale, or sell, any goods or services, including without limitation, food, in a Public Space except:

(1) in a ~~Park~~Public Space, other than a School Space, as authorized by and in compliance with a ~~Park~~Public Space Permit or a written agreement with the Township; or

(2) in a School Space as authorized by and in compliance with a written agreement with the School District.

5.7 No person shall offer for sale, or sell, food in a Public Space using materials that are not recyclable, biodegradable or compostable.

5.8 No person shall solicit funds in a Public Space for any commercial purpose except:

(1) in a ~~Park~~Public Space, other than a School Space, as authorized by and in compliance with a ~~Park~~Public Space Permit or a written agreement with the Township; or

(2) in a School Space as authorized by and in compliance with a written agreement with the School District.

Conduct

5.9 No person shall:

(1) conduct ~~himself or herself~~themselves in an indecent manner or use abusive, profane, or grossly insulting language in a Public Space;

(2) harass, disturb, frighten, or endanger any other person in a Public Space;

(3) interfere with, obstruct or impede the lawful free use and enjoyment of any Public Space by any other person;

(4) violate any rule, notice or order of the Township which applies in a ~~Park~~Public Space, other than a School Space, and which is posted in the ~~Park~~Public Space or is otherwise available to the public; ~~or~~

~~(5)~~(5) make any noise or sound that breaches the noise provisions of the Township's Community Standards Bylaw, as amended or replaced from time to time or that, in the discretion of the Administrator, disturbs, or tends to disturb, the quiet, peace, rest, enjoyment, comfort or convenience of persons in the Public Space, or in the adjacent neighborhood or surrounding properties, whether amplified or not;

(6) operate any amplifying system or loud speaker in any Public Space unless permitted under a Public Space Permit or other written authorization from the Administrator;

(7) urinate or defecate in a Public Space, except in a facility designed for that purpose;

(8) in any way damage, disturb, deface, or otherwise interfere with any natural feature, amenity or facility within a Public Space;

(9) violate any rule, notice or order of the School District which applies in a School Space and which is posted in the School Space or is otherwise available to the public; or

~~(6)~~(10) interfere with, obstruct, or impede within a Public Space:

~~(a)~~(a) a Township officer or employee in the performance of ~~his or her~~their lawful duties;

~~(b)~~(b) a Township contractor, agent or volunteer in the performance of ~~his or her~~their lawful duties at the Township's request;

~~(c)~~(c) a School District officer or employee engaged in the performance of ~~his or her~~their lawful duties;

~~(d)~~(d) a School District contractor, agent or volunteer engaged in the performance of ~~his or her~~their lawful duties at the School District's request; ~~or~~

~~(e)~~(e) a police officer in the performance of ~~his or her~~their lawful duties; or

(f) signage posted or placed in a Public Space by the Township.

Construction of buildings, structures and shelters

5.10 No person shall construct, erect or install a building, structure or shelter of any kind, whether permanent or temporary, other than a temporary canopy that is 3 by 3 metres in size, or less, and which is not be used as a Temporary Shelter, in a Public Space, except:

(1) in a ~~Park~~Public Space, other than a School Space, as authorized by and in compliance with a ~~Park~~Public Space Permit or a written agreement with the Township; or

(2) in a School Space as authorized by and in compliance with a written agreement with the School District.

~~**Drugs and Drug Paraphernalia**~~

5.11 The Administrator may, in addition to any other authority granted under this Bylaw and in their sole discretion, remove or cause to be removed from any Public Space, and dispose of or cause the disposal of any Temporary Shelter that is not in compliance with this Bylaw, including any possessions, waste, Outside Waste, and all other materials located in or around the Temporary Shelter.

Drug paraphernalia

5.~~11~~12 No person shall use or consume Drugs or possess or use Drug Paraphernalia in a Public Space or any other place under the ownership, custody, care, operation, or management of the Township of Langley or the School District~~, including, without limitation, any natural areas, playgrounds, driveways, highways, roadways, sidewalks, paths, trails, boulevards, beaches, wading pools, swimming pools, spray parks, skateboard parks, community recreation centres, Sports Fields, cemeteries, buildings or structures.~~. Further, no person shall use or consume Drugs or possess or use Drug Paraphernalia in any area within 15 metres of a Public Space or any other place under the ownership, custody, care, operation, or management of the Township of Langley or the School District, but excluding any property under the ownership, custody, care, operation, oversight or management of a provincial health authority, and any private property, including private residences, unless under the ownership, custody, care, operation, or management of the Township of Langley or the School District.

Footwear and sporting equipment

5.~~12~~13 No person shall play any organized sports in a Public Space unless wearing appropriate footwear, and using sporting equipment, specifically designed for such activity. For certainty, footwear with metal spikes is not permitted on synthetic turf ~~fields.~~Sport Fields.

Fires

5.~~13~~14 No person shall light a fire within a Public Space, except ~~:~~

~~(1) in an area of~~ a ~~Park specifically designated for such activity; or~~

~~(2) in a~~ self-contained propane, white gas or natural gas barbeque ~~in a Park; when there is no~~or CSA approved fire ~~ban in effect.~~pit but only if such device or the use of such device is done safely and in a reasonable manner and is not otherwise banned by the Township, or such other regulatory authority with jurisdiction

Fireworks

5.~~14~~15 No person shall discharge Fireworks in a Public Space, except ~~in a Park~~ as authorized by, and in compliance with, a permit issued pursuant to the Fire Prevention Bylaw ~~2014~~ No. ~~4956~~6061, as amended or replaced from time to time**.**

Geocaches

5.~~15~~16 A person placing a Geocache in a Public Space must ensure that:

(1) the Geocache is marked “Geocache” on the outside;

(2) the Geocache contains the person’s name and contact information on the inside;

(3) the Geocache is not permanently attached to any building, structure or natural feature in the Public Space; and

(4) the Geocache is not placed anywhere that will interfere with, obstruct or impede the lawful free use and enjoyment of any Public Space by any person, or is otherwise in breach of this Bylaw.

Golf

5.~~16~~17 No person shall hit a golf ball or any other object with a golf club in a Public Space, except in an area expressly designated for that activity.

Hours of use

5.~~17~~18 No person shall enter or remain in a ~~Park~~Public Space, other than a School Space or an open Highway, roadway or sidewalk, during the hours when the ~~Park~~Public Space is closed, as indicated by Township signage or otherwise, or where no hours are posted by the Township, between dusk and dawn, except as authorized by, and in compliance with, a ~~Park~~Public Space Permit or other written authorization from the Administrator.

5.~~18~~19 No person shall enter or remain in a School Space during the hours when the School Space is closed to the general public as indicated by School District signage or otherwise, or where no hours are posted by the School District, between dusk and dawn, except as authorized by the School District.

Liquor

5.~~19~~20 No person shall possess or consume Liquor in a Public Space, except as authorized by, and in compliance with, a Liquor Licence and a ~~Park Permit.~~

~~**Motorized toys**~~

~~5.20 No person shall operate a Motorized Toy in a~~ Public Space ~~except:~~Permit.

~~(1) in an area of a Park or School Space specifically designated for such activity;~~

~~(2) in a Park as authorized by and in compliance with a Park Permit; or~~

~~(3) in a School Space as authorized by and in compliance with a written agreement with the School District.~~

Parachuting

5.21 No person shall parachute or skydive into a Public Space except:

(1) in a ~~Park~~Public Space, other than a School Space, as authorized by, and in compliance with, a ~~Park~~Public Space Permit~~; or~~ or written agreement with the Township; or

(2) in a School Space, as authorized by, and in compliance with, a written agreement with the School District.

Park facilities and equipment

5.22 No person shall misuse, alter, damage or move any facility, building, structure, equipment, sign, landscaping, art or ornament located, constructed or installed in a Public Space.

Plants and vegetation

5.23 No person shall, alter, damage or move any tree, plant or any other vegetation within a Public Space, or remove any tree, plant or any other vegetation from a Public Space, except:

(1) from a ~~Park~~Public Space, other than a School Space, as authorized by, and in compliance with, a ~~Park~~Public Space Permit~~; or~~ or written agreement with the Township; or

(2) from a School Space, as authorized by, and in compliance with, a written agreement with the School District.

Research

5.24 No person shall conduct research in a Public Space except:

(1) in a ~~Park~~Public Space, other than a School Space, as authorized by, and in compliance with, a ~~Park~~Public Space Permit~~;~~ or written agreement with the Township; or

(2) in a School Space, as authorized by, and in compliance with, a written agreement with the School District.

Smoking

5.25 No person shall Smoke within a Public Space ~~except in an area specifically designated by the Township or the School District, as applicable, for such activity~~, except on an open Highway, roadway or sidewalk, and in accordance with all applicable smoking regulations, whether municipal, provincial, federal, or other regulatory jurisdiction with authority, unless in an area of a Public Space which has been designated by the Township, by signage or otherwise, to permit Smoking. For greater certainty this provision applies whether or not a person is located within a Vehicle in a Public Space.

Special events

5.26 No person shall hold a Special Event in a Public Space except:

(1) in a ~~Park~~Public Space, other than a School Space, as authorized by, and in compliance with, a permit issued pursuant to the Township of Langley Special Events Bylaw 1997 No. 3733, as amended or replaced from time to time~~, if applicable;~~;

(2) ~~in a Park~~ as authorized by, and in compliance with, a ~~Park~~Public Space Permit; or

(3) in a School Space, as authorized by, and in compliance with, a written agreement with the School District.

Swimming and bathing

5.27 No person shall ~~undress or dress~~change into or out of a bathing suit in a Public Space except in an area specifically designated by the Township or the School District, as applicable, for that purpose.

5.28 No person shall enter, bathe or swim in any body of water in a Public Space without a bathing suit.

5.29 No person shall enter, bathe or swim in any body of water in a Public Space except:

(1) in an area specifically designated by the Township or the School District, as applicable, for that purpose;

(2) in compliance with rules and signage of the Township or the School District, as applicable; and

(3) in compliance with the directions of any person charged by the Township or the School District, as applicable, with managing, controlling or supervising the body of water, including without limitation, bathing ~~and~~or swimming in the body of water.

Unmanned Aerial Vehicles

5.30 No person shall operate an Unmanned Aerial Vehicle in a Public Space except as authorized by and in compliance with the *Aeronautics Act*~~,~~ (R.S. 1985, C. A-2) and its regulations, and any applicable codes, regulations, rules, and conditions imposed by Transport Canada with respect to the operation of Unmanned Aerial Vehicles, as amended or replaced from time to time, and:

(1) in an area of a ~~Park or School~~Public Space specifically designated for such activity;

(2) in a ~~Park~~Public Space, other than a School Space, as authorized by, and in compliance with, a ~~Park~~Public Space Permit~~; or~~ or written agreement with the Township; or

(3) in a School Space, as authorized by, and in compliance with, a written agreement with the School District.

Vehicles

5.31 No person shall operate, stop or park a Prohibited Vehicle in a ~~Public Space~~Park or School Space, unless authorized by the Administrator.

5.32 No person shall operate, stop or park a Vehicle in a ~~Public~~Park or School Space except:

(1) in an area specifically designated by the Township or the School District, as applicable, for that purpose;

(2) in a Park~~,~~ in compliance with Township signage and during operating hours for the Park or as otherwise authorized by and in compliance with a ~~Park~~Public Space Permit~~;~~ or written agreement with the Township;

(3) in a School Space, in compliance with School District signage or as authorized by and in compliance with a written agreement with the School District; ~~and~~

(4) if applicable, in compliance with the Highway and Traffic Bylaw~~.~~; or

(5) if authorized by the Administrator.

5.33 No person shall operate a skateboard or Hoverboard or Motorized Cycle in a Public Space ~~at a rate~~except in accordance with all provincial regulations for the operation of a skateboard or Hoverboard or Motorized Cycle, including, without limitation all restrictions related to weight, speed ~~greater than 15 km per hour.~~limit, use of a helmet, and any applicable age and licensing requirements.

5.34 No person shall ride or use a bicycle, roller skates, roller blades, Hoverboard or Motorized Cycle or skateboard in any Public Space:

(1) contrary to a posted Township sign; or

(2) without wearing a Helmet, unless that person is a person for whom the wearing of a Helmet would interfere with an essential religious practice.

5.35 No person shall Idle a Vehicle in a Public Space for a period greater than one (1) minute.

5.~~35~~36 No person shall clean a Vehicle in a Public Space, other than on a Highway or other roadway directly affronting private property where the person is an owner or an occupier and where the Vehicle is legally parked.

Water

5.~~36~~37 No person shall travel on or across any body of water in a Public Space which is frozen or appears to be frozen.

Weapons

5.~~37~~38 No person shall use a Weapon in a Public Space except:

(1) in a Park as authorized by and in compliance with the Discharge of Firearms Regulation Bylaw 1991 No. 3001, as amended or replaced from time to time, if applicable; or

(2) in a Park as authorized by, and in compliance with, a ~~Park~~Public Space Permit.

Waste and combustible materials

5.~~38~~39 No person shall transport Outside Waste into a Public Space for the purpose of depositing it in the Public Space.

5.~~39~~40 No person shall deposit Outside Waste in a Public Space.

5.~~40~~41 No person shall deposit Waste in a Public Space except:

(1) in receptacles specifically provided by the Township or the School District, as applicable, for that purpose;

(2) composted organic waste in a community garden in a Park for the purpose of growing plants;

(3) in a ~~Park~~Public Space, other than a School Space, as authorized by, and in compliance with, a ~~Park~~Public Space Permit~~;~~ or written agreement with the Township; or

(4) in a School Space, as authorized by, and in compliance with, a written agreement with the School District.

5.~~4142~~ No person shall deposit any lighted match, cigarette, cigar or other burning substance in a Public Space, except in a receptacle specifically provided by the Township or the School District, as applicable, for that purpose.

Wildlife

5.~~4243~~ No person shall feed, molest, harass, disturb, frighten, injure, hook, trap or snare any Wildlife in a Public Space, except as authorized by, and in compliance with, a federal or provincial permit, unless catching fish in a Public Space designated for such use, and in accordance with all municipal, provincial and federal regulations.

PART 6: OFFENCES AND PENALTIES

6.1 A person who violates a provision of this Bylaw or a Restriction Notice, commits an offence under this Bylaw.

6.2 In the case of a continuing offence, each day that the offence continues constitutes a separate offence under this Bylaw.

6.3 A person who commits an offence under this Bylaw is subject to any remedies or penalties available to the Township under provincial law including, but not limited to:

(1) a bylaw notice fine issued under the Bylaw Notice Enforcement Bylaw 2008 No. 4703, as amended or replaced from time to time; and

(2) a fine of up to $10,000 or a term of imprisonment of up to 3 months upon summary conviction.

PART 7: GENERAL

7.1 If any part, section, subsection, clause or sub-clause of this Bylaw is, for any reason, held to be invalid by the decision of a court of competent jurisdiction, it shall be severed and the validity of the remaining provisions of this Bylaw shall not be affected.

7.2 ~~Parks Regulation By-law, 1976, No. 1575 is hereby repealed.~~In the event there is any conflict between this Bylaw and the Highway and Traffic Bylaw, the provisions of the Highway and Traffic Bylaw shall in all cases take precedence.

7.3 Public Spaces Regulation Bylaw 2018, No. 5298, and all subsequent amendments, is hereby repealed.

7.4 This Bylaw is to come into force and take effect on the date of its adoption.

READ A FIRST TIME the	~~23~~	day of	~~July~~	, ~~2018~~2025
READ A SECOND TIME the	~~23~~	day of	~~July~~	, ~~2018~~2025
READ A THIRD TIME the	~~23~~	day of	~~July~~	, ~~2018~~2025

~~RECONSIDERED AND~~ ADOPTED ~~17~~ the day of ~~September~~ , ~~2018~~2025

~~"JACK FROESE"~~	Mayor	~~"WENDY BAUER"~~	Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

PUBLIC SPACES REGULATION

BYLAW NO. 6059

EXPLANATORY NOTE

Public Spaces Bylaw No. 6059 repeals and replaces Langley Public Spaces Regulation Bylaw 2018 No. 5298 and regulates the use of public spaces in the Township of Langley.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

PUBLIC SPACES REGULATION

BYLAW NO. 6059

WHEREAS section 8(3) of the *Community Charter,* SBC 2003, c 26 authorizes Council to, by bylaw, regulate, prohibit and impose requirements in relation to, among other things, public places, the protection of the natural environment, trees, animals and nuisances;

WHEREAS it is deemed necessary and desirable to repeal and replace Public Spaces Regulation Bylaw 2018, No. 5298;

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

PART 1: TITLE

1. This Bylaw may be cited for all purposes as “Public Spaces Regulation Bylaw No. 6059”.

PART 2: INTERPRETATION

Interpretation

2.1 In this Bylaw:

(1) words importing the singular number include the plural, and vice versa, and words importing the neutral gender include the masculine and the feminine genders;

(2) headings given to sections are for convenience of reference only and do not form part of this Bylaw;

(3) unless expressly stated otherwise, a reference to a “section” is a reference to a section in this Bylaw and a reference to a “Part” is a reference to a Part in this Bylaw; and

(4) unless expressly stated otherwise, a reference to an enactment is a reference to an enactment of British Columbia and regulations promulgated thereto, as amended, revised, consolidated or replaced from time to time, and a reference to a bylaw or policy is a reference to a Township bylaw or policy, as amended, revised, consolidated or replaced from time to time.

Definitions

2.2 In this Bylaw and unless the context otherwise requires, words and terms will have the meaning indicated:

(1) "**Administrator**" means the person appointed to the position of Director of Engineering and Public Works or its equivalent, and their designates and authorized agents;

(2) "**Council**" means the elected council of the Township;

(3) "**Drugs**" means "controlled substance" as defined in the *Controlled Drugs and Substances Act* (S.C. 1996, c. 19), as amended or replaced from time to time;

(4) "**Drug Paraphernalia**" means any product, equipment, thing or material of any kind primarily used or intended to be primarily used to produce, process, package, store, inject, ingest, inhale or otherwise introduce into the human body a "controlled substance" as defined in the *Controlled Drugs and Substances Act* (S.C. 1996, c. 19), as amended or replaced from time to time;

(5) "**Fireworks**" has the meaning ascribed to it in the Fire Prevention Bylaw No. 6061, as amended or replaced from time to time;

(6) "**Geocache**" means a container, usually containing a logbook and small trading items, hidden for persons to find generally through the use of a global positioning system;

(7) "**Highway**" has the meaning ascribed to it in the *Community Charter* (S.B.C. 2003, c. 26), as amended or replaced from time to time;

(8) "**Highway and Traffic Bylaw**" means the Highway and Traffic Bylaw 2010 No. 4758, as amended or replaced from time to time;

(9) "**Hoverboard or Motorized Cycle**" means any motorized bicycle, scooter, e-scooter, segway or hoverboard;

(10) "**Idle**" means operating a Vehicle engine when the Vehicle is stationary and not providing power for authorized work equipment or conducting authorized work activities;

(11) "**Liquor**" has the meaning ascribed to it in the *Liquor Control and Licensing Act* (S.B.C. 2015, c. 19), as amended or replaced from time to time;

(12) "**Liquor License**" means a licence issued pursuant to the *Liquor Control and Licensing Act* (S.B.C. 2015, c. 19) and its regulations, as amended or replaced from time to time;

(13) "**Outside Waste**" means Waste generated outside Public Space;

(14) "**Park**" means land and improvements owned, occupied or controlled by the Township dedicated and open for the use, recreation or enjoyment of the general public including, but not limited to, land gifted, dedicated, open and reserved for use as a park;

(15) "**Prohibited Vehicle**" means:

(a) a device designed to be moved by animal power like a horse-drawn carriage; and

(b) a recreational vehicle, including without limitation, a go-kart, a golf cart, a motorcross bike, a snowmobile, and an all-terrain vehicle, but does not include a Hoverboard or Motorized Cycle;

(16) "**Public Space**" means all spaces that are open to the public and are owned or controlled by the Township, and includes, without limitation, all Parks, natural areas, forests, playgrounds, driveways, Highways, roadways, sidewalks, paths, trails, boulevards, beaches, wading pools, swimming pools, spray parks, water playgrounds, skateboard parks, community recreation and other civic facilities, museums, Sport Fields, cemeteries, buildings and structures, and which also includes School Spaces;

(17) "**Public Space Permit**" has the meaning ascribed to it in section 4.3;

(18) "**Public Space Permit Application**" has the meaning ascribed to it in section 4.3;

(19) "**Restriction Notice**" has the meaning ascribed to it in section 4.17;

(20) "**School District**" means the Board of Education of School District No. 35 (Langley);

(21) "**School Spaces**" means playgrounds, recreational facilities, trails and parking lots owned or occupied by the School District that are open to the public and that the School District permits the general public to use for recreation or enjoyment, subject to such rules and policies as the School District may impose;

(22) "**Service Dog**" has the meaning ascribed to it in the *Guide Dog and Service Dog Act* (S.B.C. 2015, c. 17), as amended or replaced from time to time;

(23) "**Smoke**" means:

(a) to burn a cigarette, cigar, or cannabis cigarette, or

(b) to burn or heat any substance, including, but not limited to, tobacco, cannabis, or any other plant or herb, including any oils, e-liquids or e-juices, using any type of smoking device, including, but not limited to, a pipe, a bubbler, a bong, a hookah, an e-cigarette, a vaporizer, an electronic smoking device or a home-made smoking device.

(24) "**Special Event**" means a gathering at a Public Space which less than 300 but more than 100 persons are expected to attend or any other event otherwise designated by the Administrator as a Special Event in their sole discretion, including, without limitation, any event planned in a Public Space that is pre-planned, where members of the public are invited to attend, and/or where the Administrator has concerns over insurance, safety, capacity, noise, disturbance, nuisance or any other concerns with the event, in their sole discretion;

(25) "**Sport Field**" means an area in a Public Space used to play one or more outdoor sports and includes, but is not limited to, a soccer field, a football field, a rugby field, a baseball field, a field hockey field, a basketball court, a volleyball court, a pickleball court and a tennis court;

(26) **"Temporary Shelter"** means a tent or other form of shelter that is not fixed to the ground, which is temporary and portable in nature that is constructed from nylon, plastic, cardboard or other similar non-rigid material;

(27) "**Township**" means the Corporation of the Township of Langley;

(28) "**Township Clerk**" means the person appointed by Council to the position having that name, and their designates and authorized agents;

(29) "**Township of Langley"** means the geographic area subject to regulation by the Township;

(30) "**Unhoused Person**" means a person who has no fixed address or a predictable residence to return to on a daily basis and who has no reasonable means to acquire a predictable residence;

(31) "**Unmanned Aerial Vehicle**" means a device or machine capable of flight without an onboard human pilot and includes all drones, with or without camera or video capabilities;

(32) "**Vehicle**" means a device, other than a Prohibited Vehicle, in, on or by which a person or thing is or may be transported or drawn on a Highway including, but not limited to:

(a) a device designed to be moved by human power like a cycle or a skateboard;

(b) a Hoverboard or Motorized Cycle; and

(c) a device designed to provide mobility to a person with a disability like a scooter;

(33) "**Vessel**" means any boat or craft designed, used or capable of being used for marine navigation, whether self-propelled or not and without regard to the method of propulsion, and includes a raft or boom of logs or lumber;

(34) "**Waste**" means any litter, garbage, rubbish, refuse, or other form of waste (including organic waste);

(35) "**Weapon**" means any thing designed, used or capable of being used to inflict bodily harm and includes, but is not limited to, a firearm, a bow, a crossbow, a knife, a sword, pepper spray, bear spray, a taser, a slingshot, a catapult, and nunchucks; and

(36) "**Wildlife**" means a species, subspecies, variety or geographically or genetically distinct population of animal, plant or other organism, other than a bacterium or virus, that is wild by nature and includes fish.

PART 3: APPLICATION

Public Spaces

3.1 Every Public Space shall be subject to the provisions of this Bylaw except to the extent that the provisions of this Bylaw directly conflict with a condition under which the Public Space was acquired by the Township or the School District.

Exemptions

3.2 Other than the prohibition in section 5.25 [*Smoking*], and unless required by the Administrator, the prohibitions in this Bylaw do not apply to:

(1) a Township officer or employee engaged in the performance of their lawful duties;

(2) a Township contractor, agent, volunteer or other invitee engaged in the performance of their lawful duties at the Township's request or pursuant to an agreement with the Township;

(3) a School District officer or employee engaged in the performance of their lawful duties;

(4) a School District contractor, agent, volunteer or other invitee engaged in the performance of their lawful duties at the School District's request or pursuant to an agreement with the School District; or

(5) a police officer engaged in the performance of their lawful duties.

PART 4: ADMINISTRATION

Administration

4.1 The Administrator is responsible for the administration and enforcement of this Bylaw.

4.2 The Administrator may make rules for the administration, management, use and protection of Public Spaces.

Public Space Permits

4.3 A person may submit an application (a "**Public Space Permit Application**") to the Administrator for a permit (a "**Public Space Permit**") authorizing them to host a Special Event, including engaging in one or more of the activities prohibited under this Bylaw. Where the Administrator has designated an event a Special Event under this Bylaw, the organizer of that Special Event must submit a Public Space Permit Application.

4.4 A Public Space Permit Application must comply with the requirements of any applicable Council policy or rules made by the Administrator.

4.5 A Public Space Permit Application for:

(1) a Special Event must be submitted to the Administrator at least 30 days prior to commencement of the Special Event; and

(2) an activity other than a Special Event must be submitted to the Administrator at least 14 days prior to commencement of the activity in respect of which the Public Space Permit is sought.

4.6 The Administrator may consult with Township staff with respect to the merits of a Public Space Permit Application.

4.7 Within 30 days of receiving an application under section 4.6(1), or within 14 days of receiving an application under section 4.6(2), the Administrator shall:

(1) issue a Public Space Permit, with terms and conditions in the sole discretion of the Administrator; or

(2) refuse a Public Space Permit.

4.8 A Public Space Permit issued pursuant to section 4.7(1) must be in writing and must specify:

(1) the activity in relation to which the Public Space Permit is issued;

(2) the time period during which the Public Space Permit is effective; and

(3) any terms or conditions of the Public Space Permit.

4.9 A Public Space Permit which is refused pursuant to section 4.7(2) must be in writing and must specify:

(1) the reasons for refusing the Public Space Permit; and

(2) the applicant's right to request reconsideration of the decision to refuse the Public Space Permit in accordance with this Bylaw.

4.10 An applicant who has been refused a Public Space Permit pursuant to section 4.7(2) may request reconsideration of the decision to refuse the Public Space Permit in accordance with the following procedures:

(1) the applicant may apply for reconsideration by Council by providing written notice to the Township Clerk within 14 days of receiving the written decision; and

(2) the applicant shall within 14 days of providing written notice to the Township Clerk make written submissions to Council, which submissions must be no more than five (5) pages in length, explaining why a Public Space Permit should be issued to the applicant.

4.11 Upon receiving an application for reconsideration under section 4.10, Council shall review the written submissions of the applicant and either:

(1) issue a Public Space Permit with terms and conditions in Council's sole discretion; or

(2) uphold the decision to refuse the Public Space Permit.

4.12 A Public Space Permit issued pursuant to section 4.11(1) must be in writing and must specify:

(1) the activity in relation to which the Public Space Permit is issued;

(2) the time period during which the Public Space Permit is effective; and

(3) any terms or conditions of the Public Space Permit.

4.13 A decision made pursuant to section 4.11(2) must be in writing and must specify the reasons for upholding the decision to refuse the Public Space Permit.

4.14 A Public Space Permit issued pursuant to section 4.7(1) or 4.11(1) may be revoked by the decision-maker who issued the Public Space Permit, if the decision-maker is of the opinion that the person to whom the Public Space Permit was issued:

(1) contravened, or permitted a person to contravene, a term of the Public Space Permit or did not comply, or permitted a person not to comply, with a condition of the Public Space Permit;

(2) contravened a Township bylaw; or

(3) for any other reason, acting reasonably.

4.15 No person shall violate, or permit the violation of, the terms or conditions of a Public Space Permit.

4.16 Every person who receives a Public Space Permit shall indemnify and save harmless the Township, and its elected and appointed officials, employees and agents from and against any and all claims, demands, suits or compensation arising, directly or indirectly, from the granting of the permission contained in the Public Space Permit.

Restrictions on use of Public Spaces

4.17 If a person has contravened this Bylaw more than three (3) times over the course of the period of one (1) year, which period starts from the first contravention, the Administrator, in their sole discretion, may provide the person with a written notice (a "**Restriction Notice**") which:

(1) prohibits the person from using one (1) or more specified Public Spaces for a specified period of time not to exceed one year; or

(2) imposes conditions on the person's use of one (1) or more specified Public Spaces for a specified period of time not to exceed one (1) year.

4.18 No person shall violate, or permit the violation of, the terms or conditions of a Restriction Notice.

Seizure and detention of chattels left in a Public Space contrary to this Bylaw

4.19 The Administrator may in their sole discretion:

(1) seize, remove and store, or cause to be seized, removed and stored, any chattel placed within a Public Space contrary to this Bylaw or otherwise without written authorization from the Township;
(2) seize and remove any chattel left unclaimed within a Public Space for more than twelve (12) hours; and
(3) immediately seize and remove any chattel located within a Public Space that, in the opinion of the Administrator in their sole discretion, causes an obstruction, hazard, or which otherwise threatens the safety, security or integrity of the Public Space**.**

4.20 If the contact information for the owner of a chattel seized under section 4.19 can be reasonably identified by the Administrator, the Administrator must make reasonable efforts to contact the owner of the chattel and notify them of the seizure and their rights to reclaim the chattel seized under this Bylaw.

4.21 If the contact information for the owner of a chattel seized under section 4.19 cannot be reasonably identified by the Administrator, the Administrator is not required to make any efforts to contact the owner of the chattel or to notify them of the seizure or their rights to reclaim the chattel under this Bylaw.

4.22 Within seven (7) days of receipt of notification under section 4.20**,** or if notification cannot be achieved in accordance with this Bylaw, within seven (7) days of seizure of a chattel described in section 4.19, the owner of a chattel seized under section 4.19 may obtain possession of the chattel only after:

(1) providing the Administrator with proof of ownership of the chattel; and

(2) paying the Township a sum equal to all expenses incurred by the Township to seize, remove and store the chattel.

4.23 If the owner of a chattel seized under section 4.19 has not obtained possession of the chattel in accordance with section 4.21 within seven (7) days of receipt of notification under section 4.20, or, or if notification cannot be achieved in accordance with this Bylaw, within seven (7) days of seizure of a chattel described in section 4.19:

(1) the Administrator may cause the chattel to be sold by public auction to the highest bidder, or through other reasonable means determined by the Administrator in their sole discretion; or

(2) the Administrator may otherwise dispose of the chattel in their sole discretion.

4.24 The Administrator must apply the proceeds of an auction or other sale held under section 4.23(1) in the following manner:

(1) firstly, deduct the costs of the auction or other means of sale;

(2) secondly, deduct the expenses incurred by the Township to seize, remove and store the chattel; and

(3) thirdly, pay the surplus, if any, to the owner of a chattel sold, if the Administrator can reasonably locate the owner of the chattel.

4.25 If an auction or other sale under section 4.23(1) generates a surplus, and the Administrator cannot reasonably locate the owner of the chattel sold in the auction to pay them the surplus, the Administrator shall:

(1) hold the surplus for six (6) months from the date of the auction or other sale; and

(2) pay the amount of the surplus into the Township’s general revenues if the surplus is not claimed within six (6) months from the date of the auction or other sale.

4.26 An amount paid into the Township’s general revenues under section 4.25(2) is absolutely forfeited to the Township.

Closing Public Space

4.27 The Administrator may close part or all of a Public Space if, in their sole discretion, such closure is necessary to protect the environment or the health, safety or security of the public or for maintenance, renovation, or other work in the Public Space, or for any other reason determined by the Administrator acting reasonably.

4.28 A Public Space, or a portion of a Public Space, closed pursuant to section 4.27 shall only be closed for so long as the closure is necessary to protect the environment or the health, safety or security of the public or for maintenance, renovation, or other work in the Public Space, or for any other reason determined by the Administrator acting reasonably.

4.29 Unless otherwise authorized by the Township or the School District, a person must not enter or remain in any Public Space, or part of the Public Space, that has been closed under this Bylaw.

PART 5: GENERAL REGULATIONS

Animals

5.1 A person who owns or has custody, care or control of an animal shall ensure that such animal does not do any of the following in a Public Space:

(1) run at large or be uncontrolled except in an area specifically designated by the Administrator for such activity;

(2) kill or injure a person or animal;

(3) harass, disturb or frighten a person or animal;

(4) bathe or swim in a body of water except in a body of water specifically designated by the Administrator for such activity; or

(5) damage property.

5.2 Without limiting the generality of section 5.1(1), a person who owns or has custody, care or control of a dog, other than a Service Dog whose owner or guardian has on their person a copy of the required certification for the Service Dog, shall ensure that dogs are leashed in all Public Spaces, except in areas designated by identified signage as off-leash areas. An owner or guardian of a dog, other than a Service Dog whose owner or guardian has on their person a copy of the required certification for the Service Dog, must also ensure that such dog does not enter onto any Sports Field (with or without a leash), or in any other area of a Public Space where dogs are not permitted on identified signage.

5.3 A person who owns or has custody, care or control of an animal shall ensure that:

(1) they are in posession of means to dispose of the animal's waste in a reasonable and sanitary manner;

(2) the animal does not enter onto any Public Space where the animal is not authorized to be under this Bylaw or under according to any signage in the Public Space; and

(2) any waste deposited by such animal in a Public Space is immediately disposed of in a sanitary manner.

Boats

5.4 No person shall operate a Vessel in a Public Space except on water in a Public Space as authorized by and in compliance with a Public Space Permit.

Commercial activities

5.5 No person shall display, distribute, post, paint or affix any advertisements or other promotional material of any kind whatsoever in a Public Space except:

(1) on information boards provided expressly for that purpose;

(2) in a Public Space, other than a School Space, as authorized by and in compliance with a Public Space Permit or a written agreement with the Township; or

(3) in a School Space as authorized by and in compliance with a written agreement with the School District.

5.6 No person shall offer for sale, or sell, any goods or services, including without limitation, food, in a Public Space except:

(1) in a Public Space, other than a School Space, as authorized by and in compliance with a Public Space Permit or a written agreement with the Township; or

(2) in a School Space as authorized by and in compliance with a written agreement with the School District.

5.7 No person shall offer for sale, or sell, food in a Public Space using materials that are not recyclable, biodegradable or compostable.

5.8 No person shall solicit funds in a Public Space for any commercial purpose except:

(1) in a Public Space, other than a School Space, as authorized by and in compliance with a Public Space Permit or a written agreement with the Township; or

(2) in a School Space as authorized by and in compliance with a written agreement with the School District.

Conduct

5.9 No person shall:

(1) conduct themselves in an indecent manner or use abusive, profane, or grossly insulting language in a Public Space;

(2) harass, disturb, frighten, or endanger any other person in a Public Space;

(3) interfere with, obstruct or impede the lawful free use and enjoyment of any Public Space by any other person;

(4) violate any rule, notice or order of the Township which applies in a Public Space, other than a School Space, and which is posted in the Public Space or is otherwise available to the public;

(5) make any noise or sound that breaches the noise provisions of the Township's Community Standards Bylaw, as amended or replaced from time to time or that, in the discretion of the Administrator, disturbs, or tends to disturb, the quiet, peace, rest, enjoyment, comfort or convenience of persons in the Public Space, or in the adjacent neighborhood or surrounding properties, whether amplified or not;

(6) operate any amplifying system or loud speaker in any Public Space unless permitted under a Public Space Permit or other written authorization from the Administrator;

(7) urinate or defecate in a Public Space, except in a facility designed for that purpose;

(8) in any way damage, disturb, deface, or otherwise interfere with any natural feature, amenity or facility within a Public Space;

(9) violate any rule, notice or order of the School District which applies in a School Space and which is posted in the School Space or is otherwise available to the public; or

(10) interfere with, obstruct, or impede within a Public Space:

(a) a Township officer or employee in the performance of their lawful duties;

(b) a Township contractor, agent or volunteer in the performance of their lawful duties at the Township's request;

(c) a School District officer or employee engaged in the performance of their lawful duties;

(d) a School District contractor, agent or volunteer engaged in the performance of their lawful duties at the School District's request;

(e) a police officer in the performance of their lawful duties; or

(f) signage posted or placed in a Public Space by the Township.

Construction of buildings, structures and shelters

5.10 No person shall construct, erect or install a building, structure or shelter of any kind, whether permanent or temporary, other than a temporary canopy that is 3 by 3 metres in size, or less, and which is not be used as a Temporary Shelter, in a Public Space, except:

(1) in a Public Space, other than a School Space, as authorized by and in compliance with a Public Space Permit or a written agreement with the Township; or

(2) in a School Space as authorized by and in compliance with a written agreement with the School District.

5.11 The Administrator may, in addition to any other authority granted under this Bylaw and in their sole discretion, remove or cause to be removed from any Public Space, and dispose of or cause the disposal of any Temporary Shelter that is not in compliance with this Bylaw, including any possessions, waste, Outside Waste, and all other materials located in or around the Temporary Shelter.

Drug paraphernalia

5.12 No person shall use or consume Drugs or possess or use Drug Paraphernalia in a Public Space or any other place under the ownership, custody, care, operation, or management of the Township of Langley or the School District. Further, no person shall use or consume Drugs or possess or use Drug Paraphernalia in any area within 15 metres of a Public Space or any other place under the ownership, custody, care, operation, or management of the Township of Langley or the School District, but excluding any property under the ownership, custody, care, operation, oversight or management of a provincial health authority, and any private property, including private residences, unless under the ownership, custody, care, operation, or management of the Township of Langley or the School District.

Footwear and sporting equipment

5.13 No person shall play any organized sports in a Public Space unless wearing appropriate footwear, and using sporting equipment, specifically designed for such activity. For certainty, footwear with metal spikes is not permitted on synthetic turf Sport Fields.

Fires

5.14 No person shall light a fire within a Public Space, except in a self-contained propane, white gas or natural gas barbeque or CSA approved fire pit but only if such device or the use of such device is done safely and in a reasonable manner and is not otherwise banned by the Township, or such other regulatory authority with jurisdiction

Fireworks

5.15 No person shall discharge Fireworks in a Public Space, except as authorized by, and in compliance with, a permit issued pursuant to the Fire Prevention Bylaw No. 6061, as amended or replaced from time to time**.**

Geocaches

5.16 A person placing a Geocache in a Public Space must ensure that:

(1) the Geocache is marked “Geocache” on the outside;

(2) the Geocache contains the person’s name and contact information on the inside;

(3) the Geocache is not permanently attached to any building, structure or natural feature in the Public Space; and

(4) the Geocache is not placed anywhere that will interfere with, obstruct or impede the lawful free use and enjoyment of any Public Space by any person, or is otherwise in breach of this Bylaw.

Golf

5.17 No person shall hit a golf ball or any other object with a golf club in a Public Space, except in an area expressly designated for that activity.

Hours of use

5.18 No person shall enter or remain in a Public Space, other than a School Space or an open Highway, roadway or sidewalk, during the hours when the Public Space is closed, as indicated by Township signage or otherwise, or where no hours are posted by the Township, between dusk and dawn, except as authorized by, and in compliance with, a Public Space Permit or other written authorization from the Administrator.

5.19 No person shall enter or remain in a School Space during the hours when the School Space is closed to the general public as indicated by School District signage or otherwise, or where no hours are posted by the School District, between dusk and dawn, except as authorized by the School District.

Liquor

5.20 No person shall possess or consume Liquor in a Public Space, except as authorized by, and in compliance with, a Liquor Licence and a Public Space Permit.

Parachuting

5.21 No person shall parachute or skydive into a Public Space except:

(1) in a Public Space, other than a School Space, as authorized by, and in compliance with, a Public Space Permit or written agreement with the Township; or

(2) in a School Space, as authorized by, and in compliance with, a written agreement with the School District.

Park facilities and equipment

5.22 No person shall misuse, alter, damage or move any facility, building, structure, equipment, sign, landscaping, art or ornament located, constructed or installed in a Public Space.

Plants and vegetation

5.23 No person shall, alter, damage or move any tree, plant or any other vegetation within a Public Space, or remove any tree, plant or any other vegetation from a Public Space, except:

(1) from a Public Space, other than a School Space, as authorized by, and in compliance with, a Public Space Permit or written agreement with the Township; or

(2) from a School Space, as authorized by, and in compliance with, a written agreement with the School District.

Research

5.24 No person shall conduct research in a Public Space except:

(1) in a Public Space, other than a School Space, as authorized by, and in compliance with, a Public Space Permit or written agreement with the Township; or

(2) in a School Space, as authorized by, and in compliance with, a written agreement with the School District.

Smoking

5.25 No person shall Smoke within a Public Space, except on an open Highway, roadway or sidewalk, and in accordance with all applicable smoking regulations, whether municipal, provincial, federal, or other regulatory jurisdiction with authority, unless in an area of a Public Space which has been designated by the Township, by signage or otherwise, to permit Smoking. For greater certainty this provision applies whether or not a person is located within a Vehicle in a Public Space.

Special events

5.26 No person shall hold a Special Event in a Public Space except:

(1) in a Public Space, other than a School Space, as authorized by, and in compliance with, a permit issued pursuant to the Township of Langley Special Events Bylaw 1997 No. 3733, as amended or replaced from time to time;

(2) as authorized by, and in compliance with, a Public Space Permit; or

(3) in a School Space, as authorized by, and in compliance with, a written agreement with the School District.

Swimming and bathing

5.27 No person shall change into or out of a bathing suit in a Public Space except in an area specifically designated by the Township or the School District, as applicable, for that purpose.

5.28 No person shall enter, bathe or swim in any body of water in a Public Space without a bathing suit.

5.29 No person shall enter, bathe or swim in any body of water in a Public Space except:

(1) in an area specifically designated by the Township or the School District, as applicable, for that purpose;

(2) in compliance with rules and signage of the Township or the School District, as applicable; and

(3) in compliance with the directions of any person charged by the Township or the School District, as applicable, with managing, controlling or supervising the body of water, including without limitation, bathing or swimming in the body of water.

Unmanned Aerial Vehicles

5.30 No person shall operate an Unmanned Aerial Vehicle in a Public Space except as authorized by and in compliance with the *Aeronautics Act* (R.S. 1985, C. A-2) and its regulations, and any applicable codes, regulations, rules, and conditions imposed by

Transport Canada with respect to the operation of Unmanned Aerial Vehicles, as amended or replaced from time to time, and:

(1) in an area of a Public Space specifically designated for such activity;

(2) in a Public Space, other than a School Space, as authorized by, and in compliance with, a Public Space Permit or written agreement with the Township; or

(3) in a School Space, as authorized by, and in compliance with, a written agreement with the School District.

