REGULAR MEETING OF TOWNSHIP COUNCIL AGENDA

Monday, May 26, 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 – May 26, 2025

That Council adopt the agenda and receive all agenda items of the Regular Council meeting held May 26, 2025.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – May 12, 2025

That Council adopt the Minutes of the Regular Council meeting held May 12, 2025.

C. DELEGATIONS

1. Audrey Baillie
File 0550-07

Request by Audrey Baillie, to appear before Council to discuss Glenwood Elementary School zone speeding and solar school zone signs.

2. Cathy Wall
File 0550-07

Request by Cathy Wall, to appear before Council to discuss a compromise for pickleball courts in Fort Langley.

C. DELEGATIONS

3. Terri Coleman
File 0550-01

Request by Terri Coleman, on behalf of the Strata Council and owners of Strata Plan LMS3087 (6359 – 198 Street), to appear before Council to discuss separated utilities invoicing and inconsistencies with neighbouring communities.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

The following item was deferred at the April 28, 2025 Regular Council Meeting:

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

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
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.

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That the Langley Regional Airport 2045 Strategic Plan be deferred to be considered simultaneously with the proposed Langley Airport Bylaw.
CARRIED

The following item was deferred at the May 12, 2025 Regular Council Meeting:

2. Pedestrian and Active Transportation Safety
Within the Salmon River Uplands
Report 25-73
File ENG 5460-06-001

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council direct staff to include $475,000 in the 2026–2030 financial plan for consideration, with $450,000 for long-term active transportation design, including geotechnical, bridge, environmental, and civil design, and $25,000 for short-term road safety improvements, including rumble strips on

E. REPORTS TO COUNCIL

56 Avenue curves and a pedestrian interval at the 248 Street and 56 Avenue traffic signal.

DEFFERAL
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That this motion be deferred to the May 26, 2025 Regular Council Meeting.
CARRIED

3. Fort Langley Community Park
Report 25-83
File 0810-30

That Council endorse the draft plan for the Fort Langley Community Park and its recommended features.

That Council direct staff to proceed with preliminary design and costing for consideration in the Five-Year Capital Program.

4. Secondary Suites and Lock-Off Units
Report 25-84
File LSP000014

That Council direct staff to bring forward a bylaw to amend Zoning Bylaw No. 2500 to permit secondary suites in ground-oriented housing types and lock-off units in apartment buildings substantially in the form presented as Attachment A to this report.

5. Capital Request – 208 Street Roadworks
From 81 Avenue to 84 Avenue
Report 25-78
File ENG 5330-23-176

That Council pre-approve $5,511,500 in the 2026 Capital Budget for the construction of 208 Street from 81 Avenue to 84 Avenue, funded $4,021,647 from Road Development Cost Charges, $440,322 from Capital Projects Reserve, $822,970 from Greenway Amenity Fund and $226,561 of non-refundable deposits.

That Council direct staff to include construction of 208 Street from 81 Avenue to 84 Avenue in the 2026 TransLink Grant Applications.

6. Telecommunications Tower Application No. 000014
(Telus / Cypress Land Services / 5319 – 240 Street
Report 25-79
File CD 11-04-0094

That Council consider Cypress Land Services' application to Innovation, Science and Economic Development Canada regarding a proposed

E. REPORTS TO COUNCIL

22.0 m (72.2 ft) high telecommunication tower and accessory compound at 5319 - 240 Street and adopt one of the following resolutions:

a) That Council advise Innovation, Science and Economic Development Canada that it does not object to Cypress Land Services' application to construct a 22.0 m (72.2 ft) high telecommunication tower and accessory compound at 5319 – 240 Street.

or

b) That Council advise Innovation, Science and Economic Development Canada that it objects to Cypress Land Services' application to construct a 22.0 m (72.2 ft) high telecommunication tower and accessory compound at 5319 – 240 Street.

7. Agricultural Land Commission Application No. 100467 (Stevens / 1000 – 232 Street)
Report 25-81
File CD 10-09-0024

That Council advise the Agricultural Land Commission that the subdivision application on behalf of the owners of the property located at 1000 - 232 Street 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.

8. Development Permit Application No. 101471 (Edgar Equitable Housing Corporation / Township of Langley / 7883 – 199 Street)
Report 25-76
File CD 08-22-0116

That Council authorize issuance of Development Permit No. 101471 for property located at 7883 - 199 Street subject to the following conditions:

a. Completion of conditions (and subsequent discharge) of No Build Restrictive Covenant document CB1117721.
b. Building and signage plans being in substantial compliance with Schedule "A".
c. 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.
d. 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).
e. Section 107.3 – Parking and Loading of Township of Langley Zoning Bylaw No. 2500 being varied to decrease the number of required parking stalls from 167 to 151.

E. REPORTS TO COUNCIL

f. Section 111.6 – Fencing of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to permit a maximum wall height of up to 3.7 metres.
g. Section 1096.4 – Lot coverage of Township of Langley Zoning Bylaw No. 2500 being varied to permit an increase in lot coverage on the site from 40% to 48%.
h. Rooftop mechanical equipment to be located so that it is not visible or alternatively screened from view by compatible architectural treatments.
i. Registration of a restrictive covenant identifying a minimum of 10% of units required to comply with OCP Schedule 2 Adaptable Housing Requirements.
j. 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. Submission of a site specific on site servicing and stormwater management plan in accordance with Subdivision and Development Servicing Bylaw No. 5382.
b. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw.
c. On-site landscaping and boulevard treatment to be secured by letter of credit at building permit stage.
d. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place.
e. Payment of supplemental development permit application fees, Development Cost Charges and building permit administration fees.

That Council waive Development Cost Charges pursuant to Bylaw No. 5901 and Community Amenity Contributions pursuant to Community Amenity Contributions Policy 07-166 Section 5.3.

F. BYLAWS FOR FIRST AND SECOND READING

1. Official Community Plan Amendment and Rezoning Application No. 100303 (Castlehill Homes (Gordon) Ltd. / 6920 - 204 Street)
Bylaw No. 6135
Bylaw No. 6136
Report 25-80
File CD 08-14-0233

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924 Amendment (Castlehill Homes (Gordon) Ltd.) Bylaw No. 6135 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Castlehill Homes (Gordon) Ltd.) Bylaw No. 6136 rezoning 0.6 ha (1.5 ac) of land located at 6920 – 204 Street to Comprehensive Development Zone CD-214, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with Township's Subdivision and Development Servicing Bylaw.
2. Provision of road dedications, widenings, greenways and necessary traffic improvements in accordance with the Township's Master Transportation Plan, the Subdivision and Development Servicing Bylaw and the Central Gordon Estate Neighbourhood Plan.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
4. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection).
5. Dedication and construction of a 4.5 m wide street greenway on the east side of 204 Street including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security.
6. Finalization of landscape and architectural plans.
7. Compliance with Age-Friendly Amenity Area requirements.
8. Registration of restrictive covenants:
    a. prohibiting parking on internal strata roadways for the townhouse units (other than in clearly identified parking spaces
    b. prohibiting garages from being developed for purposes other than the parking of vehicles
    c. prohibiting the development of secondary suites within individual townhouse units
    d. identifying the units (minimum 5% for townhouses) required to comply with the adaptable housing requirements
    e. restricting ultimate driveway access to 204A Street once constructed.

F. BYLAWS FOR FIRST AND SECOND READING

9. Registration of a statutory right-of-way over the subject property for the purposes of a shared pedestrian pathway from 204 Street to the new 204A Street.
10. Compliance with the Community Amenity Contributions Policy, Willoughby Greenway Amenity Policy and with the Township's 5% Neighbourhood Park Land Acquisition Policy.
11. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924 Amendment (Dream Castle Homes 204 Street Ltd.) Bylaw No. 6135 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report, and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council abandon Township of Langley Zoning Bylaw 1987 No. 2500 Amendment Bylaw No. 5877.

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 6135 and 6136.

Explanation – Bylaw No. 6135

Bylaw No. 6135 amends the Central Gordon Estate Neighbourhood Plan for 0.6 ha (1.5 ac) of land located at 6920 – 204 Street to increase the allowable density in the Townhouse 20 UPA land use designation on a site specific basis to 21 UPA. The amendment is required to facilitate the development of 31 townhouse unit

Explanation – Bylaw No. 6136

Bylaw No. 6136 rezones land at 6920 – 204 Street from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-214 to permit a comprehensive development consisting of 31 Townhouse units.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Rezoning Application No. 100783 and Development Permit No. 101490 (Township of Langley / 19600 – 20000 Block of 24 to 27A Avenue (Horne Pit))
Bylaw No. 6129
Report 25-77
File CD 07-22-0033

That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Township of Langley / Horne Pit) Bylaw No. 6129 rezoning approximately 14.1 ha (34.9 ac) of land located in the 19600 – 20000 Block of 24 to 27A Avenue Civic Institutional Zone P-1, Brookswood Employment Zone M-14 and Comprehensive Development Zone CD-213, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road, community detention pond and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw and Engineering Services Plan.
2. Provision of road dedications, widenings, and necessary traffic improvements including dedications for 196 and 200 Streets and 24 and 27 Avenues in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw, and the Fernridge Neighbourhood Plan.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
4. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
5. Registration of a 4.5 m wide statutory right-of-way for pedestrian access between employment lots 1 and 2.
6. Registration of a restrictive covenant prohibiting development of the lands designated Development Permit Areas 'A' – Residential and 'F' – Employment Area until a Development Permit is issued for these areas.
7. Dedication, construction and registration of a restrictive covenant over proposed Lot 3 for a landscape buffer.
8. Dedication and construction of:
    a. a street greenway 6.0 m in width on the east side of 196 Street; 4.5 m wide on the west side of 200 Street, north side of 24 Avenue and south side of 27 Avenue to the acceptance of the Township including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security.
    b. a creek greenway consistent with Section 6.2.3 and Map 2 of the Fernridge Neighbourhood Plan.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

9. Finalization of a subdivision plan of the lands consistent with Attachment B.
10. Compliance with the Community Amenity Contributions Policy and the requirements of the Brookswood-Fernridge Greenway Amenity Policy.
11. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy.

That Council at time of final reading of Rezoning Bylaw No. 6129 authorize issuance of Development Permit No. 101490 subject to the following conditions:

a. Forest Fire Reduction Development Permit Areas design consistent with Schedule "A" and Section 10.5.4 of the Brookswood Community Plan as amended.
b. Sensitive Environment Protection Area as shown on Schedule "A" to the acceptance of the Township of Langley and consistent with Section 10.6.2 of the Brookswood Community Plan as amended.
c. Township of Langley acceptance of a submission addressing information requirements outlined in Section 4.20 of Schedule 3 of Langley Official Community Plan Bylaw 1979 No. 1842.
d. Written designation of an Environmental Monitor for the project acknowledging the Environmental Monitor has the authority to stop any work(s) that, in the Environmental Monitor's opinion, have the potential to impact on SPEAs.
e. Obtainment of relevant senior government environmental regulatory agency approvals and/or submission of notifications and provisions of copies of approval/submissions to the Township.

Explanation – Bylaw No. 6129

Bylaw No. 6129 rezones a portion of the lands located in the 19600 – 20000 Block of 24 to 27A Avenue from Suburban Residential Zone SR-2 to Civic Institutional Zone P-1, Brookswood Employment Zone M-14 and Comprehensive Development Zone CD-213 to facilitate subdivision of the land for a firehall, municipal park, two future employment lots, sensitive environment protection areas and a future special housing development.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

2. Fees and Charges Bylaw Amendment
Bylaw No. 6130
Bylaw No. 6131
Report 25-85
File 4320-01

That Council give first, second and third reading to the Fees and Charges Bylaw 2007 No. 4616 Amendment Bylaw 6130 and authorize staff to schedule the required public input opportunity, pursuant to applicable regulations with respect to Schedule 19. Licence Fees.

That Council give first, second and third reading to the Licencing Bylaw No. 5878 Amendment Bylaw 6131 and authorize staff to schedule the required public input opportunity, pursuant to applicable regulations.

Explanation – Bylaw No. 6130

Bylaw No. 6130 amends the Fees and Charges Bylaw 2007 No. 4616 as amended, to replace “Schedule 16. Airport” with a new “Schedule 16. Airport” and to add “Schedule 19. Licence Fees” to the bylaw.

Explanation – Bylaw No. 6131

Bylaw No. 6131 amends the Township of Langley Licencing Bylaw 5878 to remove Schedule A (Licence Fees) from the bylaw as those fees will now be contained within the Langley Fees and Charges Bylaw 2007 No. 4616 Amendment Bylaw 6130 under “Schedule 19. Licence Fees”. The amendment also adds an application fee for Licence applications, language on prorated licence fees and includes housekeeping changes to add references to “Schedule 19. Licence Fees” and the Fees and Charges Bylaw throughout the Bylaw.

3. Local Area Service Reserve Transfer
Bylaw No. 6137
Report 25-74
File FIN 1700-80

That Council give first, second and third reading to the Langley Local Area Reserve Fund Transfer Bylaw No. 6137 to transfer $2,500,000 from the Local Area Reserve Fund to the Capital Projects Reserve.

Explanation – Bylaw No. 6137

Bylaw No. 6137 provides for the transfer of $2,500,000 of excess funds from the Local Area Service Reserve Fund.

The bylaw is a requirement of Section 189(2) of the *Community Charter*. The *Community Charter* states if the amount of a reserve fund is greater than

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

required for the purpose for which it was established, the Council may, by bylaw, transfer all or part of the amount to another reserve fund.

4. Animal Control Bylaw Reform
Bylaw No. 6140
Bylaw No. 6141
Report 25-82
File BE 4010-25

That Council give first, second and third reading to the Animal Control Bylaw No. 6140.

That Council give first, second and third reading to the Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6141.

That Council approve implementation of the Dogs e-Apply ($12,000/year plus 2% annual inflationary increase) & e-Billing system ($7,500/year plus 2% annual inflationary increase) to be funded within the current operating budgets.

That Council direct staff to add a multi-year, prorated licensing model capital project in the 2026-2030 Financial Plan for Council consideration.

Explanation – Bylaw No. 6140

Bylaw No. 6140 sets out the rules and regulations regarding the keeping of dogs and large animals and to fix, impose and provide for the collection of Licence Fees and the issuance of licences to any person who owns, possesses, or harbours any dog.

Explanation – Bylaw No. 6141

Bylaw No. 6141 updates the Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703 to remove references to the Township of Langley Animal Control Bylaw 2005 No. 4440 and to insert appropriate references to the Animal Control Bylaw No. 6140.

5. Langley Regional Airport Bylaw
Bylaw No. 6138
Bylaw No. 6139
Report 25-75
File 8400-01

That Council give first, second, and third reading to “Langley Regional Airport Bylaw No. 6138”.

That Council give first, second, and third reading to “Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6139”.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

Explanation – Bylaw No. 6138
Bylaw No. 6138 regulates the aspects of the Langley Regional Airport.

Explanation – Bylaw No. 6139
Bylaw No. 6139 updates Bylaw Notice Enforcement Bylaw 2008 No. 4703 to include fine amounts for Airport Regulation Bylaw No. 6138.

H. BYLAWS FOR CONSIDERATION AT THIRD READING

I. BYLAWS FOR FINAL ADOPTION

1. **Housing Agreement (Township of Langley Housing Trust Society / 3000 Block of 272 Street)**
Bylaw No. 6125
Report 25-70
File CD 13-20-0158

That Council give final reading to "Township of Langley Housing Agreement (Township of Langley Housing Trust Society – Aldergrove Site) Bylaw No. 6125"

Explanation – Bylaw No. 6125

Bylaw No. 6125 authorizes the Corporation of the Township of Langley to enter into a housing agreement with the Township of Langley Housing Trust Society to secure rental housing and affordable rental units on the subject properties located at the 3000 Block of 272 Street.

2. **Housing Agreement (Township of Langley Housing Trust Society / 20230 – 72B Avenue)**
Bylaw No. 6126
Report 25-71
File CD 08-23-0236

That Council give final reading to "Township of Langley Housing Agreement (Township of Langley Housing Trust Society – Central Gordon Site) Bylaw No. 6126"

Explanation – Bylaw No. 6126

Bylaw No. 6126 authorizes The Corporation of the Township of Langley to enter into a housing agreement with the Township of Langley Housing Trust Society to secure rental housing and affordable rental units on the subject property located at 20230 – 72B Avenue.

I. BYLAWS FOR FINAL ADOPTION

3. Rezoning Application No. 100659
(1231515 BC Ltd. / Flat Architecture Inc. / 19681 – 80 Avenue)
Bylaw No. 5860
Report 23-51
File CD 08-27-0056

That Council give final reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1231515 BC Ltd.) Bylaw No. 5860".

Explanation – Bylaw No. 5680

Bylaw No. 5860 rezones 0.82 ha (2.02 ac) of land located at 19681 – 80 Avenue to Comprehensive Development Zone CD-131 to facilitate development of 36 townhouse units.

Clerk's Note: Please note that all development prerequisites listed in the Community Development Division report to Council of April 3, 2023 attached to the Bylaw have been satisfactorily addressed. The written submission opportunity for the Bylaw was provided prior to third reading. Third reading was given on April 3, 2023.

J. ITEMS FROM PRIOR MEETINGS

Mayor Woodward has requested the following item be brought back for reconsideration from the June 24, 2024 Regular Council Meeting:

1. Motion to Reconsider

That Council reconsider the following motion:

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

Moved by Councillor Rindt,
Seconded by Councillor Ferguson,
That Council defer consideration of the application pending consideration and adoption of the Fraser Highway Employment Lands Area Plan.
CARRIED

J. MAYOR AND COUNCIL REPORT

K. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

L. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

The following information has been brought forward from the May 12, 2025 Closed Council Meeting for public information:

1. West Munday Creek Slope Stabilization

That Council directs staff to proceed with slope stabilization work at West Munday Creek, Site 1 and Site 2, as planned, with the West Munday Creek Trail between 85 Avenue and 86A Avenue remaining closed; and

That Council hereby preapproves additional funding of $850,000 from the Capital Projects Reserve within the 2026 Budget and Five Year Financial Plan to complete the West Munday Creek Slope Stabilization project as soon as practical and otherwise achievable.
CARRIED

Section 90(1) (g) Legal

M. FOR INFORMATION

1. **Willoughby Elementary Motion – Further Extension**
   Memorandum – Municipal Administration Division
   File 0810-01

2. **Accessibility Plan Engagement Update**
   Memorandum – Community and Policy Planning Division
   File LSP00018

3. **Belmont School Oak Trees**
   Memorandum – Community Development Division
   File 10-31-0170

4. **Operational Update #1 – 2025 Spring Freshet**
   Memorandum – Public Works Division
   File 5225-07-003

5. **Heritage Advisory Committee**
   Minutes – May 7, 2025
   File 0540-20

6. **Recreation, Culture and Parks Advisory Committee**
   Minutes – May 14, 2025
   File 0540-20

N. MOTIONS ARISING FROM INFORMATION

1. Heritage Advisory Committee
Recommended Motion
File 0540-20

That Council direct staff to provide a condition report on the Fort Langley Cenotaph, and a stakeholder engagement opportunity, including a presentation on the cenotaph restoration and potential plaza.

O. OTHER BUSINESS

Councillor Richter presented the following Notices of Motion at the May 12, 2025 Regular Meeting of Council:

1. Township of Langley Housing Trust Society

Be it resolved that Council request staff to make a presentation on the new Township of Langley Housing Trust Society at a Regular (Open) Township of Langley Council Meeting prior to the Summer 2025 Council Break.

2. Correspondence from the City of Langley Mayor Regarding De-Integration

Whereas on May 12, 2025, Mayor Nathan Pachal invited Mayor Eric Woodward to a face-to-face meeting to find a verified and mutually agreeable path forward,

Therefore be it resolved that a report and presentation on this “Mayor-to-Mayor” meeting be provided to Langley Township Council as soon as practicably possible after the Mayor-to-Mayor meeting occurs.

Mayor Woodward presented the following Notices of Motion within the deadlines according to the Council Procedure Bylaw:

3. 200 Street 80 Avenue to 82 Avenue

That Council directs staff to Report to Council with a capital request and capital project plan to complete the east side of 200 Street from 80 Avenue to 82 Avenue and the south side of 82 Avenue from 200 Street to 200A Street.

4. 48 Avenue Sidewalk Upgrades for Langley Christian

Whereas Council approved a review of potential upgrades on 228 Street between Fraser Highway and 48 Avenue on November 4, 2024; and

Therefore be it resolved that Council directs staff to consider and add to the Report to Council regarding the potential upgrade(s) to 228 Street between Fraser Highway and 48 Avenue, the potential completion of finished sidewalk(s), lighting and other applicable upgrades as it may be appropriate

O. OTHER BUSINESS

for Council to consider fronting the south side of 48th Avenue from 22600 Blk to 228 Street.

5. Portable Event Seating

Whereas the memo to Mayor and Council 0810-30, dated April 28, 2025, outlined the benefits of portable event seating to support community events, user groups and enhance existing facilities;

Therefore be it resolved that Council authorizes staff to acquire two (2) portable bleacher units funded with up to $325,000 from the Community Partners in Film Reserve.

6. Potential Expansion of Langley Arts Council in Aldergrove

Whereas:

1. Council endorsed relocating The Aldergrove Library operated by Fraser Valley Regional Library from its current location adjacent to Aldergrove Secondary to 272 Street at 30 Avenue on April 7, 2025; and

2. The Langley Arts Council has requested that Council consider potential lease arrangements with them for the space that is to be vacated with the relocation of the Aldergrove Library;

Therefore be it resolved that Council directs staff to engage with The Langley Arts Council and Report to Council with consideration of potential uses for the space(s) to be vacated by the Aldergrove Library and a potential process to consider options, as it may be appropriate for Council to consider.

Councillor Pratt and Councillor vanPopta presented the following Notice of Motion within the deadlines according to the Council Procedure Bylaw:

7. Traffic Calming on Walnut Grove Drive

Whereas:

1. There has been a significant level of interest demonstrated within the neighbourhood surrounding Walnut Grove Secondary School and Walnut Grove Community Park for the implementation of traffic calming measures along Walnut Grove Drive, and;

2. Walnut Grove Drive is classified as a Major Collector Road and serves as a critical emergency response route, and therefore any traffic calming must be done in a way that does not inhibit the ability of First Responders to attend to an emergency but that also provides safer streets for all users:

O. OTHER BUSINESS

Therefore be it resolved that:

1. Council directs staff to consult with the Fire Department, RCMP, and BC Ambulance Service in order to determine the preferred method of vertical traffic calming that could be implemented on Walnut Grove Drive,

2. Staff initiate the ballot process in the neighbourhood to determine the level of support for traffic calming measures, which may potentially include but are not limited to:
   - Speed cushions,
   - Curb bulb-outs at pedestrian crossings,
   - Raised pedestrian crossings where feasible, and;
   - Potential additional pedestrian crossings at select locations along Walnut Grove Drive.

Be it further resolved that Council request that staff report to Council on the possibility of constructing a protected bi-directional bicycle path along Walnut Grove Drive without reducing the overall number of available street parking stalls.

Councillor Pratt presented the following Notices of Motion within the deadlines according to the Council Procedure Bylaw.

8. Supporting The Fort Langley International Ukulele Festival

Whereas:

1. The Langley Ukulele Association has operated as a not-for-profit organization within Langley for 44 years, providing extracurricular opportunities for thousands of Langley students, and;

2. The Association was not far enough in their planning for the 2025 Langley Ukulele Festival to submit a Community Grant Application for their September 2025 event:

Therefore be it resolved that Council authorizes the use of $5,000, funded from Council Contingency, to support the Langley Ukulele Association's 'Langley Ukulele Festival' for 2025.

9. Closing the Gaps in Willoughby's Multi-Use Paths

Whereas:

1. There are several gaps in the Multi-Use Path (MUP) network throughout Willoughby that inhibit the widespread use by pedestrians and other active transportation users of these MUPs,

O. OTHER BUSINESS

2. Completion of these MUPs will result in a healthier, more complete community, and;

3. These gaps are due to the lack of development activity, which is subject to the market and therefore provides no guarantee of timely completion:

Therefore be it resolved that

1. Council hereby directs staff to report to Council with a MUP completion plan which would include funding sources and the potential associated costs to complete gaps in the Multi-Use Path and Greenway networks within Willoughby, and;

2. That this list of gaps be maintained and updated on an ongoing basis.

P. MOTION TO RESOLVE INTO CLOSED MEETING

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

Item A.1 - Section 90(1) (n) Consideration
Item E.1 - Section 90(1) (e) Properties
Item E.2 - Section 90(1) (k) Negotiations
Item G.1 - Section 90(1) Section 90(1) (k) Negotiations; (f) Law Enforcement and Section 90(2) Intergovernmental
Item I.1 - Section 90(2) (b) Intergovernmental Relations
Item I.2 - Section 90(1) (b) Personal

Q. TERMINATE

REGULAR MEETING OF TOWNSHIP COUNCIL MINUTES

Monday, May 12, 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

C. Kooner, T. Hanson, S. Ruff, A. Ruhl, and J. Winslade

W. Bauer, and G. Della Mattia

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 – May 12, 2025

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council adopt the agenda and receive all agenda items of the Regular Council meeting held May 12, 2025.
CARRIED

Clerk's Note: A Mayor's statement was added prior to Item D.1.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – April 28, 2025

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council adopt the Minutes of the Regular Council meeting held April 28, 2025.
CARRIED

C. DELEGATIONS

1. Kimberley Seifert
Manor Farm
File 0550-07

Kimberley Seifert, Manor Farm, appeared before Council to request that the building permit for Manor Farm be issued. She advised Council that she believes staff have misinterpreted ALC regulations. She understands that 50% of the crop for the cidery may be provided over multiple parcels, including their location in the Okanagan. Staff have indicated that 50% of the crop must come from the Langley property location. The trees on the property were planted three years ago and are not able to provide their full yield this year and will need to be supplemented by the other property.

D. PRESENTATIONS

THE MAYOR'S STATEMENT ON RCMP DE-INTEGRATION

I can confirm for Council and the public that, as of May 10th, 2025, the integrated Township of Langley and City of Langley RCMP detachment is now officially de-integrated.

While both municipalities will continue to be served by the RCMP, the Township of Langley and the City of Langley will now meet their obligations under the Police Act via their own, separate RCMP detachments, one serving the Township and another serving the City.

Township Council issued formal notice of termination of the integrated detachment two years ago, on May 10th, 2023. The termination notice was lawfully issued by the Township of Langley to the City of Langley, in accordance with the municipal agreement. The Township of Langley also provided notice to the RCMP and the Minister of Public Safety and Solicitor General.

After two years, the notice period has passed and the Township of Langley now owns all "right, title and interest" in the RCMP main detachment building and the equipment therein.

Due to the termination of the is Agreement, the RCMP is now moving forward with the implementation of their RCMP de-integration plan and the Township of Langley transition plan, both carefully prepared over the last two years to achieve two autonomous detachments, governed by our existing Municipal Police Unit Agreement with the province for the provision of RCMP services in the Township of Langley.

Over the past two years, the Township Langley has worked closely with both the RCMP and the Province to ensure a well-planned and responsible transition. The Township of Langley is fully prepared, and fully capable, of funding, resourcing and operating an improved, autonomous RCMP

D. PRESENTATIONS

detachment that meets the policing needs of our growing community into the future.

The Township of Langley did not need, and does not require, the City of Langley's consent to de-integrate. Approval from the RCMP, nor the Province is required. The mechanism for a municipality to provide for policing in its community is a local decision governed by a municipal agreement and carried out entirely within the framework of the Municipal Police Unit Agreement and Police Act, and other legal requirements. The Province is, however, responsible to ensure that adequate and effective policing will be maintained, something the Township is very much committed to.

This morning, the City of Langley issued a statement, of course, opposing de-integration. I understand and respect their position. Obviously, they prefer that the Township of Langley continue to provide for them. "Langley City Council is unanimous in its belief that de-integration of the Langley RCMP Detachment will not improve the quality, efficiency, or effectiveness of policing in Langley," stated Mayor Nathan Pachal. "In Langley". I want to confirm for our staff, this Council, the public and our resident and taxpayers, that only this Council speaks for the Township of Langley, and our residents and taxpayers we are here to serve.

On April 4th, 2025, the Director of Police Services, from the Ministry of Public Safety and Solicitor General, who is responsible under the Police Act for superintending policing in British Columbia, confirmed in writing to myself and Mayor Pachal that, "The Langley RCMP Detachment de-integration will occur pursuant to the termination notice provided by the Township to end the shared policing agreement. The City must immediately engage with the RCMP and the Township to ensure its meets it obligations under the Police Act."

To date, 5 weeks later, and after two years notice, the City of Langley has not complied with the required process. In fact, the City of Langley CAO has refused multiple attempts from our CAO to meet to discuss new, draft servicing and licence agreements. In two years, they have not presented a transition plan, as required, and as ordered of them by the Ministry.