Vehicles

5.31 No person shall operate, stop or park a Prohibited Vehicle in a Park or School Space, unless authorized by the Administrator.

5.32 No person shall operate, stop or park a Vehicle in a Park or School Space except:

(1) in an area specifically designated by the Township or the School District, as applicable, for that purpose;

(2) in a Park in compliance with Township signage and during operating hours for the Park or as otherwise authorized by and in compliance with a Public Space Permit or written agreement with the Township;

(3) in a School Space, in compliance with School District signage or as authorized by and in compliance with a written agreement with the School District;

(4) if applicable, in compliance with the Highway and Traffic Bylaw; or

(5) if authorized by the Administrator.

5.33 No person shall operate a skateboard or Hoverboard or Motorized Cycle in a Public Space except in accordance with all provincial regulations for the operation of a skateboard or Hoverboard or Motorized Cycle, including, without limitation all restrictions related to weight, speed limit, use of a helmet, and any applicable age and licensing requirements.

5.34 No person shall ride or use a bicycle, roller skates, roller blades, Hoverboard or Motorized Cycle or skateboard in any Public Space:

(1) contrary to a posted Township sign; or

(2) without wearing a Helmet, unless that person is a person for whom the wearing of a Helmet would interfere with an essential religious practice.

5.35 No person shall Idle a Vehicle in a Public Space for a period greater than one (1) minute.

5.36 No person shall clean a Vehicle in a Public Space, other than on a Highway or other roadway directly affronting private property where the person is an owner or an occupier and where the Vehicle is legally parked.

Water

5.37 No person shall travel on or across any body of water in a Public Space which is frozen or appears to be frozen.

Weapons

5.38 No person shall use a Weapon in a Public Space except:

(1) in a Park as authorized by and in compliance with the Discharge of Firearms Regulation Bylaw 1991 No. 3001, as amended or replaced from time to time, if applicable; or

(2) in a Park as authorized by, and in compliance with, a Public Space Permit.

Waste and combustible materials

5.39 No person shall transport Outside Waste into a Public Space for the purpose of depositing it in the Public Space.

5.40 No person shall deposit Outside Waste in a Public Space.

5.41 No person shall deposit Waste in a Public Space except:

(1) in receptacles specifically provided by the Township or the School District, as applicable, for that purpose;

(2) composted organic waste in a community garden in a Park for the purpose of growing plants;

(3) in a Public Space, other than a School Space, as authorized by, and in compliance with, a Public Space Permit or written agreement with the Township; or

(4) in a School Space, as authorized by, and in compliance with, a written agreement with the School District.

5.42 No person shall deposit any lighted match, cigarette, cigar or other burning substance in a Public Space, except in a receptacle specifically provided by the Township or the School District, as applicable, for that purpose.

Wildlife

5.43 No person shall feed, molest, harass, disturb, frighten, injure, hook, trap or snare any Wildlife in a Public Space, except as authorized by, and in compliance with, a federal or

provincial permit, unless catching fish in a Public Space designated for such use, and in accordance with all municipal, provincial and federal regulations.

PART 6: OFFENCES AND PENALTIES

6.1 A person who violates a provision of this Bylaw or a Restriction Notice, commits an offence under this Bylaw.

6.2 In the case of a continuing offence, each day that the offence continues constitutes a separate offence under this Bylaw.

6.3 A person who commits an offence under this Bylaw is subject to any remedies or penalties available to the Township under provincial law including, but not limited to:

(1) a bylaw notice fine issued under the Bylaw Notice Enforcement Bylaw 2008 No. 4703, as amended or replaced from time to time; and

(2) a fine of up to $10,000 or a term of imprisonment of up to 3 months upon summary conviction.

PART 7: GENERAL

7.1 If any part, section, subsection, clause or sub-clause of this Bylaw is, for any reason, held to be invalid by the decision of a court of competent jurisdiction, it shall be severed and the validity of the remaining provisions of this Bylaw shall not be affected.

7.2 In the event there is any conflict between this Bylaw and the Highway and Traffic Bylaw, the provisions of the Highway and Traffic Bylaw shall in all cases take precedence.

7.3 Public Spaces Regulation Bylaw 2018, No. 5298, and all subsequent amendments, is hereby repealed.

7.4 This Bylaw is to come into force and take effect on the date of its adoption.

READ A FIRST TIME the	day of	, 2025
READ A SECOND TIME the	day of	, 2025
READ A THIRD TIME the	day of	, 2025
ADOPTED the	day of	, 2025

Mayor

Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

BYLAW NOTICE ENFORCEMENT BYLAW 2008 NO. 4703

AMENDMENT BYLAW NO. 6060

EXPLANATORY NOTE

Bylaw No. 6060 updates Bylaw Notice Enforcement Bylaw 2008 No. 4703 to update the bylaw descriptions, bylaw cross section references as a result of the adoption of the Public Spaces Bylaw No. 6059.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

BYLAW NOTICE ENFORCEMENT BYLAW 2008 NO. 4703

AMENDMENT BYLAW No. 6060

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 2018 No. 4703 Amendment Bylaw No. 6060".

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 Public Spaces Regulation Bylaw 2018 No. 5298 be replaced with:

Public Spaces Regulation Bylaw 2018 No. 5298

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Violation of Public Spaces Permit	4.15	$100.00
• Violation of Restriction Notice	4.17	$100.00
• Failure to control animal as required	5.1	$250.00
• Permitting dog on sports field	5.2	$100.00
• Failure to dispose of animal excrement	5.3	$100.00
• Unauthorized use of a vessel on water	5.4	$100.00
• Unauthorized advertising	5.5	$500.00
• Unauthorized sale of goods or services in a Park	5.6(1)	$250.00
• Unauthorized sale of goods or services in a School Space	5.6(2)	$250.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Sale of food using materials that are not recyclable, biodegradable or compostable	5.7	$100.00
• Unauthorized soliciting of funds for commercial purpose in a Park	5.8(1)	$250.00
• Unauthorized soliciting of funds for commercial purpose in a School Space	5.8(2)	$250.00
• Prohibited conduct	5.9	$100.00
• Unauthorized construction (general) in a Park	5.10(1)	$100.00
• Unauthorized construction (general) in a School Space	5.10(2)	$100.00
• Unauthorized use or consumption of Drugs or possession or use of Drug Paraphernalia	5.12	$100.00
• Inappropriate footwear or sporting equipment	5.13	$100.00
• Unauthorized fire	5.14	$250.00
• Unauthorized Fireworks	5.15	$500.00
• Unauthorized placement of Geocache	5.16	$100.00
• Prohibited use of golf clubs	5.17	$100.00
• Unauthorized use of Park when closed	5.18	$150.00
• Unauthorized use of School Space when closed	5.19	$150.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Unauthorized possession or consumption of Liquor	5.20	$100.00
• Unauthorized parachuting or skydiving in a Park	5.21(1)	$100.00
• Unauthorized parachuting or skydiving in a School Space	5.21(2)	$100.00
• Unauthorized alteration of Park facilities or equipment	5.22	$500.00
• Unauthorized alteration of plants or vegetation in a Park	5.23(1)	$500.00
• Unauthorized alteration of plants or vegetation in a School Space	5.23(2)	$500.00
• Unauthorized research in a Park	5.24(1)	$100.00
• Unauthorized research in a School Space	5.24(2)	$100.00
• Smoking in a prohibited area	5.25	$100.00
• Unauthorized special event	5.26	$250.00
• Undressing or dressing in a prohibited area	5.27	$100.00
• Bathing or swimming in a prohibited area	5.28	$100.00
• Unauthorized bathing or swimming	5.29	$100.00
• Unauthorized operation of an Unmanned Aerial Vehicle	5.30	$100.00
• Unauthorized operation, stopping or parking of a Prohibited Vehicle	5.31	$100.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Unauthorized operation, stopping or parking of a Vehicle	5.32	$150.00
• Operation of a Hoverboard at a rate of speed greater than 15 km/hour	5.33	$100.00
• Operation of bicycle contrary to posted signage	5.34(1)	$100.000
• Not wearing a Helmet	5.34(2)	$100.00
• Idling a Vehicle for a period greater than one minute	5.35	$100.00
• Cleaning a Vehicle	5.36	$100.00
• Unauthorized travel on or across frozen water or apparently frozen water in a Park	5.37	$100.00
• Unauthorized use of Weapon	5.38	$100.00
• Unauthorized transport of Outside Waste	5.39	$100.00
• Unauthorized deposit of Outside Waste	5.4	$100.00
• Unauthorized deposit of Waste	5.41	$100.00
• Unauthorized deposit of combustible material	5.42	$100.00
• Unauthorized interaction with Wildlife	5.43	$100.00

READ A FIRST TIME the	day of	, 2025
READ A SECOND TIME the	day of	, 2025
READ A THIRD TIME the	day of	, 2025
ADOPTED the	day of	, 2025

_____ Mayor _____ Township Clerk

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	APRIL 28, 2025 - REGULAR MEETING	**REPORT:**	25-62
FROM:	FINANCE DIVISION	**FILE:**	1760-20
SUBJECT:	FACILITIES RENEWAL LOAN AUTHORIZATION BYLAW AND ALTERNATIVE APPROVAL PROCESS		

RECOMMENDATIONS:

That Facilities Renewal Loan Authorization Bylaw No. 6113 be abandoned.

That Council give first, second and third reading to Facilities Renewal Loan Authorization Bylaw No. 6127 for the purpose of borrowing funds in the amount of $9,858,586 for the Facilities Renewal capital program within the 2025-2029 Capital Budget repayable from general revenue.

That Council provide an Alternative Approval Process, in accordance with Section 86 of the *Community Charter*, for Facilities Renewal Loan Authorization Bylaw No. 6127 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 Tuesday, July 15, 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:

During the statutory approval review by the Ministry of Housing and Municipal Affairs, a request was made for further details within the loan authorization bylaw. Therefore, staff are requesting abandoning the Facilities Renewal Loan Authorization Bylaw No. 6113, as it will be more efficient to replace with Facilities Renewal Loan Authorization Bylaw No. 6127, then amending.

With Council's approval for the Facilities Renewal capital program which 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.

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.

Facilities Renewal Capital program

The proposed loan authorization bylaw will provide funding for the Facilities Renewal capital program within the 2025-2029 Capital Budget repayable from general revenue.

On February 3, 2025, Council approved additional Facilities Renewal for 2025-2026 with a minimum of needed renovations, roof replacements and upgrades with $5,750,000 for Fire Halls No. 3 and No. 6, $2,760,000 for WC Blair Recreation Centre, and $1,250,000 for West Langley Hall, funded from external debt with a 10-year amortization.

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 the Facilities Renewal capital program within the 2025-2029 Capital Budget repayable from general revenue.

The need to borrow funds for capital may arise because 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 infrastructure, asset maintenance and protective services in a rapidly growing community.

Projected MFA Debt Servicing Costs

If approved, the Township will borrow $9,858,586 repayable over 10 years for this capital program. At current rates of 4.02%, approximate annual loan payments of principal and interest would be as follows:

Service Fund	**Debt Amount**	**Source of Debt Servicing**	**Annual Principal & Interest Payment**
Project	$ 9,760,000	General Revenue	$ 1,238,618
1% Borrowing Costs	$ 98,586		
Total Loan Amount	$ 9,858,586		

PURPOSE:

The purpose of this report is to obtain Council's consideration of three readings of Facilities Renewal Loan Authorization Bylaw No. 6127 ($9,858,586) and provision of an Alternative Approval Process, prior to it being forwarded to the Inspector of Municipalities.

DISCUSSION/ANALYSIS:

During the statutory approval review by the Ministry of Housing and Municipal Affairs, a request was made for further details within the loan authorization bylaw. Therefore, staff are requesting abandoning the Facilities Renewal Loan Authorization Bylaw No. 6113, as it will be more efficient to replace with Facilities Renewal Loan Authorization Bylaw No. 6127, then amending.

With Council's approval for the Facilities Renewal capital program which requires external debt 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.

Facilities Renewal Capital program

The proposed loan authorization bylaw will provide funding for the Facilities Renewal capital program within the 2025-2029 Capital Program repayable from general revenue.

On February 3, 2025, Council approved additional Facilities Renewal for 2025-2026 with a minimum of needed renovations, roof replacements and upgrades with $5,750,000 for Fire Halls No. 3 and No. 6, $2,760,000 for WC Blair Recreation Centre, and $1,250,000 for West Langley Hall, funded from external debt with a 10-year amortization.

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 program.

The need to borrow funds for capital may arise because 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 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 programs, 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 programs, 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 at least 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

With Council's approval for the Facilities Renewal capital program which requires external borrowing. 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 $9,858,586 repayable over 10 years for this capital program. At current rates of 4.02%, the annual loan payments of principal and interest would be as follows:

Service Fund	Debt Amount	Source of Debt Servicing	Annual Principal & Interest Payment
Project	$ 9,760,000	General Revenue	$ 1,238,618
1% Borrowing Costs	$ 98,586		
Total Loan Amount	$ 9,858,586		

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 Facilities Renewal Capital program. 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 Tuesday, July 15, 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 July 15, 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 July 15, 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 Tuesday, July 15, 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**
FACILITIES	Harb Chohan
LEGISLATIVE SERVICES (TOWNSHIP CLERK)	Wendy Bauer

ATTACHMENT A - Elector Response Forms and Draft Public Notice

ATTACHMENT A

Township of Langley
Est. 1873

Elector Response Form
Facilities Renewal Loan Authorization Bylaw No. 6127

The Township of Langley is seeking elector approval for the borrowing of funds, $9,858,586, to undertake the Facilities Renewal capital program within the 2025-2029 Capital Budget repayable from general revenue; and 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 the Facilities Renewal capital program within the 2025-2029 Capital Budget repayable from general revenue.

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 the Facilities Renewal 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 the Facilities Renewal, no action is required.

All Elector Response forms must be received, by mail or in person drop off, by the Township Clerk at the Township of Langley Civic Facility, 20338 – 65 Avenue, Langley on or before 4:30pm (PST) on Tuesday, July 15, 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
Facilities Renewal Loan Authorization
Bylaw No. 6127

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 the Facilities Renewal.

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 Tuesday, July 15, 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 Tuesday, July 15, 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
Facilities Renewal Loan Authorization Bylaw No. 6127
The Township of Langley is seeking elector approval for the borrowing of $9,858,586 to undertake the Facilities Renewal capital program within the 2025-2029 Capital Budget repayable from general revenue.

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 Facilities Renewal Loan Authorization Bylaw No. 6127 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 Facilities Renewal, 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, from Legislative Services 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 the Township Clerk on or before **4:30pm on Tuesday, July 15, 2025**, either by mail, the 24-hour drop box, or customer service at the Township Civic Facility at 20338 – 65 Avenue, Langley, BC, V2Y 3J1

The form must have an original signature. Faxed, imaged, or emailed signed forms cannot be counted.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

FACILITIES RENEWAL LOAN AUTHORIZATION

BYLAW NO. 6127

EXPLANATORY NOTE

Bylaw No. 6127 authorizes the Township of Langley to borrow $9,858,586 towards the estimated cost of the Facilities Renewal capital program.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

FACILITIES RENEWAL LOAN AUTHORIZATION

BYLAW NO. 6127

WHEREAS it is deemed desirable and expedient to the Facilities Renewal capital program for 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 Facilities Renewal capital program including incidental thereto is equal to the sum of $9,858,586 (Nine million eight hundred fifty-eight thousand five hundred and eighty-six 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 “Facilities Renewal Loan Authorization Bylaw No. 6127”.

2. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the Facilities Renewal capital program generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and without limiting the generality of the foregoing:
    a. To borrow upon the credit of the Municipality a sum not exceeding $9,858,586 (Nine million eight hundred fifty-eight thousand five hundred and eighty-six dollars).
        i. $5,808,081 for Facilities Renewal for Fire Halls No 3 and No 6.
        ii. $2,787,879 for Facilities Renewal for WC Blair Recreation.
        iii. $1,262,626 for Facilities Renewal for West Langley Hall.
    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 said Facilities Renewal capital program.

3. The maximum term for which debentures may be issued to secure the debt created by this bylaw is 10 years.

READ A FIRST TIME the	day of	, 2025
READ A SECOND TIME the	day of	, 2025
READ A THIRD TIME the	day of	, 2025
RECEIVED THE APPROVAL of the INSPECTOR of MUNICIPALITIES this	day of	, 2025
ADOPTED the	day of	, 2025

_____ Mayor _____ Township Clerk

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED: APRIL 28, 2025 - REGULAR MEETING **REPORT:** 25-57
FROM: FINANCE DIVISION **FILE:** 1700-80
SUBJECT: 2025 LANGLEY ANNUAL RATES AND TAX COLLECTION BYLAW FOR UNIVERSAL SERVICES

RECOMMENDATION:

That Council give first, second and third reading to the Langley Annual Rates and Tax Collection Bylaw No. 6128.

EXECUTIVE SUMMARY:

The *Community Charter*, Section 197 (1), requires Council to adopt a bylaw imposing general variable tax levies for the current year before May 15, 2025, and after the adoption of the Five-Year Financial Plan**.**

The Langley Annual Rates and Tax Collection Bylaw No. 6128 provides for a total of 4.50% property tax revenue increase.

The household impact of the increase for 2025 is $116.14 as shown below:

UNIVERSAL SERVICES – Property Tax Changes	%	Annual Change $	Monthly Change $
Parks	0.30	7.72	0.64
Transportation (Roads)	(1.23)	(31.75)	(2.64)
General Tax – Fire Services	1.80	46.50	3.87
General Tax – Police Services	1.94	50.16	4.18
General Tax – All Other	1.69	43.51	3.62
Universal Services Property Taxes	**4.50%**	**$116.14**	**$9.67**

The Langley Annual Rates and Tax Collection Bylaw No. 6128 - Columns "A", "B", “C”, “D”, “E”, “F” and "G" of Schedule "A" attached, identify the tax rates which are required to generate the revenue reflected in the 2025 component of the Langley 2025 – 2029 Five Year Financial Plan Bylaw No. 6105.

PURPOSE:

The purpose of this report is to bring forward the Langley Annual Rates and Tax Collection Bylaw No. 6128 for the first three readings.

DISCUSSION/ANALYSIS:

The Langley Annual Rates and Tax Collection Bylaw No. 6128 provides for a total of 4.50% property tax revenue increase.

The household impact of the increase for 2025 is $116.14 as shown below:

UNIVERSAL SERVICES – Property Tax Changes	%	Annual Change $	Monthly Change $
Parks	0.30	7.72	0.64
Transportation (Roads)	(1.23)	(31.75)	(2.64)
General Tax – Fire Services	1.80	46.50	3.87
General Tax – Police Services	1.94	50.16	4.18
General Tax – All Other	1.69	43.51	3.62
Universal Services Property Taxes	**4.50%**	**$116.14**	**$9.67**

Property tax revenue is used to fund:

- Ongoing operating expenses: salaries, long term contract increases, and debt repayments.
- Regular and preventive asset maintenance required to realize optimal lifecycle costs.
- Operating costs associated with new capital inventory constructed or from development.

In accordance with the *Community Charter*, Council is responsible for establishing 2025 tax rates in the following areas:

- Municipal Services (General, Protective Services, Parks, Transportation and Stormwater).
- Library Levy.
- Metro Vancouver Regional District Levy.

The Langley Annual Tax Rates & Collection Bylaw No. 6128 - Columns "A", "B", “C”, “D”, “E”, “F” and "G" of Schedule "A" attached, identify the tax rates which are required to generate the revenue reflected in the 2025 component of the Langley 2025– 2029 Five Year Financial Plan Bylaw No. 6105.

General Municipal Property Taxes
(Schedule A, Column A)
Based on the Revised Assessment Roll, the recommended 2025 general tax rates will generate $71,794,891 in General Revenue. For a typical household the property tax equates to approximately $1,003 for the year ($83.58 per month) which is comprised of Facility Management, Community Development, Recreation & Culture, Corporate Administration, Finance, Human Resources and Stormwater.

Fire Services Property Taxes
(Schedule A, Column B)
Based on the Revised Assessment Roll, the recommended 2025 fire services tax rates will generate $28,480,144 in General Revenue. For a typical household the property tax equates to approximately $398 for the year ($33.17 per month).

Police Services Property Taxes
(Schedule A, Column C)
Based on the Revised Assessment Roll, the recommended 2025 police services tax rates will generate $44,486,917 in General Revenue. For a typical household the property tax equates to approximately $622 for the year ($51.83 per month).

Parks Service Levy
(Schedule A, Column D)
Based on the Revised Assessment Roll, the recommended 2025 Parks Service levy will generate $15,910,061 in Parks Service revenue. This levy equates to approximately $222 for the year ($18.50 per month) for a typical household. The Parks Utility provides funding for the design, development, operation and maintenance of the Township's parks and open space system.

Transportation Service Levy
(Schedule A, Column E)
Based on the Revised Assessment Roll, the recommended 2025 Transportation levy will generate $32,211,909 in Transportation Utility revenue. This levy equates to approximately $450 for the year ($37.50 per month) for a typical household.

Library Levy
(Schedule A, Column F)
Based on the revised assessment roll, the recommended 2025 Library levy rates will generate $8,335,526 in Library revenue. This levy equates to approximately $116 for the year ($9.67 per month) for a typical household.

Metro Vancouver Regional District Levy
(Schedule A, Column G)
The Municipality's tax rates for the Metro Vancouver Regional District levy are calculated by allocating the total amount required to be raised to the various property classes using the Hospital Assessment base, applied to Provincially established tax rate ratios (class multiples).

The Metro Vancouver Regional District Levy requisition for 2025 is $6,390,272, an increase of 6.0% over the 2024 requisition of $6,029,063.

Respectfully submitted,

Karamjit Mahil
MANAGER, FINANCIAL PLANNING
for
FINANCE DIVISION

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

CONCURRENCES	
Division / Department	**Name**
Finance Division	S. Ruff

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY ANNUAL RATES AND TAX COLLECTION BYLAW NO. 6128

EXPLANATORY NOTE

Bylaw No. 6128 provides for the 2025 levying of rates for General Municipal, Fire, Police, Parks, Transportation, Regional Library and Greater Vancouver Regional District purposes.

The bylaw is a requirement of Section 197 of the *Community Charter*. The *Community Charter* states that this bylaw must be adopted after adoption of the Five-Year Financial Plan and must be adopted by May 15th of each year.

Sections 233 to 236 of the Community Charter outline the process for establishing an Alternative Municipal Tax Collection Scheme, including penalties to be applied in relation to payments made after specified tax due dates established by such bylaw.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY ANNUAL RATES AND TAX COLLECTION BYLAW NO. 6128

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 the "Langley Annual Rates and Tax Collection Bylaw No. 6128.

2. The following rates are hereby imposed and levied for the year 2025:

a) For general purposes, on the value of land and improvements taxable for general municipal purposes, rates appearing in Column "A" of Schedule "A" attached.

b) For general purposes, on the value of land and improvements taxable for general fire purposes, rates appearing in Column "B" of Schedule "A" attached.

c) For general purposes, on the value of land and improvements taxable for general police purposes, rates appearing in Column "C" of Schedule "A" attached.

d) For purposes of the Parks Utility, on the value of land and improvements taxable for general municipal purposes, rates appearing in Column "D" of Schedule "A" attached.

e) For purposes of the Transportation Utility, on the value of land and improvements taxable for general municipal purposes, rates appearing in Column "E" of Schedule "A" attached.

f) For Library purposes, on the value of land and improvements taxable for general municipal purposes, rates appearing in Column "F" of Schedule "A" attached.

g) For the Greater Vancouver Regional District purposes, on the value of land and improvements taxable for hospital purposes, rates appearing in Column "G" of Schedule "A" attached.

3. The minimum amount of taxation upon a parcel of real property shall be One Dollar ($1.00).

4. On the second business day in July 2025, the Township Collector will add a 5% penalty to the current year's unpaid taxes, for each parcel of land and its improvements on the property tax roll for which taxes have not been paid. The unpaid taxes, together with the 5% penalty added, will be deemed taxes of the current year due upon those lands and improvements.

5. On the third business day in September 2025, the Township Collector will add an additional 5% penalty to the current year's unpaid taxes, for each parcel of land and its improvements on the property tax roll for which taxes have not been paid (exclusive of the 5% penalty authorized by section 4).

6. Where a penalty in accordance with section 4 would otherwise be applied, and a property owner is eligible and claims the current year home owner grant, to the Province of BC on or before September 3, 2025, the penalty of 5% will not be applied to the portion of the taxes which is equal to the current year home owner grant amount. If the home owner grant is claimed after September 3, 2025, all penalties in section 4 and 5 will apply to the home owner grant amount.

7. Pursuant to sections 235 and 236 of the *Community Charter*, the alternative municipal tax collection scheme shall apply unless a property owner makes an election under section 236 on or before July 2, 2025.

READ A FIRST TIME the	day of	, 2025
READ A SECOND TIME the	day of	, 2025
READ A THIRD TIME the	day of	, 2025
ADOPTED the	day of	, 2025

_____ Mayor _____ Township Clerk

LANGLEY ANNUAL RATES AND TAX COLLECTION BYLAW NO. 6128

SCHEDULE A

Rates per $1,000 of Assessment Value

Property Class	Property Class Description	A General Purposes	B General Purposes - Fire	C General Purposes - Police	D Parks Purposes	E Transportation Purposes	F Library	G Metro Vancouver Regional District
1	Residential	0.6693	0.2655	0.4147	0.1483	0.3003	0.0777	0.05780
2	Utility	8.4493	3.3519	5.2361	1.8727	3.7907	0.9812	0.20231
3	Supportive Housing	0.6693	0.2655	0.4147	0.1483	0.3003	0.0777	0.05780
4	Major Industrial	0.9223	0.3659	0.5715	0.2044	0.4138	0.1071	0.19653
5	Light Industrial	1.1305	0.4485	0.7006	0.2506	0.5072	0.1313	0.19653
6	Business & Other	1.9111	0.7581	1.1843	0.4236	0.8574	0.2219	0.14162
8	Recreation/ Non Profit	1.0213	0.4051	0.6329	0.2264	0.4582	0.1186	0.05780
9	Farm	5.2174	2.0698	3.2333	1.1564	2.3407	0.6059	0.05780

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

OLD YALE ROAD LOAN AUTHORIZATION

BYLAW NO. 6084

EXPLANATORY NOTE

Bylaw No. 6084 authorizes the Township of Langley to borrow $6,959,596 towards the estimated cost of the reconstruction of the Old Yale Road.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

OLD YALE ROAD LOAN AUTHORIZATION

BYLAW NO. 6084

WHEREAS it is deemed desirable and expedient to prepare the reconstruction of the Old Yale Road for 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 reconstruction of the Old Yale Road including incidental thereto is equal to the sum of $6,959,596 (Six million nine hundred fifty-nine thousand five hundred and ninety-six 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 “Old Yale Road Loan Authorization Bylaw No. 6084”.

2. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the reconstruction of the Old Yale Road 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 $6,959,596 (Six million nine hundred fifty-nine thousand five hundred and ninety-six 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 reconstruction of the said Old Yale Road.

3. The maximum term for which debentures may be issued to secure the debt created by this bylaw is 10 years.

READ A FIRST TIME the	02	day of	December	, 2024
READ A SECOND TIME the	02	day of	December	, 2024
READ A THIRD TIME the	02	day of	December	, 2024
RECEIVED THE APPROVAL of the INSPECTOR of MUNICIPALITIES this	13	day of	January	, 2025
ADOPTED the		day of		, 2025

_____ Mayor _____ Township Clerk

Township of Langley

Est. 1873

CERTIFICATE OF ALTERNATIVE APPROVAL PROCESS RESULTS

OLD YALE ROAD

LOAN AUTHORIZATION

BYLAW NO. 6084

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 *Old Yale Road Loan Authorization Bylaw No. 6084*, as follows:

Estimated number of electors:	96,390
Number of valid, accepted elector response forms submitted prior to the deadline, April 3, 2025, 4:30pm:	3
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 *Old Yale Road Loan Authorization Bylaw No. 6084,* the borrowing of funds to undertake reconstruction of the Old Yale Road capital project within the 2025-2029 Capital Program repayable from general revenue.

Declared at the Corporation of the Township of Langley, British Columbia
This 9th day of April, 2025.

Wendy Bauer
Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

ALDERGROVE PARKADE LOAN AUTHORIZATION

BYLAW NO. 6085

EXPLANATORY NOTE

Bylaw No. 6085 authorizes the Township of Langley to borrow $8,838,384 towards the estimated cost of the Aldergrove Parkade capital project.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

ALDERGROVE PARKADE LOAN AUTHORIZATION

BYLAW NO. 6085

WHEREAS it is deemed desirable and expedient to the Aldergrove Parkade capital project for 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 Aldergrove Parkade capital project including incidental thereto is equal to the sum of $8,838,384 (Eight million eight hundred thirty-eight thousand three hundred and eighty-four 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 “Aldergrove Parkade Loan Authorization Bylaw No. 6085”.

2. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the Aldergrove Parkade capital project generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and without limiting the generality of the foregoing:

    a. To borrow upon the credit of the Municipality a sum not exceeding $8,838,384 (Eight million eight hundred thirty-eight thousand three hundred and eighty-four 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 said Aldergrove Parkade capital project.

3. The maximum term for which debentures may be issued to secure the debt created by this bylaw is 10 years.

READ A FIRST TIME the	02	day of	December	, 2024
READ A SECOND TIME the	02	day of	December	, 2024
READ A THIRD TIME the	02	day of	December	, 2024
RECEIVED THE APPROVAL of the INSPECTOR of MUNICIPALITIES this	13	day of	January	, 2025
ADOPTED the		day of		, 2025

_____ Mayor _____ Township Clerk

Township of Langley

Est. 1873

CERTIFICATE OF ALTERNATIVE APPROVAL PROCESS RESULTS

ALDERGROVE PARKADE

LOAN AUTHORIZATION

BYLAW NO. 6085

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 *Aldergrove Parkade Loan Authorization Bylaw No. 6085* , as follows:

Estimated number of electors:	96,390
Number of valid, accepted elector response forms submitted prior to the deadline, April 3, 2025, 4:30pm:	79
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 *Aldergrove Parkade Loan Authorization Bylaw No. 6085,* the borrowing of funds to undertake Aldergrove Parkade capital project within the 2025-2029 Capital Program repayable from general revenue.

Declared at the Corporation of the Township of Langley, British Columbia
This 9th day of April, 2025.

Wendy Bauer
Township Clerk

20338 – 65 Avenue | Langley | British Columbia | Canada | V2Y 3J1 | 604.534.3211 | tol.ca

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

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;

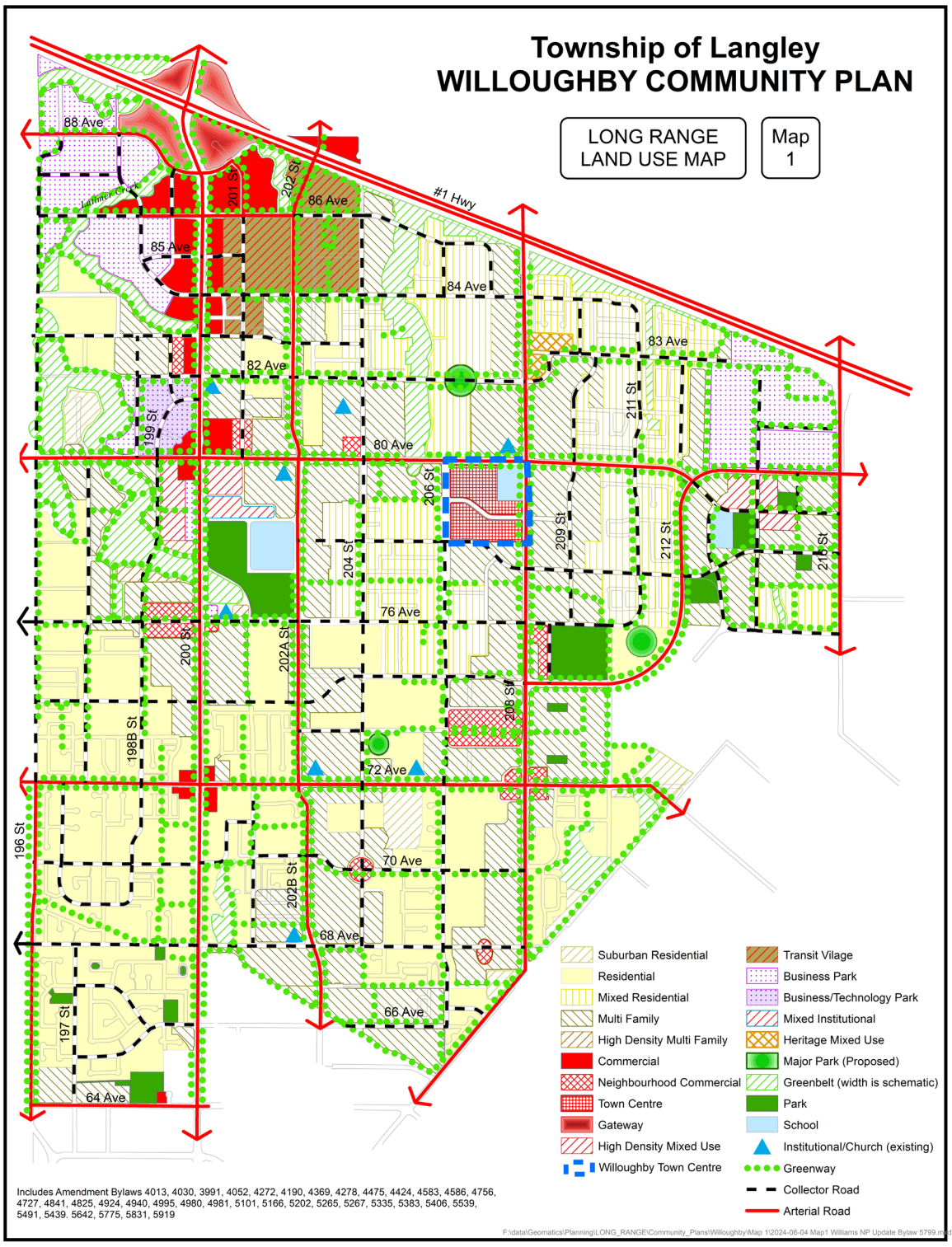
   c) adding Schedule "W-10" Williams Neighbourhood Plan as shown as Schedule 'E' attached to and forming part of this bylaw.

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.

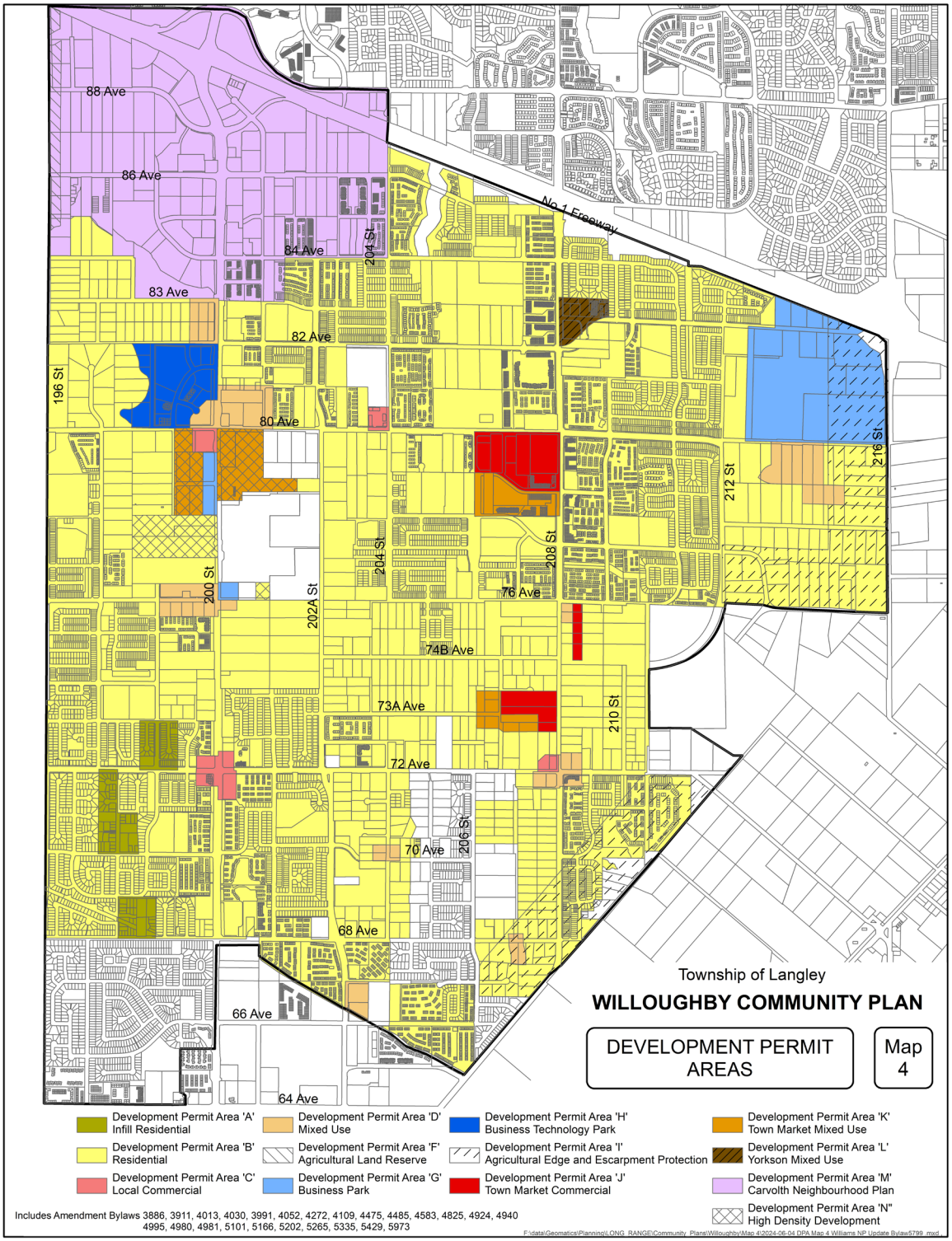
READ A FIRST TIME the	24	day of	July	, 2023
READ A SECOND TIME the	10	day of	June	, 2024
PUBLIC HEARING HELD the	15	day of	July	, 2024
READ A THIRD TIME the		day of		, 2024
ADOPTED the		day of		, 2024

_____ 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).

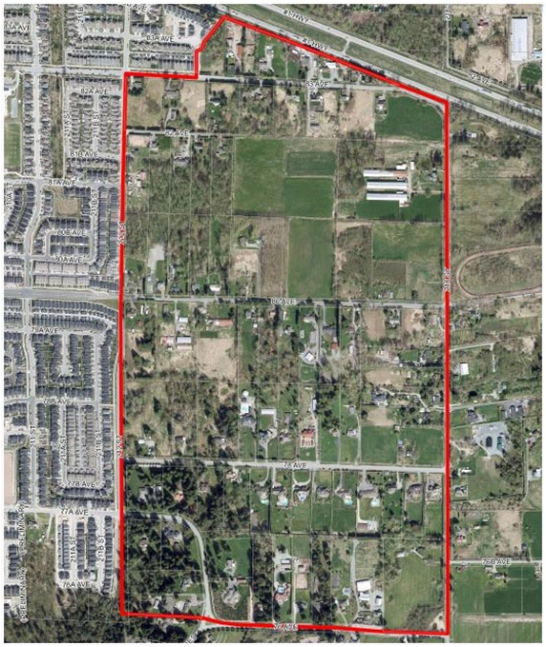


Figure 1.1: Williams Neighbourhood Plan Area

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).

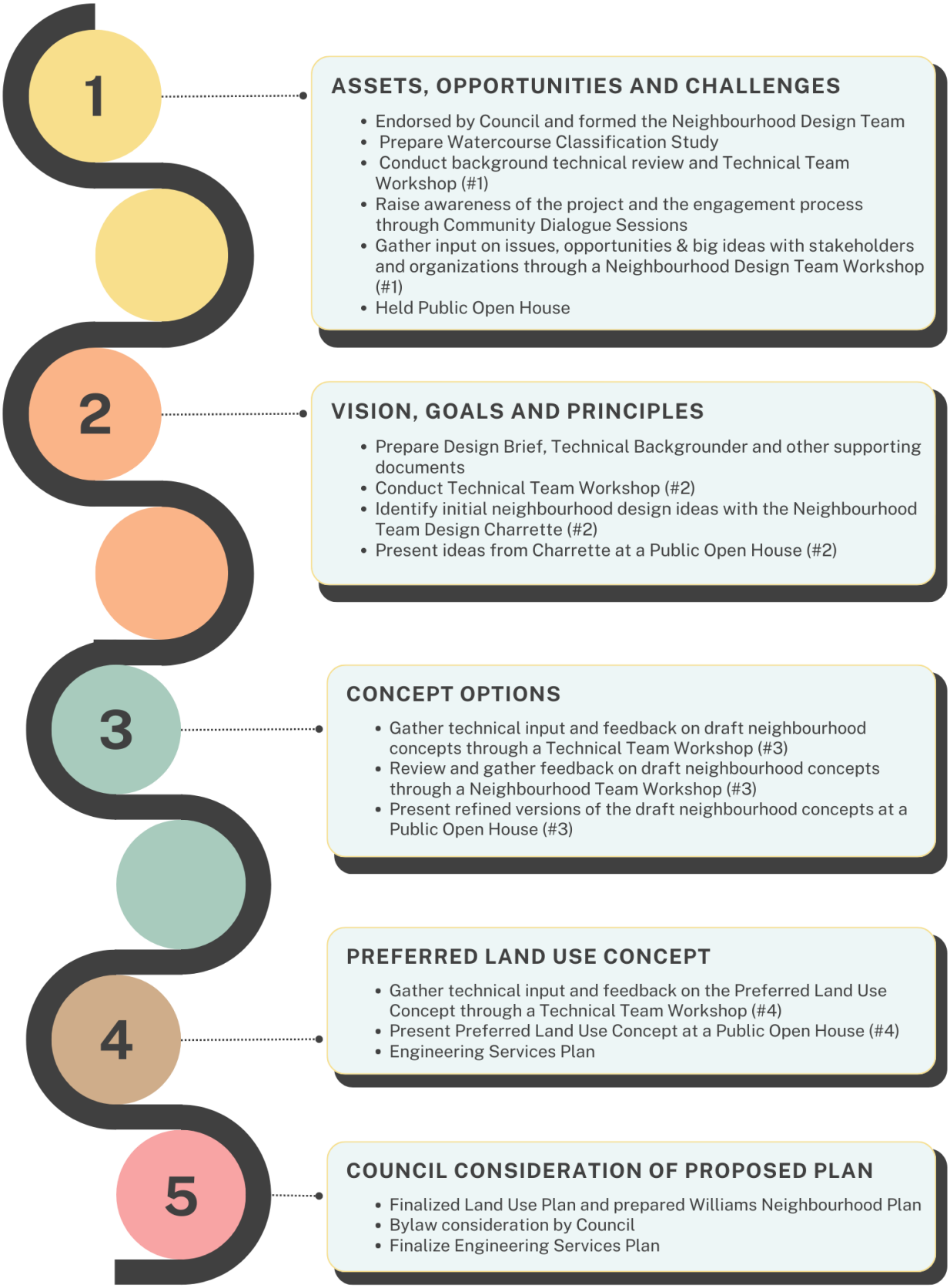


Figure 1.2: Williams Neighbourhood Plan Process

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.

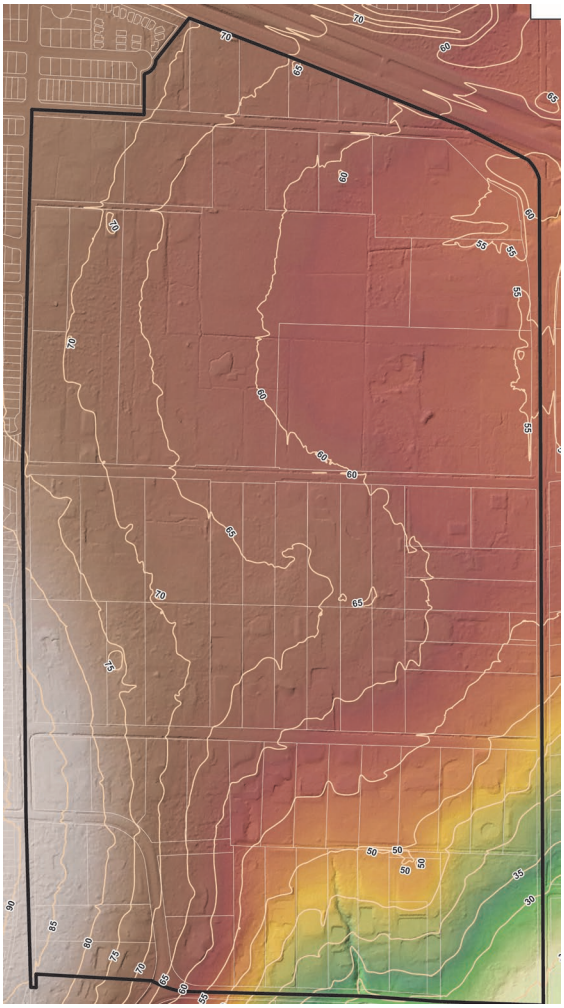


Figure 2.1: Elevation in Williams

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:

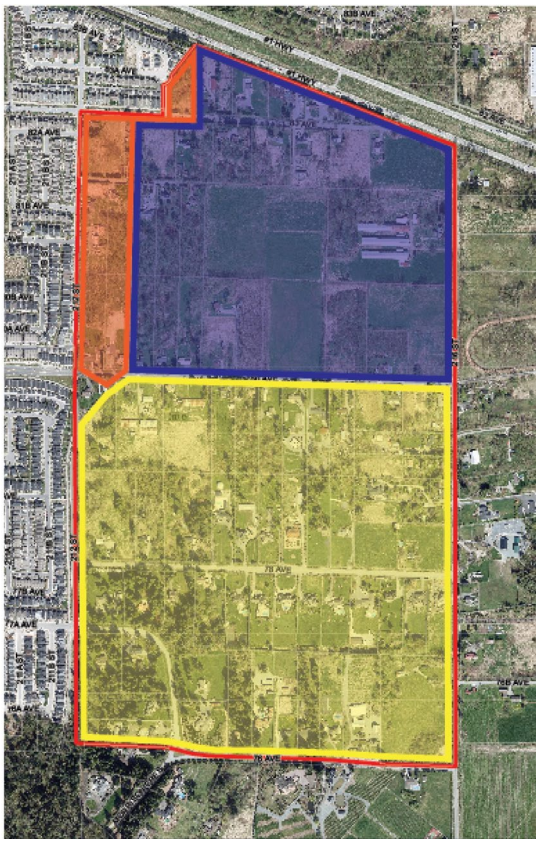


Figure 4.1: Neighbourhood Urban Desing Concept

- **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.

<u>High Density Apartment Policies:</u>

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.

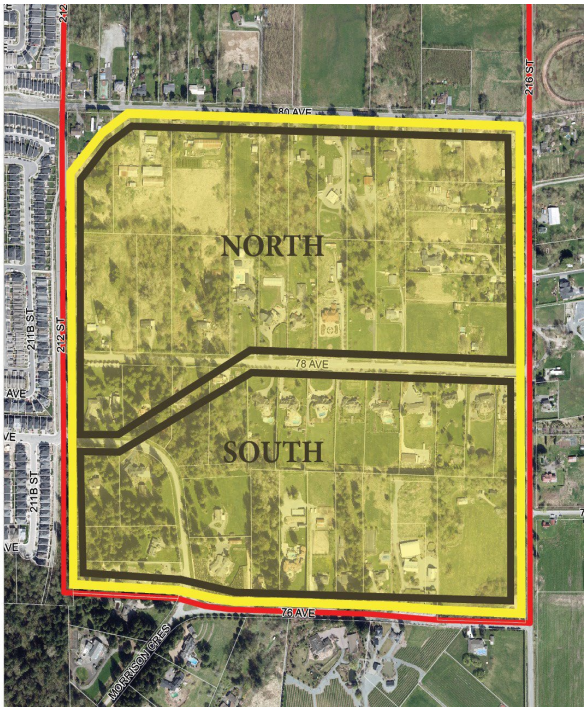


Figure 6.2: Sections in the Mixed Use and Residential District

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.

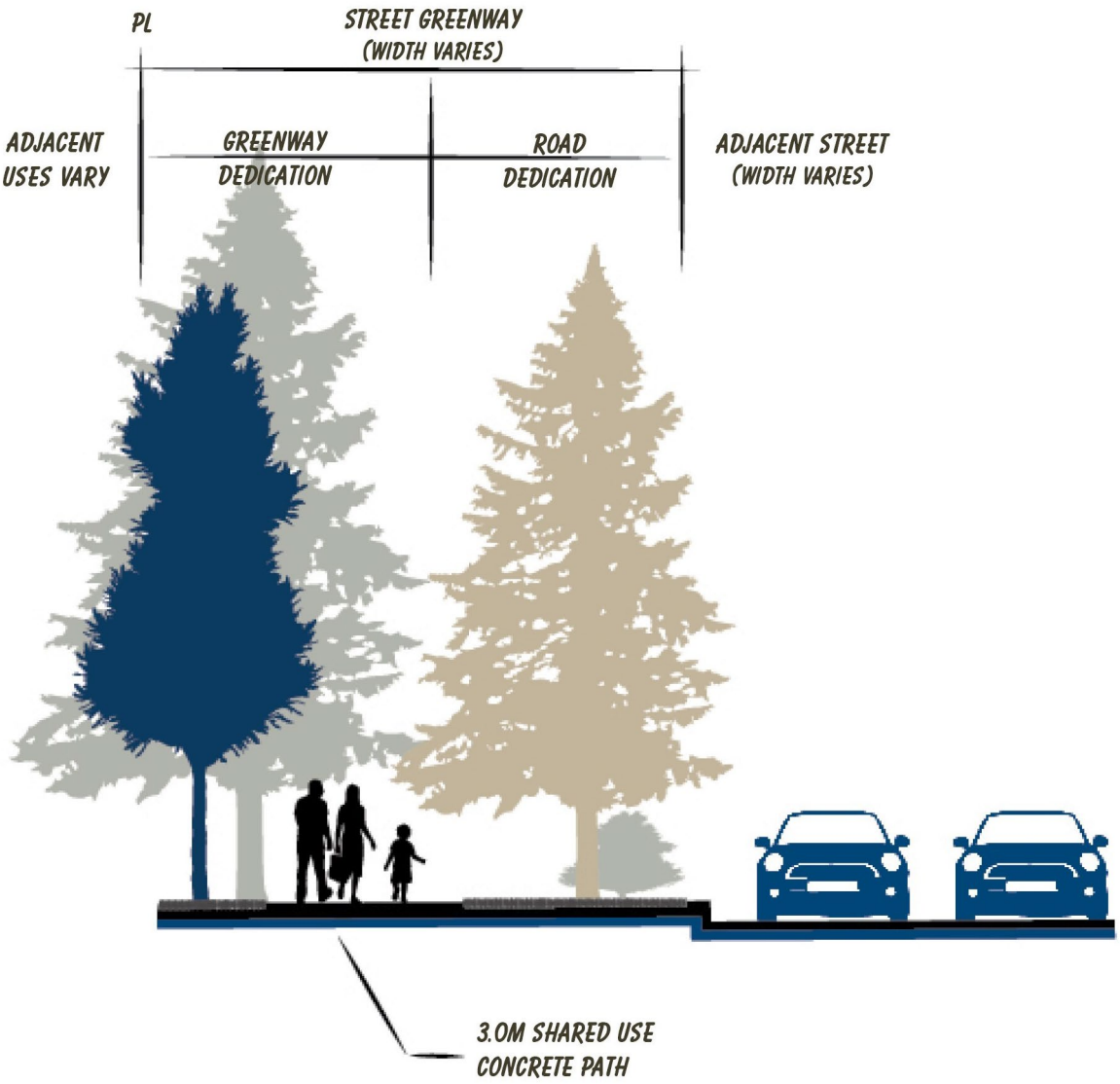


Figure 6.3: Street Greenway Illustrative Design

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.

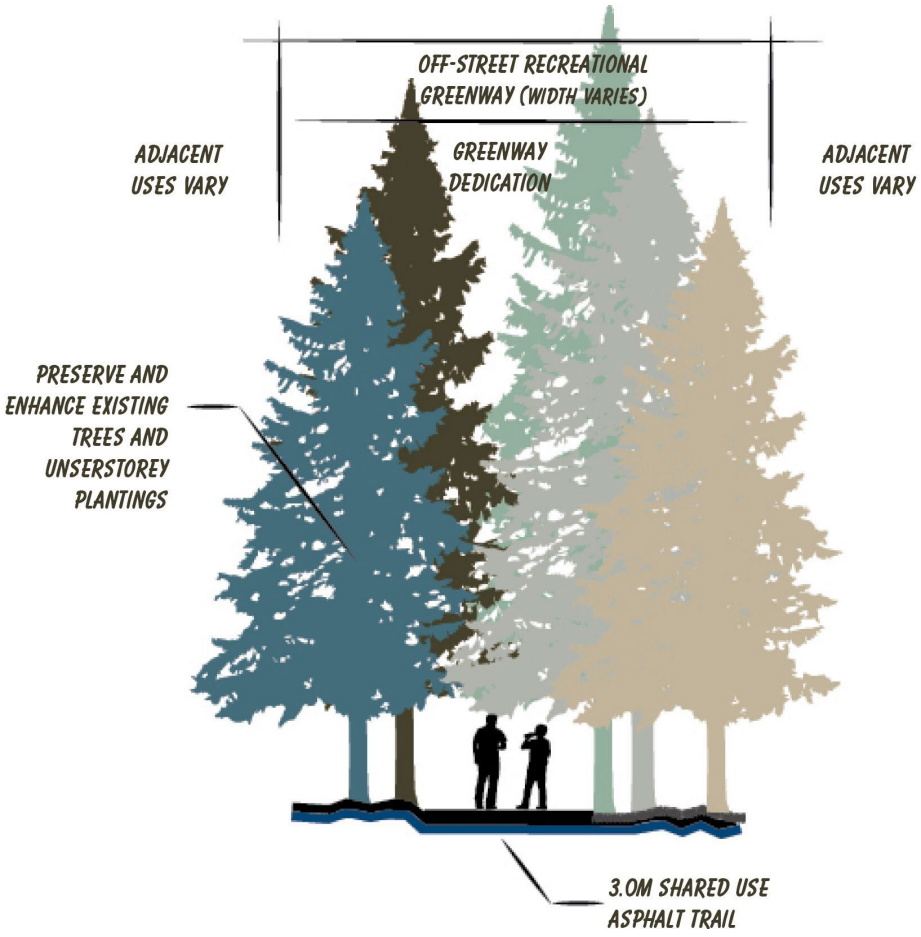


Figure 6.4: Off-Street Recreation Greenway Illustrative Design

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.

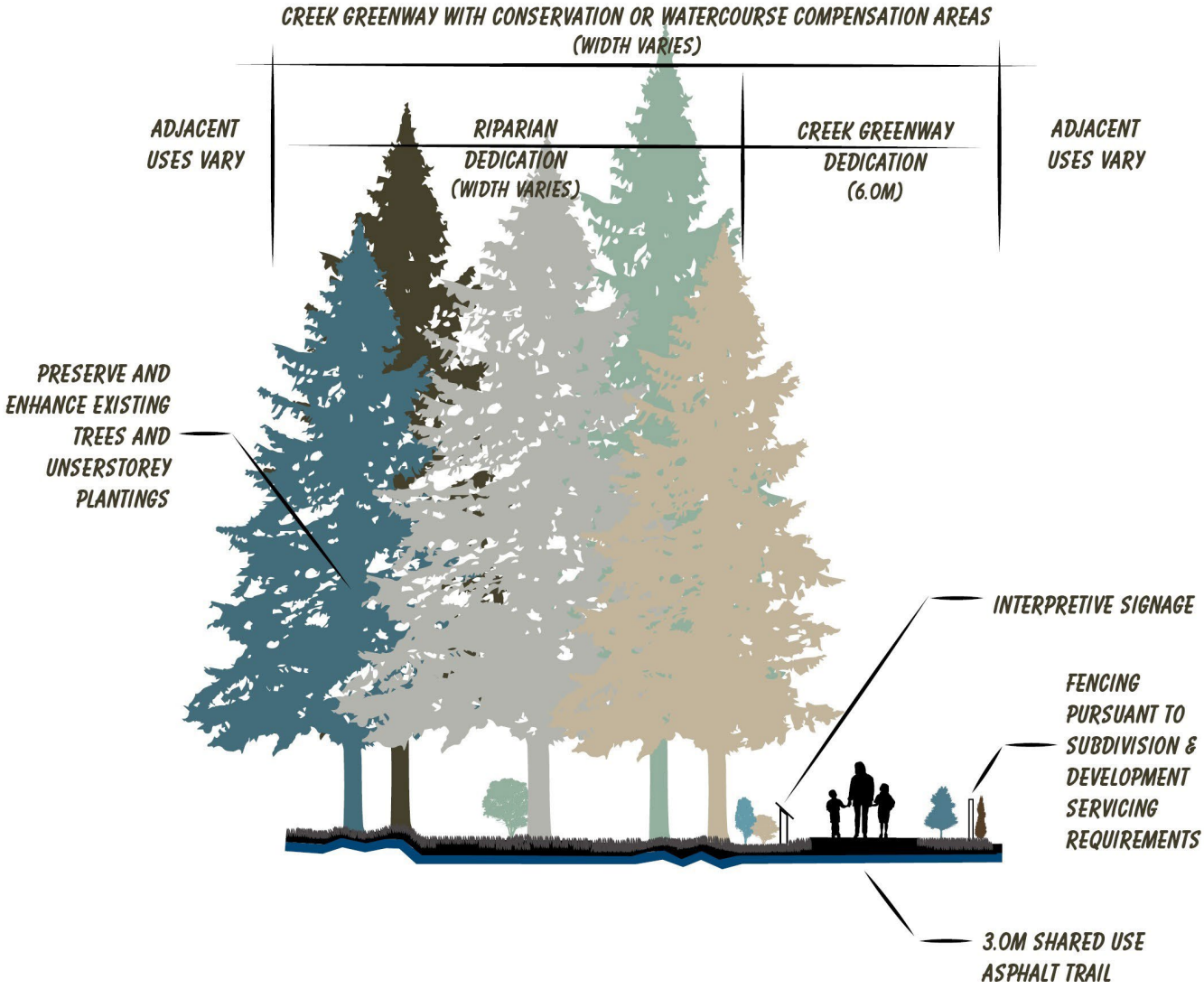


Figure 6.5: Creek Greenway Illustrative Design

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

<u>Landscape Buffers Policies:</u>

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.

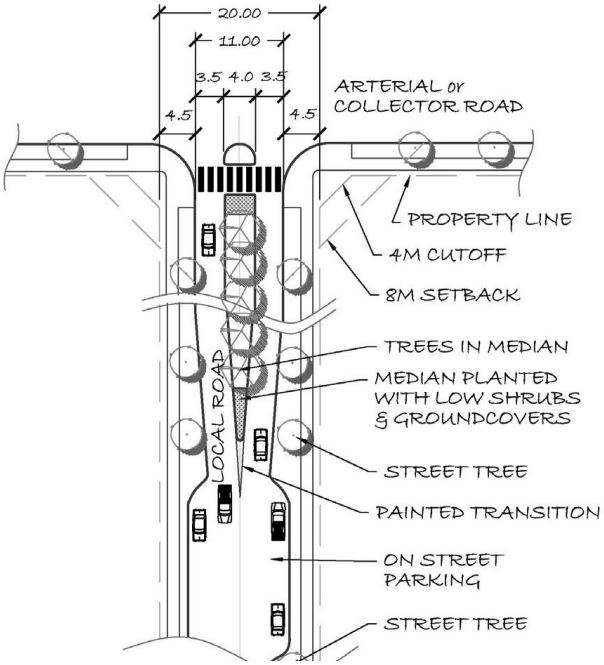


Figure 7.4: Conceptual Local Road Gateway Design

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

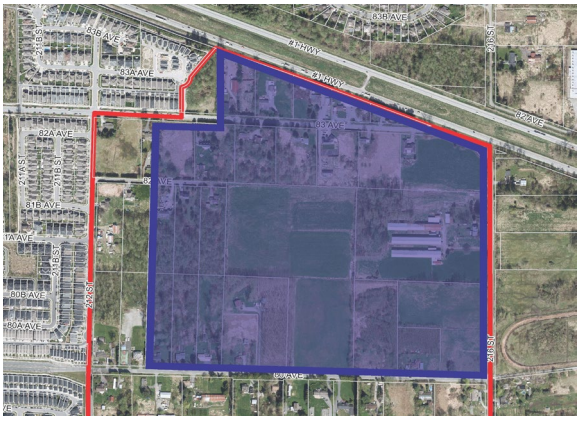


Figure 11.1: Location of the Employment District

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:

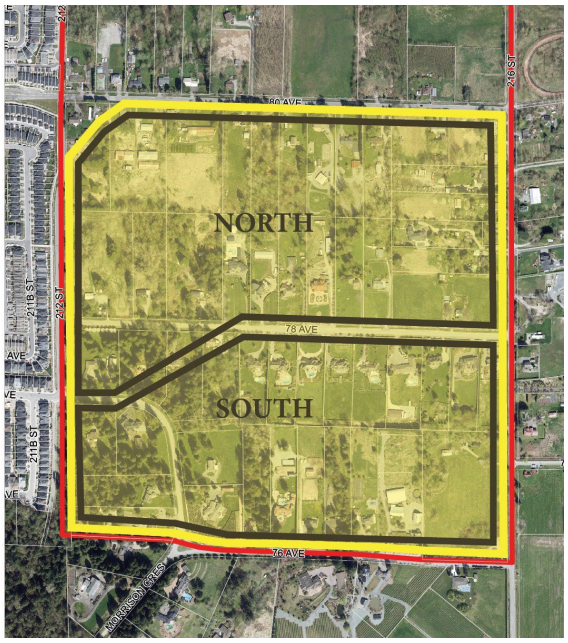


Figure 11.2: North and South areas of the Residential District

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:

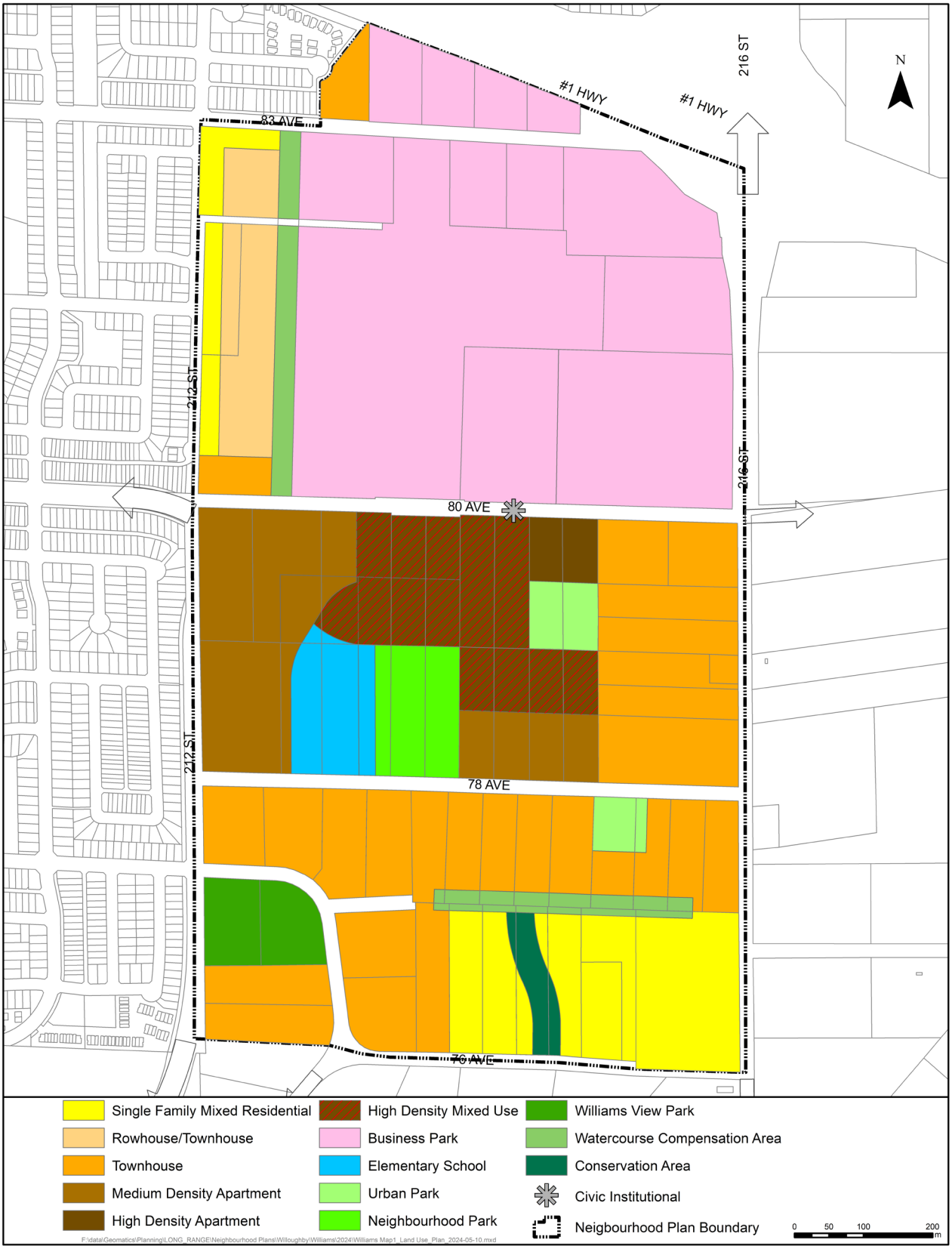
    a. Non-disturbance setbacks
    b. Driveway access/ location
    c. Building setbacks
    d. Restriction of on-street parking
    e. Exterior Design Control Agreements for single family developments

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.

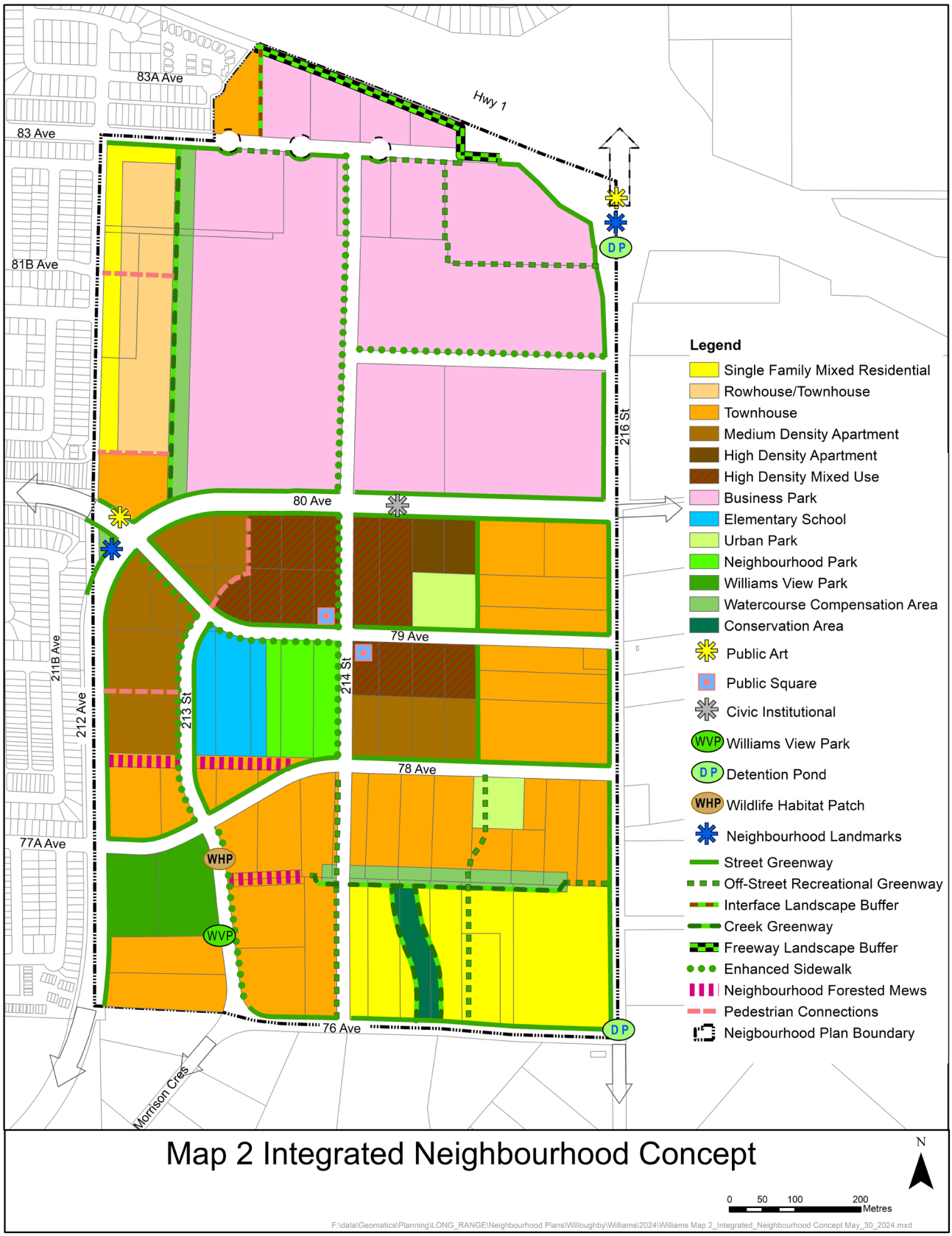
16. Pay rezoning, development permit and neighbourhood planning fees and amenity fees in accordance with the Williams Amenity Zoning Policy as amended from time to time.

MAPS

Map 1 | Williams Land Use Plan



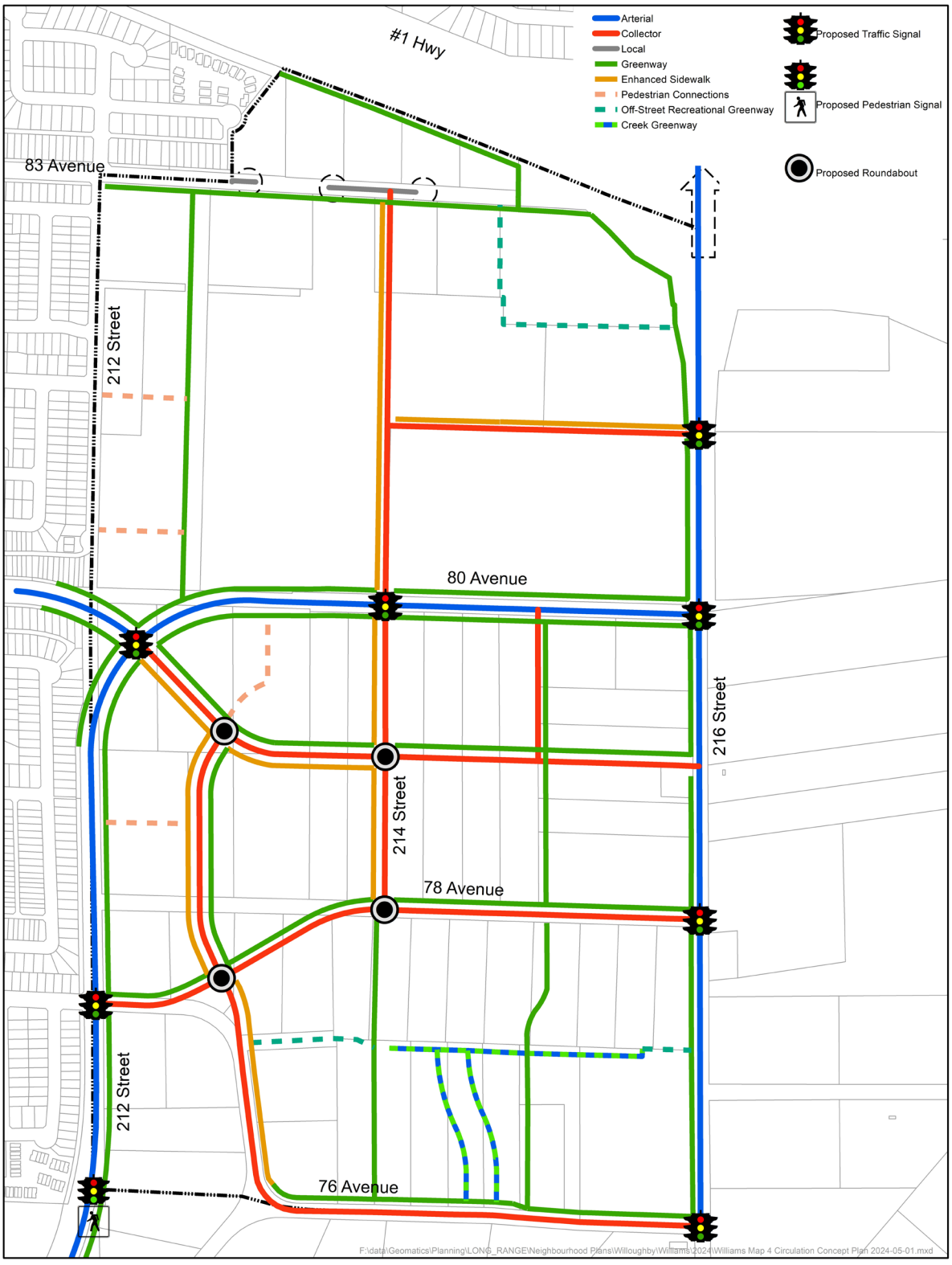
Map 2 | Integrated Neighbourhood Concept



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.

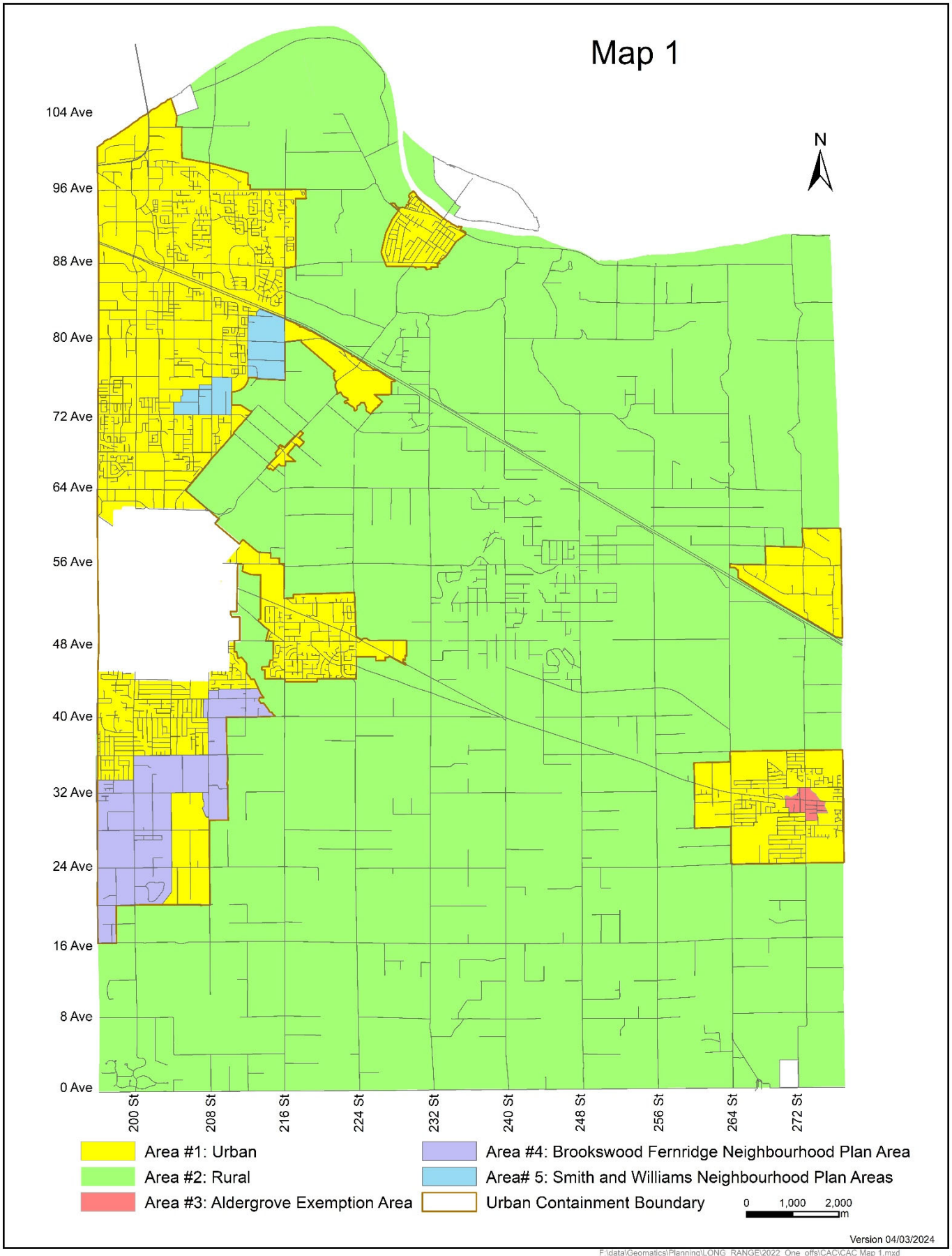
(c) Under specific circumstances, payment of CAC and Density Bonus target contribution amounts associated with residential floor space that exceeds OCP base densities may be made at the time of issuance of a Building Permit, as deemed appropriate by Council. Payment of CACs associated with base OCP densities 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

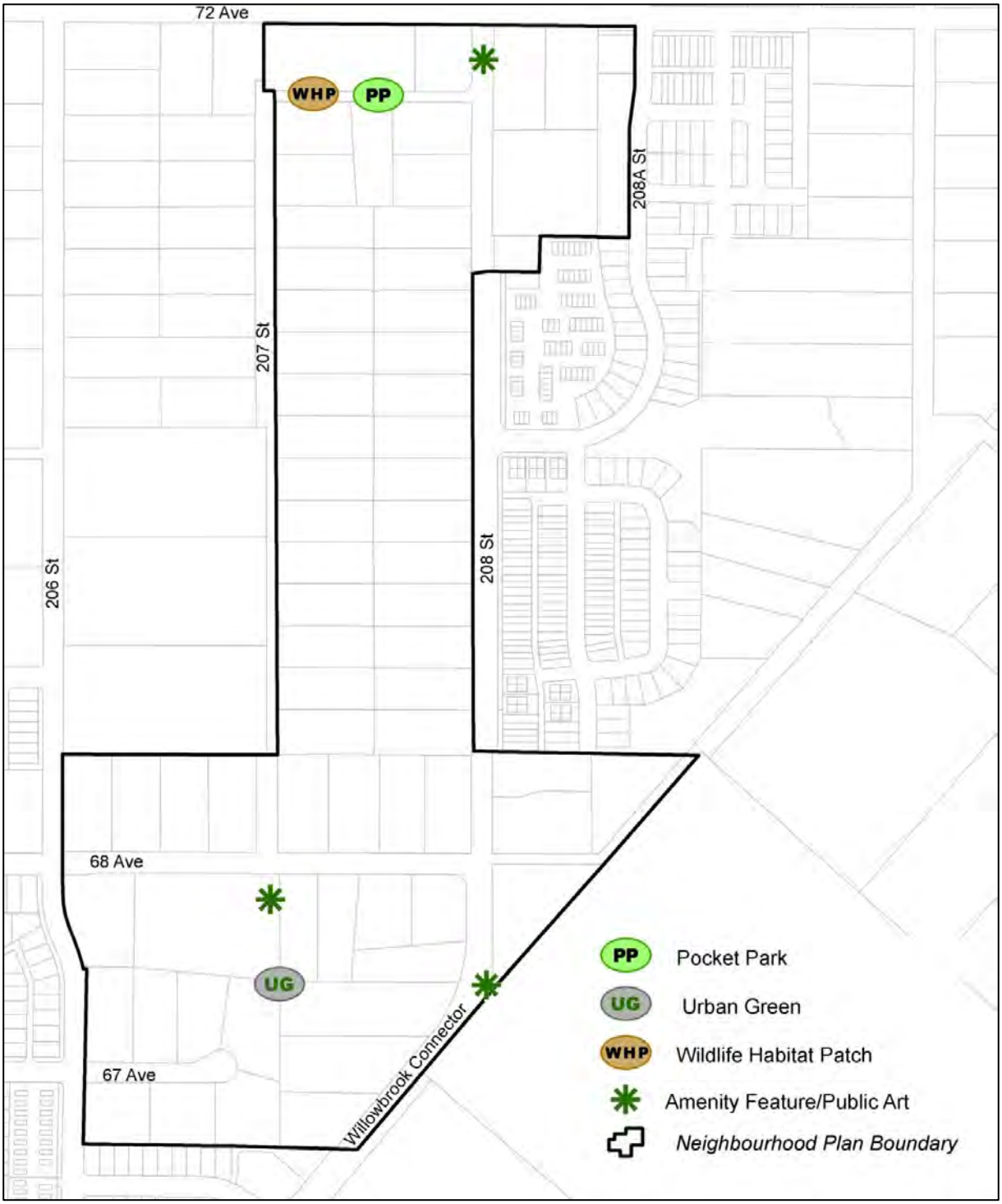
	Amenity	Amount	Per Unit
1	200 Street Greenway	$ 828.00	lineal metre
2	199 Street Greenway (6.0 metre width)	$ 725.00	lineal metre
3	200 Street Greenway fronting Commercial only	$ 690.00	lineal metre
4	202B and 68 Avenue amenity	$ 300.00	square metre
5	202B and 72 Avenue amenity	$ 100.00	square metre
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

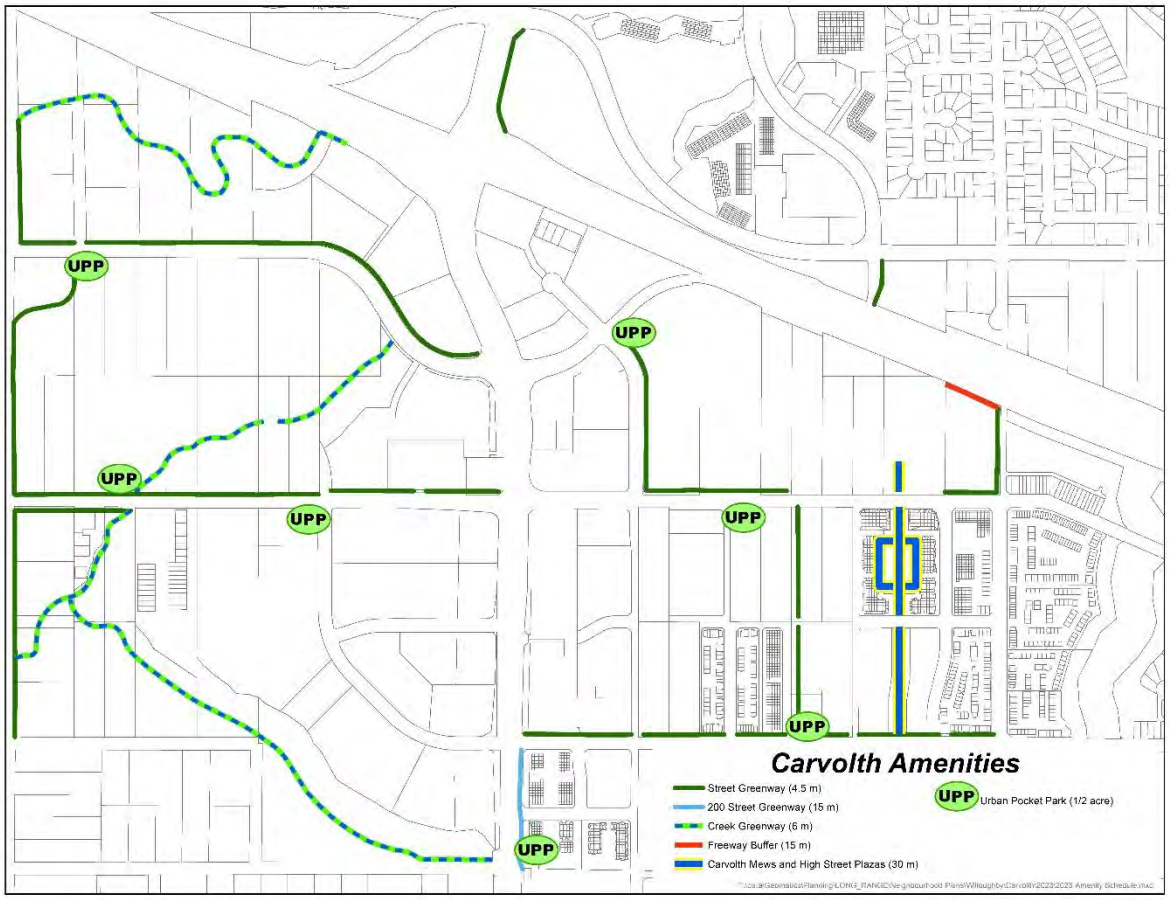
4.14 Nothing in this policy will fetter the discretion of the Council of the Township to exercise its legislative powers and functions.