Township of Langley remains firmly committed to public safety, and investing in higher levels of service, staffing, and results for our residents and taxpayers. And while we acknowledge that day-to-day policing decisions are ultimately the RCMP's responsibility, all Township of Langley funded resources are to be used solely to support policing within the Township of Langley.

We remain willing partners to working positively and constructively with the City of Langley on any necessary transitional arrangements to move forward cooperatively, but independently from hereon. As of today, de-integration is in place, moving forward, and required.

D. PRESENTATIONS

1. Langley RCMP

Superintendent Harm Dosange, Langley RCMP Detachment, provided an update on police matters within the Township of Langley. He discussed human resources trends. He highlighted the introduction of new policing tools such as body-worn cameras, drones, and artificial intelligence. He further talked about enhancing social media engagement and expanding the communications unit. He discussed the successful use of I-TEAMS for critical incidents. E-scooter and road safety is a challenge in policing and the Langley detachment is working toward programs to address this. He then presented a quarterly report on crime trends including statistics for violent crime, property crime, and crimes to businesses in the Township.

Councillor vanPopta entered the meeting at 2:52pm.

MEETING RECESSED
The meeting recessed at 2:59pm.

MEETING RECONVENED
The meeting reconvened at 3:08pm.

E. REPORTS TO COUNCIL

1. Pedestrian and Active Transportation Safety Within the Salmon River Uplands Report 25-73

File ENG 5460-06-001

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council direct staff to include $475,000 in the 2026–2030 financial plan for consideration, with $450,000 for long-term active transportation design, including geotechnical, bridge, environmental, and civil design, and $25,000 for short-term road safety improvements, including rumble strips on 56 Avenue curves and a pedestrian interval at the 248 Street and 56 Avenue traffic signal.

DEFFERAL
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That this motion be deferred to the May 26, 2025 Regular Council Meeting.
CARRIED

E. REPORTS TO COUNCIL

2. Capital Request – 6700 Block 248 Street
Coghlan Creek Bridge Rehabilitation
Report 25-68
File PW 5330-20-003

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council authorize the use of $575,000 from the Capital Projects Reserve for rehabilitation work on the Coghlan Creek Bridge in the 6700 Block of 248 Street to facilitate a full reopening of 248 Street. Of the $575,000, $440,000 is returned funding that is not required from the Mufford Overpass Rehabilitation Project (RDS1378).
CARRIED

MAYOR DECLARES CONFLICT OF INTEREST
Mayor Woodward declared a Conflict of Interest under Section 100 of the *Community Charter* due to a pecuniary interest and left the meeting at 3:17pm.

Councillor Pratt assumed the position of Chair.

3. Heritage Alteration Permit Application No. 101484
(Township of Langley / 9272 Glover Road)
Report 25-67
File CD 11-33-0142

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council authorize issuance of Heritage Alteration Permit No. 101484 to the Township of Langley for property located at 9272 Glover Road subject to the following conditions being satisfied to the acceptance of the Township of Langley:

a. Demolition of portions of the existing structure.
b. Building plans being in substantial compliance with Schedule “A”.
c. On-site landscape plans and tree management plans being in substantial compliance with Schedule “B” and in compliance with the Township’s Street Tree and Boulevard Planting Policy.
d. Sections 104.5(2) and 602.6 of Township of Langley Zoning Bylaw No. 2500 being varied to increase the maximum permitted height and number of storeys as indicated in Schedule “A”.
e. 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).
f. All signage being in substantial compliance with Schedule “A”, the Township’s Sign Bylaw and Section 4: Signage of the Fort Langley Building Façade Design Guidelines.

E. REPORTS TO COUNCIL

g. Rooftop mechanical equipment to be located so that it is not visible from adjacent roads or alternatively screened from view by compatible architectural treatments.
h. All refuse areas to be located within buildings and/or enclosures and screened.

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

a. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw.
b. Completion of a site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw.
c. On-site landscaping to be secured by letter of credit at building permit stage.
d. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place.
e. Provision of an exterior lighting impact plan prepared by an electrical engineer in compliance with the provisions of the Township's Exterior Lighting Impact Policy.
f. Payment of supplemental heritage alteration permit application fees, Development Cost Charges and building permit administration fees.

CARRIED

Councillor Richter opposed

Mayor Woodward re-entered the meeting at 3:24pm and resumed the position of chair.

4. Development Variance Permit Application No. 100190 (Reimer / 8813 Glover Road)
Report 25-65
File CD 11-32-0001

Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
That Council authorize issuance of Development Variance Permit No. 100190 for property located at 8813 Glover Road subject to the following:

a. That condition g) of "Small-Scale Multi-Unit Housing Development" in Section 102 – Definitions of Township of Langley Zoning Bylaw 1987 No. 2500 be varied to permit vehicular access to a lot from an arterial road to facilitate a small-scale multi-unit housing development at 8813 Glover Road.

E. REPORTS TO COUNCIL

b. Registration of a joint access easement for a shared driveway with the neighbouring property (22987 – 88 Avenue) prior to Building Permit issuance.
c. Provision of a 5.0 m by 5.0 m corner truncation at the intersection of 88 Avenue and Glover Road prior to Building Permit issuance.
d. Registration of a restrictive covenant regarding left hand turn restriction and no reliance on off-site parking prior to Building Permit issuance.

CARRIED

Councillor Richter opposed

5. Development Variance Permit Application No. 100178
(Plett / 8877 Wright Street)
Report 25-66
File CD 11-32-0125

Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That Council authorize issuance of Development Variance Permit No. 100178 for the property located at 8877 Wright Street subject to the following:

a. Section 110.1 – Minimum Subdivision Requirements of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum lot frontage requirement of Residential Zone R-1E from 22.0 m to 17.8 m for a two lot subdivision as indicated in Schedule A.
b. Registration of an exterior design control agreement guided by the A.J. Muir Design Ltd. Neighbourhood Character Study at the time of subdivision.

CARRIED

F. BYLAWS FOR FIRST AND SECOND READING

1. Official Community Plan Amendment and
Rezoning Application No. 100279 and
Development Permit No. 101428
(1268833 BC Ltd./ Matte Homes Inc. / 8400 Block of 202B Street)
Bylaw No. 6123
Bylaw No. 6124
Report 25-69
File CD 08-26-0235

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan)

F. BYLAWS FOR FIRST AND SECOND READING

Bylaw No. 1998 No. 3800 Amendment (Carvolth Neighbourhood Plan) Bylaw No. 4995 Amendment (1268833 BC Ltd.) Bylaw No. 6123, and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1268833 BC Ltd.) Bylaw No. 6124 rezoning 0.38 ha (0.95 ac) of land located in the 8400 Block of 202B Street to Comprehensive Development Zone CD-198, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw.
2. Provision of road dedications, widenings and necessary traffic improvements including dedications in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Carvolth Neighbourhood Plan.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
4. Compliance with Age-Friendly Amenity Area requirements.
5. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
6. Registration of a restrictive covenant acceptable to the Township:
   a. identifying a minimum of 10% of the apartment units in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan
   b. identifying the type and number of units required to comply with Section 3.1.6 of TOL OCP.
7. Completion of conditions and subsequent discharge of no-build restrictive covenant CA9866006.
8. Dedication and construction of a 4.5 metre wide street greenway on the north side of 84 Avenue to the acceptance of the Township, including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security.
9. Finalization of landscape and architectural plans.
10. Approval of the Rezoning Bylaw by the Ministry of Transportation and Transit.
11. Compliance with the Community Amenity Contributions Policy, and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy and Willoughby Greenway Amenity Policy.
12. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

F. BYLAWS FOR FIRST AND SECOND READING

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Carvolth Neighourhood Plan) Bylaw 2012 No. 4995 Amendment (1268833 BC Ltd.) Bylaw No. 6123 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report, and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council at time of final reading of Rezoning Bylaw No. 6124 authorize issuance of Development Permit No. 101428 subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A".
b. Landscape plans being in substantial compliance with Schedule "B" and in compliance with the Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), the Township's Street Trees and Boulevard Plantings Policy and Age-Friendly Amenity Area requirements.
c. All signage being in compliance with Schedule "A" and the Township's Sign Bylaw.
d. All rooftop mechanical equipment to be screened from view.
e. All refuse areas to be located 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. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw.
b. Completion of an on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw.
c. On-site landscaping to be secured by letter of credit at building permit stage.
d. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place.
e. Payment of supplemental development permit application fees, Development Cost Charges and building permit administration fees.

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 6123 and 6124 in conjunction with the hearing for the proposed Development Permit No. 101428.
CARRIED

Councillor Richter opposed

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Housing Agreement (Township of Langley Housing Trust Society / 3000 Block of 272 Street)
Bylaw No. 6125
Report 25-70
File CD 13-20-0158

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council grant first, second and third reading to Township of Langley Housing Agreement (Township of Langley Housing Trust Society – Aldergrove Site) Bylaw No. 6125.
CARRIED

Councillor Richter opposed

2. Housing Agreement (Township of Langley Housing Trust Society / 20230 – 72B Avenue)
Bylaw No. 6126
Report 25-71
File CD 08-23-0236

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council grant first, second and third reading to Township of Langley Housing Agreement (Township of Langley Housing Trust Society – Central Gordon Site) Bylaw No. 6126.
CARRIED

Councillor Richter opposed

H. BYLAWS FOR CONSIDERATION AT THIRD READING

1. Official Community Plan Amendment and Rezoning Application No. 100256 and Development Permit Application No. 101402 (1308728 BC Ltd. / 21588 – 96 Avenue)
Bylaw No. 6069
Bylaw No. 6070
Report 25-72
File CD 08-36-0219

Moved by Councillor Richter,
Seconded by Councillor Kunst,
That Council direct staff to work with the applicant on a revised development proposal as per Option 1 **OR** Option 2 **OR** Option 3 as summarized in this report.

H. BYLAWS FOR CONSIDERATION AT THIRD READING

MOTION RULED OUT OF ORDER
Mayor Woodward ruled the motion out of order.

CHALLENGE TO THE CHAIR
Councillor Richter challenged the Chair.

The question was called on the motion to sustain the Chair, and it was
CARRIED

Councillors Kunst and Richter opposed

Clerk's Note: Third reading for this application was not moved and no further direction was provided to staff.

I. BYLAWS FOR FINAL ADOPTION

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

   Moved by Mayor Woodward,
   Seconded by Councillor Rindt,
   That Council give final reading to "Public Spaces Regulation Bylaw No. 6059", and

   "Bylaw Notice Enforcement Bylaw 2018 No. 4703 Amendment Bylaw No. 6060".
   CARRIED

   Councillor Richter opposed

2. **2025 Langley Annual Rates and Tax Collection Bylaw for Universal Services**
   Bylaw No. 6128
   Report 25-57
   File FIN 1700-80

   Moved by Mayor Woodward,
   Seconded by Councillor Pratt,
   That Council give final reading to Langley Annual Rates and Tax Collection Bylaw No. 6128.
   CARRIED

   Councillor Richter opposed

J. MAYOR AND COUNCIL REPORT

Councillor Ferguson reported he attended the Metro Vancouver Regional Parks Foundation meeting at Redwoods Golf Course and the Lower Mainland Local Government Association Annual Conference.

Councillor Baillie reported he visited the construction site of Firehall 5, he advised a cordoned off area has been made for a Killdeer birds' nest containing three eggs.

Councillor Kunst reported she visited the graves of two Canadian soldiers from the Township of Langley while she was in Europe. She planted both Township and Canadian flags and paid her respects.

K. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

L. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

M. FOR INFORMATION

1. **40 Avenue Culvert Replacement Project Update**
   Memorandum – Engineering Division
   File 5330-30-089

2. **Proposed 2025 Traffic Calming Program**
   Memorandum – Engineering Division
   File 5460-04-001

3. **Property Tax Detail Per Representative Household From 2022 To 2025**
   Memorandum – Finance Division
   File 1700-80

4. **School Site Acquisition Charge**
   File 0440-80

   Letter received from Brian Iseli, Secretary-Treasurer, SD#35, regarding the School Site Acquisition Charge Bylaw.

5. **Agricultural Advisory Committee**
   Minutes – April 23, 2025
   File 0540-20

N. MOTIONS ARISING FROM INFORMATION

1. Proposed 2025 Traffic Calming Program

Moved by Councillor Pratt,
Seconded by Mayor Woodward,
That the location of the crosswalk “Rank 8”, Goldenview Park, in the memorandum be moved from 85 Avenue to 86 Avenue.
CARRIED

2. Request for Farmers’ Institute Update

Moved by Councillor Richter,
Seconded by Councillor Martens,
That Council request a presentation from A. Smith regarding farm activity and challenges.
CARRIED

Mayor Woodward and Councillors Rindt and vanPopta opposed

O. OTHER BUSINESS

1. 2025 Local Area Service Reserve Transfer to Capital Projects

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council direct staff to confirm the current balance in the Local Area Service statutory reserve and bring forward for Council’s consideration the necessary bylaw(s) to transfer its 2025 balance to the Capital Projects Reserve.
CARRIED

2. 2025 Community Grant Award Volunteer Cancer Drivers Society

Moved by Councillor Ferguson,
Seconded by Councillor Baillie,
Whereas:

1. The Volunteer Cancer Drivers Society has applied for and received a Community Grant since 2017,

2. The Volunteer Cancer Drivers Society submitted an application for the 2025 Community Grant – General and inadvertently received an automated rejection response,

Therefore be it resolved that Council directs staff to process the Volunteer Cancer Drivers Society’s 2025 grant application for a Community Grant – General in the amount of $2,000, to be paid from Council Contingency.
CARRIED

O. OTHER BUSINESS

3. Township Policing Communications Protocol

Moved by Councillor Martens,
Seconded by Councillor Kunst,
Whereas:

1. The Langley RCMP are an important component of our community,

2. The Langley RCMP's position in regard to their priorities and activities are important for Council and community to hear,

3. The Langley RCMP Officer in Charge (OIC) is attending a future meeting of Council,

Now therefore be it resolved that the Langley Officer in Charge (OIC) be requested to attend at Council meetings quarterly with an update as to the Langley RCMP's priorities and service levels.
DEFEATED

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

5. Township of Langley Housing Trust Society

Councillor Richter advised she will be submitting a Notice of Motion for the May 26, 2025 Regular Council meeting requesting a presentation on the Township of Langley Housing Trust Society.

6. Golf Cart Acquisition

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council fund the acquisition of two or more golf carts with up to $10,000 from the Council Contingency Fund as per the memo to Council dated April 28, 2025.
CARRIED

Councillor Richter opposed

Councillor Richter provided the following Notice of Motion for consideration at the May 26, 2025 Regular Meeting of Council:

7. Correspondence from the City of Langley Mayor Regarding De-Integration

That Council receive an update on the Mayor to Mayor meeting between the Mayor of the City and the Mayor of the Township.

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) (e) Property
Item G.2 - Section 90(1) (e) Property
Item G.3 - Section 90(1) (a) Personnel
Item I.1 - Section 90(1) (g) Legal
Item I.2 - Section 90(1) (g) Legal
Item I.3 - Section 90(1) (g) Legal

CARRIED

Q. TERMINATE

Moved by Councillor Rindt,
Seconded by Councillor Woodward,
That the meeting terminate at 4:10pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

Council Delegation Request

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

1 Delegate Information

Applicant/Organization name

AUDREY BAILLIE

2 Council Meeting Information

Council meeting date MAY 26/25. at 1:30pm

3 Topic

GLENWOOD ELEMENTARY SCHOOL ZONE SPEEDING

4 Additional Information

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

Desired resolution

SOLAR SCHOOL ZONE SIGNS

5 Meeting Location

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

Office use only

☐ Approved ☐ Declined ☐ Other _____ ☐ Applicant informed

SEE NEXT

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Catherine Wall
Date: Friday, May 09, 2025 1:32:23 PM

Please note the following response to Delegation Requests has been submitted at Friday May 9th 2025 1:32 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  5/26/2025
- **Name of delegate or organization wishing to appear**
  Cathy Wall
- **Topic**
  Pickle ball courts in Fort langley
- **Purpose of presentation**
  Other
- **for other, describe here:**
  Request consideration of compromise to pickle ball in fort Langley court
- **Desired resolution**
  Pickle ball will be allowed in fort Langley courts for specific times of the day
- **Full name**
  Catherine Wall
- **Email address**
  FOIPPA s. 22
- **Address**
  FOIPPA s. 22
- **Primary Phone**
  FOIPPA s. 22

From: do_not_reply@notifications.tol.ca
Sent: Thursday, May 15, 2025 10:43 PM
To: legservicesinfo
Subject: Delegation Requests by Terri Coleman

Please note the following response to Delegation Requests has been submitted at Thursday May 15th 2025 10:40 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  5/26/2025
- **Name of delegate or organization wishing to appear**
  Terri Coleman on Behalf of Owners, Strata Plan LMS3087 & the LMS 3087 Strata Council
- **Topic**
  Utilities (sewer and water) invoices from the TOL and how they are inconsistent with our neighboring communities regarding the cost for multi-dwelling buildings.
- **Purpose of presentation**
  Information only
- **Desired resolution**
  To have the Council review the cost of the newly separated utilities invoice to multi-dwelling buildings and design a new model that would be fairly distributed to all owners in TOL.
- **Full name**
  Terri Coleman
- **Email address**
  FOIPPA s. 22
- **Address**
  FOIPPA s. 22
- **Primary Phone**
  FOIPPA s. 22
- **Alternate Phone**
  FOIPPA s. 22

Township of Langley
Est. 1873

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.

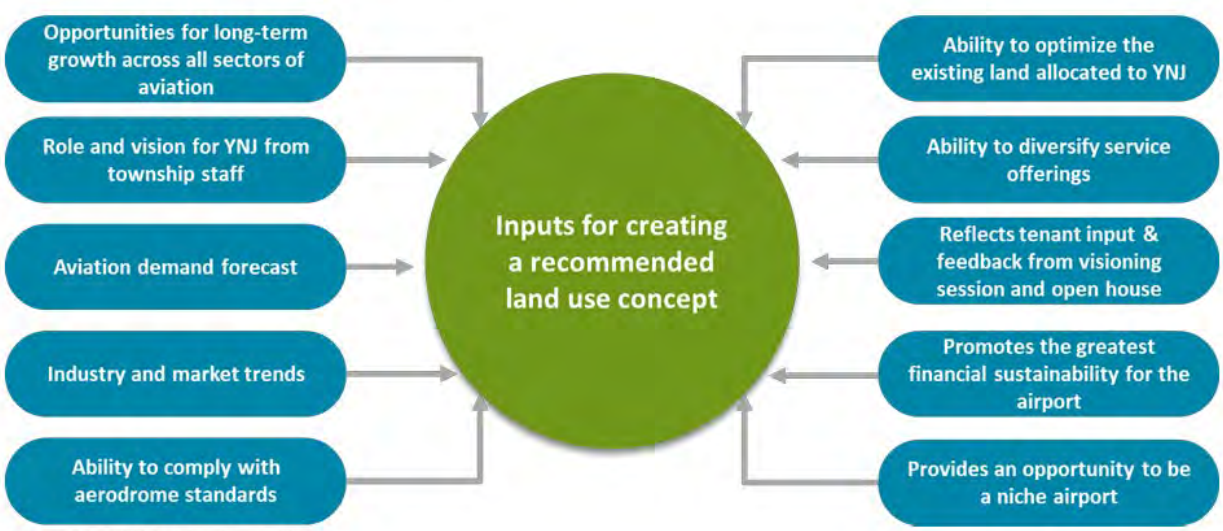
1.1 The Planning Process:

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.

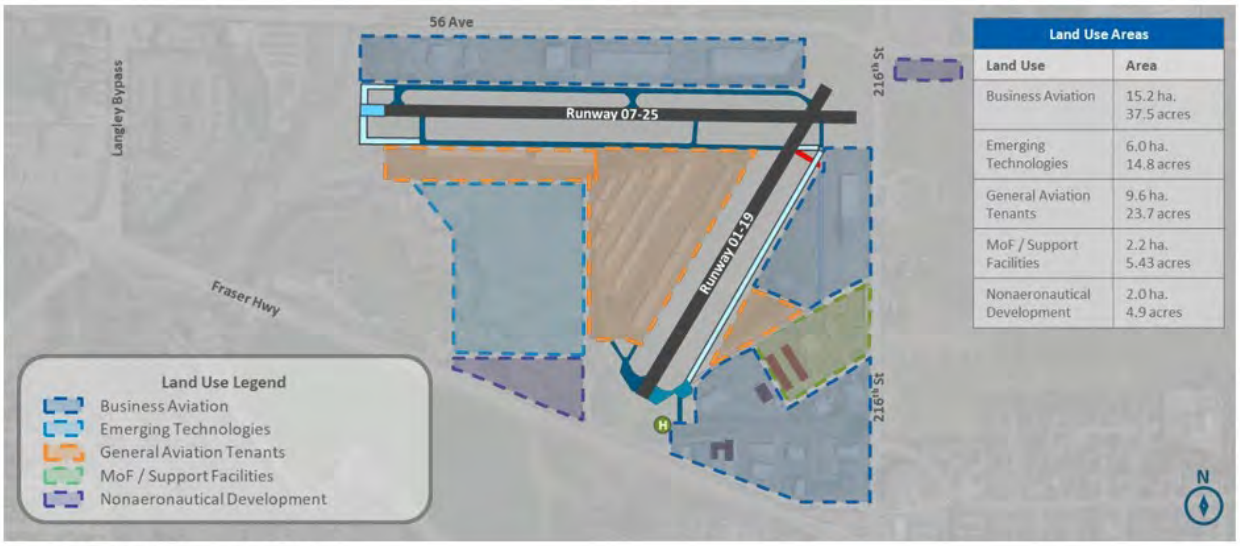
A summary of the inputs used to prepare the ultimate land use concept is as follows:



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.



Land Use Areas	
Land Use	Area
Business Aviation	15.2 ha. 37.5 acres
Emerging Technologies	6.0 ha. 14.8 acres
General Aviation Tenants	9.6 ha. 23.7 acres
MoF / Support Facilities	2.2 ha. 5.43 acres
Nonaeronautical Development	2.0 ha. 4.9 acres

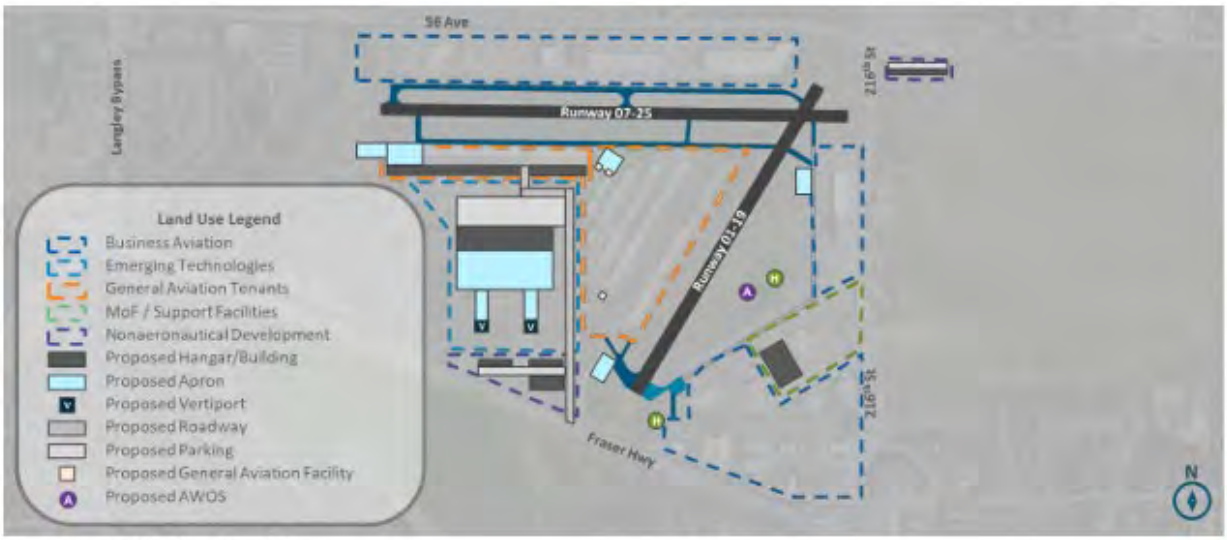
Source: InterVISTAS Consulting, 2025

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.

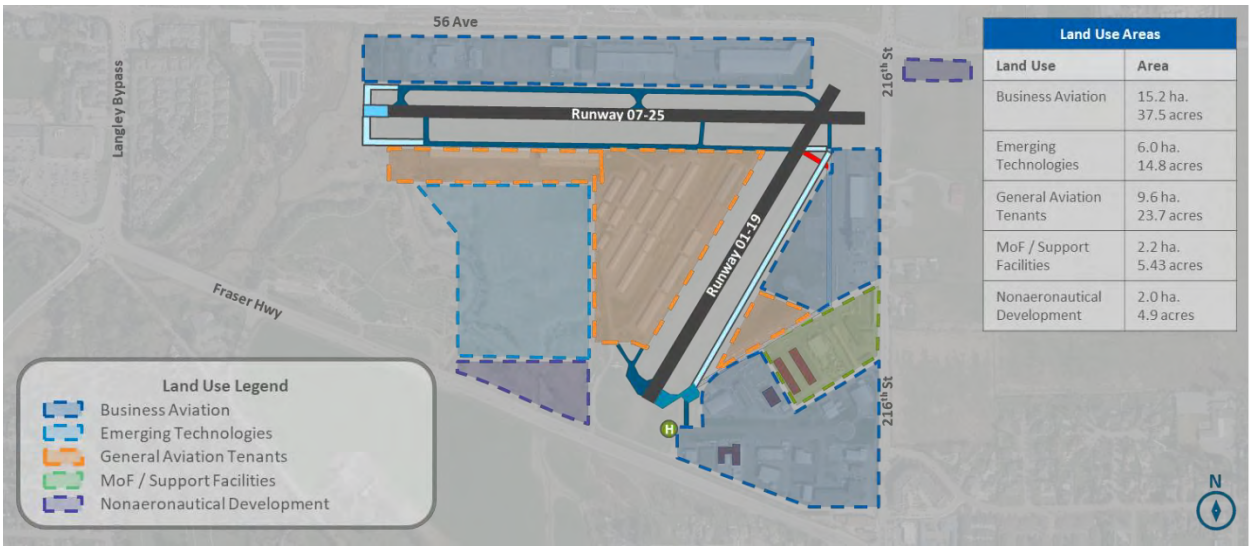
The development of this plan involved a multi-phased planning process rooted in both technical analysis and stakeholder engagement. In late 2024, a series of visioning sessions with Township staff and airport tenants helped establish shared priorities and identify future needs. These insights informed 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.

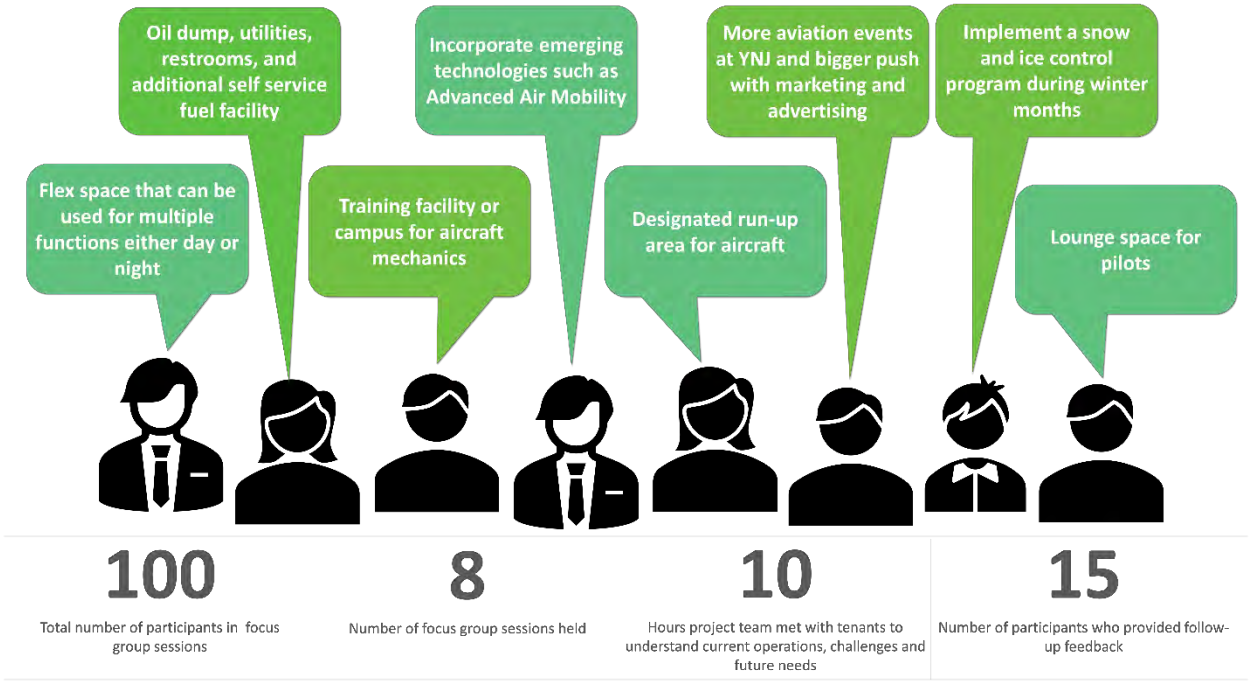
- **Financial Sustainability:** Ensuring the airport's long-term financial health is vital for its continued success. This principle stresses the importance of creating a land use plan that promotes revenue generation, reduces operational costs, and attracts investments to ensure the airport remains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

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.

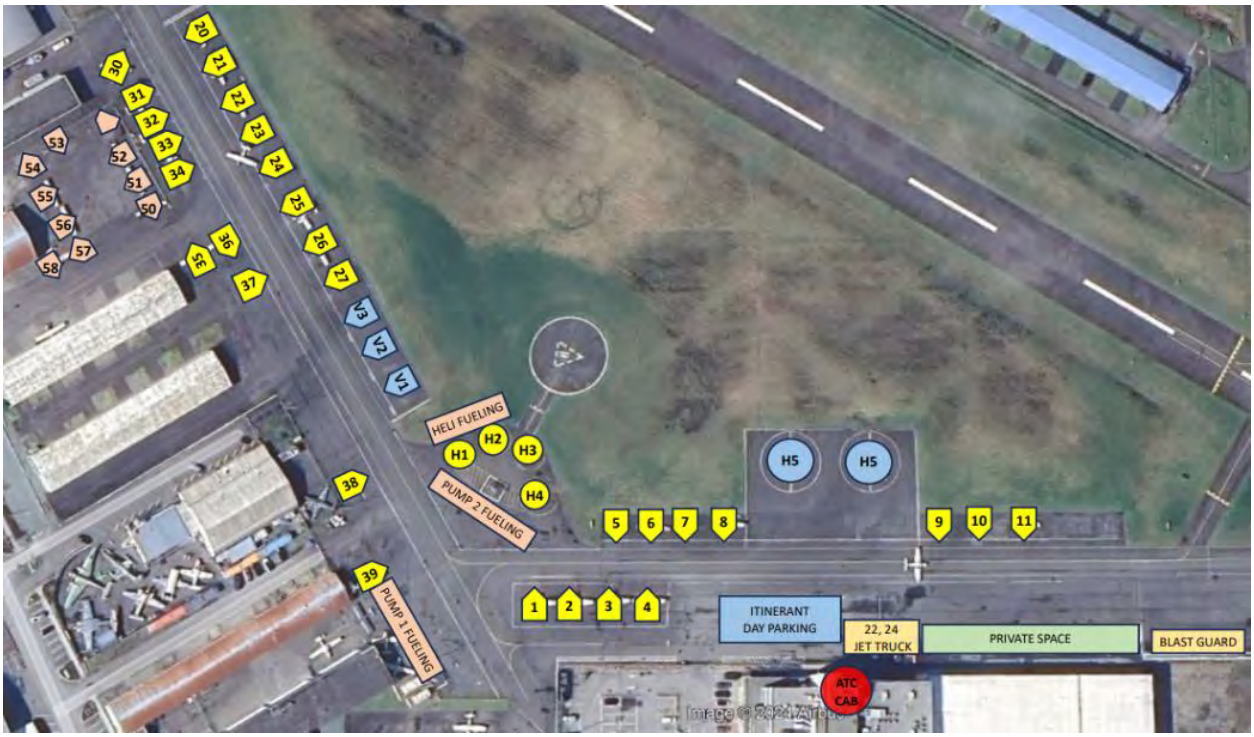
Apron I, which is the farthest north apron, is located adjacent to the terminal building. The apron covers 8,802 square meters (94,722 square feet) and is used to tie-down based aircraft along with parking positions for transient aircraft. This is the only location at the airport where transient parking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

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.

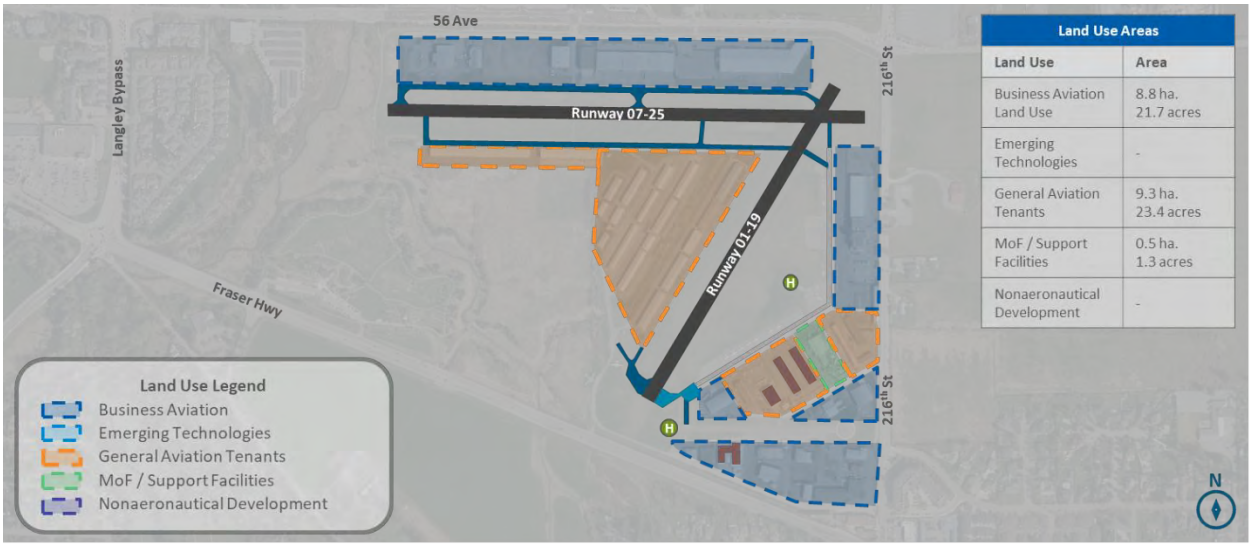
General aviation tenants occupy the largest developed portion of the airport, covering approximately 9.3 hectares (23.4 acres). Most of these tenants are located west of Runway 01-19, just south of Runway 07-25, where privately built facilities operate under ground leases with the Township. A smaller 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.

	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

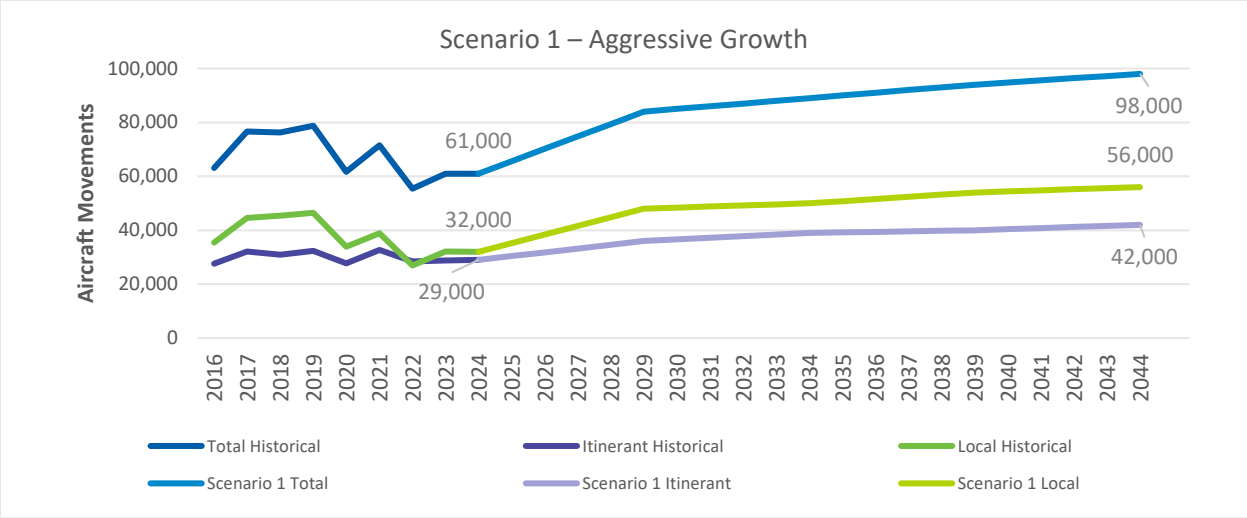
B&A Airport Planners Inc., 2023

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.

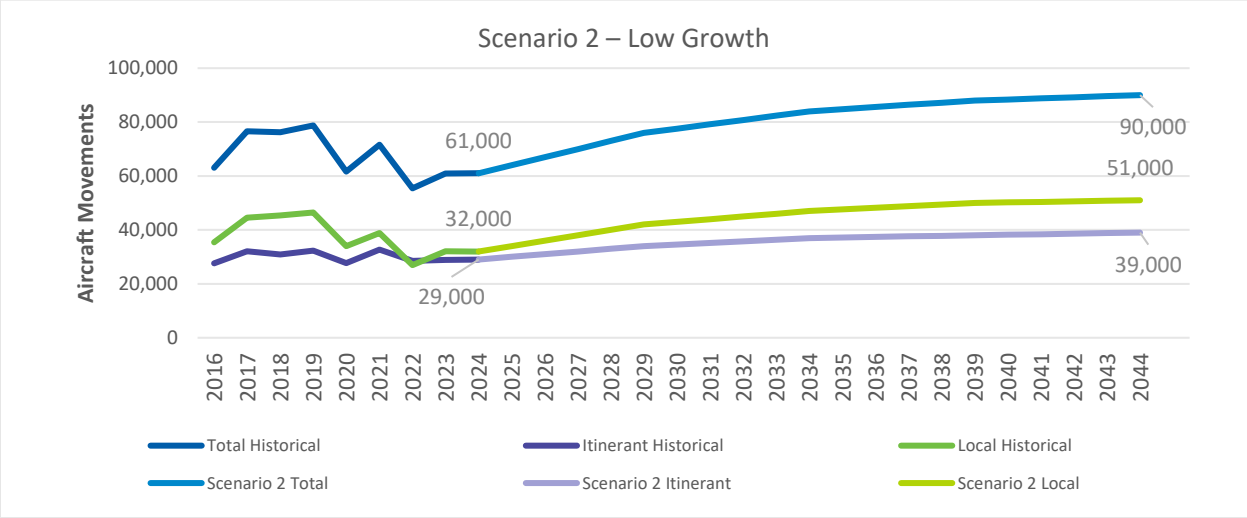
With 2024 as the base year, total aircraft movements were recorded at 61,000, with a relatively even split between local movements (32,000) and itinerant movements (29,000). This base-year activity level is lower than the peak of approximately 80,000 movements observed over the past decade. However, 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.

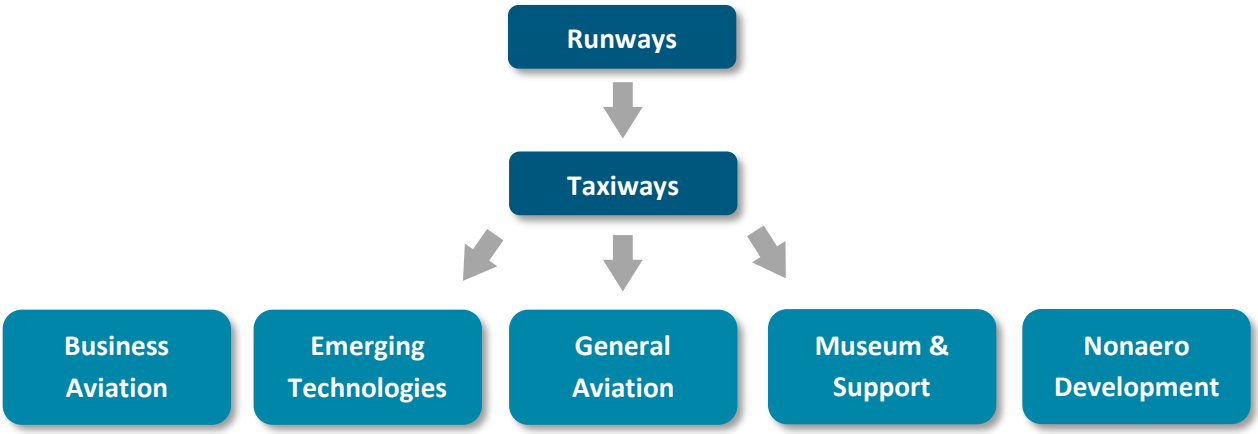


6 Land Use Alternatives

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.

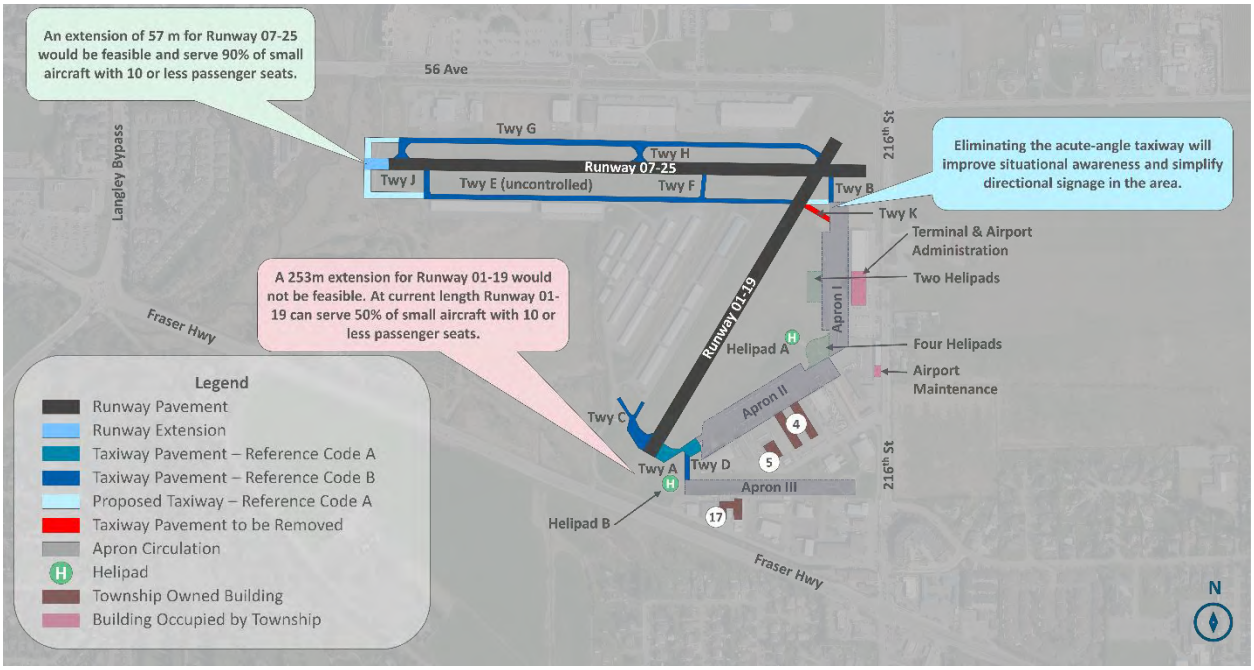
The facility requirements analysis identified that extending Runway 07-25 by 57 meters and Runway 01-19 by 253 meters would enhance the airport's ability to accommodate 90 percent of the aircraft in the market with 10 or fewer passenger seats. However, Runway 01-19 faces significant constraints on both 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.



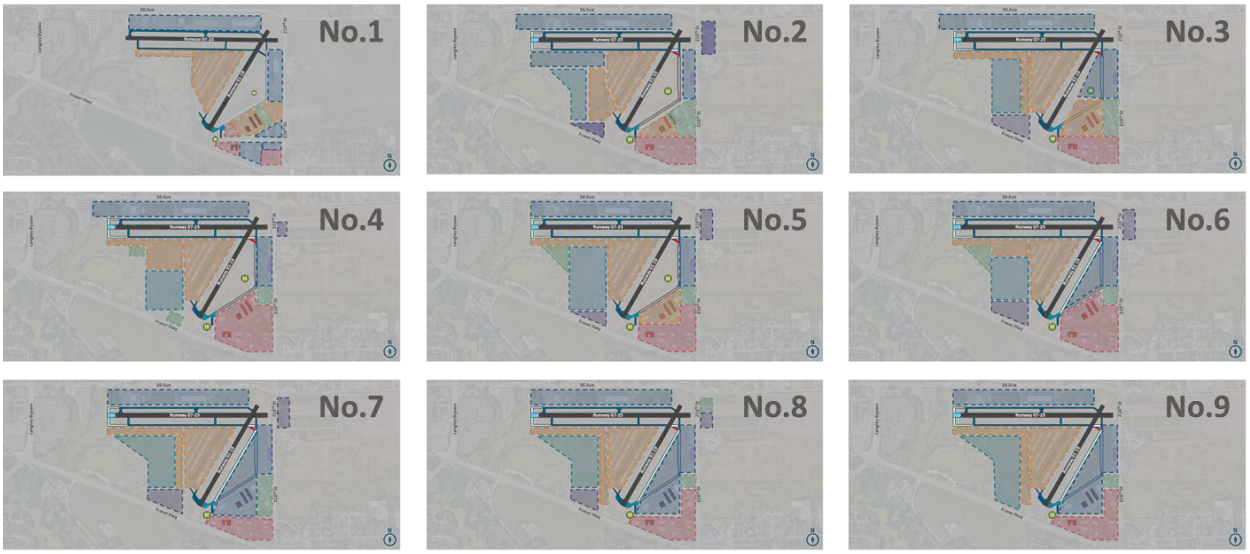
Source: InterVISTAS Consulting, 2025

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.

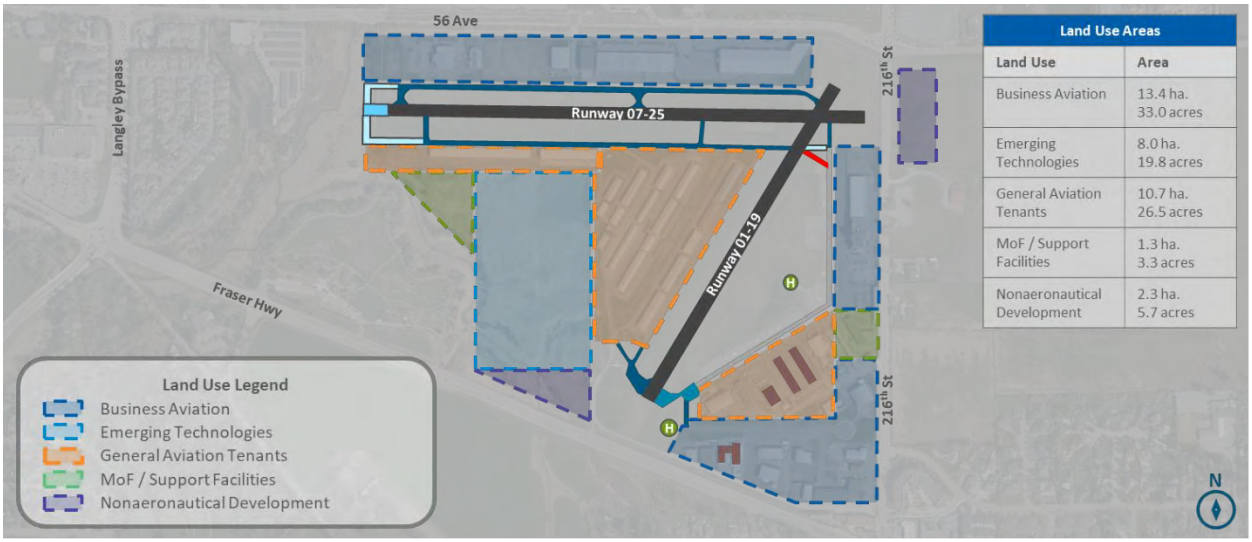
The refined land use concepts were developed by selecting key elements from the nine initial concepts that best reflected the airport's long-term vision and operational needs. This approach ensured that the final concepts incorporated the most viable and strategic components.

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

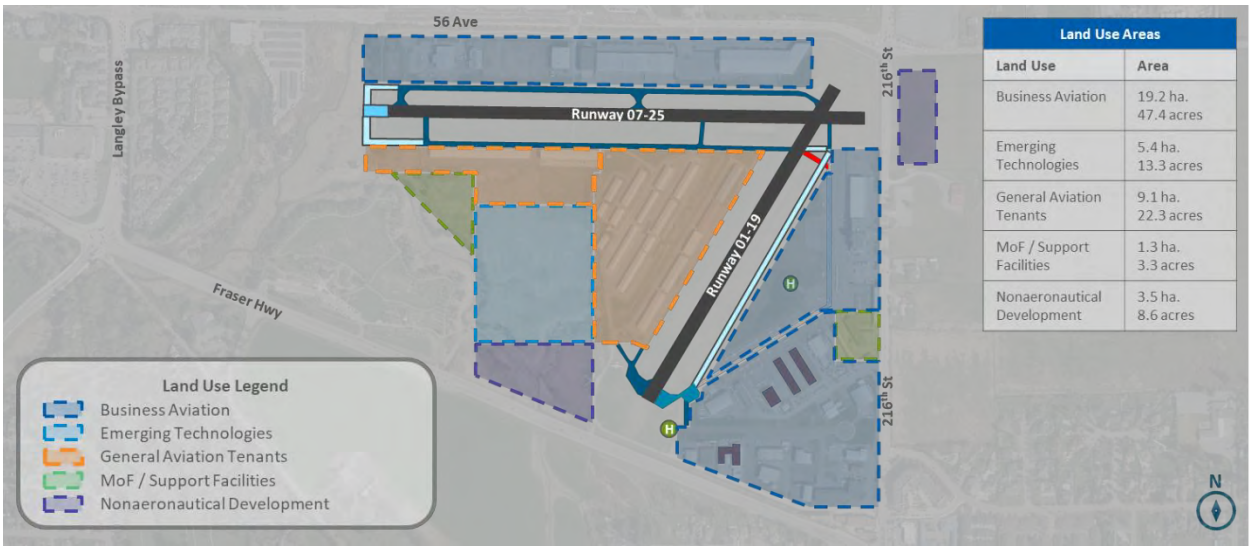
Source: InterVISTAS Consulting, 2025

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.



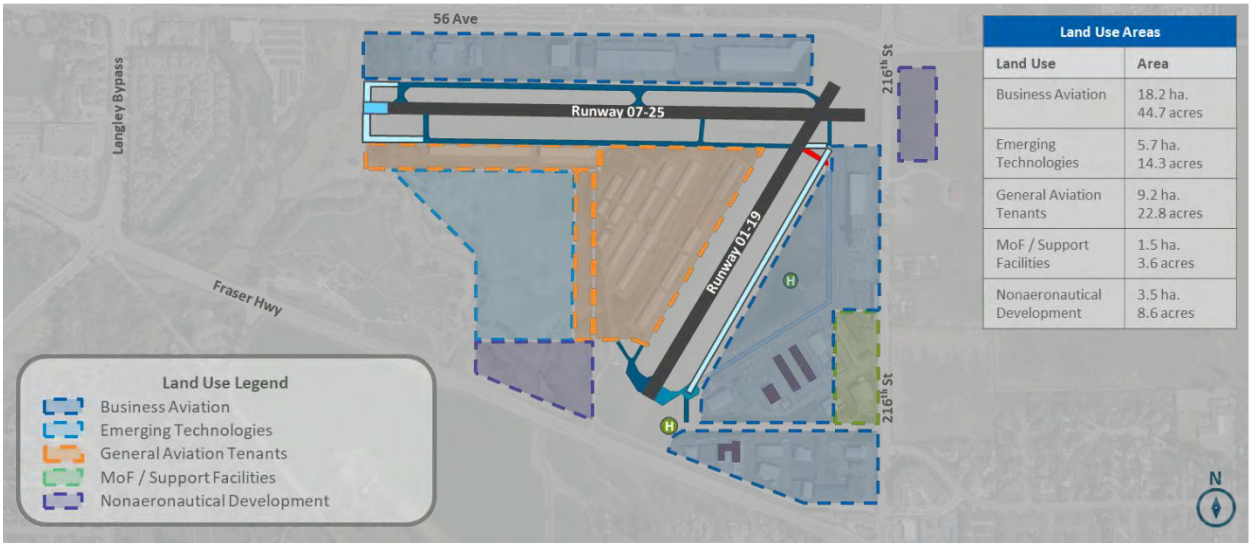
Source: InterVISTAS Consulting, 2025

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.



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.

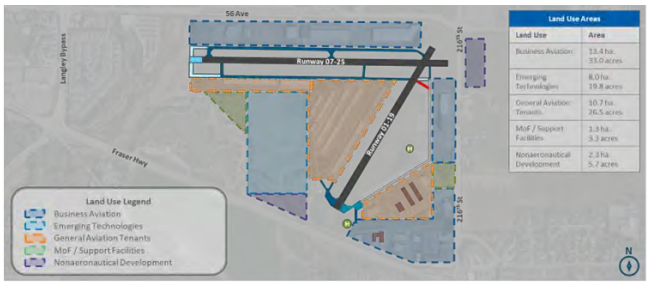
The primary goal of the open house was to collect tenant feedback on the refined land use concepts to inform the development of a hybrid concept. This approach integrates key elements from each alternative while addressing tenant needs and operational considerations. The following section summarizes 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.

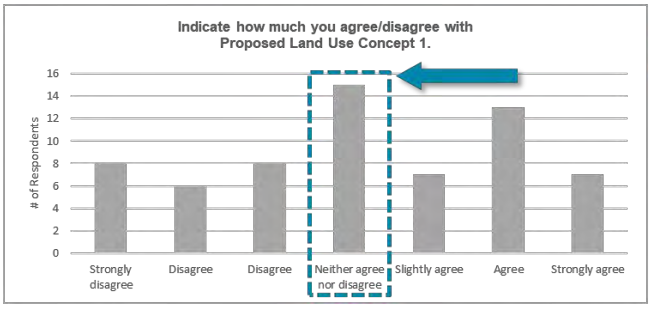
7.1 Refined Land Use Concept No.1 Tenant Comments & Feedback

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

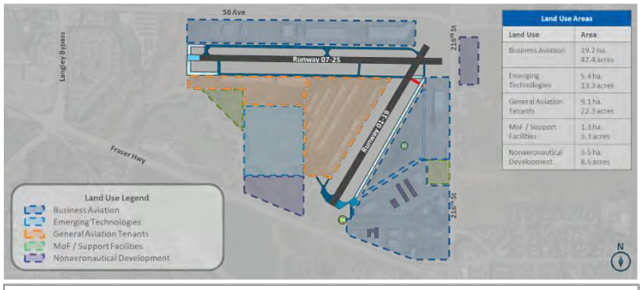
Source: InterVISTAS Consulting, 2025

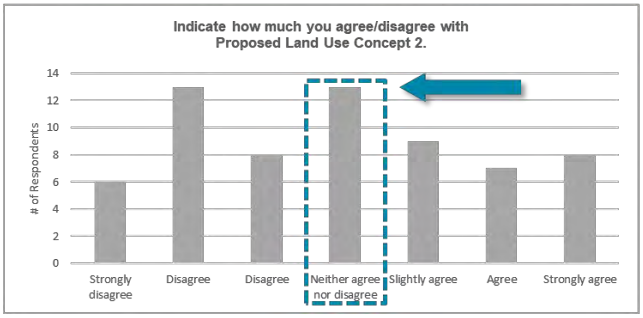
7.2 Refined Land Use Concept No.2 Tenant Comments & Feedback

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

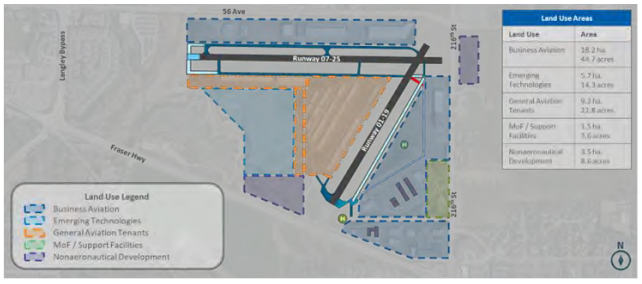
Source: InterVISTAS Consulting, 2025

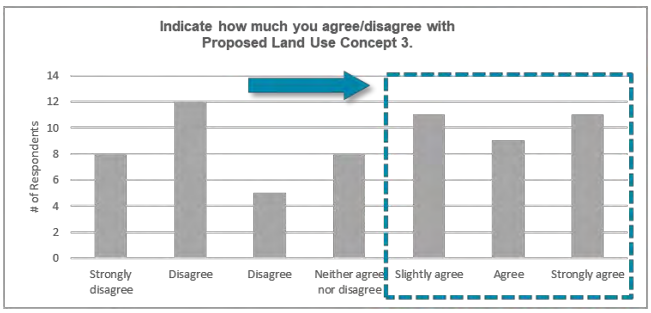
7.3 Refined Land Use Concept No.3 Tenant Comments & Feedback

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

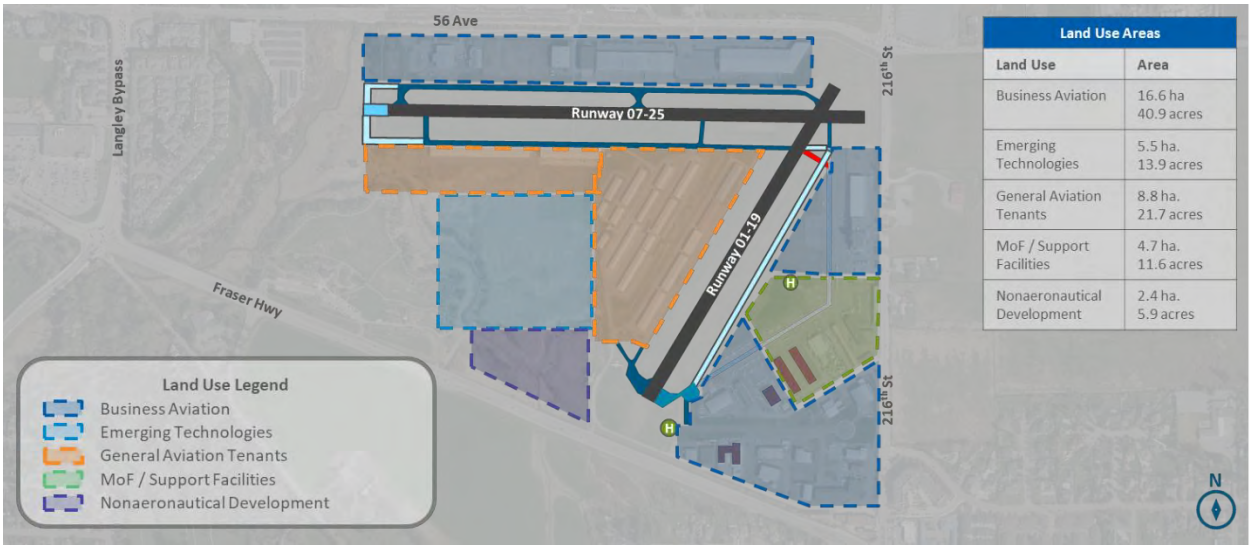
- The expansion of non-aeronautical space and business aviation could come at the cost of reducing GA space
- The relocation of businesses or hangars could create complications for owners of private structures, especially those who have invested in their facilities
- Expansion into sensitive or unsuitable 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.