Schedule A
Willoughby Amenities

Map 1: Willoughby Amenities (208 Street Density Review Area)



Map 2: Willoughby Amenities (Carvolth Neighbourhood Plan area)

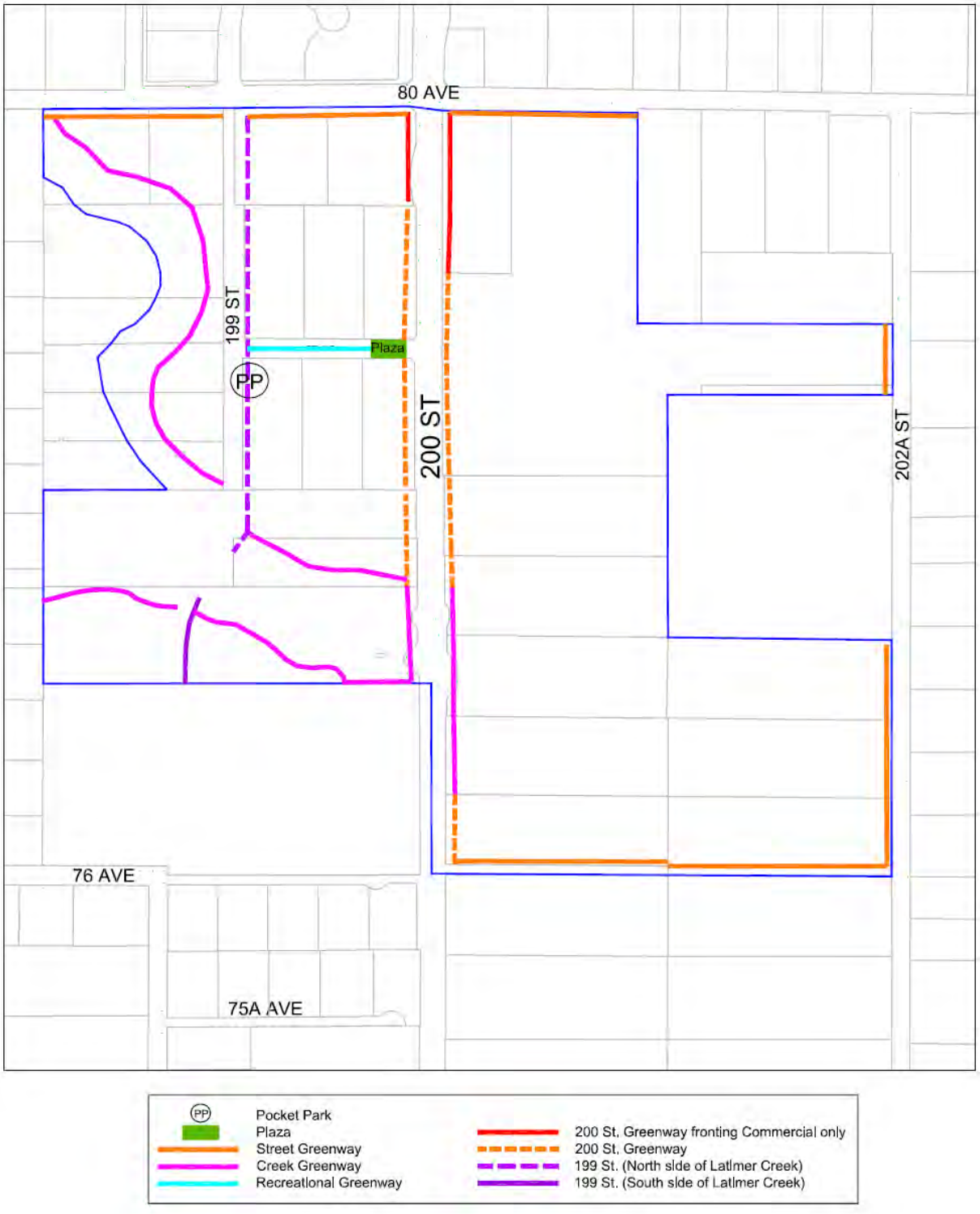


Public Art should be located in the plaza at 200 Street and 88 Avenue and in Carvolth Commons.

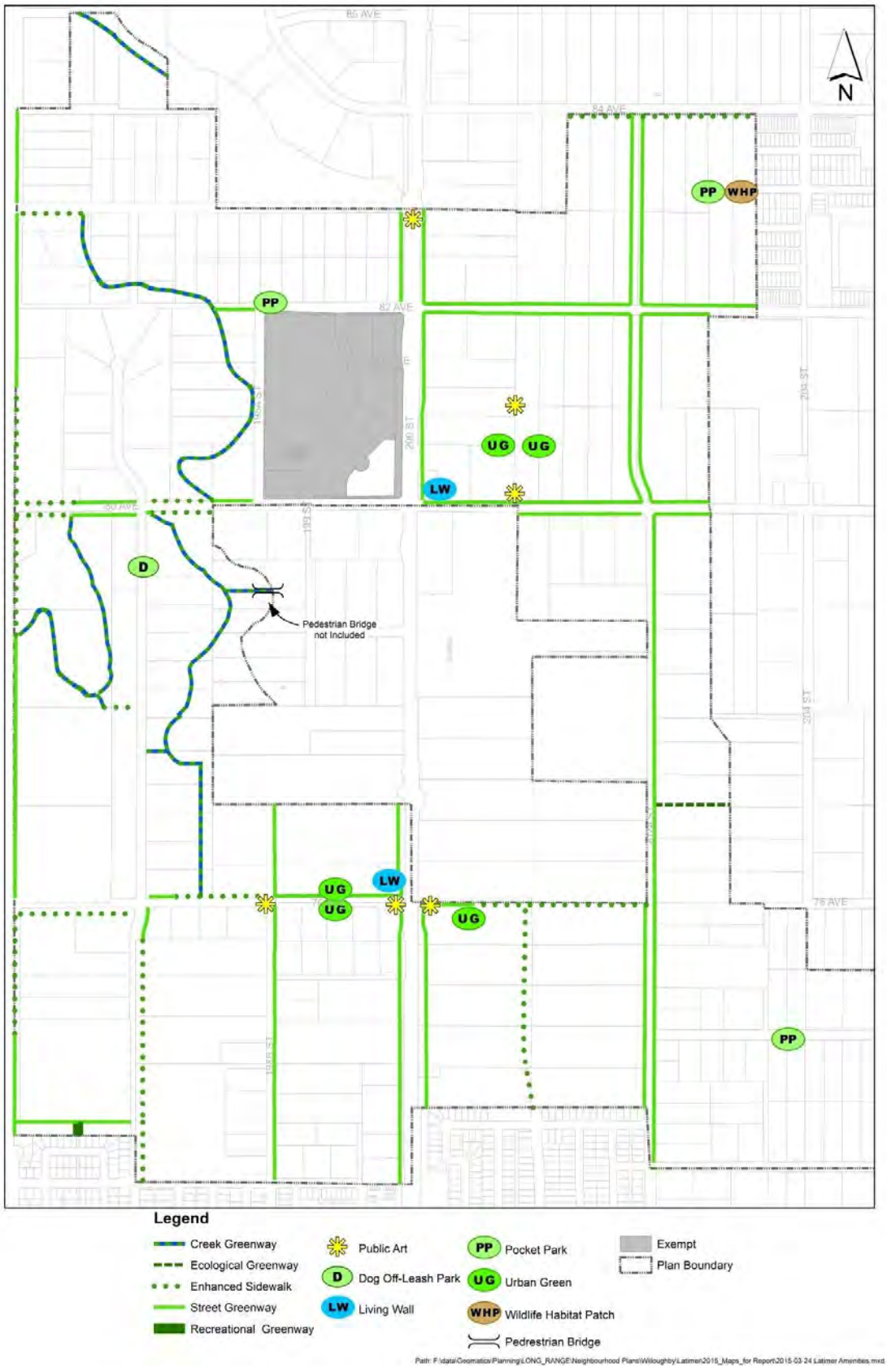
Map 3: Willoughby Amenities (Central Gordon Estate Neighbourhood Plan area)



Map 4: Willoughby Amenities (Jericho Neighbourhood Plan area)



Map 5: Willoughby Amenities (Latimer Neighbourhood Plan area)



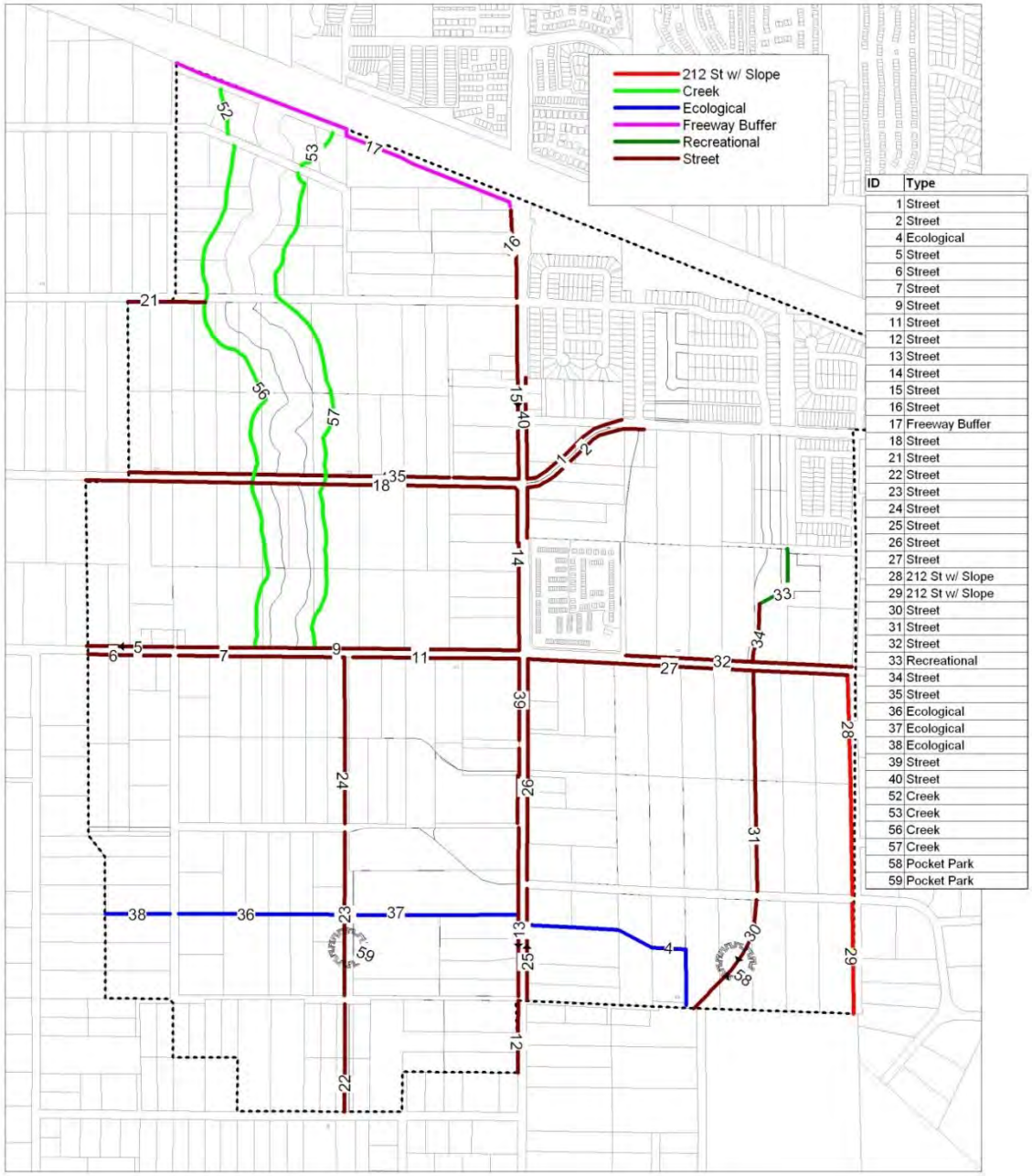
Map 6: Willoughby Amenities (Smith Neighbourhood Plan area)



Map 7: Willoughby Amenities (Williams Neighbourhood Plan area)



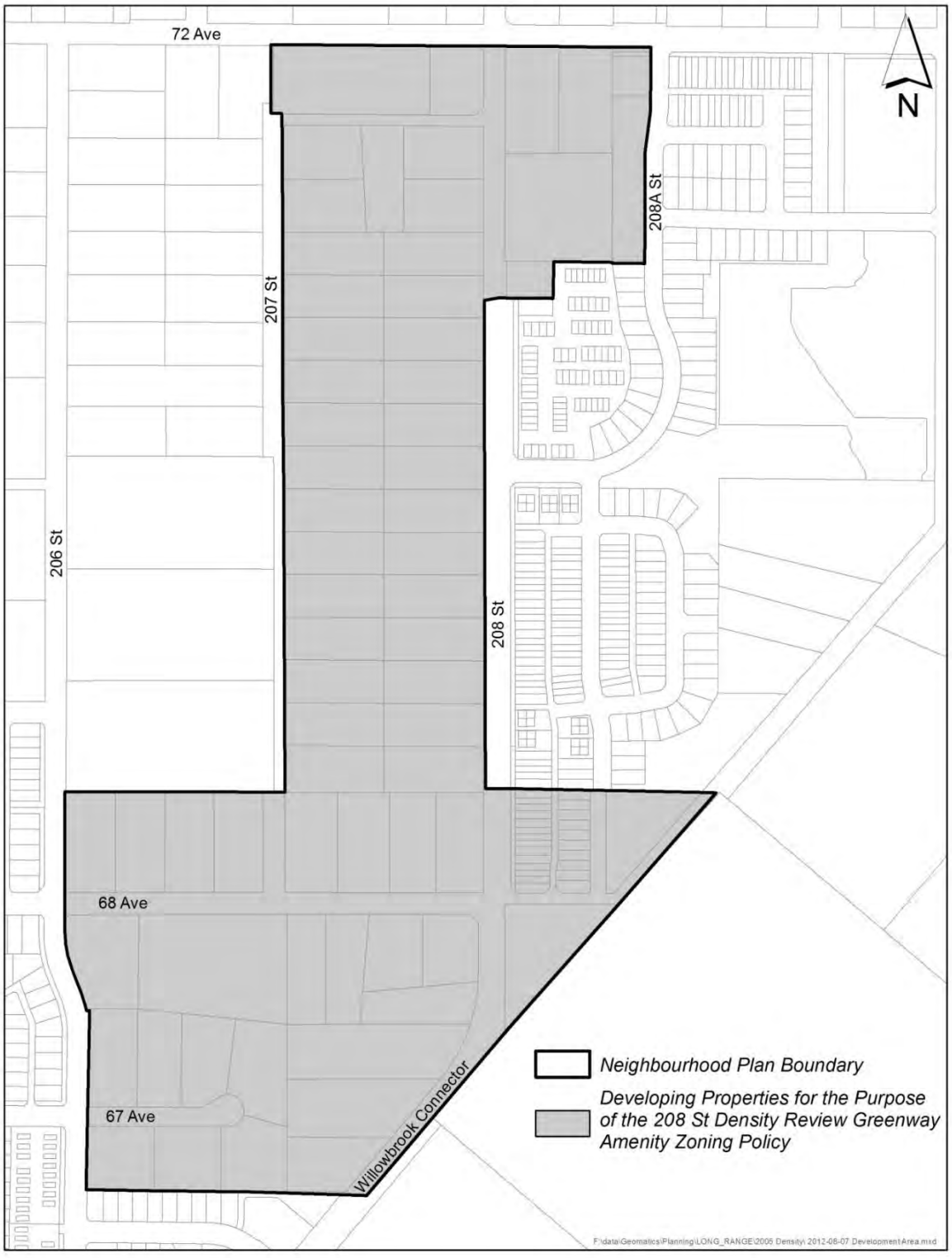
Map 8: Willoughby Amenities (Yorkson Neighbourhood Plan area)



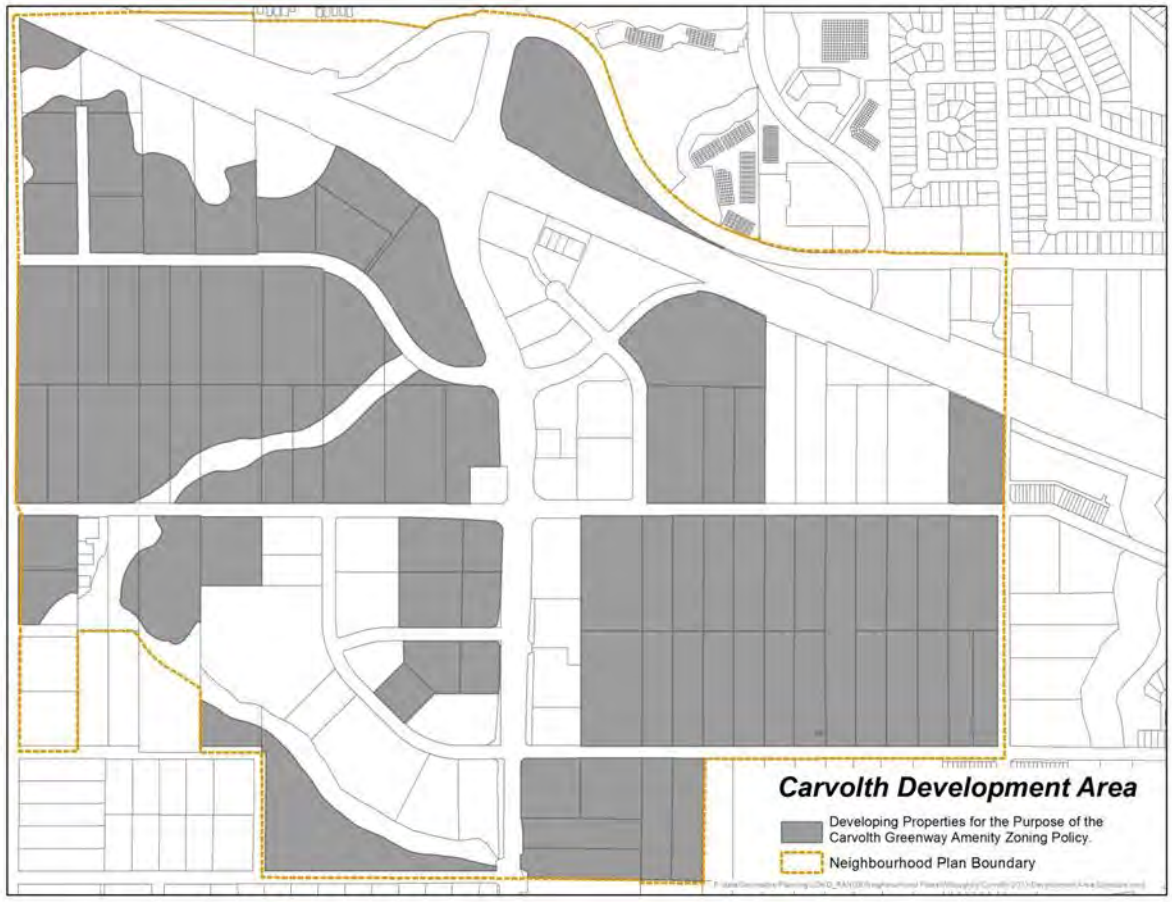
ID	Type
1	Street
2	Street
4	Ecological
5	Street
6	Street
7	Street
9	Street
11	Street
12	Street
13	Street
14	Street
15	Street
16	Street
17	Freeway Buffer
18	Street
21	Street
22	Street
23	Street
24	Street
25	Street
26	Street
27	Street
28	212 St w/ Slope
29	212 St w/ Slope
30	Street
31	Street
32	Street
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)



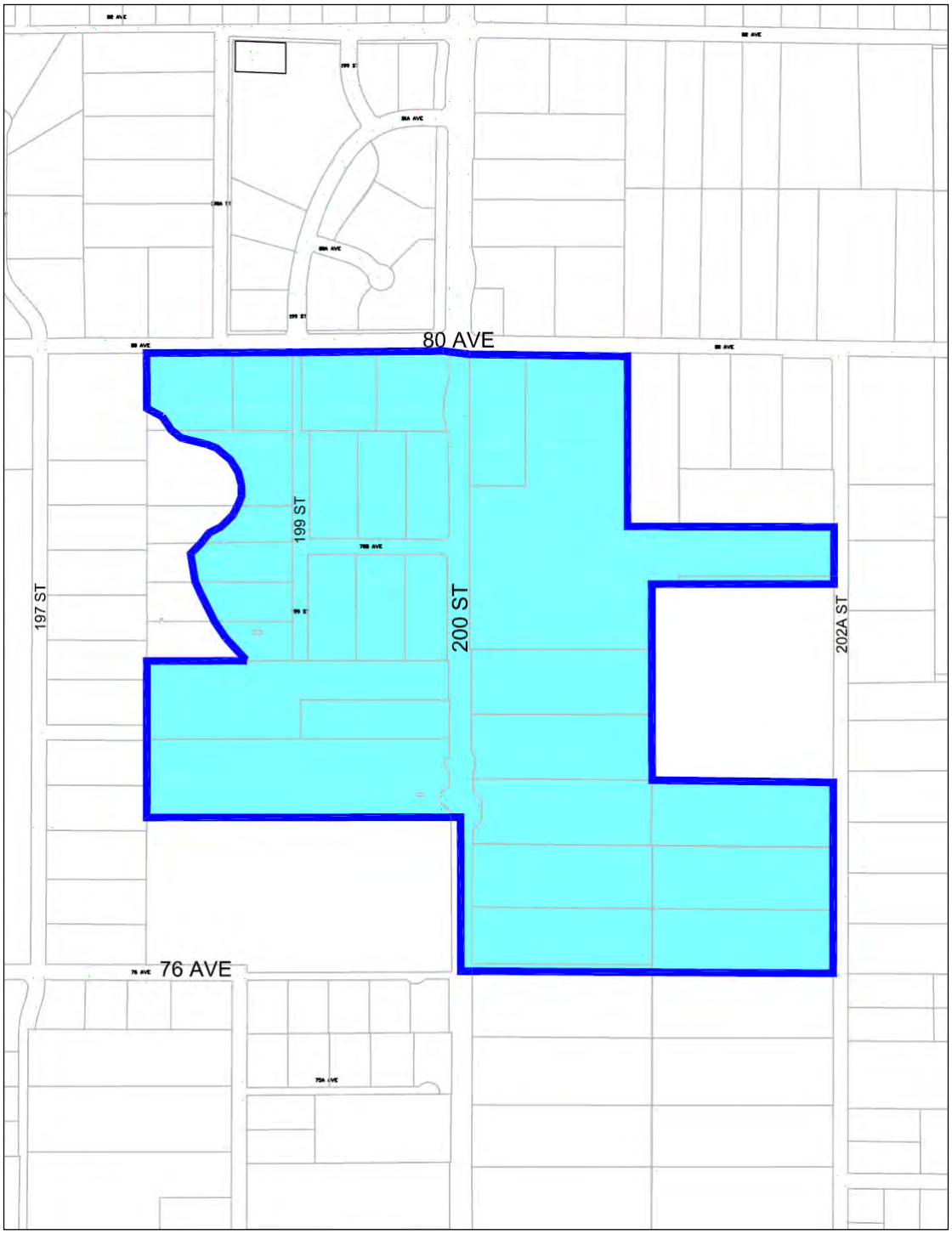
Map 10*:* Willoughby Development Area (Carvolth Neighbourhood Plan area)



Map 11: Willoughby Development Area (Central Gordon Neighbourhood Plan area)



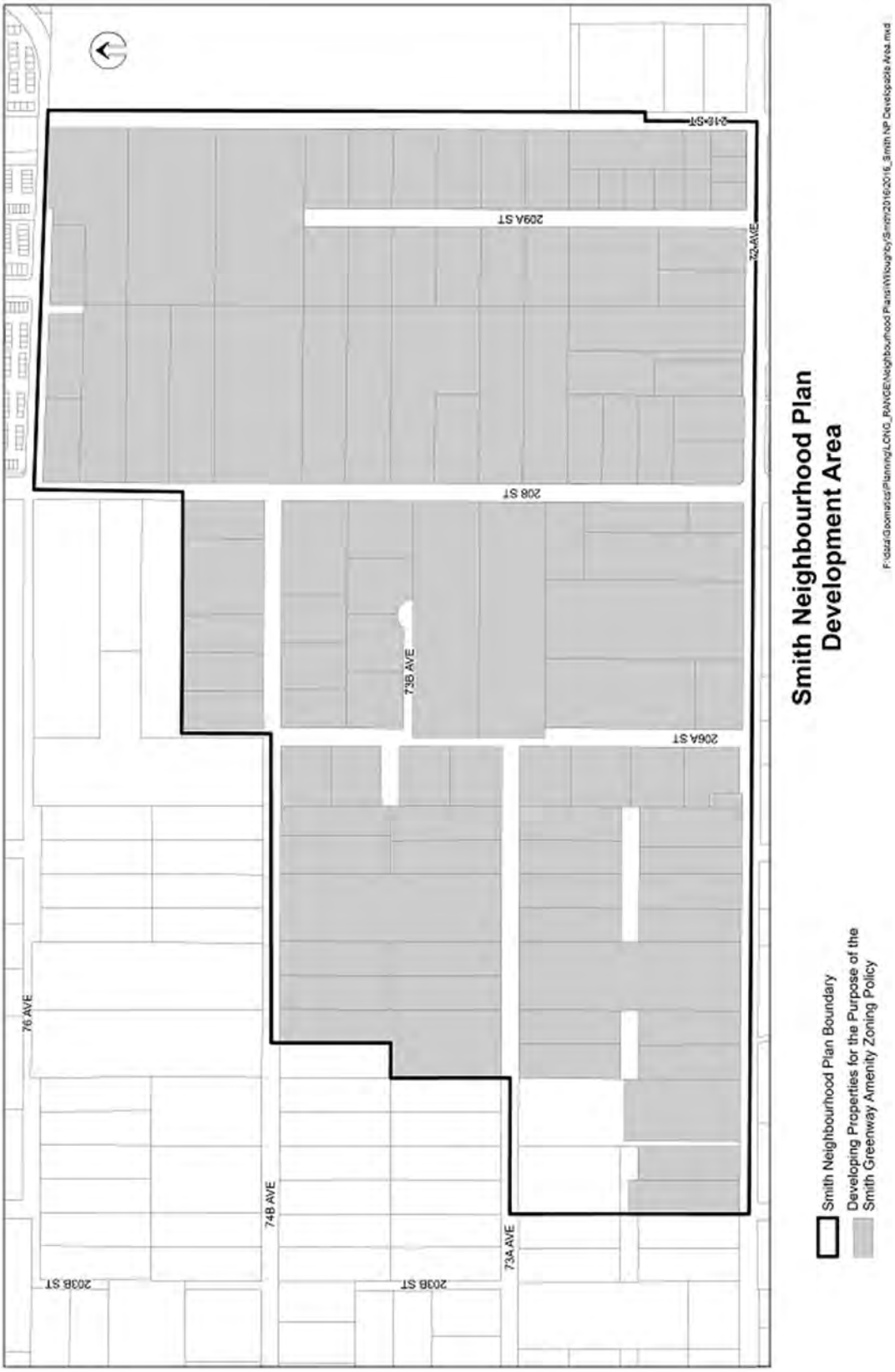
Map 12: Willoughby Development Area (Jericho Neighbourhood Plan area)



Map 13: Willoughby Development Area (Latimer Neighbourhood Plan area)



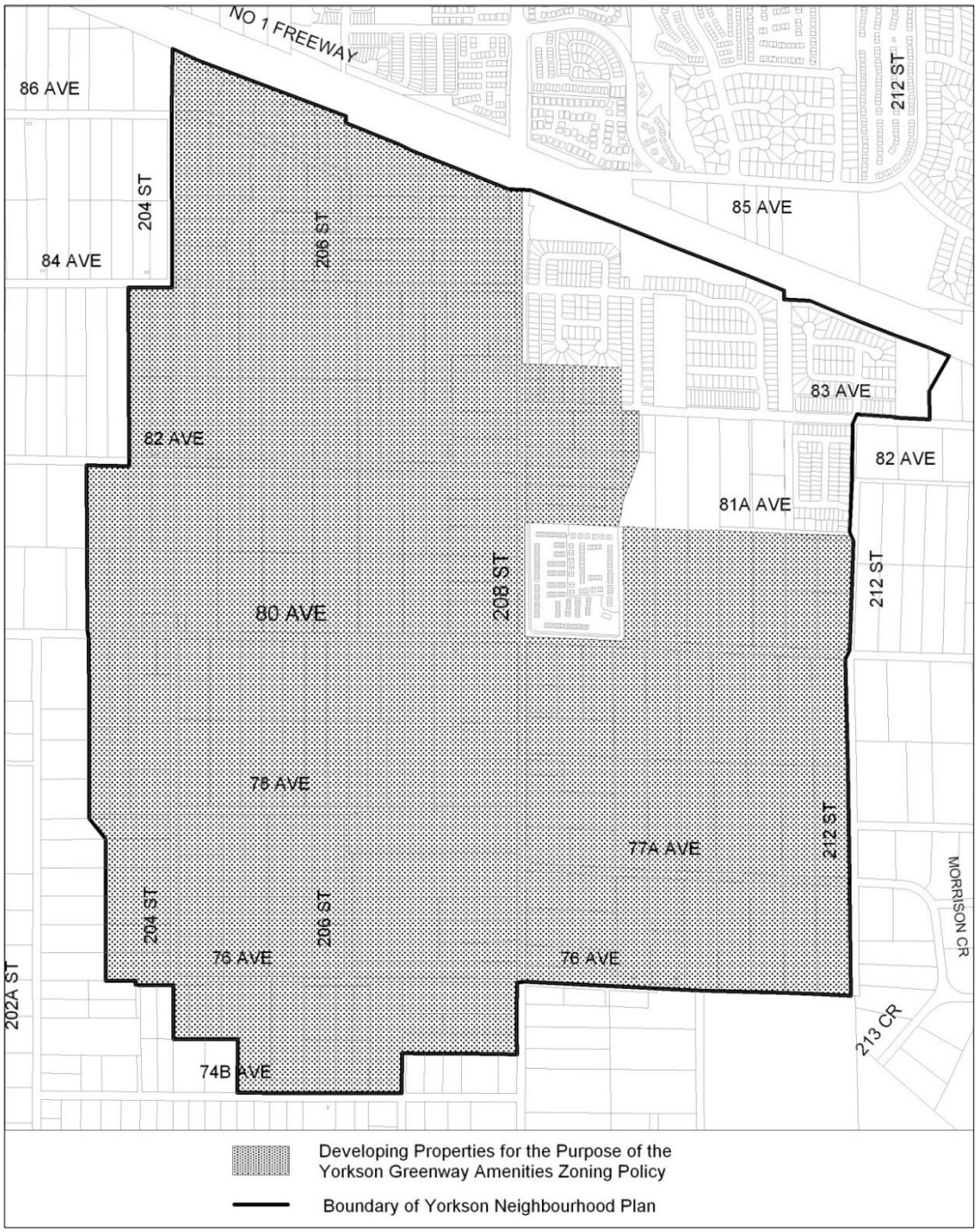
Map 14: Willoughby Development Area (Smith Neighbourhood Plan area)



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

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	APRIL 28, 2025
FROM:	PUBLIC WORKS DIVISION	**FILE NO:**	5600-10
SUBJECT:	WATER RESTRICTIONS IN EFFECT MAY 1 TO OCTOBER 15, 2025		

The purpose of this memorandum is to inform Mayor and Council that regional water restrictions will be in effect starting May 1, 2025.

In alignment with Metro Vancouver's Drinking Water Conservation Plan, the Township of Langley's Drinking Water Conservation Bylaw 2018 No. 5321 restricts outdoor water use for residents and businesses annually from May 1 to October 15. Stage 1 water restrictions will be in effect as of May 1, 2025, to help manage drinking water use during periods of high demand. Additional information is available at tol.ca/waterrestrictions, and a summary of the restrictions is provided in Attachment A.

To support implementation, two seasonal staff will be focused on education and compliance monitoring during the watering restriction period.

These staff will monitor for non-compliant water use throughout the spring and summer, including early mornings, evenings, and potentially overnight. When violations are observed, staff will provide education and follow up on all public reports of non-compliance. Where watering is confirmed or suspected to have continued following initial outreach, Bylaw Enforcement staff will take further action to ensure compliance, including the issuance of tickets. Fines for unauthorized water use range from $150 to $500 per violation, depending on the restriction stage.

Long-range forecasts from Environment and Climate Change Canada indicate a strong likelihood of above-average temperatures this summer, along with a moderate chance of below-average precipitation. Escalation to a higher restriction stage will depend on actual weather conditions and factors such as snowpack, water use trends, and reservoir levels. Staff will provide updates to Council should the region move to a higher restriction stage, including any changes to local enforcement practices.

ATTACHMENT A Metro Vancouver's Drinking Water Conservation Plan Summary

STAGES **1-4**

DRINKING WATER CONSERVATION PLAN: SUMMARY

STAGE 1 IN EFFECT: MAY 1 TO OCTOBER 15

= Allowed = Allowed but with restrictions = Prohibited

	WATER USE	1	2	3	4	RESTRICTION DETAILS
RESIDENTIAL	Watering lawns					**Stage 1**: One morning per week: Automatic watering from 5 am to 7am Manual watering from 6 am to 9 am
	Watering new lawns or lawns being treated for the European Chafer Beetle					**Stage 1**: Outside restricted lawn watering times if in compliance with a member jurisdiction permit **Stage 2**: Member jurisdiction permit issued in Stage 1 remain in effect until permit expires. No new permits issued or renewed
	Watering trees, shrubs, and flowers excluding edible plants					**Stages 1 & 2**: On any day from 5 am to 9 am if using a sprinkler, and on any day at any time if using a hand-held hose with automatic shut-off device, a soaker hose, water container, or drip irrigation **Stage 3**: On any day at any time if using a hand-held hose with automatic shut-off device, water container, or drip irrigation. Prohibited if using a sprinkler or soaker hose
	Washing impermeable surfaces					**Stage 2**: Prohibited except if for a health or safety reason, preparing a surface for painting or similar treatment, or aesthetic cleaning by a commercial cleaning operation **Stage 3**: Prohibited except if for a health or safety reason or if preparing a surface for painting or similar treatment by a commercial cleaning operation. No aesthetic cleaning **Stage 4**: Prohibited except if ordered by a regulatory authority for a health or safety reason
	Topping up or filling aesthetic water features					
	Topping up or filling pools and hot tubs					
	Washing vehicles and boats					**Stages 3 & 4**: Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety
NON-RESIDENTIAL	Watering lawns Mixed-use buildings e.g. residential and commercial should follow Non-residential watering times					**Stage 1**: One morning per week: Automatic watering from 4 am to 6 am Manual watering from 6 am to 9 am
	Watering new lawns or lawns being treated for the European Chafer Beetle					**Stage 1**: Outside restricted lawn watering times if in compliance with a member jurisdiction permit **Stage 2**: Member jurisdiction permit issued in Stage 1 remain in effect until permit expires. No new permits issued or renewed
	Watering trees, shrubs, and flowers excluding edible plants					**Stages 1 & 2**: On any day from 4 am to 9 am if using a sprinkler, and on any day at any time if using a hand-held hose with automatic shut-off device, a soaker hose, water container, or drip irrigation **Stage 3**: On any day at any time if using a hand-held hose with automatic shut-off device, water container, or drip irrigation. Prohibited if using a sprinkler or soaker hose
	Watering golf courses					**Stage 2**: Fairways watering anytime on any one day in a 7-day period except if operating under an approved member jurisdiction water management plan **Stage 3**: Fairways watering prohibited except if operating under an approved member jurisdiction water management plan
	Washing impermeable surfaces					**Stage 2**: Prohibited except if for a health or safety reason, preparing a surface for painting or similar treatment, or aesthetic cleaning by a commercial cleaning operation **Stage 3**: Prohibited except if for a health or safety reason or if preparing a surface for painting or similar treatment by a commercial cleaning operation. No aesthetic cleaning **Stage 4**: Prohibited except if ordered by a regulatory authority for a health or safety reason
	Topping up or filling aesthetic water features					
	Topping up or filling pools and hot tubs					**Stage 3**: Prohibited except with a permit to operate in accordance with health authorities having jurisdiction over pool and hot tub regulation
	Washing vehicles and boats					**Stages 3 & 4**: Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety
	Commercial vehicle washing					**Stage 3**: Prohibited except if a facility operates on a basic wash and rinse cycle, or recovers 60% of water over the full wash cycle, or if it is a hand wash facility using high-pressure (max. 11.4 L/min) wands/brushes

October 2021

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

The restrictions apply only to the use of GVWD drinking water and not to the use of rain water, grey water, any forms of recycled water, or water from sources outside the GVWD water system

(continued on next page)

STAGES 1-4

DRINKING WATER CONSERVATION PLAN: SUMMARY
STAGE 1 IN EFFECT: MAY 1 TO OCTOBER 15

= Allowed | = Allowed but with restrictions | = Prohibited

	WATER USE	1	2	3	4	RESTRICTION DETAILS
GOVERNMENTS/SCHOOLS/PARKS	Watering lawns and grass boulevards					**Stage 1**: One morning per week: Automatic watering from 4 am to 6 am Manual watering from 6 am to 9 am
	Watering new lawns or lawns being treated for the European Chafer Beetle					**Stage 1**: Outside restricted lawn watering times if in compliance with a member jurisdiction permit **Stage 2**: Member jurisdiction permit issued in Stage 1 remain in effect until permit expires. No new permits issued or renewed
	Watering trees, shrubs, and flowers excluding edible plants					**Stages 1 & 2:** On any day from 4 am to 9 am if using a sprinkler, and on any day at any time if using a hand-held hose with automatic shut-off device, a soaker hose, water container, or drip irrigation **Stage 3**: On any day at any time if using a hand-held hose with automatic shut-off device, water container, or drip irrigation. Prohibited if using a sprinkler or soaker hose
	Watering soil-based playing fields					**Stage 1**: On any day from 7 pm to 9 am except if watering newly over-seeded fields if in compliance with a member jurisdiction permit, or if operating under an approved member jurisdiction water management plan **Stage 2**: No more than 4 days in a 7-day period from 7 pm to 9 am (same exceptions as in Stage 1) **Stage 3**: No more than 3 days in a 7-day period from 7 pm to 9 am (same exceptions as in Stage 1)
	Watering sand-based playing fields					**Stages 1 & 2:** On any day from 7 pm to 9 am except if watering newly over-seeded fields if in compliance with a member jurisdiction permit, or if operating under an approved member jurisdiction water management plan **Stage 3:** No more than 5 days in a 7-day period from 7 pm to 9 am (same exceptions as in Stages 1 & 2)
	Flushing water mains					
	Operating water play parks					**Stages 2 & 3**: Prohibited except water play parks with user-activated switches
	Topping up or filling aesthetic water features					
	Topping up or filling pools and hot tubs					**Stage 3**: Prohibited except with a permit to operate in accordance with health authorities having jurisdiction over pool and hot tub regulation
	Washing vehicles and boats					**Stages 3 & 4**: Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

The restrictions apply only to the use of GVWD drinking water and not to the use of rain water, grey water, any forms of recycled water, or water from sources outside the GVWD water system

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	APRIL 28, 2025
FROM:	MUNICIPAL ADMINISTRATION DIVISION	**FILE NO:**	0810-30
SUBJECT:	PORTABLE EVENT SEATING		

The Township is regularly contacted by local community organizations with many requests for the use of equipment or resources for hosting events. In the past, such requests and user demand have eventually led to purchases such as the Township's Spirit Stage, and portable tents and other equipment that can be rented.

Two such ongoing requests are for portable seating and the use of golf carts; thus the following is provided for Council's information:

Portable Bleacher Automated Systems

A common request is for the use of park bleachers to provide temporary seating at special events. The Township's current standard park bleachers are about 20 feet long x 5 risers high, seat approximately 25-30 people each, and cost approx. $15,000. These bleachers are regularly used primarily at soccer fields, baseball/softball diamonds, and other athletic park areas. Though they can be transported via a flatbed truck, they are in high demand within Township parks, and the equipment and vehicles required to move them often make it cost prohibitive.

Due to increased requests from community groups for seating provision, Township staff have recently contacted numerous manufacturers of Portable/Towable Bleacher systems. There are many different suppliers, many different sizes, and often quality variances, however units can be sourced for a good size unit that can be towed to a site and is automated for setup/takedown.

These portable bleacher units would be most useful for one time or annual events where the Township or a community group require seating where it regularly doesn't exist, or where additional seats are required just for the capacity requirements of that one event.

Examples could be events such as the May Day parade (or other community parades), the MAP Canada Day drone show, expanded ball park seating for a larger event like a Provincial championship or opening day, the annual Rodeo in Brookswood, the Christmas Tree lighting in Aldergrove, a National Track and Field championship at MAP for the field events, Redwoods on the 18th hole for a tournament, or perhaps in an area along the Bedford channel for paddling events. If the bleachers were readily bookable and for a reasonable cost, they would likely be very well used by both the Township and by community hosted events.

Storage is usually an issue for large items Ike this, so a location would need to be identified. The Township could perhaps identify a few key locations to leave these portable seats for seasonal use, with the understanding they would be scheduled to be pulled away for events. Similar to the Township's community stage, Council could consider a fee for groups to have the Township move the seating and set up / take down the units.

A budget price for each automated unit is approximately $155,000 per unit, which would provide for 10 rows of seating each 45 feet in length, for a seat count of 300 per unit. The units are approx. twelve and a half feet high, have double width footboards, 24" row spacing, guard rails, and aisles with handrails. Unfolded each unit is 19'4" wide by 46'6" long and utilizes levelling jacks. Setup is estimated to take 7-10 minutes. Folded for towing it is 102" (standard trailer width) by 50'1". Since obtaining budget pricing, a few suppliers have notified the Township that tariffs are being applied that will increase the cost, however this would be determined when purchasing.

Golf Carts

A secondary request from some events has been for the use of golf carts, to allow volunteers to drive people or supplies around a longer distance, or for volunteer supervisors to cover the event space areas. Traditionally certain golf course owners or operators have allowed for use of their golf carts to assist these events. However, with change in ownership of numerous local courses, and with increased liability concerns, the use of such carts has not been available in the most recent years. The Township of Langley does not own any golf carts, as the carts at The Redwoods are leased and insured only for use specifically at the course. However, staff are currently making efforts to let community groups know that the former owner of Redwoods is in the process of selling their used golf carts, with an asking price of $5,000 per cart, which may be of interest to community groups for their purchase for ownership, insuring, and event use.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	APRIL 28, 2025
FROM:	MUNICIPAL ADMINISTRATION DIVISION	**FILE NO:**	0810-30
SUBJECT:	WILLOUGHBY ELEMENTARY MOTION - EXTENSION		

At it's Regular Council Meeting of February 24, 2005, Council carried a resolution under the title "A Real Plan for Willoughby Elementary" that directed staff to report to Council with a progress report or a draft agreement for its consideration on or before April 29, 2025.

Township staff have met with School District staff and discussed the items as directed by Council, and have established a potential path for further discussion, steps, meetings and progress.

At this time, staff are notifying Council that an extension is required regarding the motion's date, and unless otherwise directed by Council, staff will prepare a progress report or a potential draft agreement for Council's consideration on or before May 26, 2025.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	APRIL 28, 2025
FROM:	ENGINEERING DIVISION	**FILE NO:**	5460-05
SUBJECT:	FOUR-WAY STOP AT 72 AVENUE AND 248 STREET		

The purpose of this memorandum is to provide Mayor and Council with an update on the traffic control changes to the intersection of 72 Avenue and 248 Street. At its regular meeting of April 7, 2025, Council directed staff to convert the intersection at 72 Avenue and 248 Street/Telegraph Trail to a four-way stop with overhead flashing beacons.

As directed, staff issued a Traffic Control Order for the following works to be undertaken:

- stop signs with an “All Way” tab in all directions
- new stop bars on 72 Avenue
- new “Stop Ahead” signs in all directions
- temporary “Traffic Pattern Change Ahead” signs in all directions
- flashing overhead yellow lights on 72 Avenue are now red flashing lights.

Staff completed the above modifications on April 15, 2025, and the intersection is now operating as a four-way stop. Staff will monitor the intersection to determine if there are any operational or safety concerns with the change in traffic control.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	APRIL 28, 2025
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE NO:**	LRP00026
SUBJECT:	PROGRESS ON OFFICIAL COMMUNITY PLAN UPDATE		

The purpose of this memorandum is to provide Mayor and Council with information on the progress of the Official Community Plan (OCP) update since the November 18, 2024 Council endorsement of the Terms of Reference for the initiative.

- The Aldergrove, Fort Langley, Murrayville, Northwest Langley, Walnut Grove Community Plans and the OCP have been reviewed by staff and updated with draft text. This includes:
    - integrating small-scale multi-unit housing (SSMUH) into relevant land use descriptions and designations
    - identifying undeveloped areas designated for low-density residential and evaluating if some areas may be more suitable for townhome or other multi-family housing options
    - updating climate and resiliency targets and actions
    - drafting new housing directives, objectives and policies to align with the Housing Needs Report
    - updating out-of-date references in the Community Plans
    - identifying objectives and policy areas that have lost relevance in Langley's current context

- Revision and comments have been prioritized into three (3) categories:
    - urgent, critical and legislatively required items to complete in 2025
    - minor updates to complete in 2025
    - major updates to be scheduled for the 2030 OCP update

- A Technical Team including cross-departmental reviewers have submitted revisions and comments. This includes perspectives from Parks, Transportation, Engineering and Development Planning.

The concepts and directions drafted in the OCP and Community Plans will be presented to the public in four (4) upcoming Open Houses. The Open Houses will be held at the following dates and locations:

Aldergrove / Rural

- **Date:** Tuesday, May 6, 2025
- **Time:** 4:00 – 7:30pm
- **Location:** Aldergrove Athletic Park Rotary Field House, 26845 - 27 Avenue

Fort Langley / Walnut Grove

- **Date:** Thursday, May 8, 2025
- **Time:** 4:00 – 7:30pm
- **Location:** West Langley Hall, 9400 - 208 Street

Willoughby / Willowbrook

- **Date:** Monday, May 12, 2025
- **Time:** 4:00 – 7:30pm
- **Location:** Langley Events Centre Banquet Hall, 7888 - 200 Street

Brookswood-Fernridge / Murrayville

- **Date:** Tuesday, May 13, 2025
- **Time:** 4:00 – 7:30pm
- **Location:** Murrayville Community Hall, 21667 - 48 Avenue

The key objectives at this phase of engagement are to: (1) inform the public about the context, history and role of the OCP as the guiding vision and policy document for the next thirty years and (2) outline the process and scope of updates and implementation. Efforts will be made to communicate the required updates to Community and Neighbourhood Plans to integrate SSMUH.

A parallel process to comprehensively update the Willoughby Community Plan is also underway and initial direction will be presented at the Open Houses.

In addition, Open House materials (such as background information and display boards) will be available on the project webpage at tol.ca/ocp.

Township of Langley
Est. 1873

M E M O R A N D U M

TO: MAYOR AND COUNCIL **DATE:** APRIL 28, 2025

FROM: ENGINEERING DIVISION **FILE NO:** 5280-14

SUBJECT: 2024 SOIL DEPOSIT PERMIT AND STOP WORK ORDER STATISTICS

The purpose of this memorandum is to provide Mayor and Council with statistical information, as directed by Council, related to the number and locations of soil deposit permits and stop work orders on an annual basis.

The information provided includes both Agricultural Land Reserve (ALR) and non-Agricultural Land Reserve (non-ALR) properties; however, it does not include any permit extensions that may have been obtained.

The following table summarizes the number of soil deposit permits issued in 2024:

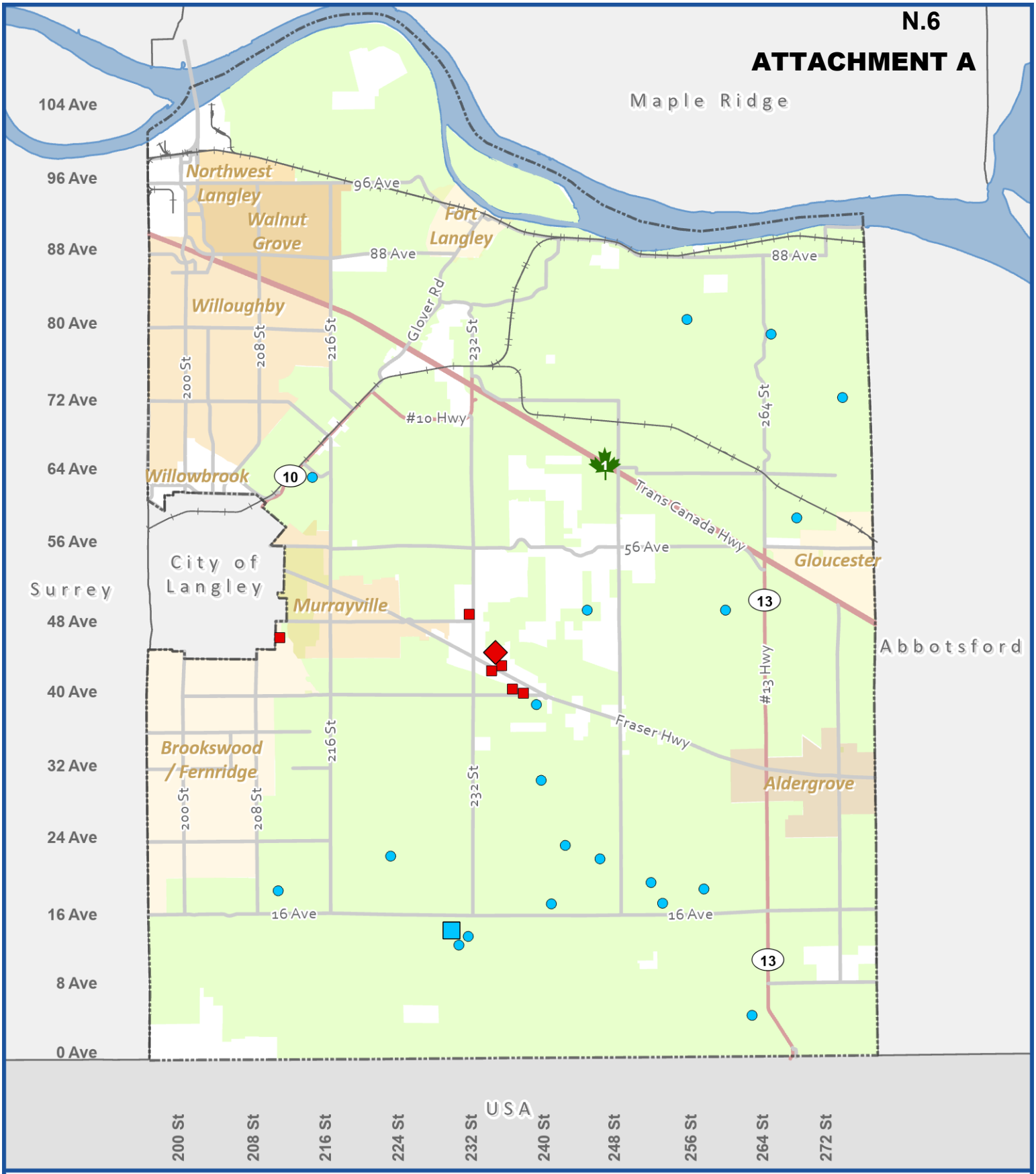
	Permits - Volume Less Than or Equal to 600m^3	Permits - Volume More Than 600m^3	Soil Deposit Permits Issued
ALR	20	1	21
Non-ALR	6	1	7
Total	**26**	**2**	**28**

The following table summarizes the number of soil stop work orders issued to unpermitted sites and permitted sites in 2024:

	Stop Work Issued to Unpermitted Site (No Soil Permit)	Stop Work Issued to Permitted Site (Active Soil Permit)	Stop Work Orders
ALR	49	8	57
Non-ALR	7	0	7
Total	**56**	**8**	**64**

ATTACHMENT A 2024 Soil Deposit Permits – Distribution Map

ATTACHMENT B 2024 Stop Work Orders – Distribution Map



Township of Langley BC

Est. 1873

2024 - Soil Deposit Permits

Printed Date: Monday, April 14, 2025

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

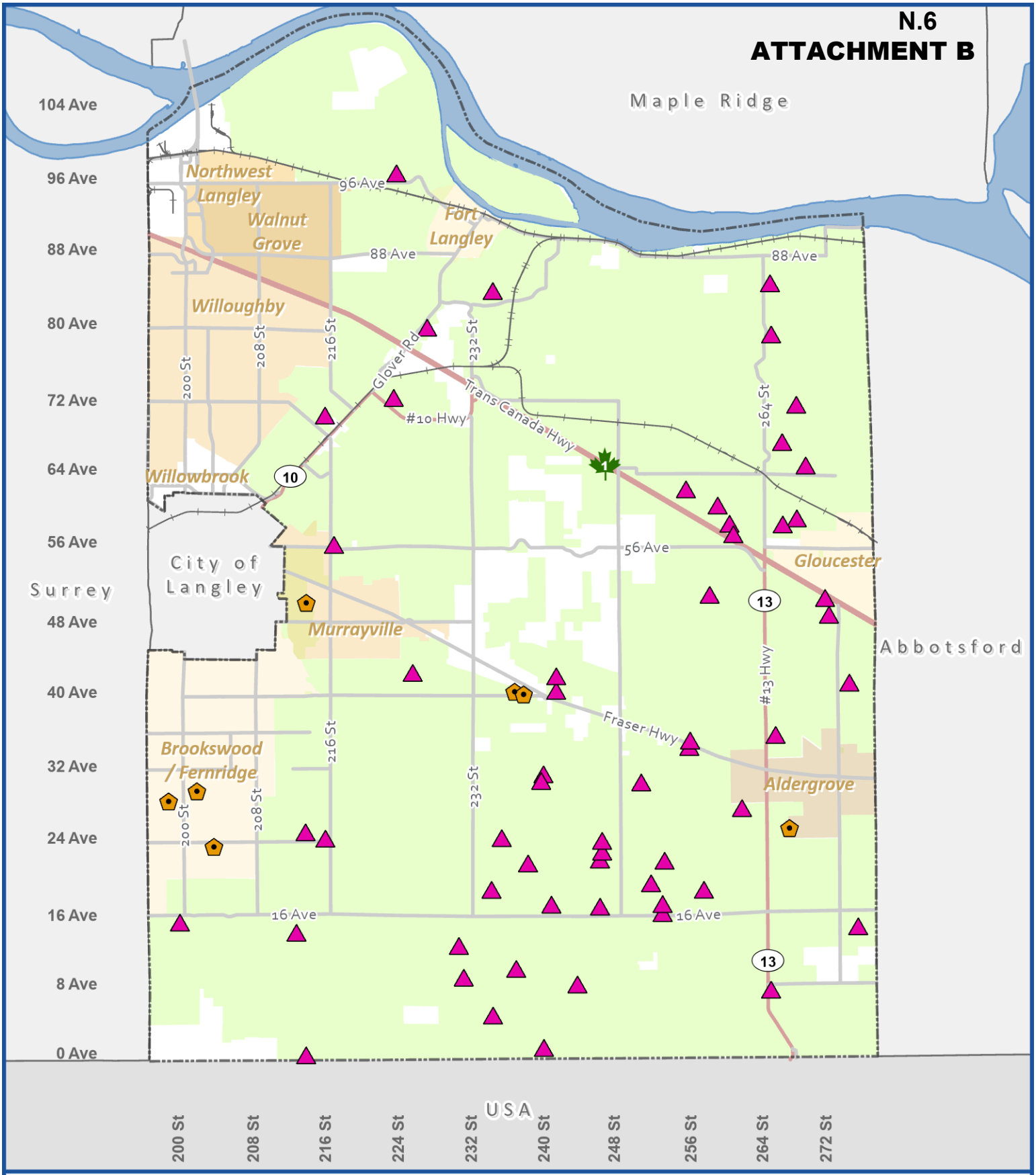
0 2.5 5 Km

Legend

- In ALR, more than 600m³ (1)
- In ALR, less than 600m³ (20)
- Non ALR, more than 600m³ (1)
- Non ALR, less than 600m³ (6)

N

Path: N:\Maps\Standard Maps\Engineering\Misc\Eng_Soil_Deposits\2025_ArcGIS_Pro\2025_ArcGIS_Pro.aprx



2024 - Soil Stop Work Orders Issued

Township of Langley BC
Est. 1873

Printed Date: Monday, April 14, 2025

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

0 2.5 5 Km

Legend

- Soil Stop Work Order - In ALR (57)
- Soil Stop Work Order - Not in ALR (7)

N

Path: N:\Maps\Standard Maps\Engineering\Misc\Eng_Soil_Deposits\2025_ArcGIS_Pro\2025_ArcGIS_Pro.aprx

Township of Langley
Est. 1873

M E M O R A N D U M

TO: MAYOR AND COUNCIL **DATE:** APRIL 28, 2025

FROM: COMMUNITY DEVELOPMENT DIVISION **FILE NO:** 6635-01

SUBJECT: AGRICULTURAL LAND COMMISSION DECISIONS FIRST QUARTER 2025 (JANUARY - MARCH)

The purpose of this memorandum is for information purposes in accordance with Council's October 22, 2007 resolution directing staff to summarize and report to Council the Agricultural Land Commission (ALC) decisions on a quarterly basis.

Att. No.	File No.	Agent / Applicant	Proposal	Council Resolution	ALC Decision	Date of Decision	Address Site Area
A	12-18-0002 AL100453	Metro Vancouver Regional District	Non-farm use to construct a gravel parking lot and to expand Edgewater Bar campground	Complies	Conditionally Approved	January 9, 2025	21777 Allard Cr 27.8 ha 10735 Allard Cr 2.9 ha
B	11-04-0093 AL100462	Sanderson + Welsh Planning Ltd.	Two lot rural residential subdivision	Complies	Refused	February 27, 2025	5010 236 St 1.0 ha
C	11-21-0022 AL100457	Driediger Farms Ltd.	Two lot rural subdivision	Complies	Refused	March 3, 2025	7361 240 St 31.7 ha
D	11-21-0019 AL100385	Bonnie Henry / Colin Fry & Associates	Reconsideration of non-farm use for operation of a drilling business	Referred	Conditionally Approved for five years	March 14, 2025	23717 72 Ave 17.4 ha
E	07-36-0118 AL100459	Kent Macpherson / Louise Ehrenholz	Homesite severance subdivision	Complies	Conditionally Approved	March 20, 2025	4343 216 St 26.8 ha
F	10-10-0004 AL100456	Twin D Farms Ltd.	Two lot rural residential subdivision	Complies	Refused	March 21, 2025	1319 248 St 16.49 ha

PROVINCIAL AGRICULTURAL LAND COMMISSION

T: 604-660-7000
E: ALCBurnaby@Victoria1.gov.bc.ca
201 – 4940 Canada Way
Burnaby, BC, Canada V5G 4K6

January 9, 2025

ATTACHMENT A

ALC File: 100297

Conor Sheridan
Metro Vancouver Regional District
Delivered Electronically

Dear Conor Sheridan:

Re: Reasons for Decision - ALC Application 100297

Please find attached the Reasons for Decision of the South Coast Panel for the above noted application (Resolution #12/2025). As the agent, it is your responsibility to notify the applicant accordingly.

Please note that the submission of a $150 administrative fee may be required for the administration, processing, preparation, review, execution, filing or registration of documents required as a condition of the attached Decision in accordance with section 11(2)(b) of the ALR General Regulation.

Under section 33.1 of the *Agricultural Land Commission Act* ("ALCA"), the Chair of the Agricultural Land Commission (the "Commission") has 60 days to review this decision and determine if it should be reconsidered by the Executive Committee in accordance with the ALCA. You will be notified in writing if the Chair directs the reconsideration of this decision. The Commission therefore advises that you consider this 60 day review period prior to acting upon this decision.

Under section 33 of the ALCA, a person affected by a decision (e.g. the applicant) may submit a request for reconsideration. A request to reconsider must now meet the following criteria:

- No previous request by an affected person has been made, and
- The request provides either:

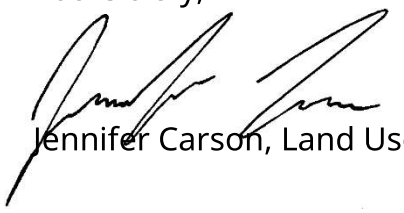
- Evidence that was not available at the time of the original decision that has become available, and that could not have been available at the time of the original decision had the applicant exercised due diligence, or
- Evidence that all or part of the original decision was based on evidence that was in error or was false.

The time limit for requesting reconsideration of a decision is one year from the date of the decision's release, as per ALC Policy P-08: Request for Reconsideration.

Please refer to the ALC's Information Bulletin 08 – Request for Reconsideration for more information.

Please direct further correspondence with respect to this application to ALC.SouthCoast@gov.bc.ca.

Yours truly,



Jennifer Carson, Land Use Planner

cc: Township of Langley (File: 12-18-0002/AL100453)

100297d1

Agricultural Land Commission File 100297

Reasons for Decision of the South Coast Panel

Non-Farm Use Application Submitted Under s.20(2) of the Agricultural Land Commission Act

Applicant:	Metro Vancouver Regional District (the "MVRD")
Agent:	Conor Sheridan, MVRD
Properties:	**Property 1** Parcel Identifier: 013-257-307 Legal Description: Lot "E", (Explanatory Plan 2735), Townships 11 and 12, Langley Townsite, Except: Part Subdivided by Plan 31465, New Westminster District Civic: 21777 Allard Crescent, Langley, BC Area: 27.8 ha (Entirely within the ALR) **Property 2** Parcel Identifier: 013-257-269 Legal Description: Parcel "3", (N95461E) Shown as 10 Acres of Lot "D" (Reference Plan 2735) Langley Townsite, Townships 11 and 12, Except: Firstly Parcel "4" (Explanatory Plan 10499) Secondly: Part Subdivided by Plan 38718, New Westminster District Civic: #3 10735 Allard Crescent, Langley, BC Area: 2.9 ha (Entirely within the ALR)

Panel:	Ione Smith, South Coast Panel Chair
	Susan Gimse
	Holger Schwichtenberg

OVERVIEW

[1] The Properties are located within the Agricultural Land Reserve ("ALR") as defined in s. 1 of the *Agricultural Land Commission Act* ("ALCA").

[2] The Applicant is applying to the Agricultural Land Commission (the "Commission" or "ALC") under s. 20(2) of the ALCA to use approximately 3.5 ha of the Properties, which make up a portion of Derby Reach Regional Park to:

a. Establish a 0.1 ha gravel parking lot on Property 2 to provide 29 additional parking spaces for the Park's heritage area; and,

b. Expand the existing Edgewater Bar campground on Property 1 by approximately 3.4 ha to include 30 new campsites, an access road and amenities (the "Proposal").

[3] The Proposal was considered in the context of the purposes and priorities of the Commission set out in section 6 of the ALCA:

6 (1) The following are the purposes of the commission:

(a) to preserve the agricultural land reserve;

(b) to encourage farming of land within the agricultural land reserve in collaboration with other communities of interest; and,

(c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of land within the

agricultural land reserve and uses compatible with agriculture in their plans, bylaws and policies.

(2) The commission, to fulfill its purposes under subsection (1), must give priority to protecting and enhancing all of the following in exercising its powers and performing its duties under this Act:

(a) the size, integrity and continuity of the land base of the agricultural land reserve;

(b) the use of the agricultural land reserve for farm use.

EVIDENTIARY RECORD

[4] The Proposal, along with related documentation from the Applicant, Agent, local government, and Commission is collectively referred to as the "Application". All documentation in the Application was disclosed to the Agent in advance of this decision.

[5] The Panel conducted a site visit walk-around and meeting on November 19, 2024 in accordance with the *ALC Policy Regarding Site Visits in Applications*, (the "Site Visit"). A site visit report was prepared in accordance with the *Policy Regarding Site Visits in Applications*. The site visit report was certified as accurately reflecting the observations and discussions of the Site Visit by the Agent on December 5, 2024 (the "Site Visit Report").

BACKGROUND

[6] The Properties are part of Derby Reach Regional Park (the "Park") which was established in 1976 and is currently managed by Metro Vancouver Regional Parks. The Park comprises sixteen parcels, for a total of 308 ha of land, the majority of which is in the ALR. The Application states that the Park is used for biodiversity conservation, passive recreation, fishing, camping, heritage, wildlife, and scenic viewing purposes. The Park contains an existing 38-site campground and various other park amenities. The Application explains that the subject Properties are old field habitats at the eastern extent of the Park which are currently being managed using intermittent cutting.

[7] In 1999, the Commission was referred, and reviewed the regional planning application 32459 which contained the draft Derby Reach Regional Park Management Plan (the "Plan"). The Plan established a 10-20 year plan for park development and management of the existing 308 ha Park. By Resolution #143/99, the Commission expressed general support for the existing Park and proposed Park development contemplated by the Plan, with the exception of the westernmost portion of the Park, which the Commission found should remain agricultural in nature. At the time, the Commission recognized the longstanding park use but noted that any further development of the Park would require application to the ALC, which should include an agricultural strategy respecting the western lands.

[8] In 2021, on the property west of Property 1, the Applicant submitted Application ID 60907 to the Commission to construct an 80 m^2 full-service washroom and supporting infrastructure in the Park. The Commission considered that the proposal was consistent and related to the historical use of the Property for park purposes and that the proposal would not adversely impact integrity of the parcel. The Commission conditionally approved the application by Resolution #310/2021.

[9] At its meeting of July 15, 2024, the Township of Langley (the "Township") Council resolved to forward the Application to the Commission.

[10] The Proposal is consistent with the Township's Official Community Plan designation of Regional Park and the zoning designation of Civic Institutional Zone (P-1).

ANALYSIS AND FINDINGS

[11] The Application submits that the Proposal, directly and indirectly, supports agriculture in the short and long term. In particular, the Park has an emphasis on farming history and is home to a heritage orchard and agricultural related events. The Application argues that the Proposal increases the Park's capacity to host these events and to connect people to this agricultural history through programming and passive recreation. The Panel also notes that heritage buildings and a creamery are showcased in the Park. The Panel understands from the Agent and MVRD

representatives during the Site Visit that there have been no agricultural concerns raised by any of the agricultural operations in the area.

[12] The Panel requested a copy of the Agricultural Strategy for the Park and the MVRD Parks which has been received, reviewed and added to the Application information. The Panel recognizes that the Park has been a longstanding use of the Properties and the Commission has generally been supportive of the uses in the past. The Panel notes that this application is the culmination of the build out of the 1999 Derby Reach Regional Park Management Plan for the Park.

[13] The Proposal is broken into two parts: the development of a new parking lot and the expansion of an existing campground. These components will be discussed separately.

Parking Lot

[14] The MVRD proposed to establish a 0.1 ha gravel parking lot on Property 2 to provide 29 additional parking spaces for the Park's heritage area due to the popularity of the Park and the safety concerns arising from the public parking on Allard Crescent when there is no room within the existing parking area.

[15] The Application further explains that archaeological constraints surrounding the existing parking lot on the west side of Allard Crescent have necessitated the current proposed location for the extra parking

required during peak hours. The Application explains that the Heritage Area is a popular destination for people visiting Houston Farm, which forms part of the Park, with its agricultural history and educational programming as well as those using the Houston and Fort-to-Fort trails. During weekends traffic congestion and lack of sufficient space for Park visitors to park cars creates safety issues and results in not being able to offer programming in these areas during peak visiting hours. The Application indicates that the proposed parking lot on Property 2 will expand visitor capacity and programming potential for the Park.

[16] The parking lot is proposed to be located to the east of Allard Crescent on a grassed open space with the existing gravel walking trail to the east of it. If approved the parking lot will use an existing driveway. The Panel understands and appreciates the necessity of the MVRD to provide additional parking for safety concerns and future programming needs, some of it agriculturally related programming, and appreciates the archeological limitations around where the parking lot expansion can occur. In this particular case, the Panel is amenable to the use of 0.1 ha in the proposed location for the parking lot expansion.

[17] The Application states that the proposed parking lot expansion would require filling an area of approximately 0.1 ha with approximately 500 m^3 of fill. The Panel finds this volume reasonable given the area affected.

Campground

[18] The existing Edgewater Bar Campground (the "Campground") on Property 1 is open from March 1st to November 1st each year and includes 38 sites that accommodate RVs or tents. The proposed 30 site expansion of the Campground is based on the demand for the existing campsites. Expansion to the south of this area is not being proposed due to environmental sensitivity. The location proposed for the campsite expansion is based on the area already being impacted and its close proximity to the Fraser River. The proposed campground occupies the historical homestead and is located between Allard Crescent and the existing gravel walking trail. In addition to the proposed campsites, the Application explains that parking, washrooms, a picnic structure and washroom facilities are required. The Application also explains that Allard Crescent and the existing hedgerow will provide a visual and physical buffer between the proposed campground expansion and an adjacent cranberry operation to the south. The Panel finds that the campground is consistent with the endorsed 1999 Plan for the Park, will enable more people to visit the agricultural features of the Park and is located in a previously disturbed homestead site. Additionally due to the existing road and vegetative buffer, the Panel finds that the campground expansion will not have an adverse impact on the surrounding agricultural uses.

[19] The Panel was initially concerned about the possible congestion created by the proposed campground expansion, however, after viewing the existing campsite during the Site Visit and through discussions with the MVRD representatives, the Panel understands that there will be no line ups and resulting congestion because the campers pay for their sites online then just drive to their spot.

[20] The Application states that the proposed campsite expansion would require filling an area of approximately 3.4 ha with approximately 4,500 m^3 of fill. The Panel finds this volume and area impacted to be reasonable.

DECISION

[21] For the reasons given above, the Panel approves the Proposal to use approximately 3.5 ha of the Properties, which make up a portion of Derby Reach Regional Park to establish a 0.1 ha gravel parking lot on Property 2 to provide 29 additional parking spaces for the Park's heritage area and to expand the existing Edgewater Bar campground on Property 1 by approximately 3.4 ha to include 30 new campsites, an access road and amenities subject to the following conditions:

(a) The proposed fill volume of 5,000 m^3 of gravel placed over 3.5 ha of the Properties are not exceeded and placed in substantial accordance with the siting of the parking lot, campground, access roads and amenities,

which are also to be sited in substantial accordance with Schedules A & B; and,

(b) Ongoing maintenance of the existing hedgerow between Allard Crescent and the area proposed for the campground expansion.

[22] This decision does not relieve the owner or occupier of the responsibility to comply with applicable Acts, regulations, bylaws of the local government, and decisions and orders of any person or body having jurisdiction over the land under an enactment.

[23] These are the unanimous reasons of the Panel.

[24] A decision of the Panel is a decision of the Commission pursuant to s. 11.1(3) of the ALCA.

[25] Resolution #12/2025

Released on January 9, 2025

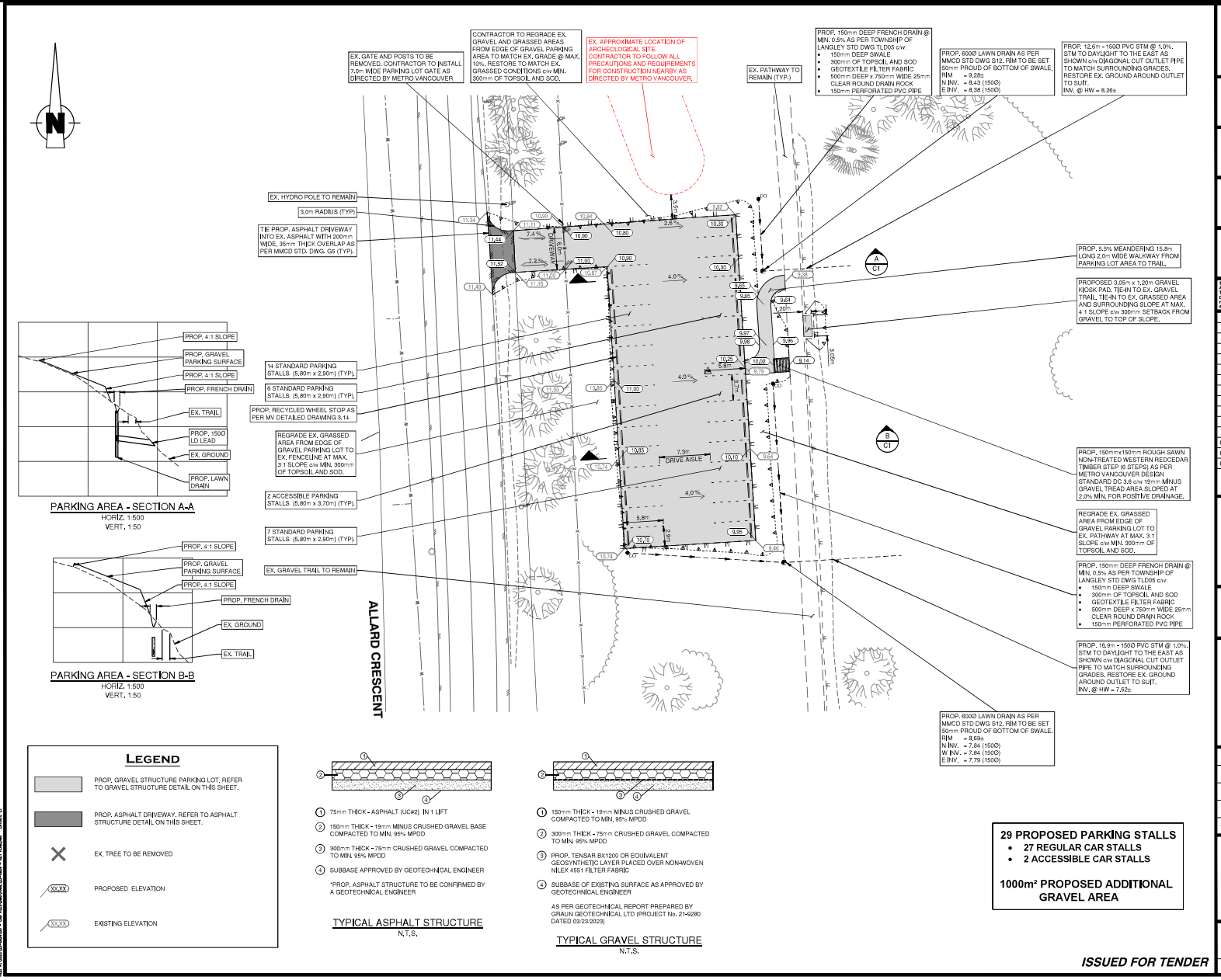


Ione Smith, Panel Chair

On behalf of the South Coast Panel

Enclosures: Reasons for Decision (Resolution #12/2025)
Schedule A: Decision Map for Proposed Parking Lot
Schedule B: Decision Map for Proposed Campground Expansion

Parking Lot Sketch



BENCHMARK:
MONUMENT 2839
SIT. ON BEND ON E. SIDE OF ALLARD CRESCENT
ELEV. 12.053

SURVEYED BY:
BINNIE

CIVIC ADDRESS:
10749 ALLARD CRESCENT

LEGAL DESCRIPTION:
TWP 11, NWD

SCALE:
0 1:250 12m

This drawing must not be reproduced without the written permission of R.F. Binnie & Associates Ltd.
This drawing is not to be used for construction unless it is stamped "ISSUED FOR CONSTRUCTION" and signed by R.F. Binnie & Associates Ltd. It is the contractor's responsibility to ensure that he is in possession of the latest revision of this drawing.

ISSUED: M/D/Y	REVISION	DESCRIPTION
05/19/23	3	ISSUED FOR TENDER
04/06/23	2	ISSUED FOR 100% DESIGN DRAFT SUBMISSION
02/14/23	1	ISSUED FOR 50% PRELIMINARY SUBMISSION

PROJECT:
METRO VANCOUVER
DERBY REACH PARKING EXTENSION

CLIENT:
METRO VANCOUVER

BINNIE
The people behind your infrastructure.
R.F. BINNIE & ASSOCIATES LTD.
314-9440 202 Street
Langley, BC V1M 4A6
TEL 604 574 3336
BINNIE.com

DATE: 12/01/21
DRAWN: BVR
DESIGN: JEB
CHECKED: JEB
SCALE: 1:250
SEAL:

SHEET TITLE:
KEYPLAN

DRAWING NO.: C1
REV.: 3
RFB JOB No. 22-0924
SHEET 1 OF 2

Camping Expansion Illustrative Plan



PROVINCIAL AGRICULTURAL LAND COMMISSION

T: 604-660-7000
E: ALCBurnaby@Victoria1.gov.bc.ca
201 – 4940 Canada Way
Burnaby, BC, Canada V5G 4K6

February 27, 2025

ATTACHMENT B
ALC File: 101532

Michael Sanderson
Sanderson + Welsh Planning Ltd.
Delivered Electronically

Dear Michael Sanderson:

Re: Reasons for Decision - ALC Application 101532

Please find attached the Reasons for Decision of the South Coast Panel for the above noted application (Resolution #118/2025). As the agent, it is your responsibility to notify the applicant accordingly.

Under section 33 of the ALCA, a person affected by a decision (e.g. the applicant) may submit a request for reconsideration. A request to reconsider must now meet the following criteria:

- No previous request by an affected person has been made, and
- The request provides either:
  - Evidence that was not available at the time of the original decision that has become available, and that could not have been available at the time of the original decision had the applicant exercised due diligence, or
  - Evidence that all or part of the original decision was based on evidence that was in error or was false.

The time limit for requesting reconsideration of a decision is one year from the date of the decision's release, as per ALC Policy P-08: Request for Reconsideration.

Please refer to the ALC's Information Bulletin 08 – Request for Reconsideration for more information.

Please direct further correspondence with respect to this application to ALC.SouthCoast@gov.bc.ca.

Yours truly,



Jennifer Carson, Land Use Planner

cc: Township of Langley (File: 11-04-0093/AL100462). Attention: Mohammad Nemati

101532d1

Agricultural Land Commission File 101532

Reasons for Decision of the South Coast Panel

Subdivision Application Submitted Under s.21(2) of the *Agricultural Land Commission Act*

Applicant:	Ravinder Kaur Gill
Agent:	Michael Sanderson, Sanderson + Welsh Planning Ltd.
Property:	Parcel Identifier: 008-960-488 Legal Description: Lot 1, Section 4, Township 11, New Westminster District, Plan 20639 Civic: 5010-236 Street, Langley Township, BC Area: 1.0 ha (Entirely within the ALR)
Panel:	Ione Smith, South Coast Panel Chair Susan Gimse Holger Schwichtenberg

OVERVIEW

[1] The Property is located within the Agricultural Land Reserve ("ALR") as defined in s. 1 of the *Agricultural Land Commission Act* ("ALCA").

[2] The Applicant is applying to the Agricultural Land Commission (the "Commission" or "ALC") under s. 21(2) of the ALCA to subdivide the 1.0 ha Property into one 0.38 ha lot (the "Proposed 0.38 ha Lot") and one 0.58 ha lot (the "Proposed 0.58 ha Lot") (the "Proposal").

[3] The Proposal was considered in the context of the purposes and priorities of the Commission set out in section 6 of the ALCA:

> 6 (1) The following are the purposes of the commission:
>
> (a) to preserve the agricultural land reserve;
>
> (b) to encourage farming of land within the agricultural land reserve in collaboration with other communities of interest; and,
>
> (c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of land within the agricultural land reserve and uses compatible with agriculture in their plans, bylaws and policies.
>
> (2) The commission, to fulfill its purposes under subsection (1), must give priority to protecting and enhancing all of the following in exercising its powers and performing its duties under this Act:

(a) the size, integrity and continuity of the land base of the agricultural land reserve;

(b) the use of the agricultural land reserve for farm use.

EVIDENTIARY RECORD

[4] The Proposal, along with related documentation from the Applicant, Agent, local government, and Commission is collectively referred to as the "Application". All documentation in the Application was disclosed to the Agent in advance of this decision.

BACKGROUND

[5] The Application indicates that the Property contains a residence, a horse barn and a paddock area which are concentrated in the western 35% of the Property in the area for the Proposed 0.38 ha Lot. The remainder of the Property, south of the existing home and on the eastern side of the Property is vacant and is the area for the Proposed 0.58 ha Lot.

[6] At its meeting of December 16, 2024, the Township of Langley (the "Township") Council resolved to forward the Application to the Commission requesting consideration based on agricultural merits.

ANALYSIS AND FINDINGS

[7] The Application references the Property's SR-1 zoning designation and the Proposal's consistency with the zone's 0.37 ha minimum lot size. The Panel notes that to ALC staff's knowledge, the Commission has not endorsed this zoning designation or minimum lot size through a bylaw review process and as such the Panel had no further discussion on this point.

[8] The Panel discussed ALC Application 19689, which was submitted to the Commission in 1986 and which proposed to exclude fourteen properties comprising approximately 34 ha (including the Property) from the ALR for residential development. The Commission refused the application by Resolution #353/1986 on the grounds that the land has potential for agricultural purposes and that non-farm use of these lands must be discouraged in order to preserve the long-term options for food production purposes.

[9] In his email of February 11, 2025, the Agent states that there have been significant changes to the surrounding properties since Resolution #353/1986, most significantly that the land to the east has been developed for greenhouses which impedes agricultural use of the Property. The Panel agrees with this assessment that the adjacent lands have been developed for agriculture, however, the Panel notes that

agricultural development in the area does not preclude agricultural use of the Property.

[10] The Application submits that allowing an additional parcel in this location would not negatively impact existing greenhouses, horticultural operations or other potential agricultural activities in the immediate area. While the impact of subdivision on nearby ALR land may be a factor in the Commission's review of a subdivision applicant, the Panel focused its analysis on how the Proposal would impact the Property within the context of section 6 of the ALCA.

[11] To assess agricultural capability on the Property, the Panel referred to agricultural capability ratings. The ratings are identified using the BC Land Inventory (BCLI), 'Land Capability Classification for Agriculture in B.C.' system. The improved agricultural capability ratings applicable to the Property are Class 1 and Class 3, more specifically 60% of Class 3 with the limitations of soil moisture deficiency (A) and stoniness (P) and 40% of Class 1.

Class 1 - land is capable of producing the very widest range of crops. Soil and climate conditions are optimum, resulting in easy management.

Class 3 - land is capable of producing a fairly wide range of crops under good management practices. Soil and or climate limitations are somewhat restrictive.

[12] Based on the agricultural capability ratings, the Panel finds that the Property has the potential for prime agricultural capability with soils that are capable of producing the widest range of crops in the ALR. The Panel finds no supporting evidence to suggest the Property cannot be farmed in its current configuration.

[13] The Application also states that the proposed subdivision would create parcels with the area for potential vegetable growing or animal rearing. The Panel considered that the Property is already relatively small but could support small scale agriculture by retaining the maximum arable area given the Property's good agricultural capability. In the Panel's experience small lots can generate enough income to qualify for farm classification. The Panel finds that reducing the size of the Property into two lots would reduce its suitability and viability for agriculture by reducing the area available for agriculture on each lot that would be occupied by new residence and associated uses.

[14] The Panel also finds that the creation of small lots are often more attractive solely for residential use, especially where then arable area is decreased. Therefore the Panel finds that subdividing the Property into a 0.38 ha and 0.58 ha lot would discourage agricultural use of the land which does not prioritize the size and integrity of the ALR and its use for farming.

DECISION

[15] For the reasons given above, the Panel refuses the Proposal to subdivide the 1.0 ha Property into one 0.38 ha lot and one 0.58 ha lot.

[16] These are the unanimous reasons of the Panel.

[17] A decision of the Panel is a decision of the Commission pursuant to s. 11.1(3) of the ALCA.

[18] Resolution #118/2025

Released on February 27, 2025



Ione Smith, Panel Chair

On behalf of the South Coast Panel

PROVINCIAL AGRICULTURAL LAND COMMISSION

T: 604-660-7000
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201 – 4940 Canada Way
Burnaby, BC, Canada V5G 4K6

March 3, 2025

ATTACHMENT C

ALC File: 101266

Rhonda Driediger
Delivered Electronically

Dear Rhonda Driediger:

Re: Reasons for Decision - ALC Application 101266

Please find attached the Reasons for Decision of the South Coast Panel for the above noted application (Resolution #122/2025). As the agent, it is your responsibility to notify the applicant accordingly.

Under section 33 of the ALCA, a person affected by a decision (e.g. the applicant) may submit a request for reconsideration. A request to reconsider must now meet the following criteria:

- No previous request by an affected person has been made, and
- The request provides either:
  - Evidence that was not available at the time of the original decision that has become available, and that could not have been available at the time of the original decision had the applicant exercised due diligence, or
  - Evidence that all or part of the original decision was based on evidence that was in error or was false.

The time limit for requesting reconsideration of a decision is one year from the date of the decision's release, as per ALC Policy P-08: Request for Reconsideration.

Please refer to the ALC's Information Bulletin 08 – Request for Reconsideration for more information.

Please direct further correspondence with respect to this application to ALC.SouthCoast@gov.bc.ca.