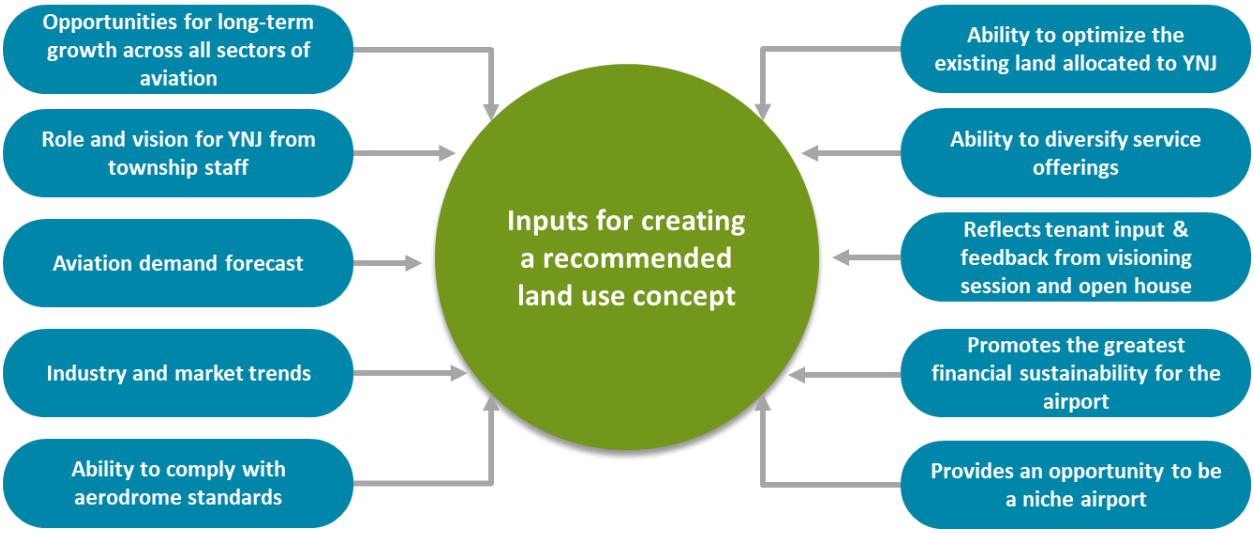
The following feedback was provided and incorporated into the development of the recommended ultimate land use plan:

- 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

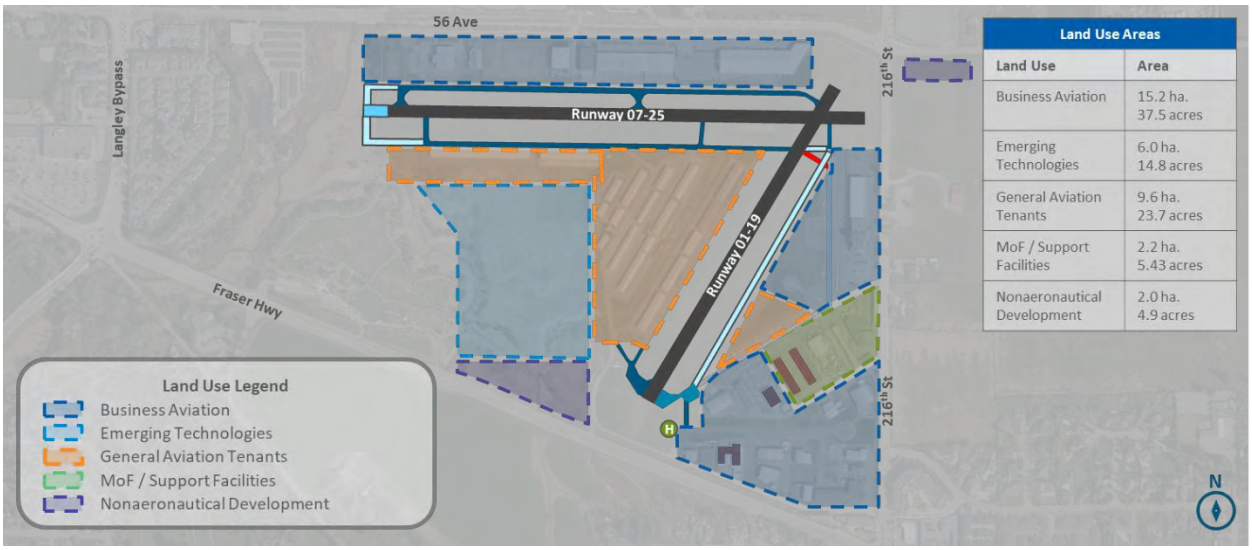
The following section introduces the recommended ultimate land use plan, which was carefully developed based on a comprehensive understanding of both stakeholder input and strategic planning principles. This plan reflects the established airport vision, which was defined during focus group sessions with 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.



Land Use Areas

Land Use	Area
Business Aviation	15.2 ha. 37.5 acres
Emerging Technologies	6.0 ha. 14.8 acres
General Aviation Tenants	9.6 ha. 23.7 acres
MoF / Support Facilities	2.2 ha. 5.43 acres
Nonaeronautical Development	2.0 ha. 4.9 acres

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.

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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.

	Year		
Project	'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.

	Year						
Project	'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

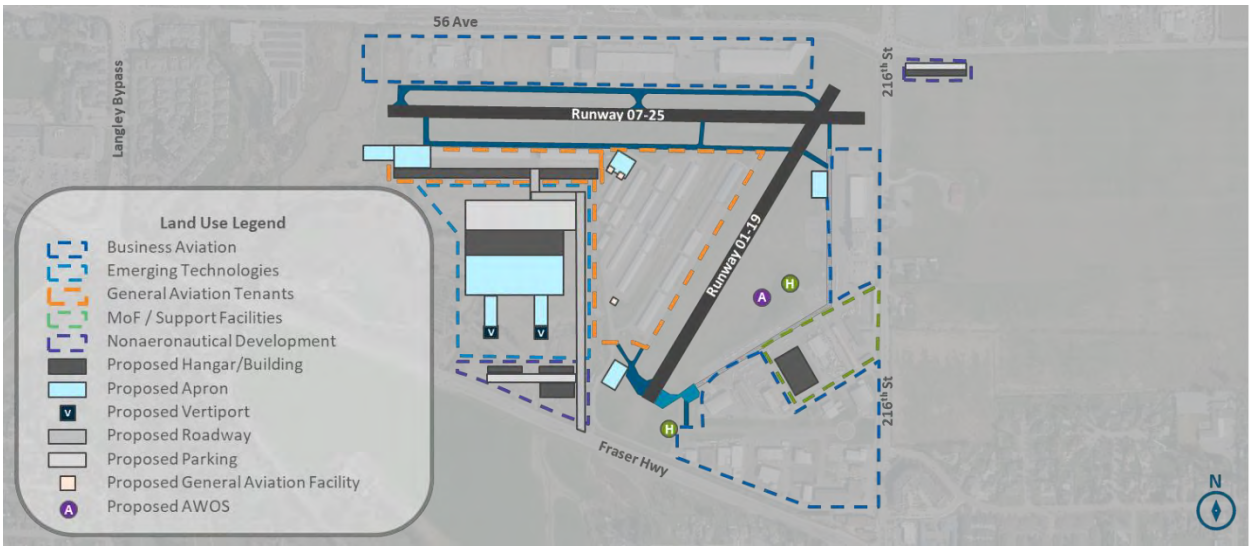
9.5 Development Plan

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.

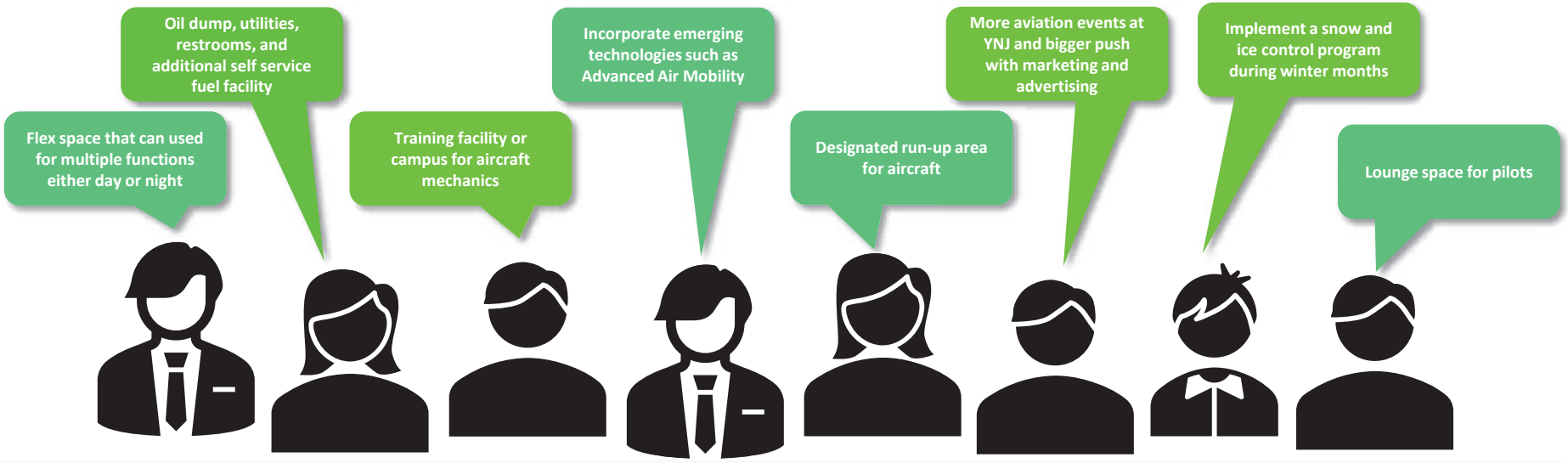


4. **Strategic Land Use Concepts**
   Major facilities such as runways, taxiways, and aeronautical facilities will be depicted graphically.

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.

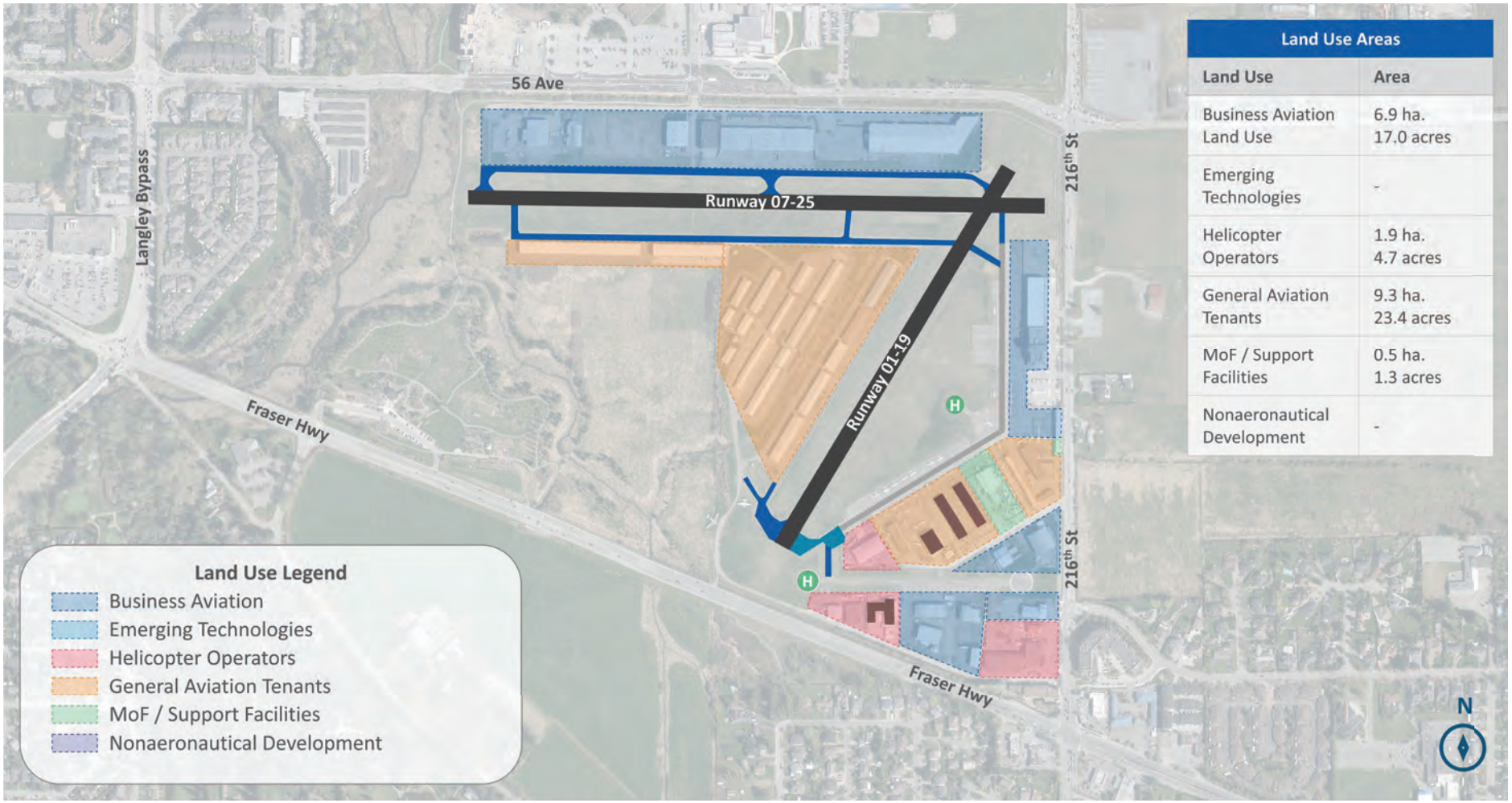
Nonaeronautical Development

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

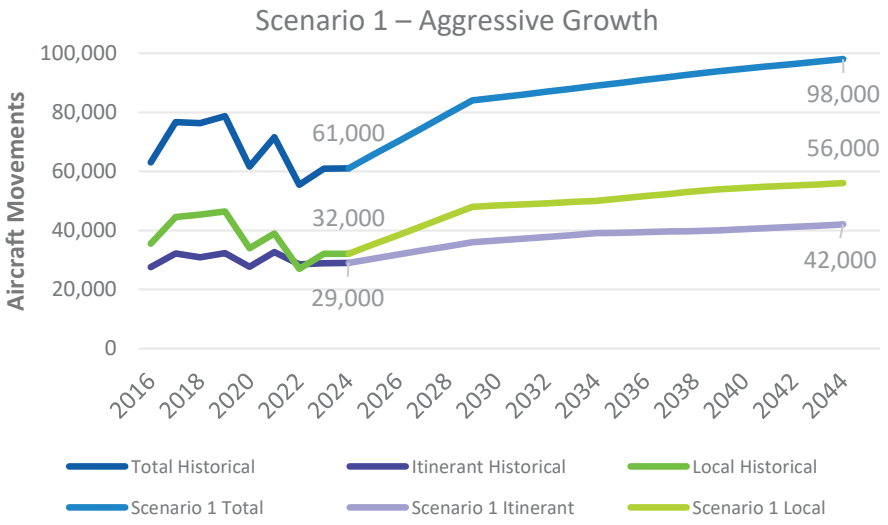


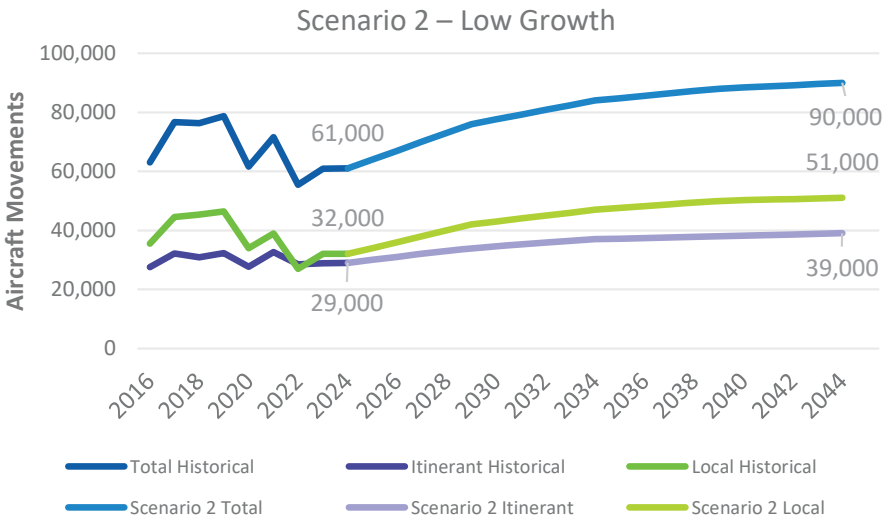
Existing Land Uses



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

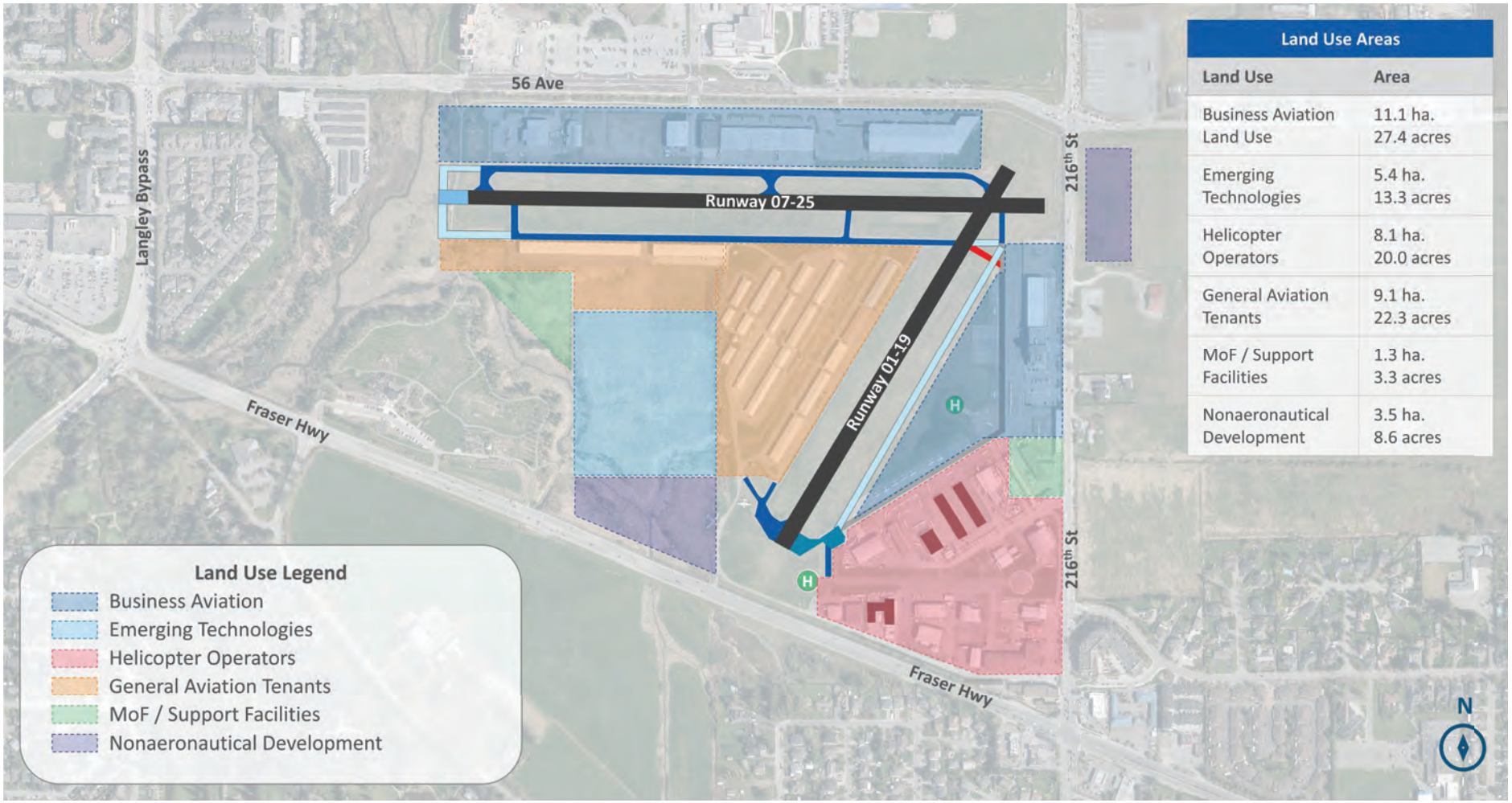


Proposed Land Use Concept 1



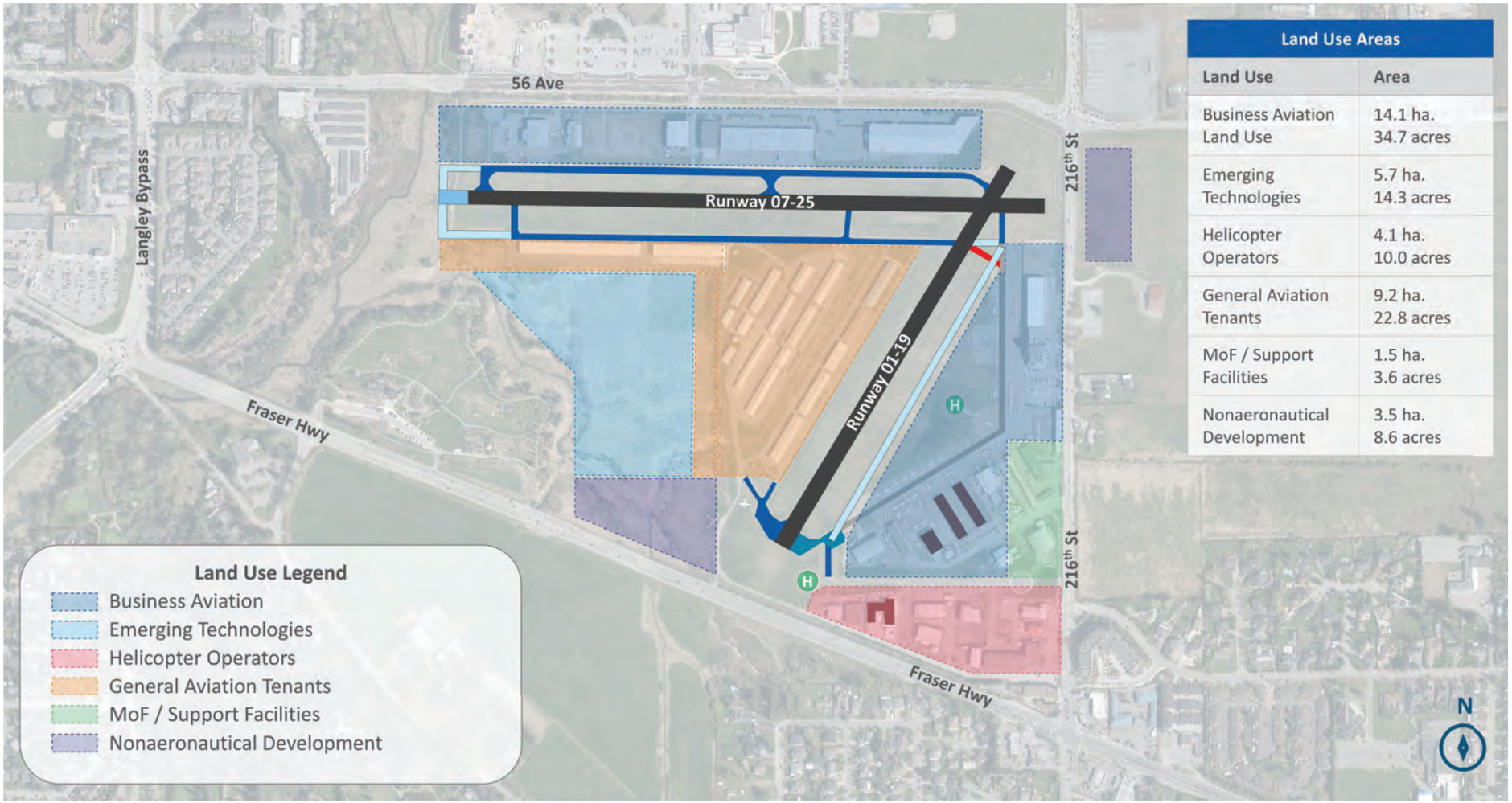
Land Use Areas	
Land Use	**Area**
Business Aviation Land Use	8.2 ha. 20.3 acres
Emerging Technologies	8.0 ha. 19.8 acres
Helicopter Operators	5.14 ha. 12.7 acres
General Aviation Tenants	10.7 ha. 26.5 acres
MoF / Support Facilities	1.3 ha. 3.3 acres
Nonaeronautical Development	2.3 ha. 5.7 acres