Yours truly,

Jennifer Carson, Land Use Planner

cc: Township of Langley (File: 11-21-0022/AL100457) Attention: Mohammad Nemati

101266d1

Agricultural Land Commission File 101266

Reasons for Decision of the South Coast Panel

Subdivision Application Submitted Under s.21(2) of the *Agricultural Land Commission Act*

Applicant:	Driediger Farms Ltd.
Primary Contact:	Rhonda Driediger (Agent)
Property:	Parcel Identifier: 030-106-893 Legal Description: Lot 2, Section 21, Township 11, New Westminster District, Plan EPP60244 Civic: 7361 240 Street, Langley, BC Area: 31.7 ha (Entirely within the ALR)
Panel:	Ione Smith, South Coast Panel Chair Susan Gimse Holger Schwichtenberg

OVERVIEW

[1] The Property is located within the Agricultural Land Reserve ("ALR") as defined in s. 1 of the *Agricultural Land Commission Act* ("ALCA").

[2] The owner of the Property, Driediger Farms Ltd. (the "Applicant"), is applying to the Agricultural Land Commission (the "Commission" or "ALC") under s. 21(2) of the ALCA to subdivide the 31.7 ha Property in order to separate the berry packing and processing facility (the "Processing Facility") from the remainder of the farm operation. The proposed 8 ha Lot would contain the Processing Facility, the farm worker housing and its septic field, and approximately 3.2 ha of crops and the 23.7 ha remainder would contain the farm market and approximately 20 ha of berry crops (the "Proposal").

[3] According to the Application material, the Agent, Rhonda Driediger, owns both Driedger Farms Inc. and Blueridge Produce Inc. ("BPI") and plans to transfer the ownership of the proposed 8 ha Lot to BPI and restructure the ownership of BPI to include Driediger Farms Ltd and between one and four other shareholders.

[4] The Proposal was considered in the context of the purposes and priorities of the Commission set out in s. 6 of the ALCA:

6 (1) The following are the purposes of the commission:

(a) to preserve the agricultural land reserve;

(b) to encourage farming of land within the agricultural land reserve in collaboration with other communities of interest; and,

(c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of land within the agricultural land reserve and uses compatible with agriculture in their plans, bylaws and policies.

(2) The commission, to fulfill its purposes under subsection (1), must give priority to protecting and enhancing all of the following in exercising its powers and performing its duties under this Act:

(a) the size, integrity and continuity of the land base of the agricultural land reserve;

(b) the use of the agricultural land reserve for farm use.

EVIDENTIARY RECORD

[5] The Proposal, along with related documentation from the Applicant, Agent, local government, and Commission is collectively referred to as the "Application". All documentation in the Application was disclosed to the Agent in advance of this decision.

[6] Commissioners Gimse and Schwichtenberg conducted a walk-around site visit meeting at the Property with the Agent on November 19, 2024 in accordance with the *ALC Policy Regarding Site Visits in Applications* (the "Site Visit"). A site visit report was prepared in accordance with the *Policy*

Regarding Site Visits in Applications and was certified by the Agent as accurately reflecting the observations and discussions during the Site Visit on December 5, 2024 (the "Site Visit Report"). The Site Visit Report was provided to all Commissioners in advance of the Panel's deliberations.

BACKGROUND

[7] As noted above, the Applicant, Driediger Farms Ltd., owns the Property. The Applicant also owns four additional properties in the area. Those four properties consist of a 1.1 ha homesite parcel in the northeast (the "Homesite Lot") subdivided pursuant to the ALC's *Homesite Severance Policy*, and three properties south of 72nd Avenue. Based on available google imagery, the Panel estimates that the three properties south of 72nd Avenue total approximately 32 ha and appear to be in active berry production.

[8] In 1999, the Commission approved an application for a boundary adjustment (Application 32739) to consolidate approximately 7,243 m^2 of Crown land farmed by the Applicant with the Property's parent parcel.

[9] In 2015, the Commission approved the subdivision of a 1.1 ha homesite parcel (the Homesite Lot) from the Property's parent parcel, pursuant to the ALC's *Homesite Severance Policy* for retiring farmers. The Commission considered that the Applicant had owned the subject property since 1963 and that the proposed homesite severance was consistent with the

provisions and intent of the ALC's Homesite Severance Policy. The Commission conditionally approved the application subject to a commitment to sell the remainder parcel in its entirety.

[10] The Applicant provided the Commission with a written undertaking stating that the Applicant "intends to sell" the remainder parcel (the subject Property in its current configuration) in its entirety upon the approval of the homesite severance application. To date, however, the Property remains under the ownership of the Applicant.

[11] At its meeting of September 23, 2024, the Township Council forwarded the Proposal to the Commission advising that the Proposal "complies with the minimum parcel size provisions of the Rural Zone RU-3 of the Township of Langley Zoning Bylaw 1987 No. 2500 and request consideration based on agricultural merits".

ANALYSIS AND FINDINGS

[12] The Application indicates that the Property is part of a larger berry operation that operates across 4 separate parcels and grows blueberries.

[13] The Property has been improved through the application of drip irrigation and based on a review of the BC Land Inventory Land Capability Classification for Agriculture System and observations made during the Site Visit, the majority of the Property, has prime agricultural capability with a mix of Class 1 and 2 soils and a small percentage of

Class 3 soils capable of producing the widest range of crops in BC, with some small areas of sloping topography associated with the ravine system running along the north and north western edge of the Property.

[14] The Property contains approximately 23.2 ha of berry crops, a Processing Facility, a farm market, farm worker housing consisting of a 24-person camp and a 6-person house, and associated infrastructure, i.e. septic fields, high capacity well, etc.

[15] If approved, the new Proposed 8.0 ha Lot would contain the Processing Facility, the farmworker housing and its associated septic field and approximately 3.2 ha of crops. The proposed 23.7 ha remainder parcel would contain the farm market and approximately 20 ha of berry crops.

[16] Storing, packing, preparing and processing of farm products is a permitted use in the ALR under s. 11(2) of the ALR Use Regulation provided at least 50% of the farm product processed is produced (i.e. grown or raised) on the farm on which the storing, packing, preparing and/or processing of farm products or related activity takes place or by a cooperative association to which the owner of the farm where the facility is located belongs. Section 11(2) recognizes the importance of processing in the agricultural sector, permitting it to occur without a non-farm use application to the Commission, but only if the requirements set out in s. 11(2) are met. The Agent explains that presently 53% of the production

processed in the Processing Facility is "owner production" consistent with s. 11 of the ALR Use Regulation.

[17] The Panel understands that if the Proposal is approved and the Proposed 8.0 ha Lot is transferred to BPI, BPI would be restructured. Presently, the Agent owns 100% of the shares of BPI. If the Proposal is approved, the restructuring would result in BPI shares being sold to Driediger Farms Ltd. and between one and four other berry growers. According to the Agent, these would be other berry growers that are looking to secure a place for their berries to be processed. BPI's shareholders would enter into supply agreements with BPI, such that up to 100% of the product being processed in the Processing Facility would come from the shareholders' farms. The Agent indicates that this new arrangement will allow for additional growth and capacity of the BPI operation, will bring in an expanded ability to fund capital expansion and upgrades to the processing operation, and will employ more staff year-round to pack and process agricultural products. The Agent also suggests the new business restructuring would assist in the Agent's succession and tax planning.

[18] The Panel considered this proposed business restructuring arrangement and agree that it potentially provides options for running and funding the Processing Facility, however, it is not the only means of doing so. The Panel notes that the Processing Facility has already been operating on the Property in the absence of the parcel's subdivision. If the Applicant no longer wishes to fully own the existing Processing Facility, the Applicant

could explore selling the entirety of the Property including the Processing Facility.

[19] The Panel acknowledges that it may be that a purchase of the entirety of the Property would not be of interest to the persons or businesses who might otherwise become shareholders of BPI should the proposed subdivision be approved. The Agent indicates that "[i]nitial conversations with potential shareholders have…indicated that adding the cost of the entire acreage (adds approximately $8 million to the cost) is prohibitive and they do not wish to own more farm land with the packing and processing operations". However, there is no evidence before the Panel that BPI is the only potential purchaser of the Property in its current configuration.

[20] The Panel recognizes the Applicant/Agent has pointed to financial reasons they may not wish to sell the entirety of the Property. In this regard, the Agent indicates that she wishes to retain as much acreage as possible and that selling the whole of the Property would create a capital gain tax bill of over $2 million which would not be beneficial to the Applicant's ongoing operations. This said, the Applicant does indicate this could be minimized, although at some cost and complexity, by the Applicant purchasing more farmland elsewhere. Further, it bears repeating that the written undertaking that the Applicant provided as a condition of the Homesite Lot approval was that the subject Property would be sold in its entirety upon completion of the subdivision. As

outlined below, this undertaking was consistent with the agricultural factors that the Panel must consider under s. 6 of the ALCA. Conversely, the courts have been cautious at best about the role of economic factors in relation to s. 6 and its predecessor sections: e.g., *Brentwood Pioneer Holdings Ltd. v. B.C. (Provincial Agricultural Land Commission)*, 2000 BCCA 320.

[21] The Proposal's potential impacts in relation to factors the Panel must consider under s. 6 of the ALCA, which, as noted earlier in this decision, states that the Commission must give priority to protecting and enhancing the size, integrity and continuity of the land base of the ALR; and the use of the ALR for farming.

[22] Under the Proposal, the Property would be subdivided. However, in the Panel's experience, protecting larger agricultural parcels provides a wider range of agricultural options than smaller parcels and provides more area for agricultural activities, which is particularly important when processing must be supported with enough on-farm product to comply with s. 11 of the ALR use Regulation. The importance of protecting larger agricultural parcels was reflected in the conditions for the homesite severance creating the Homesite Lot, which, as noted above, contemplated the Property (the other lot created) being left intact and sold in its entirety, not further subdivided.

[23] The Panel is concerned that severing the Processing Facility from the remainder of the farm operation would further fragment the ALR and reduce the agricultural potential of the Proposed 8.0 ha Lot if its title is held separately from the larger farm holding. Although the Proposal contemplates continued operation of the Processing Facility, with supply of farm product from new potential shareholders of BPI and some continued farming by the Applicant on the Proposed 8.0 ha Lot, the Panel must consider land use beyond the near-term ownership of the lot that is created and the intentions of potential shareholders of its near-term prospective owner.

[24] The Panel is also concerned that the Proposal would reduce the feasibility of the Processing Facility being operated in compliance with the ALCA and its regulation and would result in creation of a stand-alone agri-industrial parcel within the ALR.

[25] Given all the above, the Panel therefore finds that subdivision is not in the best interests of the ALR when considering s. 6 of the ALCA. Furthermore, subdivision is not necessary for the continued operation of the Processing Facility, nor for the continued agricultural use of the Property. On the whole, the Panel finds that subdivision of the Property would have a negative impact on its future long term agricultural use and would result in the additional fragmentation of the ALR, which is not in accordance with the purposes set out in s. 6 of the ALCA. While the Panel

appreciates the financial considerations raised by the Agent, the Panel's focus must be on the Commission's mandate.

DECISION

[26] For the reasons given above, the Panel refuses the Proposal to subdivide the Property into a 23.7 ha parcel and the Proposed 8.0 ha Lot.

[27] These are the unanimous reasons of the Panel.

[28] A decision of the Panel is a decision of the Commission pursuant to s. 11.1(3) of the ALCA.

Resolution #122/2025

Released on March 3, 2025



Ione Smith, Panel Chair

On behalf of the South Coast Panel

PROVINCIAL AGRICULTURAL LAND COMMISSION

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201 – 4940 Canada Way
Burnaby, BC, Canada V5G 4K6

ATTACHMENT D

March 14, 2025 ALC File: 60974

Colin Fry
Colin Fry & Associates
Delivered Electronically

Dear Colin Fry:

Re: Reasons for Decision - ALC Application 60974

Please find attached the Reasons for Decision of the South Coast Panel for the above noted application (Resolution #165/2025). As the agent, it is your responsibility to notify the applicant accordingly.

Please note that the submission of a $150 administrative fee may be required for the administration, processing, preparation, review, execution, filing or registration of documents required as a condition of the attached Decision in accordance with section 11(2)(b) of the ALR General Regulation.

Under section 33.1 of the *Agricultural Land Commission Act* ("ALCA"), the Chair of the Agricultural Land Commission (the "Commission") has 60 days to review this decision and determine if it should be reconsidered by the Executive Committee in accordance with the ALCA. You will be notified in writing if the Chair directs the reconsideration of this decision. The Commission therefore advises that you consider this 60 day review period prior to acting upon this decision.

Under section 33 of the ALCA, a person affected by a decision (e.g. the applicant) may submit a request for reconsideration. A request to reconsider must now meet the following criteria:

- No previous request by an affected person has been made, and
- The request provides either:

- Evidence that was not available at the time of the original decision that has become available, and that could not have been available at the time of the original decision had the applicant exercised due diligence, or
- Evidence that all or part of the original decision was based on evidence that was in error or was false.

The time limit for requesting reconsideration of a decision is one year from the date of the decision's release, as per ALC Policy P-08: Request for Reconsideration.

Please refer to the ALC's Information Bulletin 08 – Request for Reconsideration for more information.

Please direct further correspondence with respect to this application to ALC.SouthCoast@gov.bc.ca

Yours truly,

Jennifer Carson, Land Use Planner

Enclosures: Reasons for Decision (Resolution #165/2025)
Schedule A: Decision Map
Schedule B: ALC Policy P-10 Criteria for Agricultural Capability Assessments
Schedule C: Criteria for Technical Reports

cc: Township of Langley (File: 11-21-0019/AL100385)

60974d1

Agricultural Land Commission File 60974

Reasons for Decision of the South Coast Panel

Non-Farm Use Application Submitted Under s.20(2) of the *Agricultural Land Commission Act*

Applicant:	Bonnie Henry
Agent:	Colin Fry, Colin Fry & Associates (Agent)
Property:	Parcel Identifier: 024-051-047 Legal Description: Parcel 1, Section 21, Township 11, New Westminster District, Plan LMP36953 Civic: 23717 72 Avenue, Langley, BC Area: 17.4 ha (Entirely within the ALR)
Panel:	Ione Smith, South Coast Panel Chair Holger Schwichtenberg

OVERVIEW

[1] The Property is located within the Agricultural Land Reserve ("ALR") as defined in s. 1 of the *Agricultural Land Commission Act* ("ALCA").

[2] The Applicant has been operating a drilling business on the Property since 1999 without authorization of the Agricultural Land Commission (the "Commission" or "ALC").

[3] The Applicant is applying to the Commission under s. 20(2) of the ALCA to continue the use of approximately 3.55 ha of the Property as a welding shop and storage for the Applicant's drilling business (the "Proposal").

[4] The Proposal was considered in the context of the purposes and priorities of the Commission set out in section 6 of the ALCA:

6 (1) The following are the purposes of the commission:

(a) to preserve the agricultural land reserve;

(b) to encourage farming of land within the agricultural land reserve in collaboration with other communities of interest; and,

(c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of land within the agricultural land reserve and uses compatible with agriculture in their plans, bylaws and policies.

(2) The commission, to fulfill its purposes under subsection (1), must give priority to protecting and enhancing all of the following in exercising its powers and performing its duties under this Act:

(a) the size, integrity and continuity of the land base of the agricultural land reserve;

(b) the use of the agricultural land reserve for farm use.

EVIDENTIARY RECORD

[5] The Proposal, along with related documentation from the Applicant, Agent, local government, third parties, and Commission is collectively referred to as the "Application". All documentation in the Application was disclosed to the Agent in advance of this decision.

[6] Commissioner Gimse and Commissioner Schwichtenberg conducted a walk-around site visit on November 19, 2024 in accordance with the *ALC Policy Regarding Site Visits in Applications*, (the "Site Visit"). A site visit report was prepared in accordance with the *Policy Regarding Site Visits in Applications*. The site visit report was certified as accurately reflecting the observations and discussions of the Site Visit by the Agent on January 10, 2025 (the "Site Visit Report"). The Site Visit Report was provided to all Panel members in advance of their deliberations.

[7] Commissioner Gimse attended the Site Visit but was unavailable for further deliberations on the Application.

BACKGROUND

[8] The Application explains that D&B Auger Services was established at an off-site location in 1976.

[9] The Applicant purchased the Property in March of 1999.

[10] In 1999 D&B Auger Services began operating on the Property and in 2007, Henry Foundation Drilling Inc. was formed as an offshoot company (the "Drilling Companies"). The Applicant is the officer of both companies, and her two sons, Don Henry and Kenneth Henry, are directors of both companies.

[11] In 2002, the Applicant submitted Application 34131 to the Commission requesting to retain a third residence on the Property for the Applicants' son. At the time there was a ~260 m^2 principal residence, a mobile home for the Applicant's daughter and a ~79 m^2 original farmhouse for the Applicant's son. The Commission approved this proposal by Resolution #44/2002 subject to registration of a covenant requiring the mobile home to be removed and the impacted lands rehabilitated to an agricultural standard prior to the sale of the Property. In September 2002, the covenant was registered on the Property. This covenant is still on the Property's Certificate of Title and it appears the three residences are still on the Property.

[12] The Application states that the Drilling Companies will cease when the Applicant's two sons retire from the businesses; however, no timeframe was given.

[13] At the Site Visit, Don Henry indicated that a period of 10-15 years to allow them to relocate their businesses would be helpful.

[14] In 2020, ALC Compliance and Enforcement (C&E) received a complaint about the Property. ALC C&E staff have been working with the Applicant on options to achieve compliance, advising that approval from the Commission is required to continue the operation.

[15] The southern portion of the Property contains the residential footprint as well as the cleared fields.

[16] The Application states that the majority of the 3.55 ha non-farm use area in the centre and northern portion of the Property, is used for storage of the Drilling Companies' trucks, equipment, and pipes for projects conducted off site. The storage structures include a shop, a tent with a foundation, and shed without a foundation.

[17] There is a gravel road, impacting approximately 0.15 ha which provides access to the Drilling Companies in the approximate centre of the Property from 72nd Avenue.

[18] There is no current agricultural use on the Property.

[19] The Township of Langley's (the "Township") Report to Mayor and Council for discussion on March 8, 2021 (the "Township Report") explains that the businesses on the Property are currently licensed as an accessory home occupation however, the current operation does not comply with the Township Zoning Bylaw provisions to qualify as an "accessory home occupation" and as such has been subject to 71 bylaw enforcement notices.

[20] The Township Report explains that the Proposal is not consistent with the current zoning (RU-3) or OCP designation. If the Commission approves the Proposal, additional applications to the Township will be required to consider land use amendments within the Regional Growth Strategy, the Rural Plan, and the Township's Zoning Bylaw (subject to approval of the Minister of Agriculture and Food) to allow for the continued operation of the Drilling Companies.

[21] At its meeting of March 8, 2021, the Township of Langley Council originally resolved to not forward the Application to the Commission. However, the Township of Langley Council reconsidered the Application at its meeting of July 24, 2023, and authorized it to proceed to the Commission.

ANALYSIS AND FINDINGS

[22] The Applicant is requesting that the Drilling Companies be allowed to continue operating as a non-farm use on the Property, for at least

another 10-15 years until the business operators (the Applicant's sons) retire from their respective drilling businesses.

[23] The Application indicates that the Property is physically separated from the adjacent agricultural uses by a railway and roads and submits that until recently, the businesses have "peacefully co-existed with the neighbours" potentially due in part to the lack of visibility of the businesses' non-farm uses to the public. The Application includes five letters from neighbouring landowners across 72nd Avenue, indicating that the existing non-farm use has not impacted them.

[24] The Panel considered the agricultural capability to assess, in part, the impact of the non-farm use on the Property. To assess agricultural capability of the non-farm use area, the Panel referred to agricultural capability ratings. The ratings are identified using the BC Land Inventory (BCLI), 'Land Capability Classification for Agriculture in B.C.' system. The agricultural capability ratings applicable to non-farm use area are 70% Class 4WD and 30% Class 3TA with an improved agricultural capability ratings of 70 Class 3DW and 30% Class 3T.

Class 3 - land is capable of producing a fairly wide range of crops under good management practices. Soil and or climate limitations are somewhat restrictive.

Class 4 - land is capable of a restricted range of crops. Soil and climate conditions require special management considerations.

Limitations include undesirable soil structure (D), excess water (W), topography (T), soil moisture deficiency (A).

[25] At the Site Visit, Don Henry explained that the non-farm use area has not been farmed and was previously a swamp area. The cleared areas of the Property are used for grazing 2-3 cattle and some horses in the summer when the land isn't wet.

[26] Based on the agricultural capability ratings, the Panel finds that the non-farm use area has good agricultural capability with the potential to be prime capability (Class 3) that can support a wide range of good crops under good management practices or could support livestock or non-soil based agriculture. However, the Panel finds that the 3.55 ha non-farm use area has been substantially impacted with fill for parking and storage, as well as structures related to the Drilling Businesses.

[27] The Application submits that the revenue from the family businesses enables the family to reside on the Property and maintain the pastureland with their tractor. Although the Applicant may undertake some agricultural activity on the Property such as maintaining pasture and grazing some animals, the Panel is not required by statute to permit a proposal that asserts to generate funding for a farm use. In any event, the Panel finds that the primary uses of the Property are currently industrial and residential.

[28] The Application material submits that relocating the Drilling Companies would be costly as the Henry family would need to purchase or lease industrial or commercially zoned land to store their drilling equipment and welding shop.

[29] The Panel understands that industrial and commercial land is more expensive than agricultural land and that ALR land is often attractive to commercial and industrial developments for that reason. However, the Panel must give priority to protecting and enhancing the size, integrity and continuity of the ALR and its use for farm use. The Panel did not consider the cost of operating or relocating the Drilling Businesses to industrial land outside of the ALR to be a substantial factor in permitting a non-farm use in the ALR. Instead, the Panel finds that continuing the Drilling Businesses indefinitely does not prioritize the use of the Property for farm use and that the non-farm use should be relocated to land more appropriately zoned for the use outside of the ALR.

[30] Although the Panel is not amenable to long-term continuation of the Drilling Companies on the Property, the Panel did take into consideration the impact of its decision on the Applicant. The Drilling Companies have been in business on the Property since 1999, and that the 50-80 people are employed by the non-farm use (although not all work from the Property). The Panel understands that it will take some time to find a new location for the Drilling Companies and to reclaim the Property to a good agricultural standard, and as such will allow a temporary use of the

Property. The Panel finds that the requested 10-15 years for continued use is excessive, does not incentivize removal of the Drilling Businesses, and does not make the non-farm use area available for farm use in a timely manner. Instead, the Panel finds that five years is a more appropriate timeframe to seek an alternate location for the Drilling Companies. The Panel will also grant one year following closure of business for reclamation of the non-farm use area to a good agricultural standard.

[31] The Panel is not amenable to rezoning of the Property for the non-farm use and instead would prefer a Temporary Use Permit (TUP).

[32] The Agent's September 27, 2024 letter to the Commission outlines several suggested conditions, if the Commission approves the Proposal. Suggested conditions include a covenant to restrict the non-farm use area to its current 3.5 ha area; that the owner not sell, lease, rent or enter into another operating agreement for the Drilling Companies; the removal of all the business-related signage, machinery, equipment, vehicles, stockpiled materials, parking and structures unless they can be used for agricultural purposes (with the Commission's permission) and submission of a closure report from a qualified professional confirming reclamation of any areas required by the ALC.

[33] The Panel agrees that all building and structures associated with the Drilling Companies as well as the gravelled areas used for the non-farm

use storage and parking, with the exception of a portion of the access road need to be removed from the Property. In cases where fill or gravel has been brought onto the Property, the Panel requires that the material be removed and the land rehabilitated.

[34] The Panel is amenable to some of the conditions proposed by the Applicant such as the reclamation of portions of the Property, as well as a financial security to ensure reclamation of the Property to a standard for agricultural use. The Panel's specific conditions are provided below.

DECISION

[35] For the reasons given above, the Panel temporarily approves the use of 3.55 ha of the Property for the Drilling Companies by the Applicant's sons for a maximum of 5 years subject to the following conditions:

General Conditions

(a) Siting of the temporary non-farm use in accordance with Schedule A and that it be contained within the boundaries shown in Schedule A;

(b) Approval for temporary non-farm use is granted for the sole benefit of the Applicant and her sons within the businesses D&B Auger Services and Henry Foundation Drilling Inc. and is non-transferable;

Reclamation

(c) It is expected that the areas indicated on Schedule A will be reclaimed to an agricultural standard, such that the revised agricultural capability

rating will be the same or better than the current rating, which is 70% Class 4WD and 30% Class 3TA;

i. Reclamation includes removal of material placed for the non-farm use, decompaction, fertilizing, and seeding with an appropriate plant cover for agricultural use;

ii. Appropriate weed control must be practiced on all disturbed areas.

Qualified Professional

(d) Reclamation activities must be overseen by a qualified registered professional as outlined in Schedule C: *ALC Policy P-10 Criteria for Agricultural Capability Assessments*, with specific knowledge of soils, drainage, and land reclamation.

i. The Commission must review and approve the qualified registered professional who will be responsible for oversight of reclamation by June 14, 2025 . If they are to be replaced by any other qualified registered professional, the Commission must be immediately notified and have the opportunity to review and approve the change.

ii. The approved qualified registered professional agrologist must ensure that all activities are conducted in compliance with the conditions set out in this decision.

iii. If for any reason, any or part of the conditions listed in this decision are not met, the qualified registered professional must immediately notify the Commission.

Due by June 14, 2025 - Covenant

(e) The submission of a restrictive covenant for registration in favour of the Commission, stating that the 3.55 ha temporary non-farm use area of the Property will only be used by D&B Auger Services and Henry Foundation Drilling Inc. while they are under the ownership of the Applicant, Bonnie Henry, or her sons Don Henry and Kenneth Henry, and commits to removing all the infrastructure and stored items connected to these businesses within five years, within the areas outlined on Schedule A, by March 14, 2031 or before the Property is sold, whichever comes first.

Due by June 14, 2025 – Financial Security

(f) The submission of a $50,000 financial security (e.g. Irrevocable Letter of Credit, Certified Cheque, or Bank Draft) made payable to the Minister of Finance c/o the Agricultural Land Commission within 90 days of the date of the decision;

i. The financial security is to ensure the approval is conducted in accordance the conditions of this decision;

ii. For greater clarity, some or all of the financial security will be accessible to, and used by the Commission as a penalty upon default of the landowners to comply with conditions a, c, d, j and k of the approval contained herein; and

iii. Release of the financial security will be dependent on the Commission's satisfaction with a Closure Report by a Professional

Agrologist demonstrating that all of the non-farm use infrastructure and stored items have been removed from the Property and that it has been rehabilitated to a good agricultural standard according to the reclamation plan provided as a requirement of condition 'k'.

Due by September 14, 2025 – Temporary Use Permit

(g) The Township's TUP must be issued within six months of the date of this decision;

(h) Provide a copy of the Township's TUP to the ALC for its records within 30 days of the temporary use permit being issued, or by September 14, 2025, whichever comes first.

Due by March 14, 2026 – Reclamation Plan

(i) the submission of a reclamation plan by a Professional Agrologist acceptable to the Commission detailing the steps required and timeline proposed for the complete reclamation of the Property by March 14, 2031 to a good agricultural standard with the same or better soil classification including a proposed timeline for the Applicant to provide updates to the Commission as to how the reclamation of the Property is progressing;

Due By August 14, 2031– Reclamation Completed

(j) A closure report must be submitted to the Commission for its review and approval by August 14, 2031.

(k) A closure report must be prepared by a qualified registered professional with specific knowledge of soils, drainage and land reclamation. The report must be prepared as outlined in Schedule B: *ALC Policy P-10 Criteria for Agricultural Capability Assessments and Schedule C: Criteria for Technical Reports* and must be submitted to the Commission upon completion of the reclamation activities, no later than August 14, 2031). The final report must include, but is not limited to, the following:

i. A written description of the completed reclamation.

ii. Evidence that the reclamation has been completed as described in the decision. That is, all building and structures associated with the Drilling Companies as well as the gravelled areas used for the non-farm use storage and parking, with the exception of a portion of the access road need to be removed from the Property. In cases where fill or gravel has been brought onto the Property, the Panel requires that the material be removed and the land rehabilitated.

iii. Confirmation of the post-reclamation agricultural capability (see Schedule B: *ALC Policy P-10 Criteria for Agricultural Capability Assessments*) has improved the agricultural capability/suitability of the site, 70% Class 4WD and 30% Class 3TA. This must be supported by detailed soil test pits, site information, and photographs.

Time limit

(l) The decision is valid for a maximum of five years from the date of issuance of the Township's TUP or until August 14, 2030, whichever comes sooner.

[36] Should the above conditions of approval not be completed to the satisfaction of the ALC within the timeframe(s) specified, the approval will expire and a new application may be required.

[37] This decision does not relieve the owner or occupier of the responsibility to comply with applicable Acts, regulations, bylaws of the local government, and decisions and orders of any person or body having jurisdiction over the land under an enactment.

[38] These are the unanimous reasons of the Panel.

[39] A decision of the Panel is a decision of the Commission pursuant to s. 11.1(3) of the ALCA.

Resolution #165/2025

Released on March 14, 2025

Ione Smith, Panel Chair

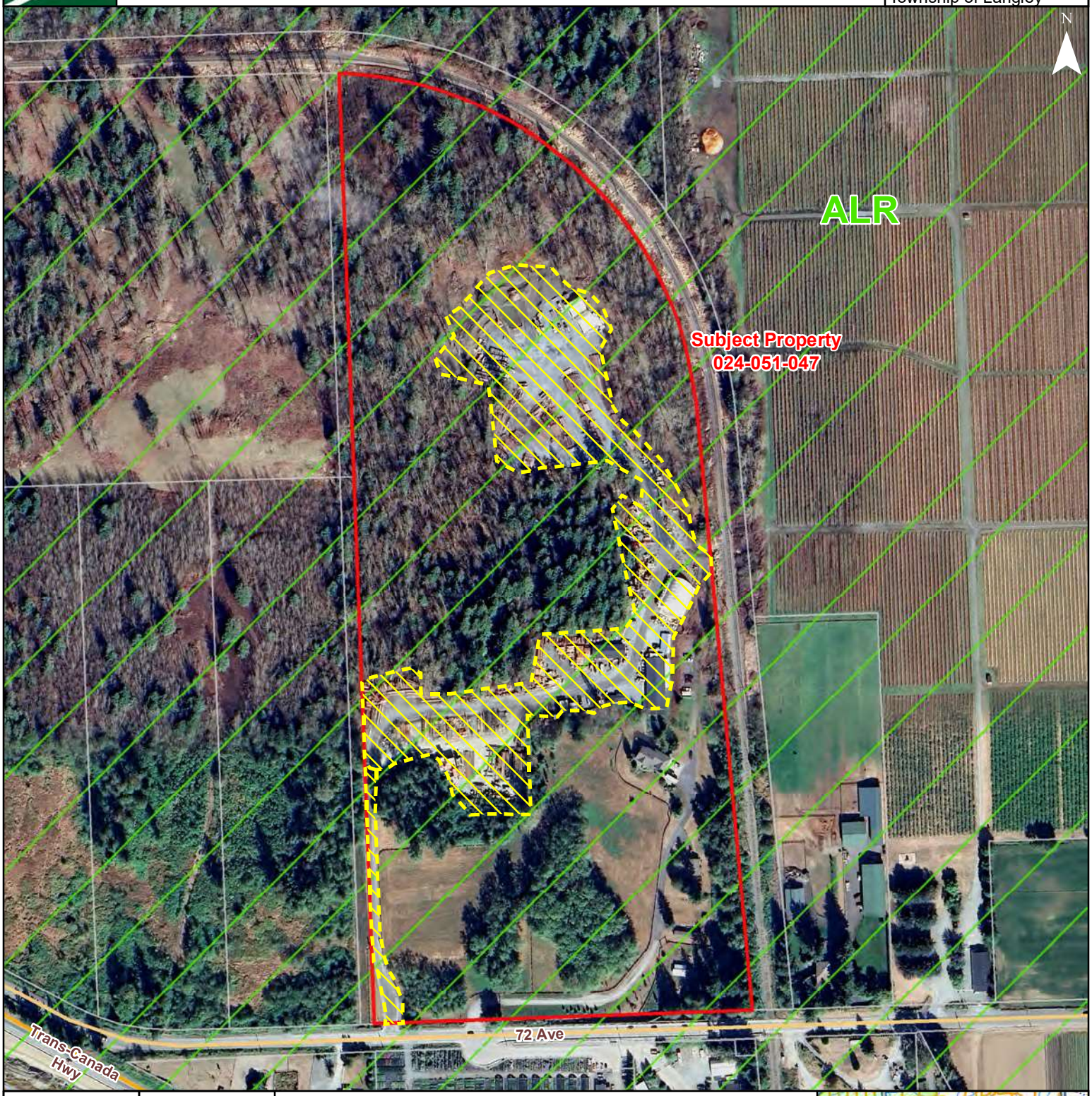
On behalf of the South Coast Panel

Schedule A: Decision Map

2024 Google Earth Orthophoto

MAPSHEET NO: 92G.01**N.7**

LOCAL GOVERNMENT: Township of Langley



ALC FILE NO:	RESOLUTION NO:
60974	165/2025

MAP PRODUCED: January 22, 2025

MAP SCALE: 1:4,000

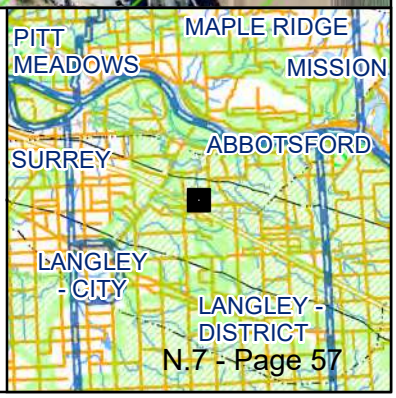
DATA SOURCES & NOTES:
ALC, BCGW and Google Earth. Contains information licensed under Open Government License - British Columbia.

Map for reference only. Accuracy not guaranteed.

- Conditionally Approved 5 Year Footprint (Total Area Impacted ~3.84 ha)
- Subject Property
- Agricultural Land Reserve
- PMBC Parcel Cadastre

0 40 80 120 160 200

Metres



Agricultural Land Commission Act	**CRITERIA FOR AGRICULTURAL CAPABILITY ASSESSMENTS**	**Policy P-10** **Amended February 2024** **October 2017**

This policy is intended to provide information for professional agrologists submitting agricultural capability assessment reports (a "Report") as part of a soil or fill use, exclusion, subdivision, non-farm use application, or as required through a compliance and enforcement action to ensure that they: 1) are providing sufficient information and evidence to support their assessment; 2) are qualified to complete this work; and 3) perform their work on the Reports in accordance with the Code of Ethics of the British Columbia Institute of Agrologists (the "Code of Ethics"). The submission of a Report as part of an application is optional; however, one is recommended if low agricultural capability is the primary reason for the application.

CRITERIA FOR FIELD WORK AND REPORTING:

A detailed soil survey must be completed in order to support the agricultural capability assessment and to confirm or revise existing published capability mapping. The soil survey must be conducted at a Survey Intensity Level 1 (in accordance with the Soil Inventory Methods of BC) at a density of one detailed test pit for every one to five hectares. The surveyor must use their discretion in the field to determine how many test pits are required to accurately assess the site. Detailed test pits must include the following information:

- Horizon designations
- Horizon depths
- Colour (Munsell Colour Chart)
- Texture
- Structure
- Consistence
- Coarse fragment content by percent volume for gravel, cobbles, and stones
- Presence and depth of mottles (size, abundance, colour)
- Drainage class
- Rooting depth/root restricting layer

Other information that must be collected as necessary includes:

- laboratory data to revise fertility ratings and salinity;
- clinometer readings for slope gradients; and,
- revisions to soil moisture deficits that are supported by local climate data and evapotranspiration rates corrected for site specific texture and coarse fragment content.

Test pits must be excavated into the C horizon or to auger refusal. The surveyor must include a soil profile photograph with each test pit (including a tape measure for scale) as well as a landscape photo of the test pit area.

The Report must include a map indicating the location of the test pits and any new capability delineations not previously mapped (polygons). If the site has multiple agricultural capability ratings, the Report must also include a table of the unimproved and improved agricultural capability ratings and area in hectares of each polygon. The Report must provide a discussion of crop suitability as well as non-soil bound agricultural suitability (e.g., greenhouses, poultry barns). Soil survey information and photos for each detailed test pit must be appended to the Report.

If any agricultural limitations are not considered improvable due to site specific considerations, the Report must provide evidence to support this claim. For example, if access to irrigation water is an issue that may limit agricultural capability of a property, the agrologist must calculate the agricultural water demand for a suitable crop compared to available water from various water sources. The Commission considers surface water licences, groundwater, dugouts, and purchasing water from water licence holders as viable options. If these are not considered viable, the agrologist must provide sufficient evidence as to why it is not.

Other information provided in the Report beyond these requirements is considered supplemental to the agricultural capability assessment. Examples of additional information include economic feasibility studies, planning considerations, access to markets, etc.

QUALIFICATIONS:

Agrologists who are submitting Reports to the Commission must be members in good standing with the British Columbia Institute of Agrologists (BCIA) as a Professional Agrologist. Depending on the type of Report submitted, registration with the BCIA in the following areas of practice is required:

- Agricultural Capability Assessments:
    - Land Evaluation, Classification, Mapping, Conservation, and Management
- Agricultural Capability Assessment/Reclamation Plan:
    - Land Evaluation, Classification, Mapping, Conservation, and Management; or,
    - Land Restoration, Reclamation and Remediation.

It is expected that Professional Agrologists who have self-declared in at least one of these areas of practice have completed upper-level course work in soil survey /soil genesis and have the demonstrated experience and knowledge of soil survey, soil

mapping and agricultural capability classification according to the established methodology (see Methods below).

Agrologists who are submitting Reports to the Commission must provide a bio of their qualifications. Reports will be reviewed by the Commission Staff for consistency with these requirements. Any Reports that are deficient in information may be sent back to the author for revision or may not be given the same weight as compliant Reports by the Commission. Applications will be put on hold if Report revisions are requested by the Commission.

CODE OF ETHICS:

It is extremely important that Reports not only comply with the requirements set out above but also that Reports must comply with the *Professional Governance Act*, the Agrologist Regulation, and the Code of Ethics under the BCIA Agrologists Bylaws.

For example, the following sections of the Code of Ethics governing members of the BC Institute of Agrologists (BCIA) are relevant and important in work that Agrologists may perform in matters before the Commission:

BCIA Code of Ethics – Bylaws Schedule A

> "*All BCIA Registrants must exercise integrity, competence, and objectivity in their professional conduct at all times and must:*
>
> 1. *Hold paramount the safety, health and welfare of the public, including the protection of the environment and the promotion of health and safety in the workplace;*
> 2. *Practice only in those areas of practice where their training, education, experience and ability make the registrant professionally competent;*
> 3. *Have regard for the common law, relevant federal and provincial legislation and regulations, BCIA Bylaws, sound scientific principles, recognized standards of practice and policies relevant to the practice of Agrology;*
> 4. *Maintain competence in relevant specializations, including but not limited to active participation in continuing education and technical upgrading to ensure knowledge of advances in regulated practice and relevant science*;
> 5. *Provide accurate information in respect of qualifications and experience;*
> 6. *Provide professional opinions that distinguish between facts, assumptions and opinions;*
> 7. *Avoid situations and circumstances in which there is a real or perceived conflict of interest and ensure conflicts of interest, including perceived conflicts of interest, are properly disclosed and necessary measures are taken so a conflict of interest does not bias decisions or recommendations;*"

The Commission is a “tribunal” under the *Administrative Tribunals Act*.

BCIA members should be aware that, all else being equal, Reports that, in the opinion of the Commission, are not compliant with the Code of Ethics of BCIA will not be given the same weight as Reports that are compliant with the Code of Ethics. This may adversely affect the application for which the Report has been prepared.

TERMS:

Agricultural capability assessment – means an assessment conducted as per the Land Capability Classification for Agriculture in BC (Kink, 1983) to determine, confirm, or reassess the agricultural capability classification rating of agricultural land.

METHODS:

Agricultural Capability

Kenk, E. 1983. Land Capability Classification for Agriculture in BC. MOE Manual 1. Ministry of Environment. Victoria.

RAB. 1972. Climatic Capability for Agriculture in BC. Resource Analysis Branch Technical Paper 1. Province of BC. Victoria.

Soil Classification and Survey

Agriculture Canada Expert Committee on Soil Survey. 1987b. Soil Survey Handbook-Volume 1. Land Resource Research Centre, Contribution No. 85-30. Technical Bulletin 1987-9E. Agriculture Canada, Ottawa.

Agriculture and Agri-Food Canada, Soil Classification Working Group. 1998. The Canadian System of Soil Classification. Agriculture Canada. Research Branch. Ottawa.

Luttmerding, H.A., D.A. Demarchi, E.C. Lea, D.V. Meidinger and T. Vold (eds.). 1990. Describing Ecosystems in the Field - 2nd. Edition. MOE Manual 11, Ministry of Environment and Ministry of Forests. Victoria, B.C. 213pp.

Mapping Systems Working Group. 1981. A Soil Mapping System for Canada: Revised. Land Resource Research Institute, Contribution No. 142. Agriculture Canada, Ottawa. 94 pp.

Resources Inventory Committee. 1995 Soil Inventory Methods for British Columbia.

RELATED POLICIES:

ALC POLICY P-11: Expert Opinions in Agricultural Land Commission Matters

PROVINCIAL AGRICULTURAL LAND COMMISSION

REMOVAL AND/OR FILL PLACEMENT PROPOSALS
CRITERIA FOR TECHNICAL REPORTS SUBMITTED BY CONSULTANTS

The Agricultural Land Commission (ALC) requires consistency in the quality and format of technical reports submitted to the Commission by applicants (owners) and their agent(s). The ALC requires a technical report containing the following information for all resource extraction and/or fill placement proposals.

All reports must follow the criteria for field work and reporting as established in Policy P-10 Criteria for Agricultural Capability Assessments (attached).

LAND REHABILITATION REPORTS FOR SOIL REMOVAL OR FILL PLACEMENT

All technical reports submitted in support of applications and/or notices of intent involving land rehabilitation must meet the general requirements listed above and contain the following:

- A detailed soil survey and agricultural capability analysis of the land(s) under application, including potential soil bound crop options, and any affected or potentially affected neighbouring properties at an appropriate scale (see Policy P-10).
- All existing resource information such as government soil survey and agricultural capability mapping must be included and discussed in the context of the detailed survey.
- An inventory and description of existing land use on the subject land(s) and surrounding lands must be included.
- An assessment of existing surface and subsurface drainage conditions on the subject land(s) and surrounding lands should be included. In particular, possible drainage improvements apart from the proposed works must be assessed.
- A detailed operating and reclamation plan must be prepared and include, but not be limited to, the following elements:

  a) plans and cross-sections showing existing conditions, interim and final grades, and slope gradient (%) drawn at an appropriate scale and prepared by a Professional Engineer or Registered BC Land Surveyor;
  b) a topsoil management plan addressing stripping, storage and replacement issues;
  c) an operating, phasing and rehabilitation plan for the interim non-farm use activity;
  d) fill certification procedures and site control measures to ensure that only clean soil material is accepted at any site proposed for import of soil from off site;
  e) erosion control measures;
  f) weed management plan;
  g) plan for crop/vegetation establishment;
  h) detailed drainage plans for the rehabilitated site to ensure optimum surface and subsurface drainage conditions;
  i) schedule of monitoring procedures and reporting;

j) final proposed agricultural capability; and
k) closure procedures and certification of the work.