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

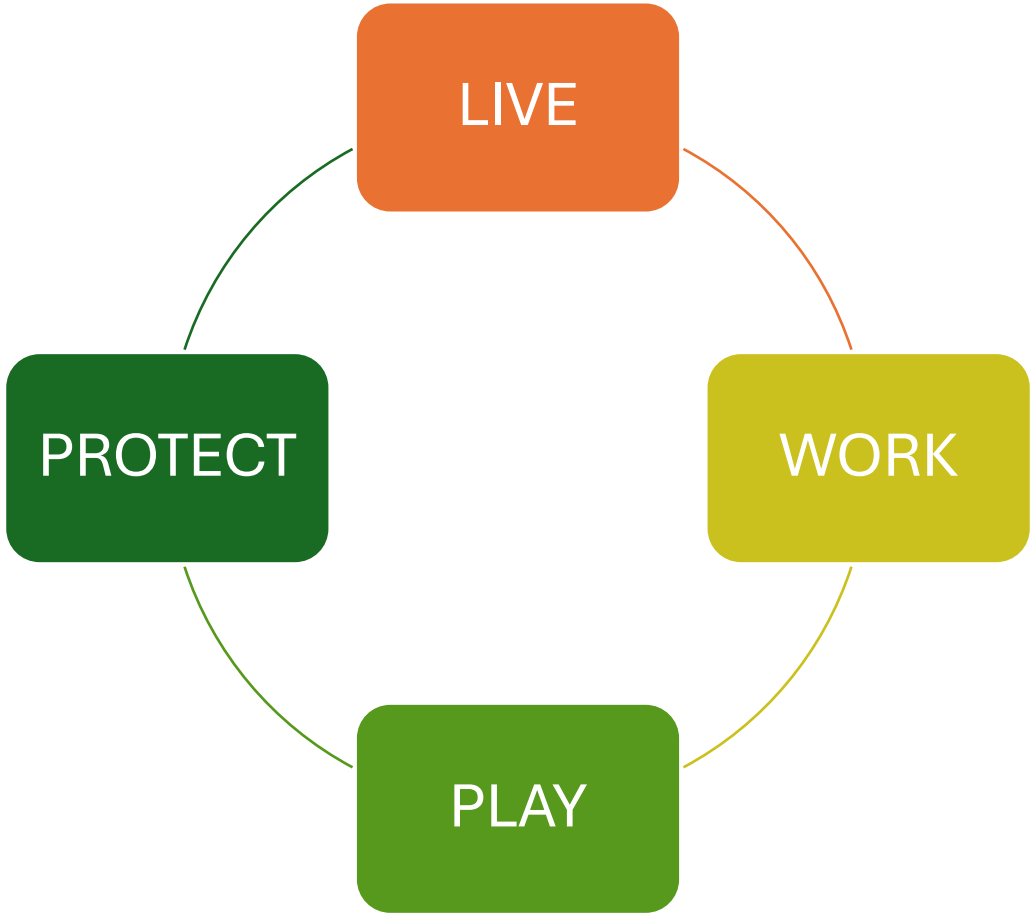
Play



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

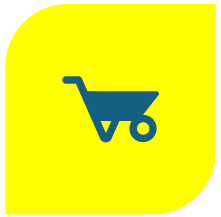
CYNJ can be the STANDARD for all BC Airports

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

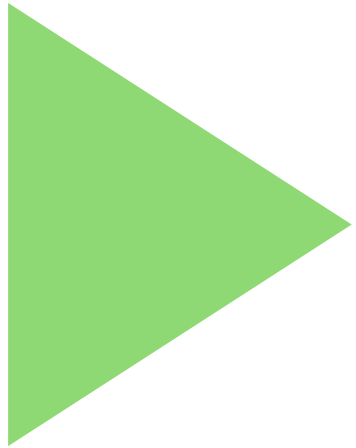


LAAA Vision Concept: WORK

- 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



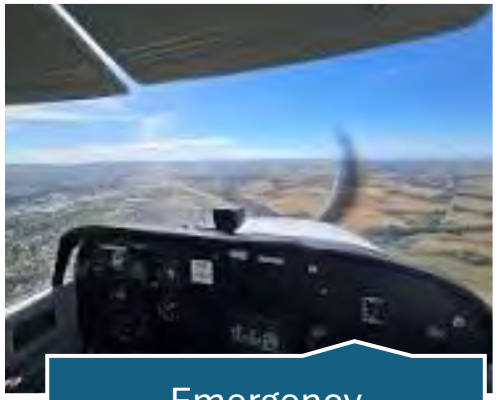
Fire Fighting



Manufacturing



Emerging Technologies



Emergency Preparedness



Amenity Rich Environment



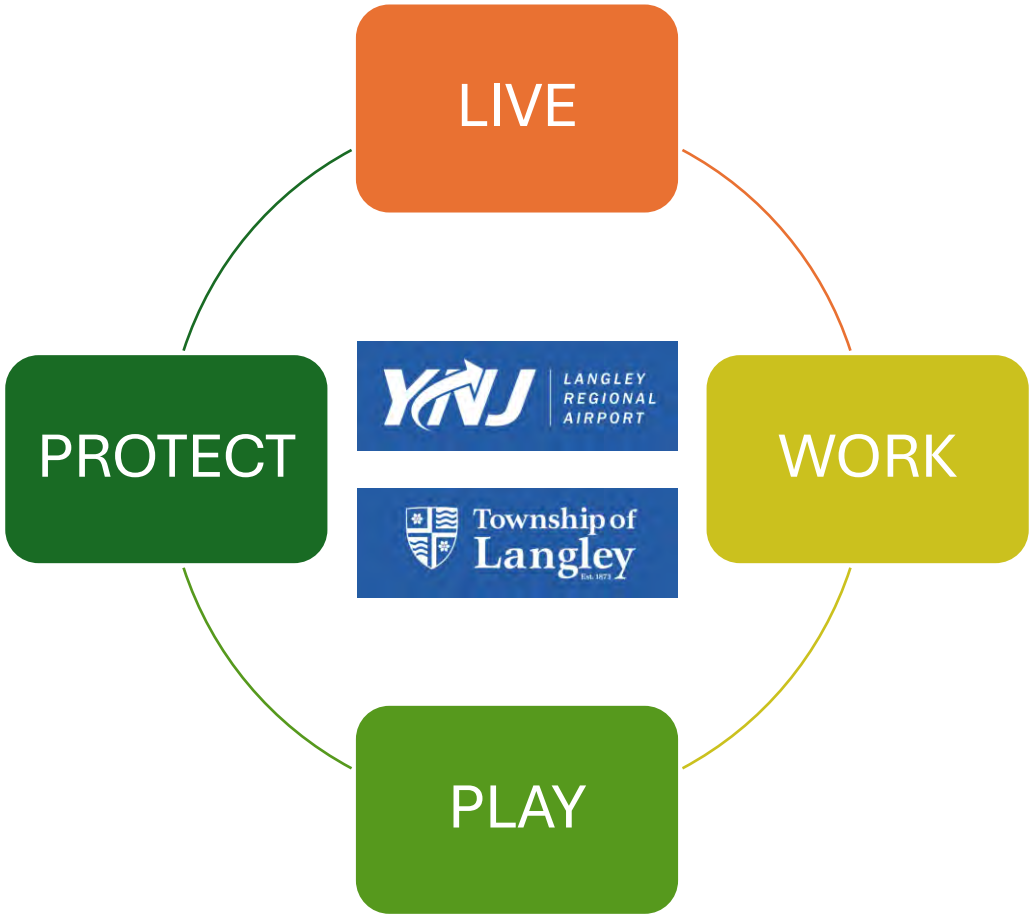
Destination and Transportation Options



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:	MAY 12, 2025 - REGULAR MEETING	**REPORT:**	25-73
FROM:	ENGINEERING DIVISION	**FILE:**	5460-06-001
SUBJECT:	PEDESTRIAN AND ACTIVE TRANSPORTATION SAFETY WITHIN THE SALMON RIVER UPLANDS		

RECOMMENDATION:

That Council direct staff to include $475,000 in the 2026–2030 financial plan for consideration, with $450,000 for long-term active transportation design, including geotechnical, bridge, environmental, and civil design, and $25,000 for short-term road safety improvements, including rumble strips on 56 Avenue curves and a pedestrian interval at the 248 Street and 56 Avenue traffic signal.

EXECUTIVE SUMMARY:

Following Council's direction on September 23, 2024, and February 24, 2025, staff reviewed pedestrian and cyclist safety in the Salmon River Uplands, identifying significant constraints along 56 Avenue due to winding alignment, steep gradients, and narrow sidewalks.

Short-Term Improvements Proposed:

- Installation of center line and edge line rumble strips along curves on 56 Avenue.
- Implementation of a leading pedestrian interval at the traffic signal at 248 Street and 56 Avenue.
- Estimated installation cost: $25,000.

Long-Term Improvements Proposed:

- Design and upgrade of active transportation infrastructure along 56 Avenue, including geotechnical investigation, bridge structural assessment, environmental impact study, and civil design.
- Estimated design cost: $450,000.

Crosswalk Evaluation:

- A pedestrian crosswalk at 56 Avenue and 250 Street is not justified based on the technical evaluation.
- Estimated installation cost: $235,000 (for information only).

Staff recommend that the short-term improvements and the design phase of the long-term improvements be included in the 2026 Capital Budget for Council’s consideration. These measures aim to enhance road safety, improve accessibility and comfort for pedestrians and cyclists, and strengthen connectivity within the Township’s transportation network.

PURPOSE:

To present findings on pedestrian and cyclist safety in the Salmon River Uplands, recommend road safety and active transportation improvements, and seek Council’s direction.

BACKGROUND/HISTORY:

At its Regular Meeting on September 23, 2024, Council passed the following resolution:

> *"Therefore be it resolved that Council directs staff to report to Council with reviews of existing state of the pedestrian and active transportation infrastructure within the Salmon River Uplands linking applicable residential areas to Brown Park, DW Poppy Secondary School, Peterson Road and North Otter Elementary schools; ICBC collision data to identify areas within a higher frequency of collisions and potential improvements that may be possible; and the increasing use of and vehicle speeds along 56 Avenue from 256 Avenue to 232 Avenue with potential options to address resident concerns to reduce vehicle speed and improve pedestrian and active transportation safety."*

At its Regular Meeting on February 24, 2025, Council passed the following resolution:

> *"That staff report to Council on potential options and costs for a crosswalk at 56 Avenue and 250 Street."*

Over the years, several initiatives and improvements have been implemented in the Salmon River Uplands area.

In 2015, as directed by Council, staff prepared a traffic calming plan for the route from 62A Crescent at 64 Avenue to the intersection of 56 Avenue at 56 Avenue in the Salmon River Uplands area. A ballot was subsequently sent to affected residents, receiving 54% support from respondents. However, since this did not meet the required level of support, staff did not proceed with the traffic calming plan at that time.

In 2021, in response to schools' and parents' concerns regarding the challenges of walking and cycling to school, staff explored options to improve connectivity and safety along 56 Avenue and enhancements at school bus stops. However, these proposed improvements were not pursued due to high costs and fluctuations in school enrollment, making it difficult to predict future school bus routes and stop locations.

Several improvements have since been implemented, including:

- installation of a traffic signal at 56 Avenue and 240 Street
- upgrade of the intersection at Robertson Crescent and 248 Street to four-way stop control
- installation of speed humps on 52 Avenue in front of DW Poppy Secondary School
- installation of speed humps on 54 Avenue in front of North Otter Elementary School
- installation of Rectangular Rapid Flashing Beacons (RRFB) at 54 Avenue and 248 Street.

DISCUSSION/ANALYSIS

Walking and Cycling Routes:

The Salmon River Uplands area is a rural residential and agricultural community where walking and cycling are primarily accommodated through road shoulders without dedicated walking and cycling facilities. In accordance with the Township's Subdivision and Development Servicing Bylaw and 2009 Master Transportation Plan, roads in this area adhere to rural standards. According to Langley School District's Transportation Policy, school bus service is not provided within 4.8 km for secondary school students and 3.2 km for elementary school students unless they qualify as courtesy riders.

Accordingly, the study area boundary was defined to include residential areas in the Salmon River Uplands area that fall within walking distance of DW Poppy Secondary School, Peterson Road Elementary, and North Otter Elementary School.

Within this boundary, the most direct and practical connections between residential areas and schools/parks were identified as the key walking and cycling routes. These routes were then validated using Strava's activity heatmap, a third-party tool that tracks the walking and cycling activity of its users. While Strava data primarily reflects trips made by experienced active transportation users and may not fully represent all age and ability groups, it provided valuable insights by confirming active usage along the identified routes in the absence of other available data. The heatmap also indicated generally low levels of walking and cycling activity within the area during a seven-day week period, which aligns with the surrounding land use, low population density, and site observations.

The identified walking and cycling routes consist of asphalt sidewalks, multiple-use pathways, paved shoulders, and gravel shoulders, as illustrated in Attachment A. However, as these roads were constructed under older design standards, some of them do not fully meet the Township's current rural road cross-section standard. This situation is common across many of the Township's rural roads.

56 Avenue Review:

56 Avenue is the most direct route and the only major crossing over the Salmon River in the Salmon River Uplands area between Highway 1 and Fraser Highway. It is classified as a Major Arterial Road with a posted speed limit of 50 km/h between 232 Street and 248 Street and is also designated as a Truck Route, carrying an average daily traffic volume of approximately 14,200 vehicles. A spot speed survey conducted in March 2025 near 246 Street measured an 85^{th} percentile speed of 60 km/h.

Walking and cycling on this route are accommodated by sidewalks and shoulders. However, between the 24200 block and 246 Street, these facilities become narrower approaching and on the Salmon River bridge, with minimal to no separation from vehicle traffic. The limited space for pedestrians and cyclists, combined with winding road geometry, steep gradients through the ravine, high traffic volumes, and truck traffic, poses significant challenges to safe and comfortable walking and cycling.

In March 2025, a peak 8-hour turning movement count was conducted on a sunny day at the intersection of 56 Avenue and 56 Avenue to collect data on vehicle, pedestrian, and cyclist movement. The data indicated minimal pedestrian and cyclist activity along 56 Avenue between 240 Street and 246 Street, with only one pedestrian recorded crossing the northwest leg toward 240 Street.

A turning movement count, including vehicles, pedestrians, and cyclists, was also conducted at the intersection of 56 Avenue and 250 Street. The count indicated that a total of ten (10) pedestrians crossed 56 Avenue during a peak 8-hour counting period: four (4) during the morning 2-hour count, four (4) during the mid-day 2-hour count, and two (2) during the afternoon 4-hour count. The observed pedestrian volume (10 pedestrians in 8 hours) is well below the Transportation Association of Canada (TAC) Pedestrian Crossing Control Guide threshold of 100 pedestrians over 8 hours. Therefore, a pedestrian crosswalk is not justified at this location.

Therefore, a pedestrian crosswalk is not warranted at this location. The observation of peak hour traffic volumes also confirmed the presence of sufficient gaps in traffic for pedestrians to cross 56 Avenue. However, if a special crosswalk were to be installed at this location, the estimated cost would be $235,000.

ICBC Collision History Review:

Staff reviewed the most recent ICBC collision data from 2019 to 2023 for all locations, including mid-blocks and intersections along these identified routes. Locations with an average of two (2) or more collisions per year, as well as those involving pedestrian or cyclist collisions, underwent an in-depth review. It is important to note that intersection collision frequencies are generally related to vehicular exposure. Signalized intersections, which typically experience higher traffic volumes, tend to have relatively higher collision frequencies.

Based on the criteria above, the locations that underwent an in-depth review are:

- 56 Avenue and 240 Street
- 56 Avenue and 248 Street
- Robertson Crescent and 240 Street
- Robertson Crescent and 248 Street
- 46 Avenue and 232 Street
- 48 Avenue and 248 Street
- 56 Avenue and 56 Avenue
- 5000 Block of 236 Street

Traffic control devices at the intersection of 56 Avenue and 240 Street, as well as Robertson Crescent and 248 Street, were upgraded between 2019 and 2023. As a result, the collision data may not accurately reflect the current conditions at these locations, and ongoing monitoring is needed. Collision patterns at the reviewed locations align with expected trends based on the intersection control type. No locations were identified with an overrepresented collision type or significant safety concerns warranting immediate improvements.

56 Avenue Improvements:

Staff developed a series of short-term road safety measures and long-term active transportation improvements along 56 Avenue, between the 24200 block and 248 Street, as illustrated in Attachment B. These improvements aim to enhance road safety for all users, improve accessibility and comfort for pedestrians and cyclists, and strengthen connectivity within the transportation network. While pedestrian and cyclist activity on 56 Avenue is currently low, enhancements in this key corridor of the Salmon River Uplands may support the Township's long-term sustainable transportation goals.

The short-term road safety improvements aim to reduce vehicle lane departures, enhance visibility, and improve pedestrian crossing safety. Measures include installing milled rumble strips along the centerline and raised-profile thermoplastic pavement markings along the edge lines. Additionally, a proposed leading pedestrian interval for the traffic signal at 248 Street and 56 Avenue is expected to improve pedestrian safety, with an estimated cost of $25,000.

Long-term active transportation improvements focus on upgrading infrastructure along 56 Avenue between the 24200 block and 246 Street. Proposed enhancements include expanding the Salmon River Bridge to accommodate sidewalks, installing street lighting, widening the shoulder, adding crosswalks, and incorporating safety features such as handrails and improved separation from vehicle traffic.

Due to past slope stability issues along 56 Avenue, uncertainties about the existing bridge structure, and potential environmental impacts, the estimated cost of these long-term active transportation improvements cannot be determined at this stage; however, it is expected to be in the multiple-million-dollar range. Staff will be able to provide a detailed cost estimate upon completion of the required design work, including geotechnical investigation, bridge structural assessment, environmental impact study, and civil design. The estimated cost for the required design work is $450,000.

Additionally, staff evaluated an alternative off-street pedestrian crossing over Salmon River on 54 Avenue between 242 Street and 245A Street. The span between the existing road at the 24200 and 24400 block of 54 Avenue is approximately 430 meters, with an elevation drop of over 30 meters to the Salmon River. Constructing a pedestrian crossing to connect both ends of the road would require either a multi-span bridge over 400 meters long or shorter-span bridges with extensive switchback walkways, crossing multiple, red-coded watercourses. Due to significant private property and environmental impacts, along with the construction challenges posed by the ravine, this option is deemed impractical to pursue.

In the future, staff will continue collaborating with Langley School District to identify and implement safety improvements along the walking, cycling, and school bus routes within the Salmon River Uplands area.

Financial Implications:

The cost of the initiatives noted in the report are outlined in the following table.

Item	Estimated Cost
Short-term road safety improvements: including the installation of both center line and edge line rumble strips along the curves on 56 Avenue and a leading pedestrian interval for the traffic signal at 248 Street and 56 Avenue.	$25,000
Design of long-term active transportation improvements: including geotechnical investigation, a bridge structural assessment, an environmental impact study, and civil design.	$450,000
Crosswalk at 56 Avenue and 250 Street (not recommended): provided for information only; includes overhead signs with downlighting, flashers, and pedestrian activation buttons.	$235,000

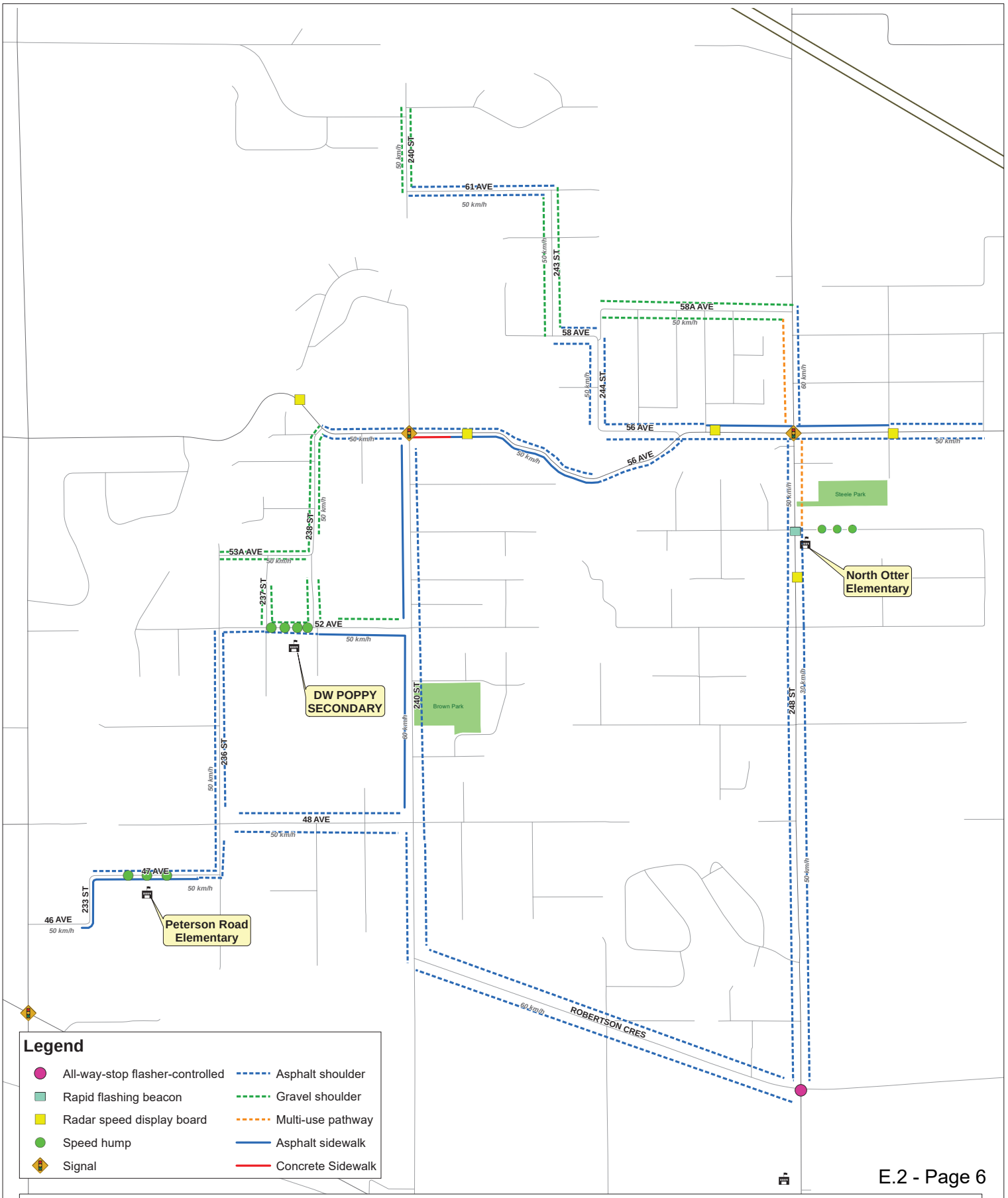
Staff recommend submitting a capital project request for $475,000 in the 2026–2030 financial plan to fund both the short-term and long-term improvements noted in this report.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION
for
ENGINEERING DIVISION

ATTACHMENT A Salmon River Uplands Walking and Cycling Routes

ATTACHMENT B Proposed Improvements



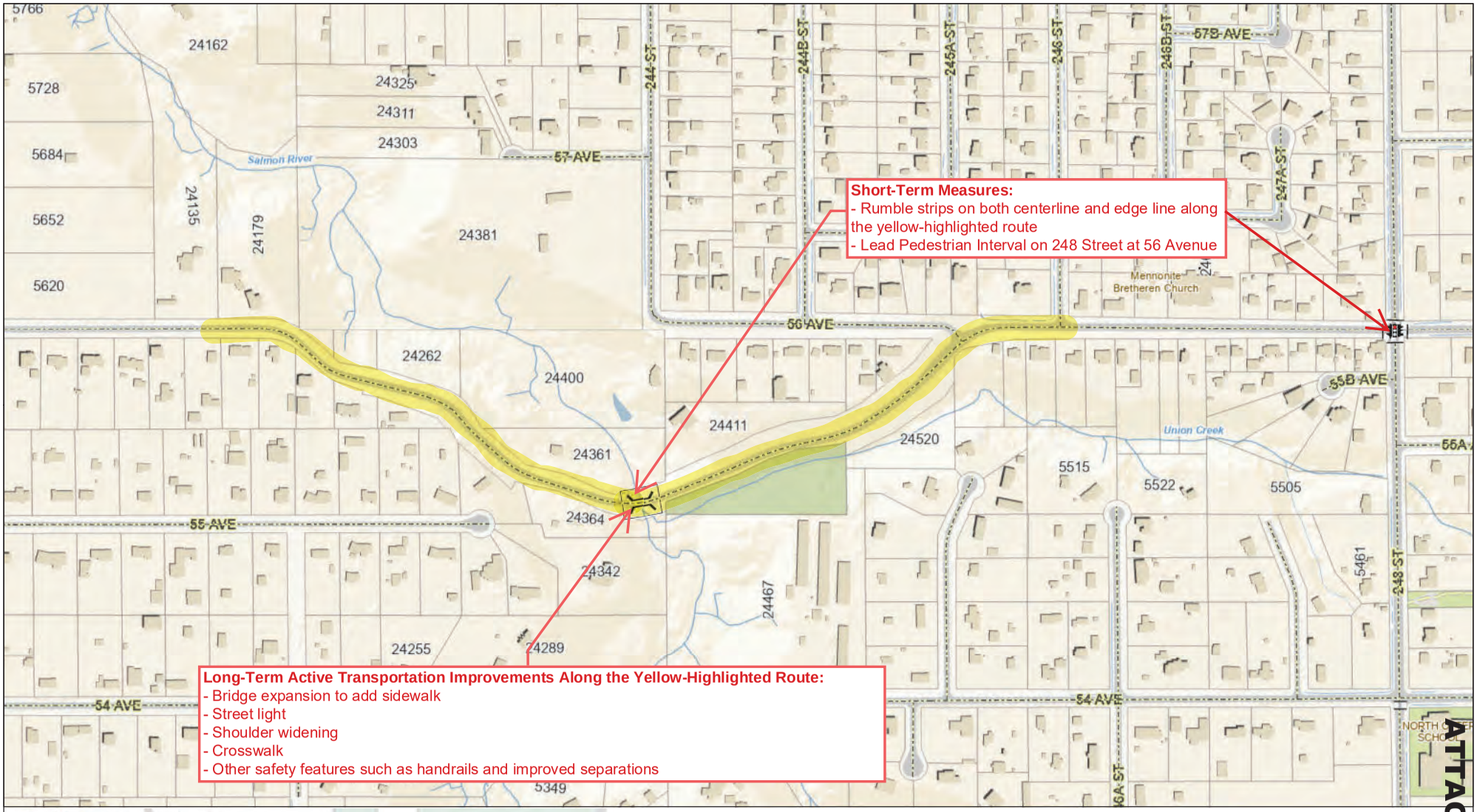
Township of Langley: Walking and Cycling Routes in Salmon River Uplands

Printed Date: Tuesday, March 11, 2025

Disclaimer: 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.

0 150 300 600 Meters

N



Township of Langley BC
Est. 1873

56 Avenue Improvement

Map printed on: Monday, March 10, 2025

Township of Langley

0 100 200 400 Meters

1:4,000

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

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	MAY 26, 2025 - REGULAR MEETING	**REPORT:**	25-83
FROM:	CORPORATE PROJECTS DIVISION	**FILE:**	0810-30
SUBJECT:	FORT LANGLEY COMMUNITY PARK		

RECOMMENDATIONS:

That Council endorse the draft plan for the Fort Langley Community Park and its recommended features.

That Council direct staff to proceed with preliminary design and costing for consideration in the Five-Year Capital Program.

EXECUTIVE SUMMARY:

Council directed staff to report to Council with a design concept for park and amenity improvements to Fort Langley Community Park, potentially including, but not necessarily limited to, an adventure/parkour park and other needed upgrades to the Langley Fine Arts School (School District 35 (SD35)) playing field, such as new fencing or other options that may be appropriate for Council to consider, excluding replacement of outdoor aquatic facilities.

Staff have developed a draft plan for the Fort Langley Community Park after consultation and review and present the attached. The draft plan preserves the existing sports fields (grand lawn), existing Arbour Day Memorial Orchard and existing Community Garden, while focusing improvements on the areas to the southeast in the forested areas and clearings within and around it. The draft plan addresses Township land only, and not SD35 lands. The current tennis courts are on SD35 land, and there is no portion of the Township lands that are suitable to accommodate relocating or building new racquet courts.

The main themes and features recommended for inclusion are a youth pump track area, a parkour gym area, a “destination forest” area and an improved playground.

Preserving the existing forested area is important to the users and this can be done while building new facilities and elements within the park to better serve the community. Improving accessibility and inclusivity are essential elements of the plan, and important to building better community.

PURPOSE:

To report back to Council and receive further direction on the planning and potential design of the Fort Langley Community Park.