1.2 A discussion of any agricultural improvement to the land, or any loss of opportunity, which might be attributable to the proposed works described in the report.

PROVINCIAL AGRICULTURAL LAND COMMISSION

T: 604-660-7000
E: ALCBurnaby@Victoria1.gov.bc.ca
201 – 4940 Canada Way
Burnaby, BC, Canada V5G 4K6

March 20, 2025

ATTACHMENT E
ALC File: 100552

Tobi McNeil
Kent Macpherson
Delivered by e-mail

Dear Tobi McNeil:

Re: Reasons for Decision - ALC Application 100552

Please find attached the Reasons for Decision of the South Coast Panel for the above noted application (Resolution #200/2025). As the agent, it is your responsibility to notify the applicant accordingly.

Please note that the submission of a $150 administrative fee may be required for the administration, processing, preparation, review, execution, filing or registration of documents required as a condition of the attached Decision in accordance with section 11(2)(b) of the ALR General Regulation.

Under section 33.1 of the *Agricultural Land Commission Act* ("ALCA"), the Chair of the Agricultural Land Commission (the "Commission") has 60 days to review this decision and determine if it should be reconsidered by the Executive Committee in accordance with the ALCA. You will be notified in writing if the Chair directs the reconsideration of this decision. The Commission therefore advises that you consider this 60 day review period prior to acting upon this decision.

Under section 33 of the ALCA, a person affected by a decision (e.g. the applicant) may submit a request for reconsideration. A request to reconsider must now meet the following criteria:

- No previous request by an affected person has been made, and
- The request provides either:

- Evidence that was not available at the time of the original decision that has become available, and that could not have been available at the time of the original decision had the applicant exercised due diligence, or
- Evidence that all or part of the original decision was based on evidence that was in error or was false.

The time limit for requesting reconsideration of a decision is one year from the date of the decision's release, as per ALC Policy P-08: Request for Reconsideration.

Please refer to ALC Information Bulletin 08 – Request for Reconsideration for more information.

Please direct further correspondence with respect to this application to ALC.SouthCoast@gov.bc.ca.

Yours truly,



Jennifer Carson, Land Use Planner

Enclosure: Reasons for Decision (Resolution #200/2025)

cc: Township of Langley (File: 07-36-0118/AL100459) Attention: Mohammad Nemati

100552d1

Agricultural Land Commission File 100552

Reasons for Decision of the South Coast Panel

Subdivision Application Submitted Under s.21(2) of the *Agricultural Land Commission Act*

Applicant:	Louise Le-Mae Ehrenholz
Agent:	Tobi McNeil, Kent Macpherson
Property:	Parcel Identifier: 002-308-479 Legal Description: Parcel "D' (Reference Plan 3166) of the South East Quarter Section 36, Township 7, Except: Parcel "One" (Explanatory Plan 8462), New Westminster District Civic: 4343-216 Street, Langley, BC Area: 26.8 ha (Entirely within the ALR)
Panel:	Ione Smith, South Coast Panel Chair Susie Gimse Holger Schwichtenberg

OVERVIEW

[1] The Property is located within the Agricultural Land Reserve (ALR) as defined in section 1 of the *Agricultural Land Commission Act* (ALCA).

[2] The Applicant is applying to the Agricultural Land Commission (the "Commission" or "ALC") under s. 21(2) of the ALCA to subdivide the Property into a 4 ha parcel (the "Proposed Homesite Lot") and 22.8 ha remainder (the "Proposed Remainder Lot") under the ALC Homesite Severance Policy (the "Proposal").

[3] The Proposal was considered in the context of the purposes and priorities of the Commission set out in section 6 of the ALCA:

> 6 (1) The following are the purposes of the commission:
>
> (a) to preserve the agricultural land reserve;
>
> (b) to encourage farming of land within the agricultural land reserve in collaboration with other communities of interest; and,
>
> (c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of land within the agricultural land reserve and uses compatible with agriculture in their plans, bylaws and policies.
>
> (2) The commission, to fulfill its purposes under subsection (1), must give priority to protecting and enhancing all of the following in exercising its powers and performing its duties under this Act:

(a) the size, integrity and continuity of the land base of the agricultural land reserve;

(b) the use of the agricultural land reserve for farm use.

EVIDENTIARY RECORD

[4] The Proposal, along with related documentation from the Applicant, Agent, local government, and Commission is collectively referred to as the "Application". All documentation in the Application was disclosed to the Agent in advance of this decision.

BACKGROUND

[5] The Property includes a golf course and driving range which was established in the 1980s when golf courses were a permitted use in the ALR and a banquet hall which was renovated from an old barn and approved in 2002 by ALC Resolution #11843/1979. The residential uses of the Property include one residence with a total floor area of ~365 m^2 (the "~365 m^2 Residence") and a second residence with a total floor area of ~200 m^2 (the "~200 m^2 Residence") along with a vegetable garden and chickens for the Applicant's personal use. The construction of the ~200 m^2 Residence was also approved by Resolution #11843/1979 for use by the Applicants' daughter.

[6] The Proposed Homesite Lot comprises the northwestern corner of the Property and would include the ~365 m^2 Residence, septic field, and a

forested area containing Murray Creek ravine (the "Ravine"). The Proposed Remainder Lot would include the golf course, banquet hall and the ~200 m^2 Residence.

[7] The Township of Langley (the "Township") indicates that the Proposal is consistent with the Property's zoning designation (Rural Golf Couse Zone (RU-10) and Rural Plan designation (Small Farms/Country Estates).

[8] The Application was submitted to the Township on June 20, 2024, and forwarded to the Commission by the Township Council to the Commission advising that it complies with the requirements of Section 110.8 – Homesite Severance Subdivision of the Township's Zoning Bylaw, subject to the Commission's approval and request consideration based on agricultural merits.

ANALYSIS AND FINDINGS

[9] The Panel first considered whether the Application meets the criteria for a homesite severance set out in ALC Policy L-11: *Homesite Severance on ALR Lands* (the "Policy L-11"). Policy L-11 provides a consistent approach to decision-making in situations where a property under application has been the principal residence of the applicant as owner/occupant since December 21, 1972 and the applicant wishes to sell the farming operation but retain a homesite on the land.

[10] Guideline #1 of Policy L-11 states that a homesite severance may be permitted where the applicant submits documentary evidence that they have continuously owned and occupied the property as their principal place of residence since December 21, 1972. As part of the Application, the Applicants have submitted a Land Deed dated May 12, 1969, a Certificate of Title, a 1974 tax return showing the Property's address and the Applicant's 2023 drivers license showing the Property's address. The Agent has also provided additional documentation as to the Applicant's continued occupancy on the Property between 1975 and 2024, and they indicate that the Applicant has been living on the Property continuously since 1969. Based on the evidence submitted, the Commission finds that the Applicant has demonstrated that they have continuously owned and occupied the Property since before December 21, 1972. As such, the Panel finds that the Applicant qualifies for consideration under Policy L-11.

[11] The Commission also considered Guidelines #2 and #3 of Policy L-11 confirming that the Applicant meets their intent: that is there were no previous subdivision applications to the Commission on the Property and the applicant intends to sell the remainder upon the creation of the homesite parcel. The Applicant submits that she will transfer the Proposed Golf Course Parcel to her children's company, following the subdivision as she wants to keep the golf course in the family.

[12] The Panel next considered whether the Proposed Remainder Lot will be the size and configuration that will constitute a suitable agricultural parcel.

[13] ALC Policy L-11, Guideline #4 states that the Commission must consider good land use criteria, primarily the agricultural integrity of the area must not be compromised and Guideline 5 states that the remainder of the subject property, after severance of the homesite, must be of a size and configuration that will, in the Commission's opinion, constitute a suitable agricultural parcel.

[14] The Agent has provided a map showing the location of the septic field which would need to remain with the homesite parcel and provides rationale for the size of the Proposed Homesite Lot. They note that the Ravine's presence with the Propose Homesite Lot encumbers the area from agriculture so there is no negative impact on farming if the Ravine is severed from the remainder. However, the Agent has provided an alternate proposal, showing a homesite parcel including the septic field but not including the Ravine and totalling approximately 1.0 ha instead (the "Alternate Homesite Lot"). In summary, the Proposal would result in the creation of a 4.0 ha Homesite Lot and a 22.8 ha Remainder Lot. The alternate proposal would result in the creation of a 1.0 ha Alternate Homesite Lot and a 25.8 ha Alternate Remainder Lot (the "Alternate Proposal").

[15] The Panel finds the 4.0 ha Proposed Homesite Lot to be larger than necessary and that the Alternate Proposal ensures that as much land as possible remains with the remainder parcel.

[16] The Panel gave thought to the potential of the land for agriculture in the future, despite its current use as a golf course. To assess agricultural capability on the Property, the Panel referred to agricultural capability ratings. The ratings are identified using the BC Land Inventory (BCLI), 'Land Capability Classification for Agriculture in B.C.' system. The improved agricultural capability ratings applicable to the Property are Class 2, Class 3, Class 4, Class 5 and Class 7 with the limitations of topography (T), undesirable soil structure (D), and excess water (W) as well as Class O3 organic soils with the limitation of degree of decomposition – permeability (L).

Class 2 - land is capable of producing a wide range of crops. Minor restrictions of soil or climate may reduce capability but pose no major difficulties in management.
Class 3 - land is capable of producing a fairly wide range of crops under good management practices. Soil and or climate limitations are somewhat restrictive.
Class 4 - land is capable of a restricted range of crops. Soil and climate conditions require special management considerations.

Class 5 - land is capable of production of cultivated perennial forage crops and specially adapted crops. Soil and/or climate conditions severely limit capability.
Class 7 - land has no capability for soil bound agriculture.

Organic soils (O) are grouped into seven classes, designated as O1 to O7. The organic soil class definitions are equivalent in relative capabilities and limitations for agricultural use to those defined for mineral soils.

[17] Based on the agricultural capability ratings, the Panel finds that the Property has mixed prime and secondary agricultural capability.

[18] While the Panel understands that the Property is currently used as a golf course, it notes that there is the possibility in the future that the land could be used for agriculture and would prefer that the remainder parcel be as large as possible.

DECISION

[19] For the reasons given above, the Panel approves the Alternate Proposal to subdivide the Property into a 1.0 ha homesite parcel and 25.8 ha remainder subject to the following conditions:

General Conditions

a. compliance with the Homesite Severance Policy attached as Schedule B;

b. subdivision is for the sole benefit of the Applicant and is non-transferable;

Due prior to the submission of the surveyed subdivision plans

c. the Applicant agrees in writing to waive any future consideration of subdivision pursuant to the ALC's Homesite Severance Policy;

d. completion of the Homesite Severance Agreement attached as Schedule C stipulating that the homesite parcel is not to be sold for five years except in the case of the death of owners;

e. documentary evidence showing a legitimate intention to sell the remainder lot; and,

Due by March 20, 2028

f. the submission of a surveyed subdivision plan to the Commission for authorization for registration with the Land Title Survey Authority, within three years of the date of the release of this decision, that is in compliance with Schedule A of this decision.

[20] When the Commission confirms that all conditions have been met, it will authorize the Registrar of Land Titles to accept registration of the subdivision plan.

[21] Should the above conditions of approval not be completed to the satisfaction of the ALC within the timeframe(s) specified, the approval will expire and a new application may be required.

[22] This decision does not relieve the owner or occupier of the responsibility to comply with applicable Acts, regulations, bylaws of the local

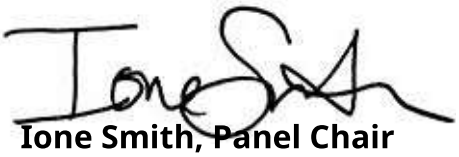
government, and decisions and orders of any person or body having jurisdiction over the land under an enactment.

[23] These are the unanimous reasons of the Panel.

[24] A decision of the Panel is a decision of the Commission pursuant to s. 11.1(3) of the ALCA.

[25] Resolution #200/2025

Released on March 20, 2025



Ione Smith, Panel Chair

On behalf of the South Coast Panel

Enclosures: Schedule A: Decision Map

Schedule B: Homesite Severance Policy

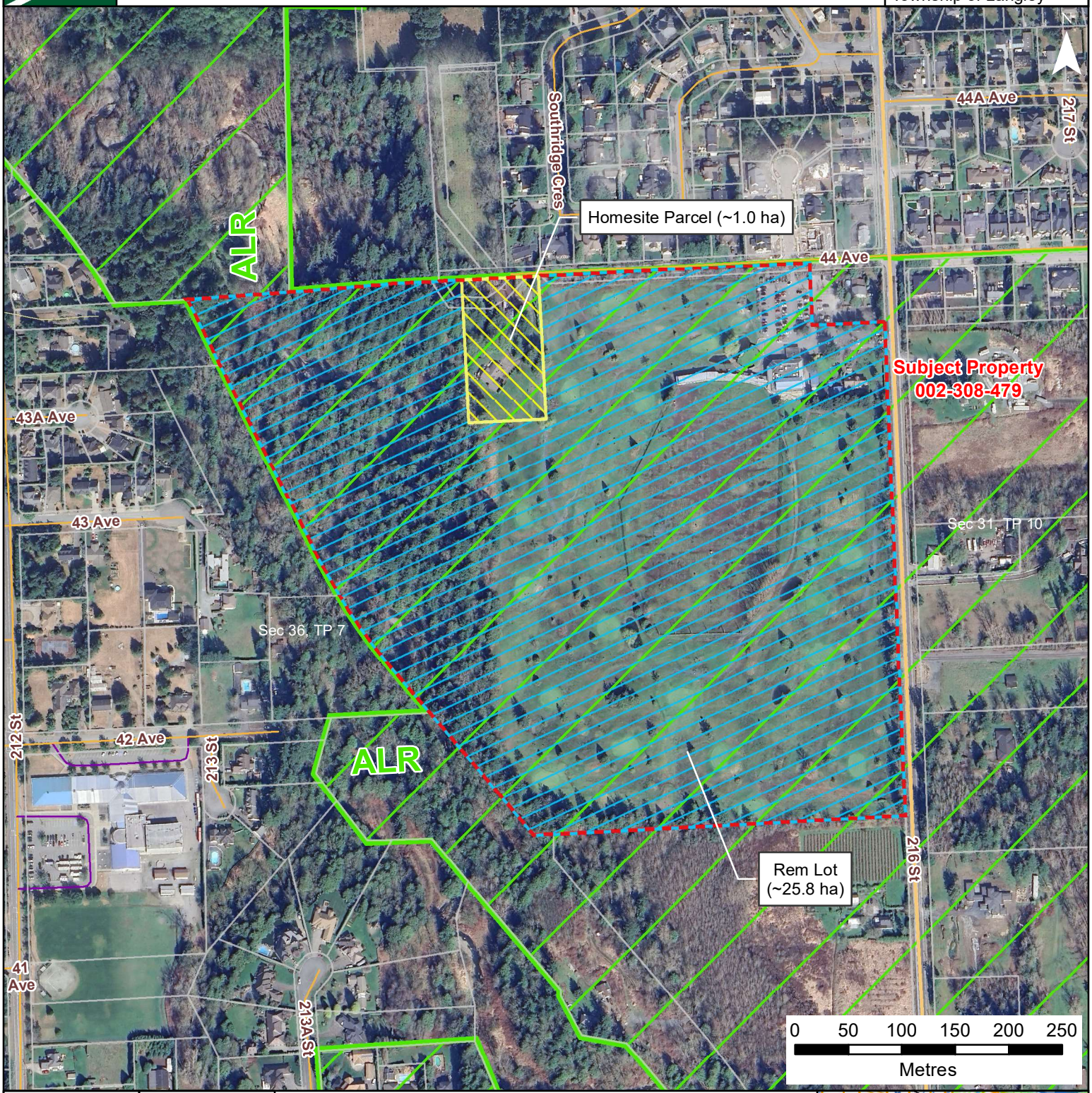
Schedule C: Homesite Severance Agreement

Schedule A: Decision Map

2024 Google Earth Orthoimagery

MAPSHEET NO: 92G.00**N.7**

LOCAL GOVERNMENT: Township of Langley



ALC FILE NO:	RESOLUTION NO:
100552	200/2025

MAP PRODUCED: March 17, 2025

MAP SCALE: 1:5,000

DATA SOURCES & NOTES:
ALC, BCGW and Google Earth. Contains information licensed under Open Government License - British Columbia.

Map for reference only. Accuracy not guaranteed.

- Conditionally Approved Homesite Parcel (~1.0 ha)
- Conditionally Approved Rem Lot (~25.8 ha)
- Subject Property
- Agricultural Land Reserve
- PMBC Parcel Cadastre



Agricultural Land Commission Act	**Policy L-11** **January 2016** **HOMESITE SEVERANCE ON ALR LANDS**

This policy is intended to assist in the interpretation of the Agricultural Land Commission Act, 2002, including amendments as of September 2014, (the "ALCA") and BC Regulation 171/2002 (Agricultural Land Reserve Use, Subdivision and Procedure Regulation), including amendments as of August 2016, (the "Regulation"). In case of ambiguity or inconsistency, the ALCA and Regulation will govern.

The purpose of this policy is to provide a consistent approach to situations where property under application has been the principal residence of the applicant as owner-occupant since December 21, 1972 and the applicant wishes to dispose of the parcel but retain a homesite on the land.

A subdivision application under Section 21 (2) of the ALCA is required.

Persons making use of this homesite severance policy (the "Homesite Severance Policy") must understand the following:

a. there is no automatic right to a homesite severance;
b. the Agricultural Land Commission (the "Commission") shall be the final arbiter as to whether a particular homesite severance meets good land use criteria; (see #4 below)
c. a prime concern of the Commission will always be to ensure that the "remainder" will constitute a suitable agricultural parcel. (see #5 below).

Without limiting the generality of the foregoing, the following guidelines apply to homesite severance applications.

1. A once only severance may be permitted where the applicant submits documentary evidence that he or she has continuously owned and occupied the property as his or her principal place of residence since December 21, 1972.
2. Where an applicant for a homesite severance has had a previous subdivision application approved by the Commission resulting in the creation of a separate parcel, the Commission may deny any further subdivision under the Homesite Severance Policy.
3. An application for a homesite severance will be considered only where the applicant submits documentary evidence showing a legitimate intention to sell the remainder of the property upon the approval of the homesite severance application. (An interim agreement for sale, a prospective buyer's written statement of intent to purchase, a real estate listing, or some other written evidence of a pending real estate transaction may be acceptable as documentation)

   In considering the application, the Commission may make an approval subject to sale of the remainder within a specified period of time.

An order of the Commission authorizing the deposit of the subdivision plan will be issued to the Registrar of Land Titles only when a transfer of estate in fee simple or an agreement for sale is being registered concurrently.

4. There will be cases where the Commission considers that good land use criteria rule out any subdivision of the land because subdivision would compromise the agricultural integrity of the area, and the Commission will therefore exercise its discretion to refuse the homesite severance.

   The following two options apply to a homesite severance:

   a. the existing homesite may be created as a separate parcel where it is of a minimum size compatible with the character of the property (plus a reasonable area, where required, for legal access purposes); or
   b. where the location of the existing homesite is such that the creation of a parcel encompassing the homesite would, in the Commission's opinion, create potential difficulty for the agricultural operation or management of the remainder, the Commission may, if it deems appropriate, approve the creation of a homesite severance parcel elsewhere on the subject property.

5. The remainder of the subject property after severance of the homesite must be of a size and configuration that will, in the Commission's opinion, constitute a suitable agricultural parcel. Where, in the Commission's opinion, the remainder is of an unacceptable size or configuration from an agricultural perspective, there may be three options:

   a. the Commission may deny the homesite severance;
   b. the Commission may require that the remainder be consolidated with an adjacent parcel; or
   c. the Commission may require the registration of a covenant against the title of the remainder and such a covenant may prohibit the construction of dwellings.

6. A condition of every homesite severance approved by the Commission shall be an order stipulating that the homesite is not to be sold for five years except in the case of the death of the owner. Prior to the issuance of a Certificate of Order authorizing deposit of the subdivision plan, the owner shall file with the Commission a written undertaking or other legal documentation satisfactory to the Commission setting out this commitment.

7. Where a homesite severance application has been approved by the Commission, local governments and approving officers are encouraged to handle the application in the same manner as an application under Section 514 of the *Local Government Act* insofar as compliance with local bylaws is concerned.

Unless defined in this policy, terms used herein will have the meanings given to them in the *ALCA* or the Regulation.

RELATED POLICY:

ALC Policy L-17 *Activities Designated Permitted Non-Farm Use in the ALR: Lease for a Retired Farmer – Zone 2*

Homesite Severance Agreement

I/we being the registered owner(s) of the property which is the subject of this application for whom the homesite lot was approved, hereby agree not to sell, transfer, or otherwise dispose of the homesite for five (5) years from the date of registration of the subdivision plan creating the homesite lot, save and except for estate purposes following death of the owner, or any one of the owners, if there are more than one.

Owner's Name (Please Print)	Signature
Owner's Name (Please Print)	Signature
Witnessed By (Please Print)	Signature
Occupation of Witness	
Date	ALC Application ID

PROVINCIAL AGRICULTURAL LAND COMMISSION

T: 604-660-7000
E: ALCBurnaby@Victoria1.gov.bc.ca
201 – 4940 Canada Way
Burnaby, BC, Canada V5G 4K6

March 21, 2025

ATTACHMENT F

ALC File: 69917

Dan Flokstra
Twin D Farms Ltd.
Delivered by e-mail

Dear Dan Flokstra:

Re: Reasons for Decision - ALC Application 69917

Please find attached the Reasons for Decision of the South Coast Panel for the above noted application (Resolution #206/2025). As the agent, it is your responsibility to notify the applicants accordingly.

Under section 33 of the ALCA, a person affected by a decision (e.g. the applicant) may submit a request for reconsideration. A request to reconsider must now meet the following criteria:

- No previous request by an affected person has been made, and
- The request provides either:
  - Evidence that was not available at the time of the original decision that has become available, and that could not have been available at the time of the original decision had the applicant exercised due diligence, or
  - Evidence that all or part of the original decision was based on evidence that was in error or was false.

The time limit for requesting reconsideration of a decision is one year from the date of the decision's release, as per ALC Policy P-08: Request for Reconsideration.

Please refer to ALC Information Bulletin 08 – Request for Reconsideration for more information.

Please direct further correspondence with respect to this application to ALC.SouthCoast@gov.bc.ca.

Yours truly,

Luciano Caria, Land Use Planner

Enclosure: Reasons for Decision (Resolution #206/2025)

cc: Township of Langley (File: 10-10-0004). Attention: Mohammad Nemati

69917d1

Agricultural Land Commission File 69917

Reasons for Decision of the South Coast Panel

Subdivision Application Submitted Under s.21(2) of the *Agricultural Land Commission Act*

Applicant:	Twin D Farms Ltd.
Agent:	Dan Flokstra, Twin D Farms Ltd.
Property:	Parcel Identifier: 004-514-050 Legal Description: North Half of the South Half of the North East Quarter Section 10 Township 10 New Westminster District Civic: 1319-248 Street, Aldergrove, BC. Area: 16.49 ha (Entirely within the ALR)
Panel:	Ione Smith, South Coast Panel Chair Susan Gimse Holger Schwichtenberg

OVERVIEW

[1] The Property is located within the Agricultural Land Reserve ("ALR") as defined in section 1 of the Agricultural Land Commission Act ("ALCA").

[2] The Applicant is applying to the Agricultural Land Commission (the "Commission" or "ALC") under s. 21(2) of the ALCA to subdivide the 16.49 ha Property into two lots of 8.25 ha and 8.24 ha (the "Proposal").

[3] The Proposal requires the dedication of approximately 0.4 ha of the Property as road, including dedication of 244 Street along the west property line and the dedication of the currently gazetted 248 Street along the east property line.

[4] The Proposal was considered in the context of the purposes and priorities of the Commission set out in section 6 of the ALCA:

6 (1) The following are the purposes of the commission:

(a) to preserve the agricultural land reserve;

(b) to encourage farming of land within the agricultural land reserve in collaboration with other communities of interest; and,

(c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of land within the agricultural land reserve and uses compatible with agriculture in their plans, bylaws and policies.

(2) The commission, to fulfill its purposes under subsection (1), must give priority to protecting and enhancing all of the following in exercising its powers and performing its duties under this Act:

(a) the size, integrity and continuity of the land base of the agricultural land reserve;

(b) the use of the agricultural land reserve for farm use.

EVIDENTIARY RECORD

[5] The Proposal, along with related documentation from the Applicant, Agent, local government, third parties, and Commission is collectively referred to as the "Application". All documentation in the Application was disclosed to the Agent in advance of this decision.

BACKGROUND

[6] Between 1981 and 1992, the Commission considered three applications (outlined below) proposing subdivision of the Property into a similar configuration to that of the current Application.

[7] In 1981, previous owners submitted Application ID 13773 to the Commission to subdivide the Property into two equal lots. By Resolution #2346/81 the Commission refused the application on the grounds that the acreage loss due to the subdivision would limit the agricultural options available to the property.

[8] In 1985, previous owners submitted Application ID 18983 to the Commission to subdivide the Property into two equal lots. By Resolution #480/85 the Commission refused the application on the grounds that that subdivision would further alienate the property from being developed into an active farm unit.

[9] The Applicant purchased the Property on March 15, 1991.

[10] In 1991, Emco Farms Ltd. (now known as Twin D Farms) submitted Application ID 26235 to the Commission to subdivide the Property into two equal lots to enable the owner's son to secure poultry quota and start his own farm. By Resolution #178/92, dated March 11, 1992, the Commission refused the application on the grounds that the subdivision would increase the likelihood of neither lot being utilized for agriculture, raise the expectations of surrounding property owners and lead to speculative purchase of farmland and withdraw of agricultural investment.

[11] At its meeting of September 9, 2024, the Township Council resolved to forward the current Application to the Commission as it complies with the minimum parcel size provisions of Rural Zone RU-2 (8.0 ha) of the Township zoning bylaw, and request consideration based on agricultural merits.

ANALYSIS AND FINDINGS

[12] The Property is currently operated as a broiler chicken farm producing over 120,000 broilers bi-monthly. The eastern portion of the Property contains a principal residence, a second residence, six broiler barns and three accessory structures used to support the broiler chicken operation. In the northwestern corner of the Property, there is a 151 m^2 third residence (manufactured home)) occupied by the Applicant's son, and a garage built in 2021/2022. The Application states that the central portion of the Property is hayed in the summer but wet in the winter due to its lower elevation. Air photo images show a driveway has been constructed across the Property connecting the west and east sides.

[13] The Applicant states that the eastern side of the Property is nearly fully developed, and the purpose of the Proposal is to facilitate the establishment of a second broiler chicken operation on the western portion of the Property. The Applicant explains that the subdivision is necessary to make it affordable and manageable for the Twin D Farms owner's sons to begin operating separate broiler chicken farms with their own land titles and quotas and that the adjacency of the proposed new lots would allow the sons to share equipment.

[14] The Applicant submits that the Property is well-suited for the proposed subdivision as both the western portion and eastern portion of the

Property have road frontage, elevated topography, and access to services.

[15] To assess the Property's agricultural capability, the Panel referred to the BC Land Inventory (BCLI), 'Land Capability Classification for Agriculture in B.C.' system mapping. According to the BCLI maps, the improved agricultural capability ratings applicable to the Proposal area are predominantly Class 2 and 3 with various limitations present including undesirable soil structure (D) and excess water (W), and topography (T).

Class 2 - land is capable of producing a wide range of crops. Minor restrictions of soil or climate may reduce capability but pose no major difficulties in management.

Class 3 - land is capable of producing a fairly wide range of crops under good management practices. Soil and or climate limitations are somewhat restrictive.

[16] The Panel considered the agricultural capability ratings and the current and proposed uses of the Property (poultry operations, hay), and finds that the Property is suitable for agricultural use in its current configuration and could be further developed for agriculture without requiring subdivision. The road access, servicing, and topography attributes noted in the Application are not factors that justify the subdivision of agricultural land.

[17] The Panel recognizes the Proposal may provide financial and logistical benefits to the Applicant that could assist them in establishing an additional poultry operation on the Property. However, in considering a proposal to subdivide land to finance/facilitate agricultural development, it is not possible for the Commission to ensure that agricultural development occurs if the Proposal is permitted. Additionally, the Panel must consider the Proposal's long-term impacts to the size, integrity, and continuity of the ALR land base and its continued use for agriculture in accordance with s. 6 of the ALCA.

[18] In this case, the Panel finds that the proposed subdivision would erode the long-term agricultural potential of the Property by fragmenting the overall area available to a farm that can be further developed in its current size and configuration. Maintaining the Property in its current configuration preserves the size, integrity, and continuity of the ALR land base in the long term.

DECISION

[19] For the reasons given above, the Panel refuses the Proposal to subdivide the Property to create an 8.25 ha lot and a 8.24 ha lot.

[20] A decision of the Panel is a decision of the Commission pursuant to s. 11.1(3) of the ALCA.

[21] Resolution # 206/2025

Released on March 21, 2025



IONE SMITH, Panel Chair

On behalf of the South Coast Panel

Township of Langley

Est. 1873

HERITAGE ADVISORY COMMITTEE

Wednesday, April 2, 2025 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

M I N U T E S

Present:
T. Quiring, Community Co-Chair
Councillor M. Kunst, Council Co-Chair
Councillor B. Martens, Council Co-Chair

L. Chalus, R. Genberg, B. Mason, F. Pepin, A. Smyth, and T. Taylor.

Staff
K. Christian, Arts and Heritage Curator
A. Reeve, Community and Policy Planner
C. Quin, Recording Secretary

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

T. Quiring acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Heritage Advisory Committee
April 2, 2025

Moved by B. Mason,
Seconded by F. Pepin,
That the Heritage Advisory Committee approve the agenda and receive the agenda items of the April 2, 2025 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Heritage Advisory Committee
March 5, 2025

Moved by R. Genberg,
Seconded by L. Chalus,
That the Heritage Advisory Committee adopt the minutes of the March 5, 2025 meeting, as amended.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

D. REPORTS

1. Co-Chair Reports

Councillor Kunst provided an update on her recent visit to Holland. She has learned of two young Langley men who fought and died in Holland during the war. The role of Canadians in the liberation of Holland is honoured annually there; being May 5, 2025.

Councillor Martens provided an update on her recent visit with W. Martin at Princess and the Pea Hotel. Mr. Martin provided a tour and the history and welcomes anyone else that may wish to visit.

2. Report from Staff Liaison

A. Reeve provided the following update.

Transportation and Mobility Strategy

- The Township is updating the current Master Transportation Plan from 2009, which provided limited guidance on active / sustainable transportation, and predated plans for Surrey Langley SkyTrain (SLS) and Bus Rapid Transit (BRT).
- Engagement includes a Community Survey, two pop-up events, and a public Open House. Staff will distribute information.

Point of Interest

- Among several bylaws being repealed in a housekeeping bylaw by Council is the original 1975 bylaw that established HAC, though it has been redundant for nearly 20 years.

3. Heritage Curator's Report

K. Christian provided the following update.

Programming

- Eco Discovery Camp ran March 24 – 28, 2025 and was fully booked.
- Summer programs for July and August 2025 will consist of two weeks of Eco Discovery Camps and three weeks of Archaeology.
- School programs will start running October 2025.

salishan Place by the River

- Audio-visual equipment is being installed.

Exhibitions

- Engaging with Panther Creative on a new proposal.

Facilities

- Some items are moving next week, shelving and program supplies.

D. REPORTS

- No artifacts will be moved yet.

Collections
- Still final condition reporting, packing and consolidating.

Staff will be presenting at upcoming Langley Heritage Society Annual General Meeting on May 2, 2025.

4. Heritage Review Panel

No report.

5. Pioneer Recognition Planning Committee Report

R. Genberg expressed concern about the criteria for pioneers. Councillor Kunst offered a follow-up conversation.

R. Genberg expressed concern with the process of the memorial tree planting program.

Action: Staff will review and report an update of Township of Langley's memorial tree planting process to the Heritage Advisory Committee.

6. Museum Advisory Group Report

B. Mason provided the following update.

- The elevator in salishan Place has been fixed.
- B. Mason expressed concern about long-term functionality of the building. The Committee recommended the Museum Advisory Group discuss and take concerns or comments to the Recreation, Culture, and Parks Advisory Committee.

E. CORRESPONDENCE

F. 2025 WORK PROGRAM

1. Ongoing Projects

A. Reeve provided the following update.

Under Work Plan Item #1 - Documenting Heritage Sites, options for recognizing and protecting heritage landscape features
- A presentation on tree protection had been provided by staff in March.
- There is no direction from HAC for further action at this time.

F. 2025 WORK PROGRAM

Under Work Plan Items #9 - Rural Heritage and #10 - Information, Education and Awareness project

- B. Mason, R. Genberg and T. Taylor are representing HAC on the planning group for a bus tour in partnership with the Agricultural Advisory Committee (AAC) to bring attention to the issues identified by the Rural Heritage Task Force.
- The event will be all day in June, visiting 3-4 sites, and includes lunch.
- "Now" and "future" sites will be active farms chosen by the AAC. Heritage sites were brainstormed, and the final selection will be made based on proximity to the AAC's chosen sites. The tour might include 1-2 heritage sites, and view others from the bus.
- HAC provided recommendations for the guestlist and guest speakers.

2. Terms of Reference Review

Under Work Plan Item #8 - Terms of Reference Review, the following corrections were identified for edit.

- The name of the Douglas Day Committee is now the Pioneer Recognition Committee.
- The Cultural Services Manager is now the Manager, Arts and Culture.
- A. Reeve will confirm whether an annual resolution is needed to establish the Heritage Review Panel annually.

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Langley Heritage Society Update

F. Pepin provided the following update:

- The Old Yale Barn's framing will be done in the next few days, then the hardy board and painting by the end of the month.
- Sign boards are needed with history description for the barn and railway. A. Reeve reported that these are being planned by staff.
- The CN Station in Fort Langley needs a quality irrigation system.

2. Alder Grove Heritage Society Update

T. Quiring provided the following update.

- The AGHS building name hasn't been updated on the Township's Historic Places page. A. Reeve reported that this is in progress.
- The Township turned down the society's request for designated street parking at the museum.
- The society applied for two grants, the Township's Community Event Grant for the AGHS Community Heritage Day event in August and the

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

Centennial Legacy Fund for an overhead scanner and an 8mm / Super 8 film scanner.

- Visitor and financial donations are up over last year.
- The society received items related to the Aldergrove Fire Hall, including photos, a key, documents and maps. They also received Aldergrove Elementary School class photos from the 1950s.
- The 192 Canadian Flight Engineers Aldergrove will be rebuilding the museum's front and back porches. They will be receiving further support from the Aldergrove Legion in obtaining the materials and/or donations.
- The society is trying to recover wood from the arched beams of the building at 3111 – 272 Street to create a picture frame for a photo of the building when it was first occupied.

I. NEXT MEETING

Date: Wednesday, May 7, 2025
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00pm

J. TERMINATE

Moved by R. Genberg,
Seconded by L. Chalus,
That the meeting terminate at 8:45pm.

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

Township of Langley

Est. 1873

RECREATION, CULTURE, AND PARKS ADVISORY COMMITTEE

April 9, 2025 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

MINUTES

Present:
S. Cook. Community Co-Chair
Councillor T. Baillie, Council Co-Chair
Councillor M. Pratt, Council Co-Chair

E. Barbour, A. Bayona, A. Castro, J. Clegg, and E. Hacker

Staff:
A. Bouchard, Planner I
J. Fennell, Recreation Programmer
M. Gunn, Planner II
K. Young, Deputy Director, Recreation, Arts, and Culture
K. Stepto, Recording Secretary

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

S. Cook acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Recreation, Culture, and Parks Advisory Committee – April 9, 2025

Moved by A. Castro,
Seconded by E. Hacker,
That the Recreation, Culture, and Parks Advisory Committee approve the agenda and receive the agenda items of the April 9, 2025 meeting, as amended.
CARRIED

Clerk's Note: Items C.2 was moved to before item C.1

B. ADOPTION OF MINUTES

1. Recreation, Culture, and Parks Advisory Committee – March 12, 2025

Moved by J. Clegg,
Seconded by E. Barbour,
That the Recreation, Culture, and Parks Advisory Committee adopt the Minutes of the March 12, 2025 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

2. Youth Programs and Services

J. Fennell, Recreation Programmer, provided a presentation regarding Youth Programs and Services in the Township of Langley. She commented that youth programming is pivotal in fostering the comprehensive growth of youth individuals providing a wide array of advantages such as:

- Exposure to diversity
- Civic engagement and community service
- Leadership and personal development
- Life and career skill development
- Physical health and wellness
- Social skill development
- Interpersonal relations

Some of the offerings for youth include:

- Arts and craft
- Cooking
- Dance and music
- General interest
- History and heritage
- Outdoor pursuits
- Science and technology
- Sports
- Aquatics

The Youth Summer Pass is back in 2025 and will build on the success of previous years. 1700 passes were sold in 2024. Aldergrove Community Centre will host two youth nights during the summer where no adults and children are permitted in the facility. The School's Out initiative is also continuing in 2025 which offers 50% off for children and youth activities on non-school days such as ProD days and Spring Break.

21 events are planned throughout the Township for Youth Week, May 1-7, 2025. The week-long celebration is meant to build a strong connection between youth and their communities.

C. DELEGATIONS AND PRESENTATIONS

1. Township of Langley Accessibility Plan

A. Bouchard and M. Gunn provided information regarding the Township of Langley's Accessibility Plan. The following information was provided:

- In June of 2021, the Province passed the Accessible British Columbia Act which states that municipalities must establish a committee to address barriers and must develop a plan to identify, remove and prevent barriers.
- The Township's Accessibility Committee has 10 members and held their first meeting in October 2024.

Preparation of the Plan must follow these principles:

- Inclusion
- Adaptability
- Diversity
- Collaboration
- Self-determination
- Universal Design

The Act names eight types of accessibility standards to consider:

- Employment
- Delivery of services
- The built environment and public spaces
- Information and communications
- Transportation
- Health
- Education
- Procurement

Staff and the Accessibility Committee are currently starting public engagement. RCPAC members were asked to provide feedback on several questions regarding inclusive access and program design, public spaces and park design, and collaboration and innovation.

Next steps include developing an online survey and conducting public open houses.

Further information can be found on the Township website at the following link: Accessibility@tol.ca

D. REPORTS

1. Co-Chairperson's Report

Councillor Baillie reported that the Nicomekl Enhancement Society Fish Release will be take place on April 26, and the Day of Mourning for Workers Killed and Injured on the Job will take place on April 28. A moment of silence will be observed at the Council meeting.

Councillor Pratt reported that "Footie Fest", a charity soccer tournament, will take place on May 31 and that Council approved a new 288 acre natural park at Nathan Creek in Glen Valley.

S. Cook reported that she will be attending the Metro Vancouver Parks Foundation Breakfast in May.

2. Museum Advisory Group Report

E. Hacker reported that salishan Place by River conducted Spring Break camps for kids and will be running summer camps as well. Fall programming is being developed.

E. CORRESPONDENCE

F. WORK PROGRAM

1. Fees and Charges

K. Young reported that there has been a freeze on admission rates this year and a 2% increase for rentals, that the Senior's rate has been reduced by 35% and the Super Senior's rate has been reduced by 50%.

2. Langley Awards

No report.

3. Museum Advisory Group

See item D.2.

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Inclusive Communication Boards

Memo from Corporate Projects Division to Mayor and Council provided for information.

I. NEXT MEETING

Date: May 14, 2025
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00 pm

J. TERMINATE

Moved by A. Castor,
Seconded by A. Bayona,
That the meeting terminate at 8:10pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

Township of Langley

Est. 1873

SENIORS ADVISORY COMMITTEE

Wednesday, April 16, 2025 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

MINUTES

Present:
K. Ludlam, Community Co-Chair
Councillor S. Ferguson, Council Co-Chair

T. Baty-Thomas, S. Bennett, F. Chan, L. Dysart, S. Hedao, A. Nierop, and S. Tingley

In Attendance:
P. Crump, Langley Seniors in Action

Staff:
A. Bouchard, Community and Policy Planner
M. Gunn, Community and Policy Planner
A. Jensen, Manager, Strategic and Social Planning
K. Stepto, Recording Secretary

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

K. Ludlam acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Seniors Advisory Committee – April 16, 2025

Moved by S. Hedao,
Seconded by S. Bennett,
That the Seniors Advisory Committee approve the agenda and receive the agenda items of the April 16, 2025 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Seniors Advisory Committee – March 19, 2025

Moved by L. Dysart,
Seconded by S. Tingley,
That the Seniors Advisory Committee adopt the Minutes of the March 19, 2025 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

1. Accessibility Plan Engagement

A. Bouchard and M. Gunn provided information regarding the Township of Langley's Accessibility Plan. The following information was provided:

- In 2021, the Province passed the Accessible British Columbia Act which requires municipalities to establish a committee to address barriers and must develop a plan to identify, remove and prevent barriers.
- The Township's Accessibility Committee has 10 members and held its first meeting in October 2024.

Preparation of the Plan must follow these principles:

- Inclusion
- Adaptability
- Diversity
- Collaboration
- Self-determination
- Universal Design

The Act names eight types of accessibility standards to consider:

- Employment
- Delivery of services
- The built environment and public spaces
- Information and communications
- Transportation
- Health
- Education
- Procurement

Staff and the Accessibility Committee are starting public engagement. SAC members were asked to provide feedback on several questions regarding inclusive access and program design, public spaces and park design, and collaboration and innovation.

Next steps include developing an online survey and conducting public open houses.

For further information, please contact: accessibility@tol.ca

D. REPORTS

1. Co-Chair Reports

Councillor Ferguson reported that he is a Metro Vancouver Director and is on the Liquid Waste, Indigenous Relations and Regional Parks committees.

He further commented on the many capital projects occurring in the Township.

D. REPORTS

K. Ludlam reported the following:

- There is an All-Candidates Meeting at the Langley Seniors Resource Centre on April 17.
- The Fort Langley Community Association is holding an Open House on May 8.
- Mayor Woodward's 2025 State of the Township Address will take place on May 15, 2025 from 6:00-8:00pm at the Langley Events Centre.