BACKGROUND/HISTORY:

At the Regular Council meeting March 13, 2023, Council approved the following resolution

> *Whereas:*
>
> *1. On April 14, 2021, Council asked staff to report to Council on potential aquatic facilities and other options to accommodate youth in Fort Langley before confirming the removal of the outdoor pool in Fort Langley to replace its location with a spray park;*
>
> *2. On June 24, 2021, staff identified an Adventure (Parkour) Park potentially consisting of climbing walls, balance beams, stairs, ledges, rails and other play items as a top three community priority in Report to Council 21-72;*
>
> *3. On February 28, 2022, Council directed staff to present a revised park concept plan for Fort Langley Community Park, subject to further input, regardless of the decision to remove the Fort Langley Outdoor Pool and replace its location with an alternative amenity; and*
>
> *4. Within Report to Council 21-72 Staff confirmed that aquatic facilities would require the removal of existing park amenities, loss of a playing field and/or significant trees with extensive utility upgrades based on Council's previous decision to not replace the Fort Langley Outdoor Pool;*
>
> *Therefore be it resolved that Council hereby directs staff to report to Council with a design concept for park and amenity improvements to Fort Langley Community Park, potentially including, but not necessarily limited to, an adventure/parkour park and other needed upgrades to the Langley Fine Arts School playing field, such as new fencing or other options that may be appropriate for Council to consider, excluding replacement of outdoor aquatic facilities.*

Fort Langley Community Park (FLCP) is 5.67 acres in size and contains amenities such as a shared baseball diamond and soccer fields, passive open space, a playground, tennis courts, a washroom and changeroom facility, a memorial orchard, and a community garden. The park is the staging location of the May Day parade including vendors and concert space, and a variety of public events and sports field related tournaments. The North Langley Diamond Sports (Baseball) and Langley United Soccer Association frequently book within the park. The park is located adjacent to SD35 property, and Langley Fine Arts School which also contains amenities such as parking, playgrounds, tennis courts, and a passive grass field. The tennis courts were updated in 2010 and have been maintained by the Township since. East of the park is the Fort Langley Cemetery that shares a parking area with the park which will be reduced in future capacity through council approved cemetery expansion plan. A new spray pad was constructed in the north-east corner of the park and opened in 2022.

There is a caretaker residence at the FLCP. The caretaker's role is to clean, open and close parking lot gates, washrooms, changerooms and litter clean up at FLCP. They also open and close gates for parking in all the same locations where required. These include Fort Langley Cemetery gates, Fort Langley Rowing & Paddling centre gates and washrooms, and Langley Fine Arts School tennis courts opening and closing. The caretaker does all washroom cleaning at Topham Park, James Kennedy Park and Alex Hope Park and on non-instructional days, they open and close washrooms and parking lots when SD35 staff do not have that task.

Preliminary Discussions with Key Stakeholders

School District 35

Langley Fine Arts School, located within a campus area of 9.56 acres, interfaces the 5.67-acre Fort Langley Community Park site along a central trail space. Within the existing school campus, a double tennis court amenity was developed for shared use by the Township and continues to be maintained by Park Operations. Township staff reached out to the school and School District representatives to advise that they were considering ways of enhancing youth opportunities within the park space and were using information from the Fort Langley Community Park Youth Engagement Summary Report as guidance. Feedback from those conversations and subsequent site walk have been considered in the plan.

Placement of additional facilities, relocation of racquet courts, and upgrading of fields to address more community requests could be done within the SD35 lands at the Langley Fine Arts School, but consideration of this needs to be reviewed by the School District. While the Township did have an agreement to build, maintain and operate the racquet courts on SD35 lands, and they were last renewed in 2010, there is no agreement to make any further changes or build anything new on their property at this time.

q̓ʷɑ:ṅƛ̓əṅ Kwantlen First Nation

In addition to the considerations of community engagement and the Langley Fine Arts School, inclusion of ʾqʷɑ:ṅʾƛəṅ (Kwantlen First Nation) was important in preliminary dialog and discussions of a future potential park plan. It was important to hear interests that ʾqʷɑ:ṅƛ̓əṅ (Kwantlen First Nation) community members may want to be considered if the park were to include expanded amenities and interests in cultural recognition opportunities. An initial virtual call was held in the first quarter of 2022 ahead of a site walkabout meeting. During the preliminary call with four representatives of ʾqʷɑ:ṅƛ̓əṅ, some background was shared on findings from the Fort Langley Community Park Youth Engagement Summary Report for orientation and background awareness that the park may be analysed for youth amenity opportunities. Subsequent to these conversations, a site walk was held with both ʾqʷɑ:ṅʾƛəṅ (Kwantlen First Nation) and SD35 representatives to identify current park uses, desirable features to retain, brainstorm potential new amenities, and receive feedback on potential park improvements.

It was identified in conversations with both groups that there may be opportunities for amenities that would benefit students and the community at large, that could utilize synergies in context to the park as opportunities to learn about the environment, history, and culture of the area. There is a strong representation of Indigenous artists and teachers present within the school program, and it was found that many ʾqʷɑ:ṅʾƛəṅ (Kwantlen) families within the area have children whom attend the school.

Site Walkabout Meeting

The preliminary site walkabout and general information gathering meeting was held on April 4, 2022 as was led by WSP Canada Inc. Attendees at the walkabout meeting included several representatives from Kwantlen First Nation, as coordinated by a lead Councillor, and several SD35 representatives as coordinated through the Assistant Superintendent of Schools, and the Director of Facilities, Transportation and Capital Projects. Several managers from the Township of Langley attended the walkabout including representatives from Parks Design and Development, Park Operations, Facilities, and Public Works.

What We Heard

The findings of the park walkabout included the following general comments, which closely mirrored the feedback heard through the Fort Langley Community Park Youth Engagement Summary Report.

a. Focus of tree preservation and incorporation of seating and well considered amenities within the park forest, preservation of shade in the park.

b. Youth oriented spaces that are flexible in use (i.e. urban plazas that are skateable, court spaces that are multi-purpose).

c. Outdoor classroom and learning space opportunities.

d. Consideration of maintenance, security and operation flows.

e. Opportunities for covered and sheltered seating and park structures for student, artist and community events suitable for impromptu gatherings and larger group and community scale events.

f. Appropriate venue space for large events including preservation of the grand lawn for the May Day event and large gatherings.

g. Enhancement of community gardens and planting beds, with emphasis on public access to fruits and vegetables in community beds with integrated learning opportunities.

h. Environmental, heritage and cultural education and recognition opportunities throughout the park.

i. Study or examination for a dedicated spaces appropriate for off-leash dogs.

j. Access walking loops and trails that consider seating nodes and programming opportunities (i.e. a walking track).

k. Infrastructure to suit community member and group programming (i.e. lighting, auxiliary connections, wifi, etc.).

DISCUSSION/ANALYSIS:

Staff have considered the background information as outlined and have worked on options for how to use the space in accordance with the feedback acquired. Subsequent to recent Council resolutions related to works with SD35, options that can be explored within SD35 property have not been included at this time. The area within the Fort Langley Community Park that is not already fully developed and in use is generally in the forested area to the southeast of the existing grass sports fields for ball and soccer use.

The Fort Langley Community Park draft plan (see Attachment A) considers feedback from a variety of sources including;

- Fort Langley Community Park Youth Engagement Summary Report
- School District 35 – Langley Fine Arts School, site walk April 4, 2022
- q̓ʷɑ:ṅƛ̓əṅ (Kwantlen First Nation), site walk April 4, 2022
- Noise Planning Guideline for Outdoor Pickleball Courts, BC Recreations and Parks Association and Pickleball BC

Racquet Sports Considerations

Staff have reviewed the existing racquet courts and have identified they do not conform to current Noise Planning Guidelines. When these guidelines, developed in response to pickleball noise complaints, are applied to the plan, no suitable location for pickleball courts remains in this park. Relocating the tennis courts to provide a suitable buffer to adjacent residential properties would require removal of key existing park amenities. The only potential suitable tennis relocation would require the use of SD35 property and permission to develop any works on their site has not been given. Additionally, although the noise setbacks are less than pickleball, relocation of tennis would result in courts close to the school play areas that could result in conflicts between student activities and public access.

Youth Pump Track Considerations

Staff have reviewed the creation of a youth pump track on the site and consideration for one within the forested area in the form of modular systems is a possible and desired amenity. As per the precedent images these systems are very flexible to be able to create a good amenity for the community and consideration of design will work to not impact the health of the trees in the area.

Parkour Gym Considerations

As one of the highest requested features in the feedback, staff have looked to locate this in the plan in a location with good visibility and in an area outside the tree cover to ensure that construction of it will not impact the forest health. A varying level of parkour features for all levels of experience can be included and with a location near the spray park, consideration for how elements of these can compliment and support each other will be incorporated.

Destination Forest Considerations

There is a demand for passive space for gathering and quiet enjoyment and taking advantage of the existing forest environment in this location is a great opportunity for a unique community space. As per the precedent images, this space can be used for a variety of programmed activities such as small-scale performance, group picnics, outdoor classroom, etc. but would be used informally most of the time for people to embrace the natural experience of the forest, to meet, and to hang out. This is a potential location for seating and shelter, both the shelter of the forest canopy and structures that protect from the rain.

As indicated on the draft plan drawing, there is also the opportunity to divide the forest to include a youth focussed natural forest play area that is different from the playground area itself. Staff recommend an element of exploration and discovery, an opportunity to learn from and interact with the forest.

Playground Considerations

Staff recommend that the existing playground be improved for better accessibility and to add more play features and experiences. A playground improvement should also take advantage of the adjacent forest and naturally shaded space. As per the precedent images, unique equipment that echoes the natural colours and materials of the forest and can fit into the natural and allowable topography of the forest floor will work well and replace or supplement the existing play equipment at the park. Continued consideration for inclusivity in the Township parks could also be a focus of an improved playground.

Respectfully submitted,

Scott Groves
DIRECTOR
for
CORPORATE PROJECTS DIVISION

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

CONCURRENCES	
Division / Department	**Name**
PUBLIC WORKS DIVISION	A. Ruhl

ATTACHMENT A Fort Langley Community Park Draft Plan

ATTACHMENT A




YOUTH PUMP TRACK


DESTINATION FOREST


PLAYGROUND


PARKOUR GYM

YOUTH PUMP TRACK





PARKOUR GYM





DESTINATION FOREST







PLAYGROUND






FORT LANGLEY COMMUNITY PARK PRECIDENT IMAGES

MAY 2025

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 26, 2025 - REGULAR MEETING	**REPORT:**	25-84
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE:**	LSP00014
SUBJECT:	SECONDARY SUITES AND LOCK-OFF UNITS		

RECOMMENDATION:

That Council direct staff to bring forward a bylaw to amend Zoning Bylaw No. 2500 to permit secondary suites in ground-oriented housing types and lock-off units in apartment buildings substantially in the form presented as Attachment A to this report.

EXECUTIVE SUMMARY:

Interest in permitting secondary suites in all ground-oriented housing types and lock-off units in apartment buildings has been growing steadily across the Metro Vancouver region. Currently in the Township, secondary suites are permitted in single-family homes, duplexes and small-scale multi-unit housing.

Since the BC Building Code (BCBC) permits secondary suites in a full range of ground-oriented housing forms (such as fee-simple duplexes, fourplexes, townhouses and fee-simple rowhouses), it is recommended that the Township consider amending the Zoning Bylaw to permit secondary suites to match the provincial building regulation.

Lock-off units are attached accessory dwelling units in apartment buildings that can be used as extended living space of a principal apartment, or “locked off”, for use as a rental unit. It is recommended that the Township consider permitting lock-off units in apartment buildings.

Sufficient parking is identified as a key factor in the implementation of these recommendations and is given special consideration in this report.

Attachment A provides portions of Zoning Bylaw No. 2500 with redline indicating draft amendments that would permit secondary suites in ground-oriented housing types and lock-off units in apartment buildings.

PURPOSE:

This report recommends Council consider permitting secondary suites in ground-oriented housing types and lock-off units in apartment buildings.

BACKGROUND/HISTORY:

The development industry, homeowners and renters lobby for innovative solutions to expand housing opportunities. Various provincial regulations, planning instruments and analyses provide a framework to explore innovative housing options as follows:

- BC Building Code (BCBC): In 2019, changes to the BCBC began to allow secondary suites in side-by-side attached homes making them possible in a wide range of ground-oriented housing types. The BCBC also permits two self-contained apartments to have a connecting door or vestibule and be sold as a single strata lot. The smaller unit is commonly known as a lock-off unit.

- Official Community Plan (OCP): The OCP has policies to support innovative housing types and tenures (Policy 3.1.7) and to develop criteria and identify areas to support secondary suites (Policy 3.1.8).

- Housing Needs Report (HNR): The 2020 HNR identifies the need for small housing units, with around 3,990 studio and one-bedroom units over its five-year time horizon. An estimated 600 one-bedroom rental units would be required to meet anticipated population growth based on the current proportion of renters in the Township.

- Housing Action Plan (HAP): The HAP recommends increasing the supply of units suitable for one-person households, such as students and caregivers. Action 2H seeks policies and regulatory changes to allow secondary suites in new ground-oriented multi-family dwellings (e.g. duplexes and rowhouses) and lock-off units in new apartment dwellings.

DISCUSSION/ANALYSIS:

To address evolving community housing needs, secondary suites and lock-off units offer flexible, independent living spaces within familiar residential forms.

Secondary suites are self-contained residential units located within ground-oriented housing types such as single-family homes, duplexes, townhouses and rowhouses that are subordinate to the principal dwelling unit. These suites have their own kitchen, bathroom, entry and are intended for rental or personal use only as they cannot be sold separately from the main unit.

Lock-off units are self-contained accessory dwelling units within apartment buildings connected internally to the principal apartment unit. They also include their own kitchen, bathroom and entry, and must remain functionally and legally accessory to the main apartment unit meaning they also cannot be sold separately. These are typically small, studio-style units. They provide a flexible housing option and mortgage helper that can benefit both families and small renting households.

Interim parking requirements are proposed for secondary suites and lock-off units. These will be reviewed as part of a Township-wide parking study currently underway, with a completion date by the end of 2025. The study will clarify demand, availability and other considerations across the Township and recommend policy options, which may include additional amendments.

Changes to the Zoning Bylaw would be required to allow developers the option of including secondary suites in a wide range of new ground-oriented housing construction, and lock-off units in all new apartment construction, across the Township. While not prohibited as a retrofit to

existing structures, it is anticipated that it would be challenging for a retrofit to meet the requirements of the BCBC, strata (where applicable) and parking provisions. Attachment A is a draft of an amendment bylaw to the Zoning Bylaw to permit secondary suites in ground-oriented housing types and lock-off units in apartment buildings. The draft amendment bylaw has been prepared based on best practice research. Research results of a municipal scan are summarized in Attachment B.

Secondary Suites in Ground-Oriented Housing

The proposed Zoning Bylaw amendments would allow secondary suites for all ground-oriented housing types in the Township. The table below identifies both the housing types that currently allow secondary suites and those proposed for inclusion. The maximum allowable gross floor area for secondary suites is proposed to remain unchanged at 120 m^2.

Suites Permitted	Suites Proposed
• single family dwellings • two family dwellings (duplexes) • small-scale multi-unit housing	• semi-detached dwellings (fee-simple duplexes) • manor homes (fourplexes) • townhouses • rowhouses (fee-simple townhouses)

Interim parking requirements are proposed at one additional parking space for a secondary suite, resulting in a total of two spaces for manorhomes and three spaces for semi-detached, townhouses and rowhouses. This additional parking space is intended to reduce demand for on-street parking. As a result, secondary suites will largely be limited to new developments that can accommodate the additional parking requirements. Attachment C summarizes the proposed parking requirements.

Lock-off Units in Apartments

Proposed amendments to the Zoning Bylaw would allow lock-off units in all apartment buildings in the Township. The size of lock-off units is proposed to be limited to a maximum of 45 m^2 (484 ft^2), similar to “studio units” identified in section 107.3 (a)(iii) of the Zoning Bylaw.

Township bylaws have not historically established minimum floor areas for dwellings, including apartments or secondary suites. Consistent with this approach, the following draft design criteria are proposed for lock-off units:

- be designed for convenient use as an extension of the principal dwelling unit through a connecting door or vestibule
- have access to the exterior of the principal dwelling unit either directly or through the connecting vestibule
- have the ability to be made secure and private from the principal dwelling unit
- provide a living space that is a minimum of 4.0 m in both width and length
- provide a set of cooking facilities that include, at a minimum, a sink, a cooking heat source and a refrigerator
- provide a minimum of 3.7 m^2 of closet space

Interim parking requirements are proposed at an additional 0.5 parking spaces for a lock-off unit. This is based on the 2018 Regional Parking Study: Technical Report prepared by Metro Vancouver, which indicates average parking needed for rental apartments of all sizes falls between 0.35 and 0.99 space each. A studio apartment with a lock-off unit would require 1.5 spaces, and a one-plus bedroom unit with a lock-off would require two spaces (Attachment C).

These multipliers are used to calculate the total number of spaces required for a project; where the resulting total includes a decimal, the number is rounded in accordance with Section 107.2(4) of the Zoning Bylaw.

Applicable Policies and Financial Implications

The implementation of secondary suites and lock-off units would be impacted by several Township policies. Notably, as apartments with lock-off units provide owners with an additional bedroom to use according to their choice, staff propose allowing a two bedroom unit with a lock-off to qualify as a three-bedroom unit under the Township's family-friendly housing policy (OCP Policy 3.1.6). Other policies, such as those related to development cost charges, have financial implications. Policy implications are summarized in Attachment D.

Short-Term Rentals

The Short-Term Rental Housing Accommodations Act limits short-term rentals to a host's principal residence. Unless Council prohibits it, where a secondary suite or lock-off unit is connected to an owner's principal residence and complies with all other aspects of the provincial legislation, the unit will be eligible for use as a short-term rental.

Next Steps:

Subject to Council direction, staff will bring forward an amending bylaw to implement the changes proposed in this report.

Staff will then consider the implications of secondary suites and lock-off units in a forthcoming review of the development cost charges bylaw; and reconsider the parking requirements proposed here for secondary suites and lock-off units in a forthcoming parking study.

Respectfully submitted,

Ava Reeve
PLANNER, COMMUNITY AND POLICY PLANNING
for
COMMUNITY AND POLICY PLANNING DIVISION

ATTACHMENT A	Redlined Portions of Zoning Bylaw
ATTACHMENT B	Municipal Scan
ATTACHMENT C	Parking Summary
ATTACHMENT D	Policy Matrix

ATTACHMENT A

SECTION 100 - ADMINISTRATION

102 - DEFINITIONS

"LOCK-OFF UNIT" means a *dwelling unit* that does not exceed 45 m^2 in total floor space and that is accessory and attached to a larger *dwelling unit* in an *apartment*. The principal apartment *dwelling unit* may not have more than one (1) *lock-off unit* and a *lock-off unit* may not be stratified or sold separately from its principal *dwelling unit*. *Lock-off* units are subject to Section 104.20.

"MANORHOME" means a residential *building* containing four (4) principal *dwelling units* ~~residential *building*~~ located on one (1) *lot*. Each principal *dwelling unit* may have up to one (1) *secondary suite.*

"ROWHOUSE" means a multiple unit residential *building* formed by a minimum of three (3) and a maximum of six (6) side by side principal *dwelling units* attached to each other in a row with each principal *dwelling unit* located on its own *lot*. Each principal *dwelling unit* may have up to one (1) *secondary suite.*

"SECONDARY SUITE" means an accessory *dwelling unit* that is a secondary suite as defined by and in compliance with the British Columbia Building Code and which may not exceed a maximum gross floor area of 120m^2. A *secondary suite* may be located within a *single family dwelling*, *two family dwelling*, *semi-detached dwelling*, *manorhome*, *townhouse*, *rowhouse* or *small-scale multi-unit housing development.* On lands within the Agricultural Land Reserve a *secondary suite* must comply with the Provincial Agricultural Land Commission regulations.

"SEMI-DETACHED DWELLING" means a *two family dwelling* ~~without *secondary suites* and~~ with each principal *dwelling unit* located on a separate fee simple *lot.* Each principal *dwelling unit* may have up to one (1) *secondary suite.*

"TOWNHOUSE" means a block of at least three (3) side by side principal *dwelling units* where each principal *dwelling unit* is separated ~~each other~~ by a common wall or in the case of a comprehensive development requiring a development permit, the number of side by side units may be reduced to two (2) and may be in combination with *single family dwelling units*. Each principal *dwelling unit* may include up to one (1) *secondary suite.* *Townhouse* excludes *small-scale multi-unit housing developments.*

104 - GENERAL PROVISIONS

Lock-off Units

104.20 A *lock-off unit* must:

a) Be designed for convenient use as an extension of the principal *dwelling unit* through a connecting door or vestibule;
b) Have access to the exterior of the principal *dwelling unit* either directly or through the connecting vestibule;
c) Have the ability to be made secure and private from the principal *dwelling unit*;
d) Provide a living space that is a minimum of 4 m in both width and length;
e) Provide a set of *cooking facilities* that include, at a minimum, a sink, a cooking heat source, and a refrigerator; and
f) Provide a minimum of 3.7 m^2 of closet space.

107 - PARKING AND LOADING REQUIREMENTS

Required Off-Street Parking Spaces

107.3 Off-street vehicular parking or garage spaces shall be provided in accordance with the standards in this Section. Where a parking *lot* or facility is provided, and spaces are allocated to a specific *building* or *use*, the total number of parking spaces, including any on the same *lot* as the *building* or *use*, shall comply with the requirements of this Bylaw.

The General Manager of Engineering and Community Development may specify utility and billing communication protocols, minimum charging performance, electrical infrastructure required for the use of *electric vehicle energy management systems,* and/or management guidelines as specified in the associated Township of Langley technical bulletin, as amended or replaced from time to time.

USE	PARKING REQUIREMENTS	EV CHARGING REQUIREMENTS (1)
a) Residential Uses		
i) *single family dwellings, two family dwellings, mobile homes, mobile homes as temporary accessory dwellings, small-scale multi-unit housing developments*	1 space per *dwelling unit*, with a minimum total of 2 spaces per *lot*	1 space per principal *dwelling unit*

ii) *townhouses*	2 spaces per principal *dwelling unit* 2.3 spaces per *dwelling unit* if parking is provided by *tandem parking,* but no more than 40% of all *dwelling units* in a *townhouse* development may have *tandem parking* spaces 1 space per *secondary suite* 1 dedicated visitor parking space per 5 *dwelling units*	1 space per principal *dwelling unit* 1 space per principal *dwelling unit* if parking is provided by *tandem parking*
iii) *apartments*	1 space per *dwelling unit* for studio *apartments.* 1.5 spaces per *dwelling unit* for *apartments* having one or more bedrooms. 0.5 spaces per *lock-off unit* 10% of required *apartment* parking spaces shall be provided for visitor parking For the purpose of parking requirements, an *apartment* shall be considered a studio *apartment* if it does not exceed 45 m^2 in total floor space and if there are no walls separating living, dining and kitchen areas from sleeping areas.	1 space per principal *dwelling unit* for studio apartments 1 space per principal *dwelling unit* for *apartments* having one or more bedrooms
vii) *semi-detached dwellings*	2 spaces per principal *dwelling unit* 1 space per *secondary suite*	1 space per principal *dwelling unit*
viii) *manorhomes*	1 space per principal *dwelling unit* 1 space per *secondary suite*	1 space per principal *dwelling unit*
ix) *rowhouses*	2 spaces per principal *dwelling unit* 1 space per *secondary suite*	1 space per principal *dwelling unit*

SECTION 400 - RESIDENTIAL ZONES

407 - RESIDENTIAL COMPACT LOT ZONE R-CL(RH)

Parking

407.8 Parking shall be provided in accordance with Section 107 except as follows:

1) ~~A minimum of two (2) p~~Parking spaces shall be ~~provided (one being located within a fully enclosed garage) and~~ accessed from a *lane*~~, plus~~
2) A minimum of one (1) space shall be located within a fully enclosed garage. The space shall have a minimum interior depth of 6.1m and minimum interior width of 2.9m. No landings and no more than two (2) stairs shall encroach into this required minimum parking area.~~e~~
3) One (1) additional space shall be provided per five (5) units to be designated as a visitor parking space. This requirement may be satisfied by the provision of off-site spaces in locations other than on-*street* parallel parking, to the acceptance of the Township.~~(1) (2) (3) (4)~~
4) ~~(1)~~ No part of a parking space shall project in the triangular area created by a line joining two (2) points measured at 2.5m from the projected *lot line*s abutting a *street* and/or a *lane*.
5) ~~(2)~~ Each required outdoor parking space shall be a minimum of 5.8m deep and 2.9m wide.

~~(3) The required parking spaces within the garage shall have a minimum interior depth of 6.1m and minimum interior width of 2.9m. No landings and no more than two (2) stairs shall encroach into this required minimum parking area.~~

~~(4) The visitor parking requirement may be satisfied by the provision of off-site spaces in locations, other than on-*street* parallel parking, acceptable to the General Manager of Engineering.~~

408 - RESIDENTIAL COMPACT LOT ZONE R-CL(MH)

Parking

408.8 Parking shall be provided in accordance with Section 107 except as follows:

1) ~~A minimum of one (1) p~~Parking space~~s~~ shall be ~~provided within a fully enclosed garage and~~ accessed from a *lane*.
2) A minimum of one (1) space shall be located within a fully enclosed garage. The space shall have a minimum interior depth of 6.1m and minimum interior width of 2.9m. No landings and no more than two (2) stairs shall encroach into this required minimum parking area.
3) ~~plus o~~One (1) additional space shall be provided per four (4) units to be designated as a visitor parking space. This requirement may be satisfied by the provision of off-site spaces in locations other than on-*street* parallel parking, to the acceptance of the Township.~~(1) (2) (3) (4)~~
4) ~~(1)~~ No part of a parking space shall project in the triangular area created by a line joining two (2) points measured at 2.5m from the projected *lot line*s abutting a *street* and/or a *lane*.

5) (2) Each outdoor parking space shall be a minimum of 5.8m deep and 2.9m wide.
(3) ~~The required parking space within the garage shall have a minimum interior depth of 6.1m and minimum interior width of 2.9m. No landings and no more than two (2) stairs shall encroach into this required minimum parking area.~~
(4) ~~The visitor parking requirement may be satisfied by the provision of off-site spaces in locations, other than on-*street* parallel parking, acceptable to the General Manager of Engineering.~~

409 - RESIDENTIAL COMPACT LOT ZONE R-CL(SD)

Maximum Density

409.2 1) Notwithstanding sub-section 409.9, the maximum density of a development shall comply with the density provisions outlined in a Community or Neighbourhood Plan as applicable.
2) ~~No more than one (1) *dwelling unit* contained within a *semi-detached dwelling* is permitted on any one (1) *lot*.~~

Parking

409.8 Parking shall be provided in accordance with Section 107 except as follows:
1) ~~A minimum of two p~~Parking spaces shall be ~~provided (one (1) being located within a fully enclosed garage)~~ and accessed from a *lane*.
2) A minimum of one (1) space shall be located within a fully enclosed garage. The space shall have a minimum interior depth of 6.1m and minimum interior width of 2.9m. No landings and no more than two (2) stairs shall encroach into this required minimum parking area.
3) ~~plus o~~One (1) additional space shall be provided per five (5) units to be designated as a visitor parking space. This requirement may be satisfied by the provision of off-site spaces in locations other than on-*street* parallel parking, to the acceptance of the Township. ~~(1) (2) (3) (4)~~
4) (1) No part of a parking space shall project in the triangular area created by a line joining two points measured at 2.5m from the projected *lot line*s abutting a *street* and/or a *lane*.
5) (2) Each outdoor parking space shall be a minimum of 5.8m deep and 2.9m wide.
(3) ~~The required parking space within the garage shall have a minimum interior depth of 6.1m and minimum interior width of 2.9m. No landings and no more than two (2) stairs shall encroach into this required minimum parking area.~~
(4) ~~The visitor parking requirement may be satisfied by the provision of off-site spaces in locations, other than on-*street* parallel parking, to the acceptance of the Township.~~

ATTACHMENT B – Municipal Scan

Policy	Vancouver	Burnaby	City of North Vancouver	Coquitlam	Surrey	Abbotsford	Township of Langley (proposed)
Allowed suites	duplexes townhouses apartments	townhouses apartments	townhouses apartments	apartments	townhouses apartments	townhouses	duplexes townhouses apartments
Minimum size	19 m^2	24 m^2	20 m^2	29 m^2	-	-	-
Maximum size	29.7 m^2	36% of combined units area	90 m^2 or 40% of combined units area	35% of combined units area	-	90 m^2 or 40% of combined units area	45 m^2 in apartments 120 m^2 in all other
Other requirements	-	kitchen: compact range/ microwave, built-in cooktop, compact fridge, sink, counter, cabinets, ventilation storage: closet bathroom: 3-piece	-	kitchen: compact range/ microwave, built-in cooktop, compact fridge, sink, counter, cabinets, ventilation storage: closet bathroom: 3-piece	-	-	living space: min 4 m in width & length kitchen: cooking heat source, fridge, sink storage: min 3.7 m^2
Parking	0 additional	0 additional	0 additional	0.5 additional	1 additional	1 additional	0.5 additional in apartment 1 additional in all other

ATTACHMENT C – Parking Summary

The following table provides the proposed parking requirements for each housing form, without and with a secondary suite or lock-off unit.