She further commented on the passing of Zosia Ettenberg, Founder and Director of Langley Pos-Abilities.

E. CORRESPONDENCE

F. WORK PROGRAM

1. Seniors Week: events and ideas

Follow up from the March meeting:

Staff reported that the Township's Communications Department suggested that the summer would be the best time for the committee to conduct a survey regarding seniors' issues as there are many other surveys and open houses taking place.

It was suggested to have themes/categories and the keep the number of questions to between 8-12.

The Government of Canada has an Age-friendly Communities Evaluation Guide which provides 8 categories for measuring success:

1. Outdoor spaces and buildings
2. Transportation
3. Housing
4. Social Participation
5. Respect and social inclusion
6. Civic participation and employment
7. Communication and Information
8. Community support and health services

Action: Committee members to draft questions for discussion at the May meeting.

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

I. NEXT MEETING

Date: Wednesday, May 21, 2025
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00pm

J. TERMINATE

Moved by S. Hedao,
Seconded by F. Chan,
That the meeting terminate at 8:50pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

From: Shelley Werk
Subject: [SUSPECTED SPAM] Light up in Blue for Prostate Cancer
Date: Thursday, April 03, 2025 12:06:10 PM
Attachments: Outlook-Blue and b.png
LUIB 1.png
LUIB 2.png

External email. Verify sender and confirm content is safe.

Good afternoon,
I am reaching out to you today to see if you will join Prostate Cancer Foundation Canada in lighting up your building in blue in September for Prostate Cancer Awareness month.
All it takes is a blue light bulb (if you do not have lighting infrastructure).
We would like to ask you to light up for 1 day, 1 week or all month with us to raise awareness of the #1 cancer in Canadian men.
Last year we had over 200 landmarks join us.

Please let me know at your earliest convenience, thank you very much.

Shelley Werk, *Donor Relations*

Prostate Cancer Foundation Canada

Direct | 604.574.4012 Toll-free | 1.877.840.9173

#4-17918 55th Avenue, Surrey, BC V3S 6C8 Canada

shelley@prostatecanada.ca | prostatecanada.ca

*

light up
in blue
for prostate cancer awareness month
in September

September is
Prostate Cancer Awareness month
Please join us in lighting up your landmark
for 1 day, 1 week or all month
to raise awareness for the
#1 cancer in Canadian men.

Prostate Cancer Awareness



Prostate Cancer
Foundation Canada

light up in blue
for prostate cancer awareness month in September

Name of building/landmark/company lighting up

_____

Contact name:_____

Address: _____

City: _____Province: _____

Phone: _____

Email: _____

Date/s in September lighting up:

_____

Notes:

_____

_____

_____

We thank you for your wonderful support!
shelley@prostatecanada.ca

Prostate Cancer Foundation Canada

TOWNSHIP OF LANGLEY

SUBDIVISION AND DEVELOPMENT SERVICING BYLAW

DESIGN CRITERIA

SECTION L - LANDSCAPE WORKS

L4 TRAILS

Trails shall conform to this Section and be provided in accordance with a Neighbourhood Plan and as components of separate trail systems. Urban trails shall be provided in Service Areas 1 and 2 and shall be for the shared use of pedestrians and cyclists. Rural trails in Service Areas 3 and 4 shall be shared use trails for pedestrians, cyclists and equestrians.

L4.1 Trail Cross-Section and Surface

The minimum width of trail shall be:

Urban pedestrian and two way bicycle	3 m
Rural shared use	3 m

The minimum right-of-way width for trail systems not located in a boulevard shall be 6 m.

Maximum cross slopes shall be 2% for bicycle use and 5% for pedestrian only use.

Maximum longitudinal slope shall be 10% for bicycle and pedestrian use. For a wheelchair accessible trail, the maximum longitudinal slope is 8%.

There shall be a vertical clearance of 2 m for pedestrians, 2.5 m for cyclists and 3 m for equestrians.

Trail surfaces shall be concrete in boulevards, asphalt in other urban locations and gravel in rural areas.

L4.2 Retaining Walls

Where retaining walls are required they shall be provided in accordance with Section L3.3.

L4.3 Fencing

A black vinyl, 1.5 m high chain link fence, consistent with Supplemental Detail Drawing TLP 07 shall be provided along the boundary of a lot with a trail that is not located within a boulevard, and a cedar hedge, 1.5 m high at time of planting, shall be planted along the private side of the fence. In a conservation area, native shrubs with a mature height of 1 m shall be provided along the trail side of the fence.

A solid wood privacy fence shall be provided along the boundary of a lot with a trail in an ecological greenway. A 3 m planting strip shall be provided between the trail and the property line. Use Supplemental Detail Drawing TLP 06, without the offset reference on approved drawings as necessary.

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L4.4 Restrictive Barriers

Where trails in greenway boulevards cross driveways and intersecting roads the following shall be provided:

- wood bollards with pedestrian cautionary signs in accordance with Standard Detail Drawing TLP 13
- lockable, removable, steel restriction posts 6 m behind the pedestrian letdowns

A minimum of one bollard shall be provided on a side shared use trail, with a clearance of 1.4 m from the edge of walkway surface. If a situation warrants, additional bollards may be acceptable with a minimum clear opening between posts of 1.4 m, and the maximum gap shall by 1.6 m.

A bicycle stop baffle shall be provided at a minimum of 600 mm behind the sidewalk, or the curb where there is no sidewalk, where a trail connects to a road other than at a road intersection.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY SIGN BYLAW 2012 NO. 4927

A Bylaw for the Regulation of Signs Erected on Private Property Within the Township

CONSOLIDATED FOR CONVENIENCE ONLY

EXPLANATORY MEMO

Township of Langley Sign Bylaw 2012 No. 4927 is enacted generally incorporating the content of the previous bylaw and amendments with minor changes and to include regulations to allow for electronic changeable signs and provisions to allow for third party development signage.

Township of Langley Sign Bylaw 2005 No. 4402 and all amendments thereto are hereby repealed.

Amending Bylaw 5068 – adopted April 28, 2014
Bylaw 2014 No. 5068 amends the Township of Langley Sign Bylaw to ensure consistency with the informative intent of the Fort Langley Community Plan and specifically the general building design guidelines.

Amending Bylaw 5035 – adopted January 11, 2016
Bylaw 2015 No. 5035 amends Township of Langley Sign Bylaw 2012 No. 4927 by deleting the following sections: 2.6 2) g); 3.6 1) to 6); 4.2 4); 5.2 4); 6.2 4); 7.2 4); and 8.2 5) And inserting the following reference: *"For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.*" And deleting references to "Election signs" in the following sections: 4.3 2), 6.3 2), 7.3 3) and 8.3 2).

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.

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Sign Bylaw 2012 NO. 4927

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THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY SIGN BYLAW 2012 NO. 4927

A Bylaw for the Regulation of Signs Erected on Private Property within the Township

WHEREAS pursuant to Section 8(4) of the *"Community Charter"*, Council may regulate the erection, placing, alteration, maintenance, demolition and removal of signs.

AND WHEREAS pursuant to Section 908 of the "*Local Government Act*", Council may regulate and prohibit the number, size, type, form, appearance and location of signs.

AND WHEREAS it is deemed necessary and desirable:

- to state the Township's Sign regulations in a manner which is simple to understand and apply;
- to enable a person, business or organization to communicate information, clearly identify their location and to indicate, where appropriate, the types of commodities, services, or entertainment manufactured, sold or provided at these locations;
- to strike a balance between an aesthetic and clutter free community and effective communication of information by means of Signs;
- to enhance compatibility of Signs with other permitted land uses;
- to address public safety through regulation of the design, construction and location of Signs;
- to provide for effective enforcement of Sign regulations; and;
- to recover the costs incurred by the Township in regulating Signs through permit fees and an effective enforcement system for bylaw infractions;

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

PART 1 - ADMINISTRATION

1.1 TITLE

This Bylaw may be cited for all purposes as “The Township of Langley Sign Bylaw 2012 No. 4927”.

1.2 DEFINITIONS

In this bylaw:

“Awning” means a fixed in place or retractable shelter supported entirely from the exterior wall of a building and composed of non-rigid materials except for the supporting framework.

“Building Face or Wall” means the total area of a wall of a building including openings in one place or direction.

“Building Inspector” means the Manager, Permits, Licence & Inspection Services for the Township and any successor in title to the position and their delegates.

“Bylaw Enforcement Officer” means the Manager of Bylaw Enforcement for the Township and their delegates.

“Canopy or Marquee” means:

a) A roof-like shelter extending from part or all of a building face but does not include the eaves projection of a roof, or,

b) An independent freestanding roof-like shelter supported on posts and open on all sides.

“Copy” includes the letters, characters, numbers or graphics which make up the messages on a Sign, but does not include background colour.

“Erected” means attached, altered, built, constructed, reconstructed, enlarged or moved, and shall include the painting of Signs but does not include Copy changes on any changeable Copy Sign.

“Farm” means a Lot classified for taxation purposes on the Municipal Tax Roll as “Farm Class”.

“Highway” means every Highway within the meaning of the Highway Act and every road, street, lane or right- of -way designed, or intended for, or used by the general public for the passage of vehicles and every place or passage -way owned or operated by the Municipality for the purpose of providing off-street parking or for the use of pedestrian or cycle traffic, and includes the roadway, shoulder, boulevard, ditch, sidewalk and whatever lands lie between the property lines adjacent to the Highway.

“Lane” means a Highway of less than 9 metres in width which provides a secondary means of public vehicular access to abutting Lots.

"Lot" means any parcel, block or other area in which land is held or into which land is subdivided.

"Lot Line" means a property line defining the borders of a Lot

"Owner" means an "owner" or an "occupier" as these terms are defined in the Community Charter.

"Premises" means an area of land including its building and appurtenances.

"Private Property" means all land and the surface of all water within the Township of Langley except for highways.

"Person" means and includes an association, corporation, firm, individual, organization, partnership, party, society or trust company.

"Roof Line" means the top edge of the roof or the top of the building face, whichever forms the top line of the building silhouette. In the case of buildings with pitched roofs, the roof shall be at the eaves level.

"Sign" means a structure, device or visual display which contains information and where the intent is to attract the attention of persons for the express purpose of the communication of that information.

"Sign Abandoned" means any Sign which no longer serves its previously intended purpose, or which is not maintained as required by this bylaw.

"Sign, Accessory Home Occupation" means a Sign identifying the name of an Accessory Home Occupation Business pursuant to the Township of Langley Zoning Bylaw No. 2500 as amended.

"Sign, Area" means the total Area within the outer edge of the borders of a Sign, and in the case of a Sign without borders, the total Area within the shortest line circumscribing the letters, numbers, figures or other symbols, devices or representations comprising the message of the Sign. In the case of a double faced Free Standing Sign, the Sign Area means the total Area of both faces.

"Sign, Awning" means a Sign Erected on the side of the surface of an Awning and which does not project vertically or horizontally beyond the limits of such Awning.

"Sign, Balloon" means an inflated three dimensional device which is affixed or anchored to the ground or a structure and which contains information and where the intent is to attract the attention of persons for the express purpose of the communication of that information.

"**Sign, Canopy"** means a Sign Erected on a Canopy or marquee and which projects no more than 0.3 m (1 ft) from the face of the Canopy or marquee.

“Sign, Electronic Changeable” means a Sign on which the Sign Area can be changed automatically by means of the electronic switching of lamps or Illuminated tubes or similar technology.

“Sign, Manual Changeable” means a Sign on which the Sign Area can be changed manually through the use of attachable letters, numbers and pictorial panels.

“Sign, Clearance” means the vertical distance from the lowest point of the Sign to the elevation of the finished grade adjacent to the Sign.

“Sign, Development” means a Sign advertising a new Commercial, Industrial, or Multiple Family residential development or a group of Lots for sale within a new subdivision and may include but will not be limited to the name, nature, and particulars of a new development project, the names of the Owners, the contractors, the sub-contractors, and professional advisors and logos or symbols identifying the project.

“Sign, Directional” means a Sign serving solely to designate the direction to a place or area within a Lot.

“Sign, Election” means a Sign promoting a political candidate, political party, or political cause prior to an Election.

“Sign, Fascia” means a Sign affixed or painted parallel to the face of a building.

“Sign, Flashing” means a Sign containing an intermittent or Flashing light source, or which includes the illusion of intermittent or Flashing light by means of animation, or an externally mounted intermittent light source but does not include an Electronic Changeable Sign.

“Sign, Freestanding” means a Sign which is entirely self supporting and is neither attached or nor forms part of a building.

“Sign, Identification” means a Sign which contains no advertising other than the name, address and number of a building, institution or person and to the activity carried on in the building or institution or the occupation of the person.

“Sign, Illuminated” means a Sign designed to emit or reflect any artificial light, either directly from a source of light incorporated in or connected with such Sign, or indirectly from an artificial source, so shielded that no direct illumination from it is visible elsewhere than on the Sign and in the immediate proximity thereof.

“Sign, Maximum Height” means the vertical distance measured from the highest point of the Sign or Sign Structure to the average elevation of ground immediately adjacent to the Sign as established by the Building Inspector.

“Sign, Non-Accessory” means a Sign which directs attention to a business, commodity, service or entertainment, not exclusively related to the Premises at which the Sign is located, or to a business, commodity, service or entertainment which is conducted, sold or offered elsewhere than on the Premises at which the Sign is located.

"Sign, Projecting" means a Sign which is Erected on and projects from the building face of a building by more than 0.3 m (1 ft), and is normally at right angles to the building face.

"Sign, Public Service Information" means any Sign intended primarily to convey information of general interest to the community such as time, temperature, date, weather, news, traffic control etc.

"Sign, Real Estate" means a Sign which contains information indicating that a property or Premises on which it is located is for sale, lease or rent.

"Sign Roof" means a Sign Erected upon the roof of a building.

"Sign, Structure" means any structure which supports, has supported, or is intended to support a Sign including a decorative cover.

"Sign, Temporary" means a Sign which is permitted for a limited period of time as specified in this bylaw.

"Sign, Third Party Development" means a Development Sign located on a parcel other than that which it advertises.

"Sign, Vehicle" means a Sign Erected on or attached to a vehicle where the principal purpose of the vehicle is to serve as a Sign or a Sign Structure.

"Sign, Window" means a Sign painted on or attached to or installed on a window for viewing from outside the premise. The Sign Area must not cover more than 25% of the window area facing a single elevation within its own individual unit.

"Street" means a Highway which is greater than 9 m in width. For the purposes of calculating the number of Signs permitted or the maximum area of Signs, permitted on a Lot, Provincial Highway No. 1 shall not be considered a Street.

"Township" means the Corporation of the Township of Langley, and where the context requires, means the geographical area under the jurisdiction of the said Corporation.

"Zone" means the zoning designation established pursuant to the Township of Langley Zoning Bylaw 1987 No. 2500, as amended and includes all Industrial properties regulated by a Land Use Contract.

"Zone, Commercial" means all Commercial Zones established pursuant to Section 600 and "Commercial" component of all Comprehensive Development Zones established pursuant to Section 900 of the Township of Langley Zoning Bylaw 1987 No. 2500 as amended and includes all Commercial properties regulated by a Land Use Contract.

"Zone, Industrial" means all Industrial Zones established pursuant to Section 700 of the Township of Langley Zoning Bylaw 1987 No. 2500 as amended and includes all Industrial properties regulated by a Land Use Contract.

"Zone, Institutional" means all Institutional Zones established pursuant to Section 800 of the Township of Langley Zoning Bylaw 1987 No. 2500 as amended and includes all Institutional properties regulated by a Land Use Contract.

"Zone, Multi-Family" means all Multiple Family Residential Zones established pursuant to Section 500, all Residential Mobile Home Park and Residential Float Home Zones established pursuant to Section 400 and the "multiple family residential" component of all Comprehensive Development Zones established pursuant to Section 900 of the Township of Langley Zoning Bylaw 1987 No. 2500 as amended and includes all Multi-Family residential properties regulated by a Land Use Contract.

"Zone, Rural" means all Rural Zones established pursuant to Section 200 and Suburban Residential Zones SR-1, SR-2, established pursuant to Section 300 of the Township of Langley Zoning Bylaw 1987 No. 2500 as amended and includes all Rural properties regulated by a Land Use Contract.

"Zone, Single and Two Family" means Suburban Residential Zone SR-3 established pursuant to Section 300, all Residential R and CRE Zones established pursuant to Section 400 and the "single family and two family residential" component of all Comprehensive Development Zones established pursuant to Section 900 of the Township of Langley Zoning Bylaw 1987 No. 2500 as amended and includes all Single and Two Family residential properties regulated by a Land Use Contract.

1.3 APPLICATION OF BYLAW

1) This Bylaw regulates the erection of Signs on Private Property within the Township of Langley Zoning Bylaw 1987 No. 2500 as amended and includes all properties regulated by a Land Use Contract.

2) No Owner of a Lot shall erect, permit to be Erected or cause to be Erected any Sign on the Lot unless such Sign is in conformity with this bylaw.

3) **"Prohibited Signs"**, Signs that are not specifically permitted in this bylaw are hereby prohibited, and without limiting the generality of the forgoing, the following Signs are specifically prohibited:

    a) Flashing Signs.

    b) Vehicle Signs.

    c) Roof Signs.

    d) Balloon Signs.

    e) Any other Sign not specifically permitted under this Bylaw.

4) A Sign lawfully in existence at the time of adoption of this bylaw, although the Sign does not conform to the provisions of this bylaw, may continue to be used, provided it is maintained in a structurally sound condition, but may not be rebuilt, reconstructed, altered or moved, unless in conformity with the provisions of this and all other applicable bylaws of the Township and except

as provided in Section 911 of the *"Local Government Act".*

5) If any portion of this bylaw is found to be in conflict with the provisions of any other bylaw of the Township, the bylaw which establishes the more restrictive standard shall apply.

6) **"Exempt Signs",** The following Signs are exempt from the provisions of this bylaw including the requirement to obtain a permit:

    a) Official notices required to be maintained or posted by law, or government order, sale or regulation.

    b) Government Signs for control of traffic and other regulatory purposed, street Signs, danger Signs, railroad crossing Signs and Signs of public service companies indicating danger and aids to service or safety which are Erected by or on the order of a public officer in the performance of his public duty.

    c) Canadian, Provincial, and Municipal flags.

    d) Memorial plaques, cornerstones, historical tablets and such markers.

    e) Neighbourhood Watch and Block Parent Signs displayed in the window of a residence.

    f) Permanent subdivision entry Signs which identify a single family subdivision (i.e. "Forest Hills"), authorized by the Approving Officer as a condition of subdivision, notwithstanding the other requirements of all applicable bylaws.

7) A Sign located on a corner Lot within a triangle formed by intersecting property lines abutting two highways and a line drawn between points on the property lines at a distance of 7.5 m (25 ft) from the intersection shall comply with the provisions of the "Township of Langley Highway and Traffic Bylaw 2010, No. 4758" as amended, with respect to construction or placement of Signs in this area.

8) The following operations related to any Sign shall not require a permit, provided the Sign is in conformity with this bylaw and other applicable regulations:

    a) Painting, repairing, cleaning or other normal maintenance and repair of a Sign not requiring structural change.

1.4 VARIANCES

Variances to the provisions of this bylaw may be considered in accordance with the Development Variance Permit process outlined in Section 922 of the *"Local Government Act",* and in accordance with applicable bylaws of the Township.

1.5 AUTHORITY TO REGULATE

1) The Building Inspector and or Bylaw Enforcement Officer and their respective designates may enter any Lot, building or Premises at any reasonable time for the purpose of administering this bylaw.

2) The Building Inspector and or Bylaw Enforcement Officer and their respective designates has the authority to order the painting, repair, alteration, clean-up or removal of Signs which have become deteriorated, dilapidated, abandoned or which constitute a hazard to the public safety.

3) The Building Inspector may order the correction of any work which is being or has been improperly done under a permit.

4) The Building Inspector may order the cessation of work that is proceeding in contravention of this bylaw by the placing of a "Stop Work Order" on the building, Sign or elsewhere as appropriate on the Lot on which the contravening work is taking place.

1.6 PENALTIES

1) Every person who commits an offence against this bylaw is liable to a fine and penalty not exceeding $10,000.00 and costs, or in default of payment thereof.

2) Where an offence against this bylaw is of a continuing nature, each day the offence continues shall be a separate offence.

3) All persons who commit an offence against this bylaw shall be subject to a Bylaw Offence Notice for offences in the amount prescribed in the Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703 as amended.

1.7 VALIDITY

Should any clause, section or provision of this bylaw be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the bylaw as a whole or any part thereof other than the clause, section or provision so declared to be invalid.

1.8 REPEAL

"Township of Langley Sign Bylaw 2005, No. 4402" and all amendments thereto are hereby repealed.

PART 2 – PERMITS, FEES & CONSTRUCTION

2.1 PERMIT REQUIREMENTS

1) Except as provided in sections 2.6 of this bylaw, every Owner, before erecting a Sign, or permitting a Sign to be Erected on a Lot shall obtain a sign permit in accordance with the provisions of this bylaw.

2) No permit for erection of a Sign shall be issued until:

   a.) A full and complete application has been submitted;

   a) The proposed work set out in the application conforms to this bylaw and all other applicable bylaws of the Township; and

   b) The applicant for the permit has paid the prescribed fee and submitted to the Township any required damage deposit.

3) Every application for a permit shall be in the form required by the Building Inspector, signed by the Owner or an authorized agent of the Owner and accompanied by a plan or plans drawn to scale, which include the following information:

   a) The structural and foundation details;

   b) The materials and specifications of the Sign;

   c) The size and location of all existing Signs on the Premises;

   d) The proposed location of the Sign in relation to the boundaries of the Lot upon which it is to be situated;

   e) The dimensions, maker's name and weight of the Sign and, where applicable, the dimensions of the wall surface to which it is to be attached;

   f) The dimensions and weight of the Sign's supporting members;

   g) The Clearance and Maximum Height of the Sign;

   h) Where the Sign is to be attached to the face of an existing building, a current photograph of the face of the building to which the Sign is to be attached;

   i) The estimated cost of the Sign including the cost of the Sign support Structure and the cost of installation;

   j) Any proposed lighting for the Sign;

k) Colour documentation where applicable (with proposed rendering);

l) Key Plan of site showing all existing and proposed buildings, structures, and Signs located on the subject property;

m) Mass of Sign and its associated construction;

n) Any other information required by the Building Inspector to establish compliance with this bylaw, the Building Code and all other applicable enactments including other Township of Langley Bylaws.

4) Where the site conditions or the size of the complexity of a Sign warrant it, the Building Inspector may require professional design and field review by a professional engineer registered in British Columbia to ensure compliance with the B.C. Building Code and all other applicable enactments respecting safety.

2.2 PERMIT FEES

1) Except as provided in subsection 2.2. 2), a permit fee shall be payable for issuance of a permit at the time the permit application has been approved and ready to issue.

2) No permit fee shall be payable for exempt Signs and for Signs which do not require a permit.

3) Permit fees and damage deposits shall be assessed in accordance with Appendix “A” to the “Langley Building Bylaw 2008 No. 4642”, as amended.

2.3 PERMIT CONDITIONS

1) Every permit is issued upon the following conditions and such other conditions as the Building Inspector in his or her discretion may impose to ensure compliance with this bylaw:

a) The work shall commence within two months from the date of issuance of the permit.

b) The work shall not be discontinued or suspended for a period of more than two months.

c) The work shall be completed within six months from the date of issuance of the permit.

d) The permit shall lapse in the event that any of the above conditions are not met.

e) An additional fee shall be paid if the permit is renewed.

f) Neither the acceptance of the drawings, plans and specifications, the granting of a permit, the undertaking of inspections by the Building Inspector, shall in any way relieve the Owner from full responsibility for carrying out the work, or

having the work carried out, in accordance with the requirements of all applicable bylaws of the Township and any other applicable enactment.

g) Any Owner of a property for which a permit is issued must be responsible for the cost to repair or replace any damaged Township property, either directly or indirectly, as a result of the works under the permit.

2.4 CONSTRUCTION SPECIFICATIONS

1) No Sign, nor any guy, stay or attachment thereto shall be Erected on rocks or trees, nor in such a manner as to interfere with any and or all utility services, whether overhead or underground.

2) Except for light weight ornamental home or Farm Identification Signs, or to Signs Erected in accordance with Part 9 of this bylaw, no Sign shall be suspended by chains or other devices that will allow the Sign to swing due to wind action. Signs shall be anchored to prevent any movement that would cause wear on supporting members or connections.

2.5 INSPECTIONS

1) Except as specified in section 2.6, the Owner shall give at least 24 hours notice to the Building Inspector of a request for inspection of the work:

   a) After the forms for footings and/or foundations are complete but prior to placing any concrete therein, and;

   b) After the Sign is complete and ready for final inspection.

2.) Where required, surveys, engineering reports and any other documentation deemed necessary by the Building Inspector must be provided prior to an inspection being requested.

2.6 NO PERMIT OR INSPECTIONS REQUIRED

1) Signs specified in section 1.3 6) as exempt Signs do not require a permit or inspections.

2) The following Signs may be Erected without obtaining a permit or requesting an inspection, but must adhere to all other regulations contained in this bylaw:

   a) No trespassing Signs,

   b) No dumping Signs;

   c) Window Signs;

   d) Signs warning the public of the existence of danger, of a duration appropriate to the circumstances;

   e) Real Estate Signs;

f) Event Signs in the Institutional Zones;

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g) For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 20154 No. 5034;

h) Farm produce Identification Signs in Rural Zones.

PART 3 – GENERAL SIGN REGULATIONS

3.1 APPEARANCE

1) Compatibility – The form and character of each permanent Sign shall be compatible with the architectural form of the principal building on the Lot on which the Sign is located.

2) Landscaping – A permanent Freestanding Sign shall have a landscaped Area around its base the Area of which equals or exceeds the total Area of the Sign and Sign Structure. Landscaping shall be in the form of shrubs and plants as in accordance with Section 111 of the Township's Zoning Bylaw 1987 No. 2500 and any development permit requirements where applicable.

3) No Sign shall project above the Roof Line, Building Face, or Canopy on which it is Erected.

4) No Sign suspended under a Canopy or Roof overhang shall be greater than 0.6 m^2 (6.5 ft^2) in Area.

3.2 MAINTENANCE

Every Sign and the area surrounding the Sign shall be maintained at all times in a sightly and structurally sound condition. Maintenance work may include, but is not limited to the replacement of defective parts, painting, re-painting, cleaning, or other acts required for the maintenance of the Sign and the area surrounding the Sign.

3.3 ABANDONED SIGNS

When a Sign no longer correctly directs to, or advertises a bona fide business, lessor, Owner, activity conducted, or product available, the Owner of the Premises shall remove the Sign within seven days of cessation of the business, activity or availability of the product, and in no event later than 14 days from the date of the receipt of notice from the Building Inspector and or a Bylaw Enforcement Officer ordering such removal.

3.4 TRAFFIC SAFETY

1) No Sign shall, by reason of its location, colour or intensity of light, create a hazard to the safe, efficient movement of vehicular and other traffic.

2) Signs shall be located in such a manner that visibility is not restricted at the intersections of roadways on Private Property (private roadways), at the intersections of private roadways with Highways and in compliance with the setback requirements for corner Lots contained in the "Township of Langley Highway and Traffic Bylaw 2010 No. 4758 and amendments thereto.

3) No Sign shall be placed in such a manner as to obstruct any door opening, passageway, fire escape, walkway, vehicular driveway or similar feature.

4) No Sign shall have the shape and colour of a traffic control device referred to in the Motor Vehicle Act, except those Signs specifically intended for traffic control.

5) Where a Sign projects over a pedestrian area such as a sidewalk patio or walkway, no part of the Sign shall be less than 4.3 m (14 ft) above the finished grade to the lowest point of the Sign.

6) Provincial Highway No. 1 shall not be considered a Street for the purposes of calculating the number of Signs or the maximum Area of Signs permitted in this bylaw.

7) Where a Sign projects over a vehicular traffic area such as a parking lot or driveway, no part of the Sign shall be less than 5 m (16.4 ft) above the finished grade below the Sign.

3.5 SIGNS ON HIGHWAYS

No Sign shall be Erected on, within or above a highway, except as otherwise provided in other Township bylaws. Where such provision is made, and a Sign, or portion thereof is Erected so as to project either in whole or part over a Highway, the Owner of the Sign Structure shall obtain a Highway Use Permit in accordance with the provisions of the Township's Highway and Traffic Bylaw 2010 No. 4758.

3.6 ELECTION SIGNS

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For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.

3.7 REAL ESTATE SIGNS

On-site Real Estate Signs may be Erected in all Zones, provided that:

1) On any Lot with an area of 2.02 ha (5.0 acres) or less in a Rural, or Single Family and Two Family Zone only one such Sign may be Erected and it shall not exceed 0.6 m^2 (6.5 ft^2) in Area;

2) On any Lot with an area greater than 2.02 ha (5.0 acres) in a Rural, or Single Family and Two Family Zone only two such Signs may be Erected with each such Sign not to exceed 3 m² (32 ft²);

3) On any Lot in an Institutional, Commercial and Industrial Zone the combined area of such Signs fronting each Street shall not exceed 1.3 m² (14 ft²), and

4) The Signs are removed within 7 days of the lease, rental or unconditional sale of the property to which the Signs refer.

3.8 DEVELOPMENT SIGNS

1) Development Signs may be Erected provided that:

   a) The total Area of such Signs shall not exceed 1% of the area of land contained within the project to which the Signs refer to a maximum area of 20 m² (215.3 ft²) along each Street frontage and up to a maximum of 30 m² (323 ft²) for the projects fronting more than one Street.

   b) Only two sandwich board Signs with a maximum Area of 0.55 m² (6 ft²) for each face of each Sign and a total Area for each Sign not exceeding 1.1 m² (12 ft²) shall be permitted, and such Signs shall only be displayed on the property during those hours when the project sales office on site is open for business.

   c) No more than two Third Party Development Signs may be permitted per development, to a maximum total Area of 6 m² for each Sign.

      i. Third Party Development Signs are not permitted in Single and Two Family Zones and Multifamily Zones.
      ii. No more than two Third Party Development Signs are permitted to be located on a single parcel.

   d) The display of Development Signs shall be limited to that period of time during which a project sales office is on site or to a maximum time period of one year, whichever is less.

   e) A Freestanding Development Sign or Non-Accessory Development Sign shall be limited to a Maximum Height of 4.5 m (14.8 ft).

3.9 ELECTRONIC CHANGEABLE SIGNS

1) An Electronic Changeable Sign may only be installed as part of a Freestanding Sign located within a commercial, industrial or institutional zone.

2) An Electronic Changeable Sign Area shall not exceed 30% of the allowable Sign Area.

3) An Electronic Changeable Sign shall not display more than one message at any given time.

4) The complete message is required to be revealed within a maximum time frame of two seconds, and the complete message is required to be displayed in its entirety for a minimum time frame of seven seconds before the message is changed or repeated.

PART 4 - SIGNS PERMITTED IN RURAL ZONES

4.1 SIGNS IN RURAL ZONES REQUIRING A PERMIT

The following Signs may be Erected on any Lot in a Rural Zone provided that a Sign permit is obtained and all other provisions of this bylaw are satisfied:

1) One Identification or Accessory Home Occupation Sign in the form of a fascia or Freestanding Sign, provided such Sign shall not exceed 3 m² (32.3 ft²) in Area for a fascia Sign or 6 m² (64.6 ft²) in Area for a free standing Sign.

4.2 SIGNS IN RURAL ZONES NOT REQUIRING A PERMIT

The following Signs may be Erected on any Lot in a Rural Zone without a Sign permit or inspections, but (with the exception of Signs specified in section 1.3 6) which are exempt from the provisions of this bylaw) must comply with all other provisions of this bylaw:

1) No trespassing or no dumping Signs with each such Sign not to exceed 0.2 m² (2.2 ft²) in Area.

2) Signs on Private Property warning the public of the existence of danger of a duration appropriate to the circumstances.

3) On-site Real Estate Signs as specified in Section 3.7.

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4) *For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.*

5) Farm produce Identification Signs provided that:

   a) The Signs must only advertise farm produce for sale on a Farm within the Township;

   b) The advertised produce must have been grown on the subject Farm;

   c) A maximum of two on-site Signs shall be permitted on each Street on which the Farm borders;

   d) No Sign may exceed 3 m² (32.3 ft²) in Area;

   e) Signs may not be Erected more than seven days prior to the advertised product being ready for sale;

   f) Signs shall be removed at the end of the harvest season or within two days of ceasing to sell the produce being harvested, whichever comes first, and

g) Notwithstanding sub-sections 4.2 5) f) and g), no Sign may remain in place for more than 90 days in any calendar year.

4.3 ADDITIONAL REQUIREMENTS

1) No Sign may be directly Illuminated, and where indirectly Illuminated from an artificial source, shall be so shielded that no direct illumination from the source is visible other than on the Sign and in the immediate proximity thereof.

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2) The maximum height and width of any freestanding sign shall be 2.5 m (8.2 ft.) *For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.*

PART 5 – SIGNS PERMITTED IN SINGLE AND TWO FAMILY ZONES

5.1 SIGNS IN SINGLE AND TWO FAMILY ZONES REQUIRING A PERMIT

The following Signs may be Erected on any Lot in a Single and Two Family Zone provided that a sign permit is obtained and all other provisions of this bylaw are satisfied:

1) One Identification or Accessory Home Occupation Sign in the form of a Fascia or Freestanding Sign, provided such a Sign shall not exceed 0.6 m^2 (6.5 ft^2) in Area, and the Sign shall not change the residential appearance or character of the dwelling or neighbourhood in which it is located.

2) Development Signs as specified in section 3.8.

5.2 SIGNS IN SINGLE AND TWO FAMILY ZONES NOT REQUIRING A PERMIT

The following Signs may be Erected on any Lot in a Single and Two Family Zone without a Sign permit or inspections, but (with the exception of Signs specified in section 1.3 6) which are exempt from the provisions of this bylaw) shall comply with all other provisions of this bylaw:

1) No trespassing or no dumping Signs with each such Sign not to exceed 0.2 m^2 (2.2 ft^2) in Area.

2) Signs on Private Property warning the public of the existence of danger of a duration appropriate to the circumstances.

3) On-site Real Estate Signs as specified in Section 3.7.

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4) *For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.*

5.3 ADDITIONAL REQUIREMENTS

1) No Sign shall be Illuminated

2) Except for Development Signs and Election Signs the Maximum Height and width of any Freestanding Sign shall be 1.8 m (6 ft).

PART 6 - SIGNS PERMITTED IN MULTI-FAMILY ZONES

6.1 SIGNS IN MULTI-FAMILY ZONES REQUIRING A PERMIT

The following Signs may be Erected on any Lot in a Multi-Family Zone provided that a sign permit is obtained and all other provisions of this bylaw are satisfied:

1) One Identification or Accessory Home Occupation Sign in the form of a Fascia or Freestanding Sign, provided such a Sign shall not exceed 0.6 m² (6.5 ft²) in Area, and the Sign shall not change the residential appearance or character of the dwelling or neighbourhood in which it is located.

2) Development Signs as specified in section 3.8.

6.2 SIGNS IN MULTI-FAMILY ZONES NOT REQUIRING A PERMIT

The following Signs may be Erected on any Lot in a Multi -Family Zone without a sign permit or inspections, but (with the exception of Signs specified in section 1.3 6) which are exempt from the provisions of this bylaw) shall comply with all other provisions of this bylaw:

1) No trespassing or no dumping Signs with each such Sign not to exceed 0.2 m² (2.2 ft²) in Area.

2) Signs on Private Property warning the public of the existence of danger of a duration appropriate to the circumstances.

3) On-site Real Estate Signs as specified in Section 3.7.

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4) *For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.*

6.3 ADDITIONAL REQUIREMENTS

1) No Sign may be directly Illuminated, and where indirectly Illuminated from an artificial source, shall be so shielded that no direct Illumination from the source is visible other than on the Sign and in the immediate proximity thereof.

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2) The maximum height and width of any freestanding sign shall be 2.5 m (8.2 ft.).
For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.

PART 7 – SIGNS PERMITTED IN INSTITUTIONAL ZONES

7.1 SIGNS IN INSTITUTIONAL ZONES REQUIRING A PERMIT

The following Signs may be Erected on any Lot in an Institutional Zone provided that a sign permit is obtained and all other provisions of this bylaw are satisfied:

1) One Freestanding Sign fronting each Street abutting a Lot, provided that:

    a) The maximum Area of each Freestanding Sign shall not exceed 1.5% of the Area of the Lot upon which the Sign is located, to a maximum of 6 m² (64.6 ft²) and subject to the maximum dimensions stipulated in section 7.3 3),

    b) The minimum distance between Freestanding Signs on the same Lot shall be 50 m (164 ft), and

    c) Any Electronic Changeable Sign portion is in conformance with the requirements of section 3.9 of this Bylaw.

2) A Non-Illuminated religious emblem may be Erected as a Roof Sign.

3) Fascia, Canopy and Projecting Signs, provided that the total Area of such Signs shall not exceed 0.3 m² for each lineal metre (ft² per ft) of building face on which they are Erected, minus the Area of an emblem Erected under the provisions of subsection 7.1 1) b).

4) On-site Directional Signs not more than four in number and not exceeding a combined total Area of 3 m² (32.3 ft²), identifying the location and nature of a building, structure or use which is not readily visible from the Street serving such building, structure or use, provided that each Sign is not more than 0.9 m²(10 ft²) in Area.

5) Development Signs as specified in section 3.8.

7.2 SIGNS IN INSTITUTIONAL ZONES NOT REQUIRING A PERMIT

The following Signs may be Erected on any Lot in an Institutional Zone without a Sign permit or inspections, but (with the exception of Signs specified in section 1.3 6) which are exempt from the provisions of this bylaw) shall comply with all other provisions of this bylaw:

1) No trespassing or no dumping Signs with each such Sign not to exceed 0.2 m² (2.2 ft²) in Area.

2) Signs on Private Property warning the public of the existence of danger of a duration appropriate to the circumstances.

3) On-site Real Estate Signs as specified in Section 3.7.

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4) For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.

5) Signs pertaining to an event or cause of a civic, philanthropic, educational or religious nature, provided that:

    a) Such Signs may not be Erected more than seven days prior to an event and must be removed within two days after the completion of such event.

    b) Such Signs shall not exceed 6 m² (64 ft²) in Area.

7.3 ADDITIONAL REQUIREMENTS

1) No Sign shall be permitted within 15 m (49.2 ft) of any Lot in a Rural, Single and Two Family or Multi-Family Residential Zone.

2) Except as in accordance with section 3.9, no Sign may be directly Illuminated, and where indirectly Illuminated from an artificial source, shall be so shielded that no direct illumination from the source is visible other than on the Sign and in the immediate proximity thereof

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3) The maximum height and width of any freestanding sign shall be 3.7 m (12.0 ft.). *For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.*

PART 8 – SIGNS PERMITTED IN COMMERCIAL AND INDUSTRIAL ZONES

8.1 SIGNS IN COMMERCIAL AND INDUSTRIAL ZONES REQUIRING A PERMIT

The following Signs may be Erected on any Lot in a Commercial or Industrial Zone provided that a sign permit is obtained and all other provisions of this bylaw are satisfied:

1) One Freestanding Sign each Street abutting a Lot, provided that:

   a) A Freestanding Sign shall not exceed an Area of 1.0% of the lot area on which the Sign is located, to a maximum of 20 m^2 (215.3 ft^2) and subject to the maximum dimensions stipulated in section 8.3 2.).

   b) The minimum distance between Freestanding Signs on the same Lot shall be 50 m (164 ft).

   c) Any Electronic Changeable Sign portion is in conformance with the requirements of Section 3.9 of this Bylaw.

2) Fascia, Canopy, Awning and Projecting Signs, provided the total Area of such Signs shall not exceed 0.6 m^2 for each lineal metre (2 ft^2 per ft) of building face on which they are Erected.

3) On-site Directional Signs not more than four in number and not exceeding a combined total Area of 3 m^2 (32.3 ft^2), identifying the location and nature of a building, structure or use which is not readily visible from the Street serving such building, structure or use, provided that each Sign is not more than 0.9 m^2(10 ft^2) in Area.

4) Temporary Signs identifying or advertising a new business subject to the following conditions:

   a) Such Signs for any new business may only be in place for a maximum period of 30 days on any Premises;
   b) Such Signs may have a maximum combined Area of 6 m^2 (64 ft^2) on any Premises.

5) One Non-Accessory Sign, provided that:

   a) The combined total Area of Signs displayed on a single Premises does not exceed the total Area permitted under sections 8.1 1) a) and b) of this bylaw.

   b) In no case shall a Non-Accessory Sign exceed 6 m² (64 m²) in Area.

8.2 SIGNS IN COMMERCIAL AND INDUSTRIAL ZONES NOT REQUIRING A PERMIT

The following Signs may be Erected on any Lot in a Commercial or Industrial Zone without a Sign permit, but (with the exception of Signs specified in section 1.3 6) which are exempt from the provisions of this bylaw) shall comply with all other provisions of this bylaw:

1) Window Signs advertising a special event or sale.

2) No trespassing or no dumping Signs with each such Sign not to exceed 0.2 m² (2.2 ft²) in Area.

3) Signs on Private Property warning the public of the existence of danger of a duration appropriate to the circumstances.

4) On-site Real Estate Signs as specified in Section 3.7.

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5) For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034.

6) Non-Accessory farm produce Identification Signs, in accordance with Section 4.2 (5) of this Bylaw.

8.3 ADDITIONAL REQUIREMENTS

1) No Sign shall be permitted within 15 m (49.6 ft) of any Lot in a Rural, Single and Two Family or Multi-Family Zone.

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2) Except for development signs as specified in sections 3.8, the maximum height and width of any freestanding sign shall be 7.6 m (24.9 ft).
For regulations regarding election and political signs, see the Township of Langley Election and Political Sign Bylaw 2015 No. 5034

3) All Signs within the Fort Langley Development Permit Area designated in an Official Community Plan bylaw shall comply with the provisions of Part 9 (Special Design Area).

PART 9 – SPECIAL DESIGN AREA

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9.1 FORT LANGLEY

Signs within the Heritage Conservation Area designated in Section 5.1 of the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Fort Langley Community Plan) Bylaw 1987 No. 2527 must conform to the general building design guidelines set out in that section.

READ A FIRST TIME the	25	day of	June	, 2012
READ A SECOND TIME the	25	day of	June	, 2012
READ A THIRD TIME the	25	day of	June	, 2012
RECONSIDERED AND ADOPTED the	09	day of	July	, 2012

"JACK FROESE" Mayor "SUSAN PALMER" Deputy Township Clerk