Form of Principal Unit	**Per Principal Unit *Without* Secondary Suite / Lock-off Unit** (no changes proposed)	**Per Principal Unit *With* Secondary Suite / Lock-off Unit**		
		Current	**Proposed**	**Bylaw Change**
Semi-detached dwelling (fee-simple duplex)	2 spaces	n.a.	3 spaces	+1 space
Manorhome (fourplex)	1 space	n.a.	2 spaces	+1 space
Rowhouse (fee-simple townhouse)	2 spaces	n.a.	3 spaces	+1 space
Townhouse	2 spaces	n.a.	3 spaces	+1 space
Apartment				
Studio (<45 m^2)	1 space	n.a.	1.5 spaces	+0.5 spaces
1+ bedroom	1.5 spaces	n.a.	2 spaces	+0.5 spaces

ATTACHMENT D – Policy Matrix

Township Policy	Application to Secondary Suites in Ground-Oriented Housing	Application to Lock-off Units in Apartments
Official Community Plan and sub-area plans – calculations of units per hectare	Count each secondary suite as a unit	n.a. (Apartment densities use floor space ratios, not units per hectare)
Official Community Plan Policy 3.1.6 – family-friendly units	Count a secondary suite as a unit: • Count secondary suites with 2+ bedrooms toward this requirement • Include all secondary suites in the total number of units	Count a lock-off unit as a bedroom, not a unit: • Consider a one-bedroom apartment plus a lock-off to be a two-bedroom unit • Consider a two-bedroom apartment plus a lock-off to be a three-bedroom unit
Official Community Plan Policy 3.1.9 – adaptable units in ground-oriented housing	Count any adaptable secondary suites toward this requirement Include all secondary suites in the total number of units	Count any adaptable lock-off units only as a half-unit unless the principal unit is also adaptable Do *not* include lock-off units in the total number of units
Required Off-Street Parking Spaces (Zoning Bylaw Section 107.3)	See Attachment C	See Attachment C
Age-Friendly Amenity Area (Zoning Bylaw Section 111.5)	Count a secondary suite as a unit	Count a lock-off unit as a bedroom, not a unit
Fees and Charges Bylaw – Annual Secondary Suite Infrastructure Fee	Maintain status quo for secondary suites: • Require registration of the secondary suite at Building Permit • Charge the fee annually unless the suite is decommissioned to the satisfaction of the Township	Treat each lock-off unit as a secondary suite: • Require registration of the lock-off as a secondary suite at Building Permit • Charge the fee annually unless the unit is decommissioned to the satisfaction of the Township
Development Cost Charges Bylaw, Community Amenity Contributions Policy, amenity cost charges bylaw (forthcoming)	To be reviewed as part of the cost charges bylaw update	To be reviewed as part of the cost charges bylaw update

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	MAY 26, 2025 - REGULAR MEETING	**REPORT:**	25-78
FROM:	ENGINEERING DIVISION	**FILE:**	5330-23-176
SUBJECT:	CAPITAL REQUEST – 208 STREET ROADWORKS FROM 81 AVENUE TO 84 AVENUE		

RECOMMENDATIONS:

That Council pre-approve $5,511,500 in the 2026 Capital Budget for the construction of 208 Street from 81 Avenue to 84 Avenue, funded $4,021,647 from Road Development Cost Charges, $440,322 from Capital Projects Reserve, $822,970 from Greenway Amenity Fund and $226,561 of non-refundable deposits.

That Council direct staff to include construction of 208 Street from 81 Avenue to 84 Avenue in the 2026 TransLink Grant Applications.

ANALYSIS:

The design for the 208 Street roadworks from 81 Avenue to 84 Avenue is currently 90% complete, with final refinements expected by summer 2025. The project will construct a four-lane arterial road featuring road widening, paving, signal modifications, separated bike lanes with raised curbs, multi-use pathways on both sides of the street, a landscaped center median, streetlighting, and boulevard landscaping.

Following the completion of the design of 208 Street from 81 Avenue to 84 Avenue, a construction tender package is expected to be ready by fall 2025, with construction anticipated to commence in early 2026.

Other sections of 208 Street are currently under construction or in preparation for construction, as outlined below:

- Phase 1 – 64 Avenue to 72 Avenue: Under construction; paving is scheduled for Q2 2025, with overall construction completion anticipated in Q3 2025.

- Phase 2 – 72 Avenue to 76 Avenue: Under construction; utility works are ongoing with completion anticipated by Q2 2026.

- Phase 3 – 76 Avenue to 81 Avenue: Final tender preparation is underway; completion is anticipated by Q4 2026.

Financial Implications:

The construction cost for the 208 Street roadworks from 81 Avenue to 84 Avenue is currently estimated at $5,560,000. After considering existing funding of $48,500, additional funding of $5,511,500 is required. Staff propose pre-approval of the work in the 2026 Capital Budget through a variety of sources, including Roads Development Cost Charges (DCC), Greenway Amenity Funding, non-refundable deposits and Capital Projects Reserve. Staff also propose that the project be included in the Township's 2026 TransLink Grant submissions for allocated and competitive funding under the Walking Infrastructure to Transit (WITT) program.

No TransLink funding is currently included in the proposed funding sources as the 2026 program details have not yet been released. Staff will confirm the exact amount of eligible funding in a future report for Council's consideration. If the Township is successful in receiving TransLink funding, it will reduce the funding required from Township sources.

Further details are presented in the following tables for Council's consideration.

Township of Langley Capital Project Description						
Project Title:	208 Street Roadworks from 81 Avenue to 84 Avenue (RDS1406)					
	CFWD 2024	2025	2026	2027	2028	2029
Requested Amount			$5,511,500			
Budget Remaining	$48,500					
Total Projected Cost	$48,500		$5,511,500			
Project Description *(Phased Project)	Construction of road widening, paving, signal modification, installation of multi-use pathway, raised bike curbs, raised center median with landscaping and streetlighting.					
Project Justification and Consequences of Not Proceeding *(Phased Project)	The construction of 208 Street from 81 Avenue to 84 Avenue is the final phase of 208 Street road widening works. Road widening to accommodate a four-lane cross-section will alleviate traffic congestion along an arterial road corridor that provides connectivity through the Willoughby Community.					

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

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

Township of Langley Capital Project Description						
Project Title:	208 Street Roadworks from 81 Avenue to 84 Avenue (RDS1406)					
Proposed Funding Sources						
	CFWD 2024	2025	2026	2027	2028	2029
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
TransLink						
Road Development Cost Charges	$48,015		$4,021,647			
Reserve: Capital Projects	$485		$440,322			
Greenway Amenity Fund			$822,970			
Non-Refundable Deposits			$226,561			
Total Currently Funded	**$48,500**		**$5,511,500**			

Estimated Annual Operating Impact	$31,176

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

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	MAY 26, 2025 - REGULAR MEETING	**REPORT:**	25-79
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	11-04-0094
SUBJECT:	TELECOMMUNICATIONS TOWER APPLICATION NO. 000014 (TELUS / CYPRESS LAND SERVICES / 5319 – 240 STREET)		

PROPOSAL:

Application by Cypress Land Services to construct a 22.0 m (72.2 ft) high telecommunications tower and accessory compound for Telus at 5319 – 240 Street.

RECOMMENDATION SUMMARY:

That Council consider Cypress Land Services' application and advise Innovation Science and Economic Development (ISED) Canada whether: a) it does not object, or b) it objects to a proposed 22.0 m (72.2 ft) high telecommunication tower and accessory compound at 5319 – 240 Street.

RATIONALE:

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

RECOMMENDATIONS:

That Council consider Cypress Land Services' application to Innovation, Science and Economic Development Canada regarding a proposed 22.0 m (72.2 ft) high telecommunication tower and accessory compound at 5319 – 240 Street and adopt one of the following resolutions:

a) **That** Council advise Innovation, Science and Economic Development Canada that it does not object to Cypress Land Services' application to construct a 22.0 m (72.2 ft) high telecommunication tower and accessory compound at 5319 – 240 Street.

or

b) **That** Council advise Innovation, Science and Economic Development Canada that it objects to Cypress Land Services' application to construct a 22.0 m (72.2 ft) high telecommunication tower and accessory compound at 5319 – 240 Street.

EXECUTIVE SUMMARY:

Cypress Land Services has requested Council concurrence (to ISED Canada) regarding a proposed 22.0 m (72.2 ft) high telecommunication tower and an accessory compound for Telus at 5319 – 240 Street. Information available to Council in considering a recommendation as part

of a referral to ISED Canada includes the Township's Telecommunication Tower Policy No. 07-331.

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

PURPOSE:

The purpose of this report is to provide information regarding a proposed telecommunication tower at 5319 – 240 Street.

REFERENCE:

Owner:	Joan Hildebrandt 5319 – 240 Street Langley, BC V2Z 2N3
Applicant / Agent:	Cypress Land Services 1051, 409 Granville Street Vancouver, BC V6C 1T2
Legal Description:	Lot "A" Section 4 Township 11 New Westminster District Plan 12830
Location:	5319 – 240 Street
Area:	2.02 ha (5 ac)
Existing Zoning:	Suburban Residential SR-1
Rural Plan:	Salmon River Uplands

BACKGROUND/HISTORY:

- The application is being processed in accordance with the Township's Telecommunication Tower Policy No. 07-331 (Attachment A).
- Although Council has adopted a Telecommunication Tower Policy, final jurisdiction over the location of telecommunication antenna structures rests with the federal government (ISED Canada).
- Freestanding telecommunication installations are a permitted use in all zones.
- Proposed installations not exempted from ISED Canada's requirements (i.e. installations 15 m (49 ft) or more in height) are subject to the public notice and consultation requirements. Following consultation, Council's recommendation with respect to the proposed telecommunication tower is forwarded to ISED Canada for their consideration.

DISCUSSION/ANALYSIS:

- Cypress Land Services, on behalf of Telus, has proposed to construct a 22.0 m (72.2 ft) high telecommunications tower and accessory compound at 5319 – 240 Street.
- The site is a rural residential property with a tree farm located within the Agricultural Land Reserve.
- The proposed monopole tower and associated compound are planned to be located on the central portion of the property.
- The applicant indicates that,

  "The proposed site is a result of many considerations. Existing structures, including towers and rooftops, are typically initially reviewed during the site selection process. In this instance, TELUS reviewed the area within 500m and has determined that there are no towers within 500m, as per the Township's Telecommunication Tower Policy No. 07-331 (Policy)."
- The applicant noted,

  "*TELUS has been attempting to secure a site to improve wireless services in the Hopington area for years. Rather than proposing a larger cell tower in the area, TELUS has opted to propose two smaller towers in the area at this time. This*

proposal attempts to balance the visibility of the structure with the impact of siting the infrastructure close to homes. In this instance, TELUS is attempting to maximize the setback from nearby homes and is keeping the height of the structure as low as possible, while strategically locating the tower for optimal service coverage. As this is a shorter tower, TELUS is able to deploy a monopole design, with flush-mounted antennas. This stealth design is one that is preferred by the Township's Policy. As this is a short tower, it cannot be located amongst the mature trees to the west because the trees are too tall. Antennas must have clear site lines above their surroundings to provide effective service. If this tower were to be moved into the trees, a greater height would be required which would trigger a design change as well."

- According to the applicant,

  "The tower may have adequate space for third party equipment, should another carrier apply to colocate once the tower is built. Colocation letters were sent to Freedom Mobile and Rogers Communications. On October 18th [2024]. Freedom Mobile is not interested at this time, and Rogers has yet to return the colocation letter" [as of May 12, 2025].
- The applicant has adhered to the public notice requirements outlined in the Township's Telecommunication Tower Policy No. 07-331 by sending notification packages in February 2025 to residents within a 66 m radius (three times the structure height).
- In accordance with ISED Canada guideline (Client Procedures Circular CPC-2-0-03), if any antenna system is proposed to be 30 m or more in height, a notice must be placed in a local community newspaper. As the subject tower is under 30 m, there is no requirement for a newspaper advertisement in addition to the notification package.
- As outlined in the ISED Canada guideline, proponents are to address all reasonable and relevant concerns, make all reasonable efforts to resolve them in a mutually acceptable manner and must keep a record of all associated communications. If the local public or land-use authority raises a question, comment or concern relating to the antenna system as a result of the public notification process, then the proponent is required to respond to the party in writing, clearly indicate that the party has 21 days from the date of the correspondence to reply to the proponent's response.
- The applicant provided a public consultation summary (Attachment C) which includes all related correspondence. The summary notes the following,

  "On March 24th 2025 the consultation comment period closed. During the consultation period, ten (10) residents provided written comments regarding the proposed tower and one (1) resident made a phone call seeking further information on the proposed tower. Eight (8) of the written comments expressed concerns about the proposal whilst two (2) of the written comments requested further information.

  What we Heard: Of the residents who were opposed to the project, most expressed concern regarding the health and safety of the tower, and most respondents made comments regarding the visual aspects of the tower. TELUS reminded residents that these installations are safely installed across the country, as TELUS is required to follow Safety Code 6 as developed by Health Canada. Additionally, TELUS is deploying a monopole design in this location which is one of their more stealth design options. The height of the structure was reduced to 22m to reduce some visibility of the project. ISED clearly references what concerns are not relevant when consulting the public about antenna installations:

- *disputes with members of the public relating to the proponent's service, but unrelated to antenna installations*
- *potential effects that a proposed antenna system will have on property values or municipal taxes*
- *questions whether the Radiocommunication Act, this document, Safety Code 6, locally established by-laws, other legislation, procedures or processes are valid or should be reformed in some manner"*.

Adjacent Uses:

	Existing Use	Community Plan Designation	Existing Zoning
North:	One rural property with dwelling and farm	Salmon River Uplands	Suburban Residential SR-1
South:	Rural properties with dwellings and farms	Salmon River Uplands	Suburban Residential SR-1
East:	240 Street, beyond which are rural residential properties	Salmon River Uplands	Suburban Residential SR-1
West:	238 Street, beyond which are rural residential properties	Salmon River Uplands	Suburban Residential SR-1

Policy Considerations:

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

Respectfully submitted,

Mohammad Nemati
PLANNING TECHNICIAN
for
COMMUNITY DEVELOPMENT DIVISION

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

Township of Langley
Est. 1873

ATTACHMENT A

COUNCIL POLICY

Subject: Telecommunication Tower

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

1. Purpose

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

2. Background

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

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

3. Policy

3.1 Location Preferences

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

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

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

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

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

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

3.2 Design Preferences

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

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

3.2.2 The following designs are discouraged:

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

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

3.3 Application

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

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

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

3.4 Public Notice and Consultation

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

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

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

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

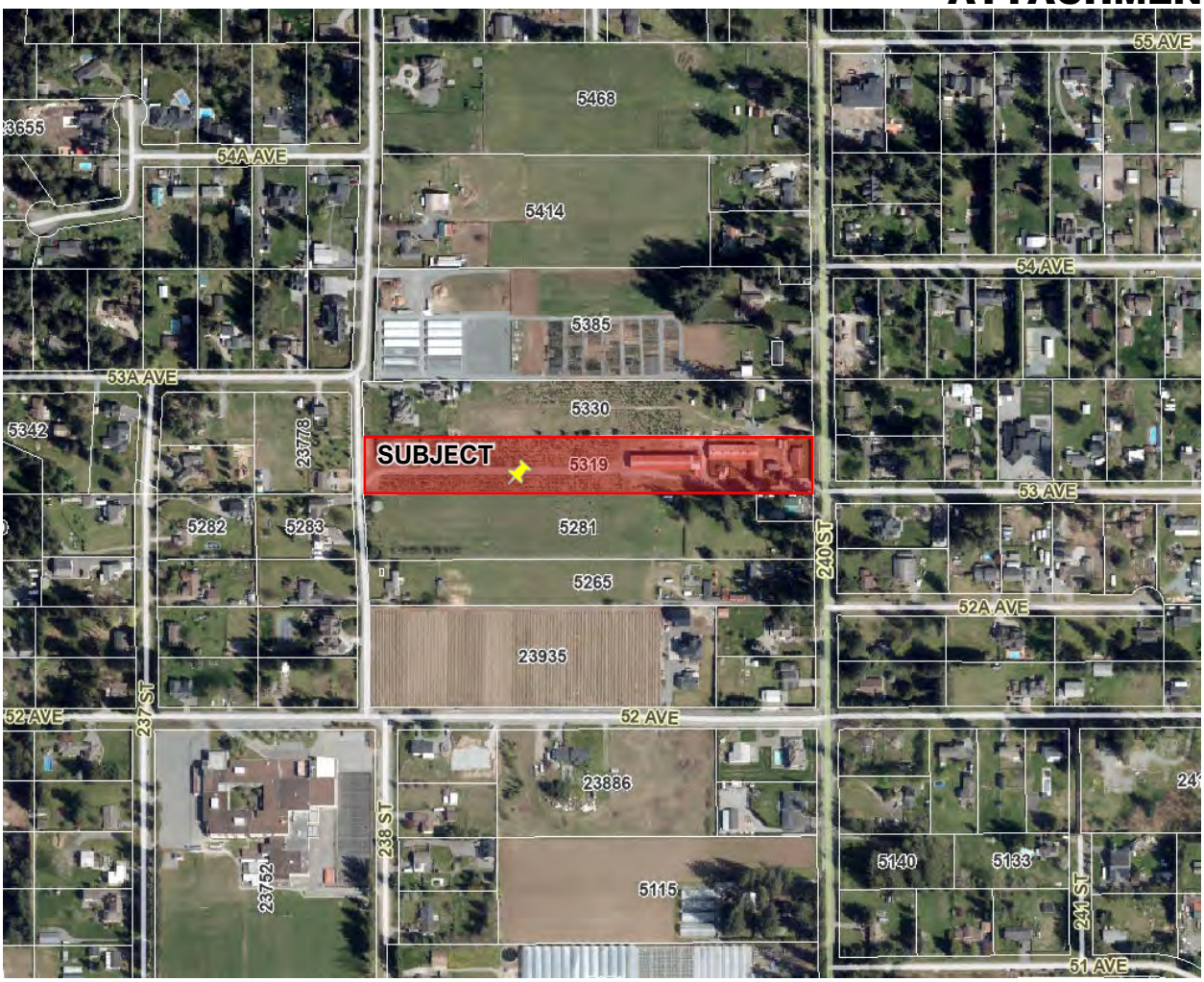
3.4.5 At the conclusion of the public consultation process proponents are required to provide a summary report that includes all correspondence between the public and the proponent, copies of all notifications, and any other related information pertaining to public consultation. The summary report must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

3.5 Council Consideration of Application

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

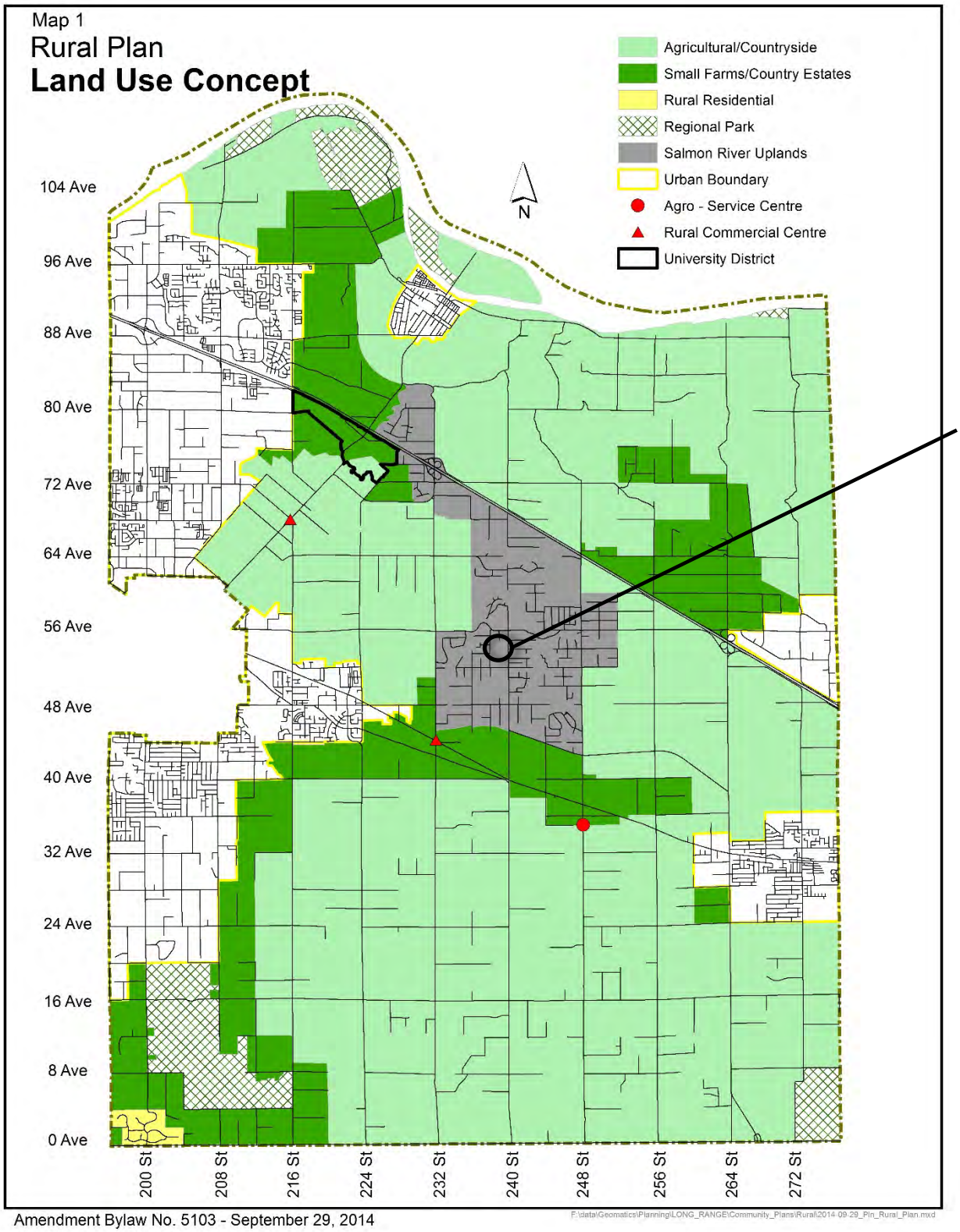
3.5.2 Council may pass a resolution indicating its objection or non-objection for the application. The Township of Langley will then provide the telecommunications carrier(s) and ISED with a letter within 10 days of approval of the Council meeting minutes indicating Council's resolution.

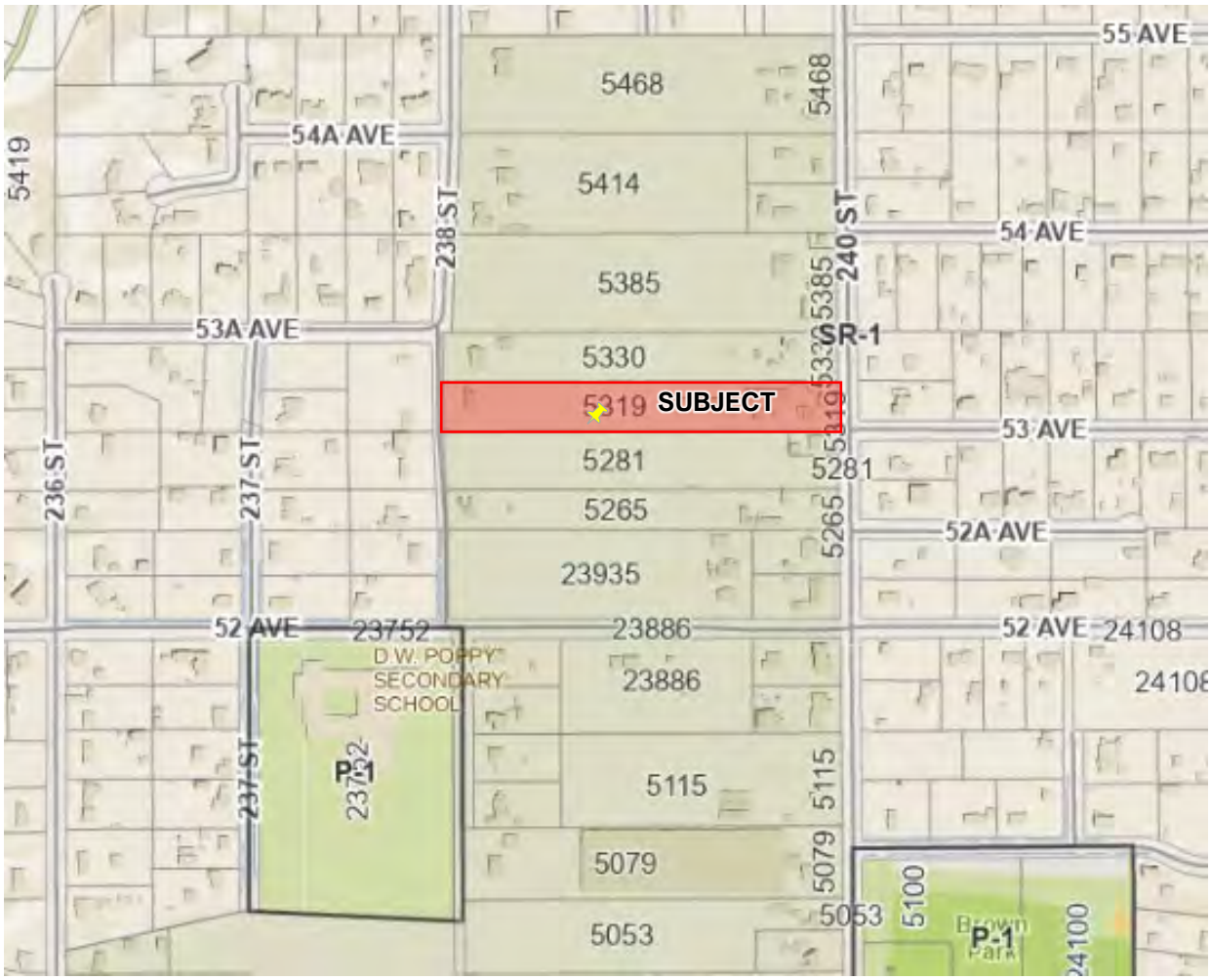
ATTACHMENT B



Approximate Location of Proposed Tower

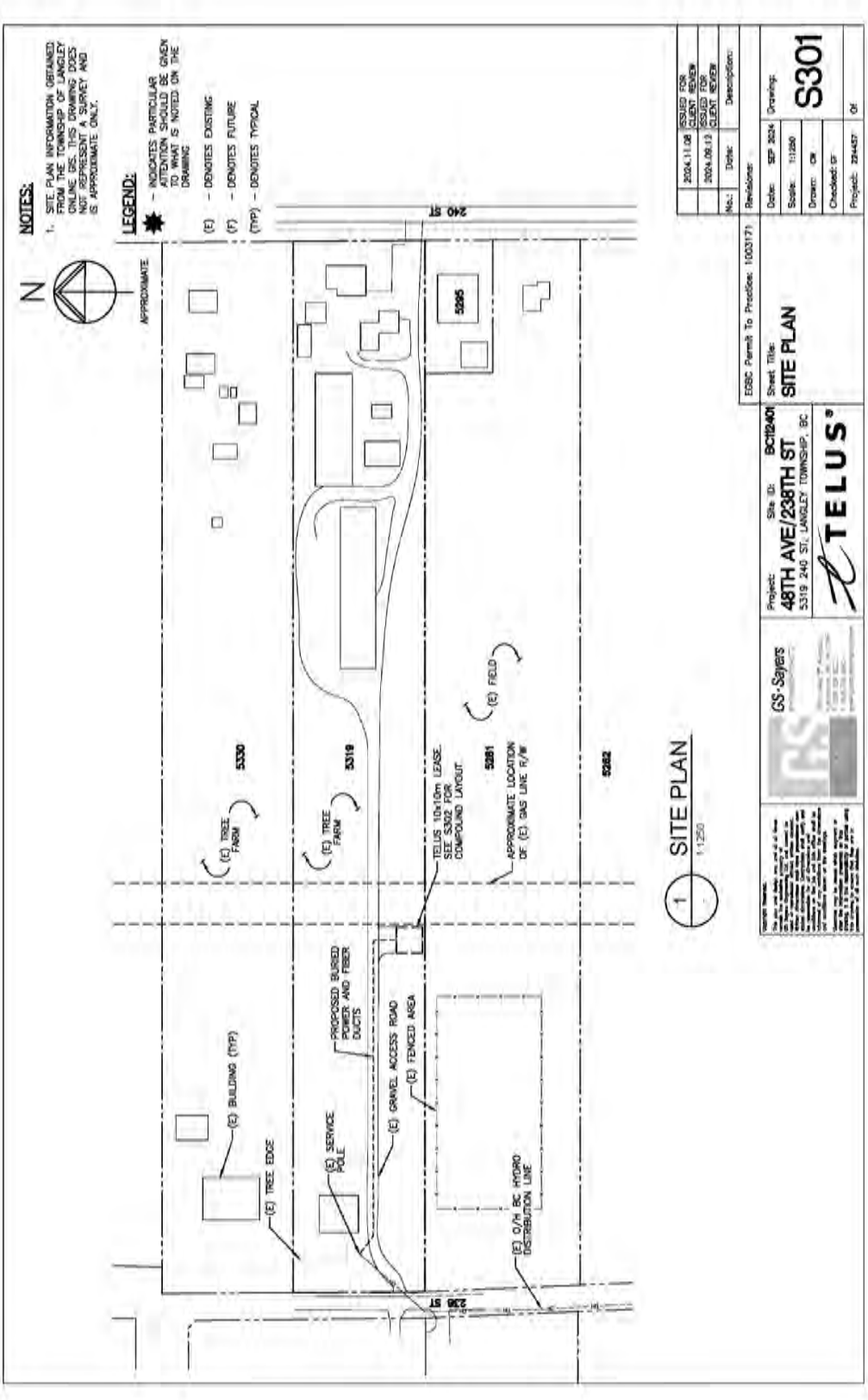
AERIAL CONTEXT MAP


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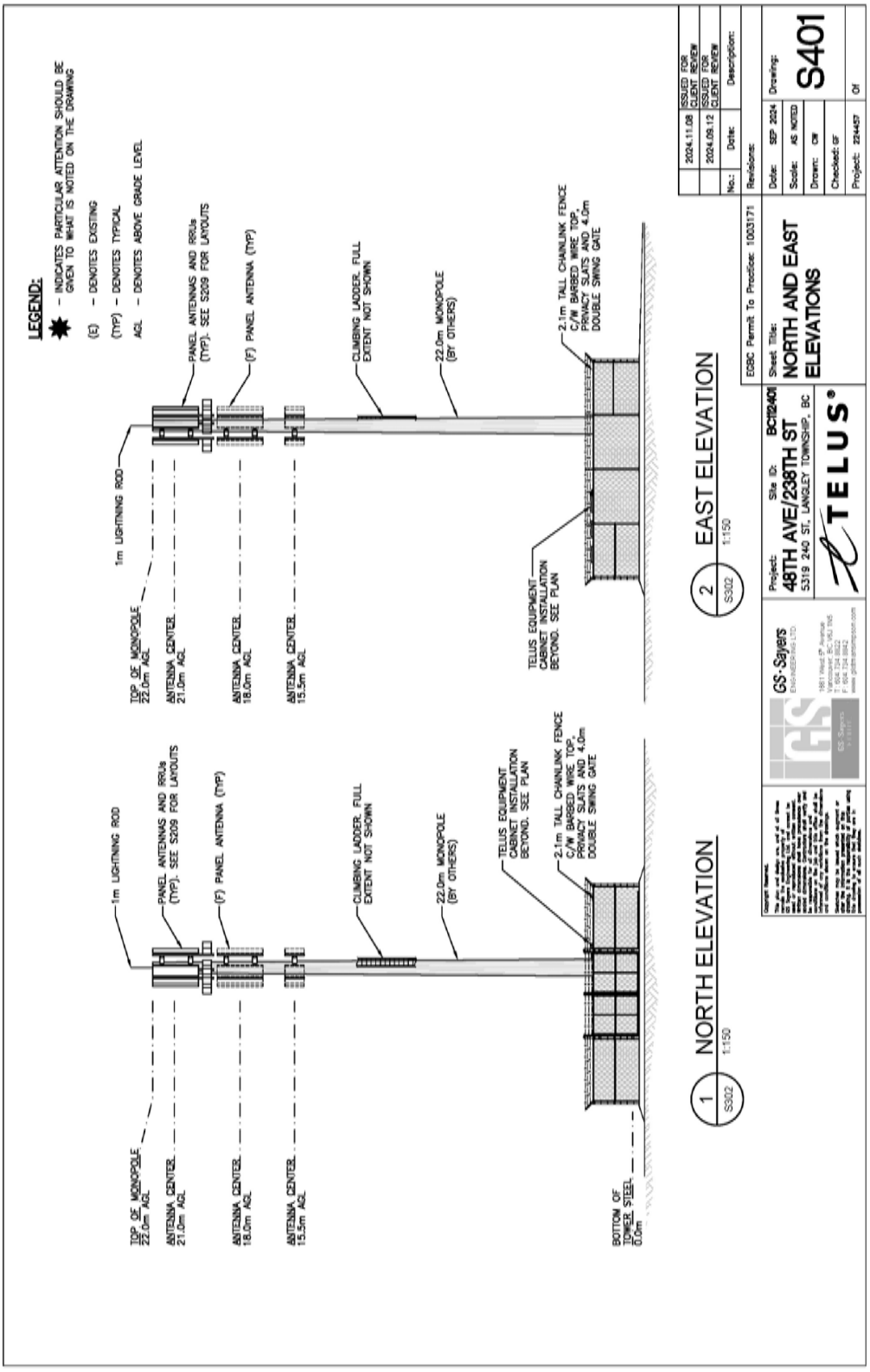


Approximate Location of Proposed Tower

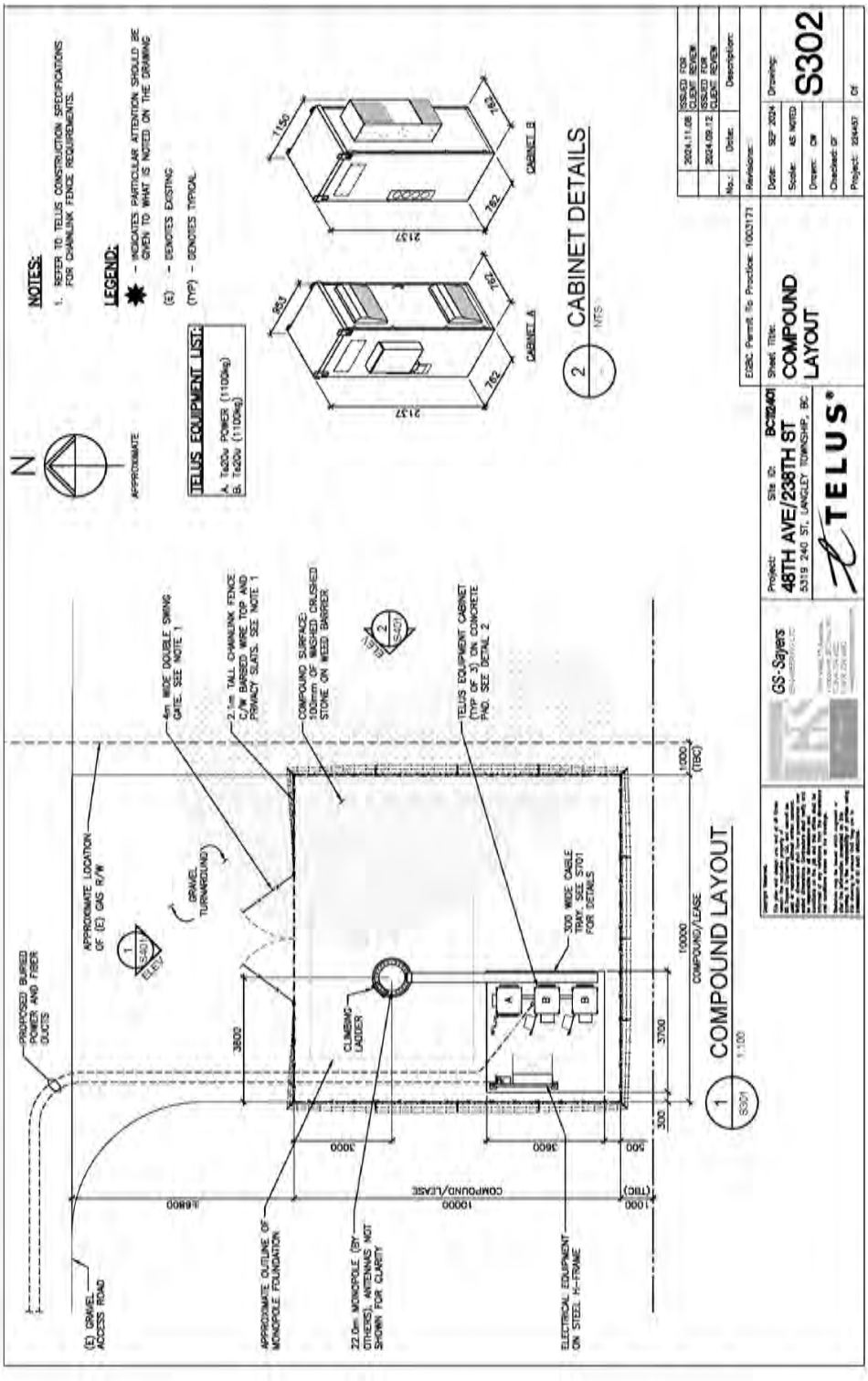
ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT



ELEVATIONS – SUBMITTED BY APPLICANT



COMPOUND LAYOUT – SUBMITTED BY APPLICANT

ATTACHMENT C

April 16th, 2025

VIA: mnemati@tol.ca

Planning & Development
Township of Langley

Subject:	**Request for Concurrence for a TELUS Telecommunications Tower**
Address:	**5319 240 Ave, Langley, BC. V2Z 2N3**
PID:	**009-742-808**
Coordinates:	**49.098538, -122.562962**
TELUS Site:	**BC112401**

Please be advised that following the Township of Langley's 'Telecommunication Tower Policy No. 07-331', Telus Communications Inc ("TELUS") has completed the public consultation process and is respectfully requesting concurrence for the proposal to build a 23m monopole tower and equipment installation. Enclosed please find evidence of the following efforts regarding this consultation process:

- In October 20224, Telus reached out to Freedom Mobile and Rogers Communications Inc (Rogers) regarding potential colocation to this site. However, Freedom Mobile declined, and Rogers have not responded to the offer.

- On November 13th, 2024, an Information Package was submitted to the Township of Langley formalizing the initiation of the consultation process for the proposed tower location. Please see **Appendix 1: Information Package.**

- In February 2025, Notification Packages were issued to residents who fell within three times the structure height per the Township's 'Telecommunication Tower Policy No. 07-331'. Copies of the Notification Package were additionally sent to ISED. Please see **Appendix 2: Notification Package.**

- On March 24th 2025 the consultation comment period closed. During the consultation period, ten (10) residents provided written comments regarding the proposed tower and one (1) resident made a phone call seeking further information on the proposed tower. Eight (8) of the written comments expressed concerns about the proposal whilst two (2) of the written comments requested further information.

- **What we Heard:** Of the residents who were opposed to the project, most expressed concern regarding the health and safety of the tower, and most respondents made comments regarding the visual aspects of the tower. TELUS reminded residents that these installations are safely installed across the country, as TELUS is required to follow Safety Code 6 as developed by Health Canada. Additionally, TELUS is deploying a monopole design in this location which is one of their more stealth design options. The height of the structure was reduced to 22m to reduce some visibility of the project. ISED clearly references what concerns are not relevant when consulting the public about antenna installations:

    - disputes with members of the public relating to the proponent's service, but unrelated to antenna installations

- potential effects that a proposed antenna system will have on property values or municipal taxes
- questions whether the *Radiocommunication Act*, this document, Safety Code 6, locally established by-laws, other legislation, procedures or processes are valid or should be reformed in some manner

Please see **Appendix 3: Comments Received During Consultation**.

TELUS is committed to working with the community to find an acceptable location and infrastructure design. Should you require any additional information, please do not hesitate to contact us at 604-620-0877 or by e-mail at hannah@cypressslandservices.com.

Hannah Taylor
Land Use Planner, Cypress Land Services
Agents for TELUS Communications Inc.

Appendix 1: Information Package

Cypress Land Services Inc.
Suite 1051 – 409 Granville Street
Vancouver, BC V6C 1T2

Telephone: 604.620.0877
Facsimile: 604.620.0876
Website: www.cypresslandservices.com

November 13, 2024

Township of Langley
Planning and Development

Subject:	**TELUS Facility Proposal - Development Application**
Location:	**5319 240 Ave, Langley, BC. V2Z 2N3**
PID:	**009-742-808**
Coordinates:	**49.098538, -122.562962**
TELUS Site:	**BC112401**

Overview

Cypress Land Services Inc., in our capacity as agents to TELUS Communications Inc. (TELUS), is submitting this Letter of Intent to initiate the consultation process related to the installation and operation of a telecommunications facility in the Township of Langley. TELUS has been trying to improve wireless services in the Hopington area for several years, and this proposal is the result of a thorough investigation of wireless solutions for the area. This Letter of Intent forms part of the Telecommunications Tower Development Application.

Proposed Site

The proposed site location is identified as **N 49.098538, -122.562962**, located at 5319 240 St, Langley, BC in Hopington (**Schedule A: Tower Site Location**). The property is currently privately owned, and TELUS has entered into an agreement with the landowner. The site is a rural residential property with a tree farm and the property is within the ALR, however, an exemption from the ALC is not required. It is proposed to place the tower in the middle of the property, which has been purposeful, to maximize the setback from other homes. The surrounding properties are small acreages/rural residential lots.

Rationale for Site Selection

TELUS seeks to maintain and improve high quality, dependable network services to Canadians. The radiofrequency engineers at TELUS have determined that improved services are needed in this area. In order to improve network performance, TELUS is seeking to add the proposed communications tower.

The proposed site is a result of many considerations. Existing structures, including towers and rooftops, are typically initially reviewed during the site selection process. In this instance, TELUS reviewed the area within 500m and has determined that there are no towers within 500m, as per the Township's Telecommunication Tower Policy No. 07-331 (Policy). Please see **Schedule B: Other Installations Nearby.**

Tower Proposal Details

TELUS has been attempting to secure a site to improve wireless services in the Hopington area for years. Rather than proposing a larger cell tower in the area, TELUS has opted to propose two smaller towers in the area at this time. This proposal attempts to balance the visibility of the structure with the impact of siting the infrastructure close to homes. In this instance, TELUS is attempting to maximize the setback from nearby homes and is keeping the height of the structure as low as possible, while strategically locating the tower for optimal service coverage.

As this is a shorter tower, TELUS is able to deploy a monopole design, with flush-mounted antennas. This stealth design is one that is preferred by the Township's Policy. As this is a short tower, it cannot be located amongst the mature trees to the west because the trees are too tall. Antennas must have clear site lines above their surroundings to provide effective service. If this tower were to be moved into the trees, a greater height would be required which would trigger a design change as well.

TELUS is proposing to install a 22m monopole tower with a 1m lightning rod (total height of 23m) and 3 initial flush-mounted antennas, with the associated equipment cabinet at the base, all occupying an area of 10m x 10m. The equipment area will be enclosed by chain-link fencing and privacy slats have been added to hide the equipment from view. TELUS has completed preliminary design plans that have been submitted with this application. See **Schedule C: Photo Simulation,** for a rendering of the proposed tower.

Colocation

The tower may have adequate space for third party equipment, should another carrier apply to colocate once the tower is built. Colocation letters were sent to Freedom Mobile and Rogers Communications. On October 18th. Freedom Mobile is not interested at this time, and Rogers has yet to return the colocation letter. The returned letter has been included in this online application.

Consultation Process

Innovation, Science, and Economic Development Canada (ISED), formerly Industry Canada, requires all proponents to consult with the local land use authority and public, notwithstanding that ISED has exclusive jurisdiction in the licensing of telecommunication sites, such as the proposed tower. The Township of Langley has adopted Council Policy 07-331, which closely resembles ISED's default process. TELUS utilizes ISED's Default Public Consultation Process (as described in the CPC-2-0-0-03 – Radiocommunication and Broadcasting Antenna Systems, commonly referred to as the "CPC") when a land use authority has not adopted their own policy.

Information on the "CPC" consultation process developed by ISED may be found online at:

CPC-2-0-03 — Radiocommunication and Broadcasting Antenna Systems - Spectrum management and telecommunications

In order to obtain comments, concerns or questions in regard to the proposed tower site, the Township of Langley requires TELUS to send out notification packages to all properties located within three (3) times the height of the proposed tower (66 meters). A notice in the local paper is also required in order to allow for public comment on the proposed site. This comment period is a minimum of 30 days.

At the conclusion of the consultation process, TELUS will prepare a summary of comments received from the community as well as the replies provided by TELUS. TELUS is requesting that, subsequent to the completed consultation process and report to Council, a letter or resolution of concurrence is issued by the Township.

Health and Safety

Health Canada's Safety Code 6 regulations are applicable to this, and all, telecommunications sites. Safety Code 6 seeks to limit the public's exposure to radiofrequency electromagnetic fields and ensures public safety. Additional information on health and safety may be found on-line at:

Health Canada:
http://www.hc-sc.gc.ca/ewh-semt/pubs/radiaion/radio_guide-lignes_direct-eng.php

TELUS is committed to working with the Township and the community throughout this consultation process.

We look forward to working together during this process. Please do not hesitate to contact us by phone at 604.620.0877 or by email at kristina@cypresslandservices.com.

Thank you in advance for your assistance and consideration. Sincerely,

CYPRESS LAND SERVICES
Agents for TELUS Communications Inc.

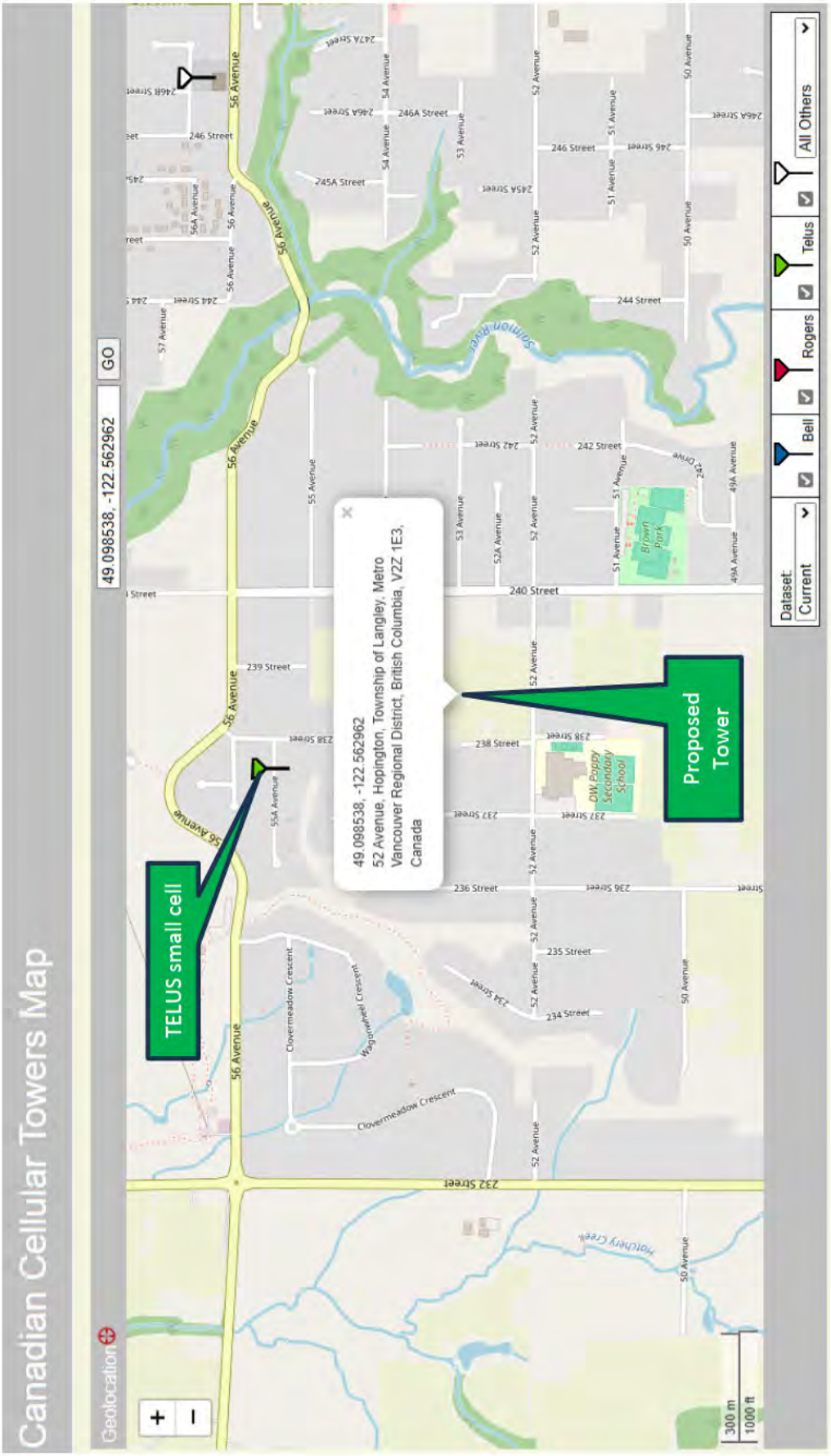
Chad Marlatt
Director of Government Affairs

cc: Mangesh Saunal, TELUS Communications Inc

SCHEDULE A
TOWER SITE LOCATION



SCHEDULE B
OTHER INSTALLATIONS NEARBY



SCHEDULE C
PHOTO SIMULATIONS

BEFORE



AFTER



View: Looking northeast at site approximately 205m away

Photo Simulation is a close representation and is for conceptual purposes only – not to scale.
Proposed design is subject to change based on final engineer plans

Appendix 2: Notification Package

TELUS Communications Inc.

February 20th, 2025
Subject: Public Notification: 22 metre monopole tower

TELUS
let's make the future friendly

To: Property Owner / Current Resident

Re: Proposed 22-metre flush-mount monopole
Location: 5319 240 St, Langley, BC. V2Z 2N3

TELUS File: BC112401 Langley 48th / 238 St
Coordinates: 49.098538, -122.562962

Fast Answers:

Why am I receiving this letter?
Your home or business is located within our notification area.

What is this letter about?
TELUS is proposing a new tower in your area.

Why is this letter so technical?
Innovation, Science & Economic Development Canada (ISED) (who oversees this process), requires us to disclose technical information.

Dear Member of the Hopington community,

TELUS would like to bring improved cellular service to your community and we want to include you in the conversation. We are proposing the addition of a new communications tower at 5319 240 St, Langley, BC. This notification package is the first part of the consultation process that includes the following steps:

Public notification: Our first step is to reach out to the Hopington community to share our proposal and gather feedback from community members such as yourself. TELUS has sent a copy of this package to all residents and businesses in a 70 metre radius from the tower location.

Local government consultation: At the same time that TELUS consults with members of the public, we have engaged the Township of Langley in land use consultation. At the end of the full consultation process, TELUS will request land use concurrence from the Township of Langley Council.

In this document, you'll find a lot of information. We are required to provide community members Information on our proposal as well as the tower siting process, including:

- An explanation of how we determine where a new tower is needed.
- A description and specs of the tower itself, as well as where the tower will be located.
- Other locations that we were looking at for the tower, and why they will not work.
- Safety information

We encourage you to review all of the documentation we've provided, as well as attend our open house to learn more about the proposed telecommunications site facility proposed at 5319 240 St, Langley, BC.

We are excited to provide this information to you to start the discussion on wireless improvements to your community. We welcome any questions you may have about this process and a list of contacts will be provided at the end of this document.

Yours sincerely,

Hannah Taylor
Land Use Planner, Cypress Land Services

Who is Cypress Land Services? *When a new tower is needed, TELUS hires independent contractors like us, Cypress Land Services, to help discuss these plans with the communities. As such, we are pleased to share the attached information notification package with you that will explain the details for the necessary hardware with you and your community.*

TELUS Communications Inc.

February 20th, 2025
Subject: Public Notification: 22 metre monopole tower

TELUS
let's make the future friendly

TELUS's Proposal

TELUS is proposing to construct a 22 metre flushmount monopole on a rural residential property at 5319 240 St, Langley, BC. V2Z 2N3.

- All the equipment necessary to operate this facility will reside within a compound located at the base of the tower.
- TELUS is proposing a monopole design with antennas mounted flush to the pole.
- The facility is proposed to be in a rural residential property with a tree farm.
- The structure will provide improved wireless services to areas of Hopington.



Artist's rendering of tower on current landscape.

Who authorizes TELUS to choose this tower location?

ISED—Innovation, Science and Economic Development Canada, (formerly Industry Canada) is the governing body that has exclusive jurisdiction over the placement of wireless telecommunications facilities in Canada. As such, **ISED requires a carrier like TELUS to consult with the applicable local government and the general public regarding new installations.**

The public consultation process is intended to provide an opportunity for community members to have questions addressed while respecting federal jurisdiction of this process.

ISED's Client Procedure Circular 2-0-03 (CPC): *In cases where a local government does not have a telecommunications policy in effect, TELUS must follow the default public and land use authority process outlined in the CPC.*

The CPC provides information on the required scope and timelines of a tower consultation, issues and topics that are defined as reasonable and relevant to the consultation, health and safety guidelines and other relevant information.

Public Consultation Process

(as prescribed by Innovation, Science and Economic Development of Canada and The Township of Langley))

STEP 1: PUBLIC NOTIFICATION

As the Township of Langley does not have an established and documented public consultation process applicable to tower siting, this policy requires TELUS to follow the ISEDs Default Public Consultation Process outlined in the CPC policy.

TELUS Communications Inc.

February 20th, 2025
Subject: Public Notification: 22 metre monopole tower

TELUS
let's make the future friendly

Why are you getting this letter? TELUS is required to provide notification packages to property owners/occupants within a 66 metre radius of the proposed tower height, measured from the tower base or the outside perimeter of the supporting structure. The required notification radius in this instance is 66 metres. As your property falls within this notification radius, and accordingly, TELUS is consulting with you on this tower. We are inviting you with an opportunity to engage in reasonable, relevant, and timely communication regarding this proposal. This notification will also be submitted to the Township of Langley and ISED as part of our application for land use concurrence.

The public has 30 days to submit comments and questions to myself on behalf of TELUS.

I will acknowledge receipt of comments and questions received within 14 days and address all relevant and reasonable concerns within 60 days. The commenting member of the public will then have 21 days to reply to the response. A summary of all comments received and our responses will then be submitted to the Township of Langley.

STEP 2: TOWNSHIP OF LANGLEY LAND USE CONCURRENCE

Following the public consultation process, TELUS will provide the details of correspondence with community members including TELUS' responses to both ISED and the Township of Langley. Finally, TELUS will request a resolution of land use concurrence from the Mayor and Council which will enable TELUS to proceed with planning for wireless upgrades in the community.

Site Details

PURPOSE

The purpose of the proposed tower is to expand TELUS' wireless coverage and to provide access to dependable wireless high-speed internet services in the neighbourhood of Hopington.

Currently, there are no suitable existing antenna support structures or other feasible structures that can be used and, as a result, a new structure is required. The structure, if constructed, will provide improved wireless connectivity in terms of reliability and speed and access to emergency 911 services for those in the vicinity of the facility.

LOCATION AND LAND USE

The proposed site is a rural residential property with a tree farm. The tower is proposed to be located in the middle of the property well setback from nearby homes.

SAFETY CODE 6

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

SITE ACCESS

TELUS is proposing to access the site via 240 Street. TELUS' compound will be contained within a chain link fence to mitigate public access.

ENVIRONMENT

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

DESIGN

This proposal is for a 22 metre flush-mount monopole. A preliminary design of the tower profile and compound plan is included in this notification for your reference. Initially, the tower is planned to support a maximum of 9 panels antennas measuring max 2.1m in height. A preliminary design of the tower profile and compound plan is included in this notification for your reference.

TRANSPORT CANADA

The tower will be marked in accordance with the Department of Transportation and NAV Canada requirements. No lighting or marking is required.

STRUCTURAL CONSIDERATIONS

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

LAND USE AUTHORITY

The Township of Langley does not have an applicable Antenna Siting Protocol and as such we are applying ISED's Default Public Consultation process in consultation with Township of Langley staff.

CO-LOCATION

TELUS will consider all applications for tower sharing and co-location in accordance with ISED protocols.

GENERAL INFORMATION

General information relating to antenna systems is available on ISED's Spectrum Management and Telecommunications website: http://www.ic.gc.ca/epic/site/smt-gst.nsf/en/h_sf01702e.html.

CONTACTS

TELUS
Hannah Taylor, Cypress Land Services
Agents for TELUS
Suite 1051, 409 Granville Street, Vancouver, BC V6C 1T2
Phone: 604-620-0877
Fax: 604-620-0876
Email: publicconsultation@cypresslandservices.com

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

Township of Langley
Mohammad Nemati, Development Planner
20338-65 Avenue, Langley, BC
Email: mnemati@tol.ca
604-532-7520

Do you have questions or comments about this proposal? We value your feedback.

Written comments posted on or before March 24, 2025 will be included in the formal submission package.

Please contact our office to discuss the proposed facility with representatives from Cypress Land Services

Phone: 604-620-0877
Email:
publicconsulation@cypresslandservices.com

Should you have any specific questions regarding the proposal, please feel welcome to contact the contacts listed herein, or return the enclosed comment sheet by mail or email to TELUS by **March 24th, 2025.**

TELUS Communications Inc.

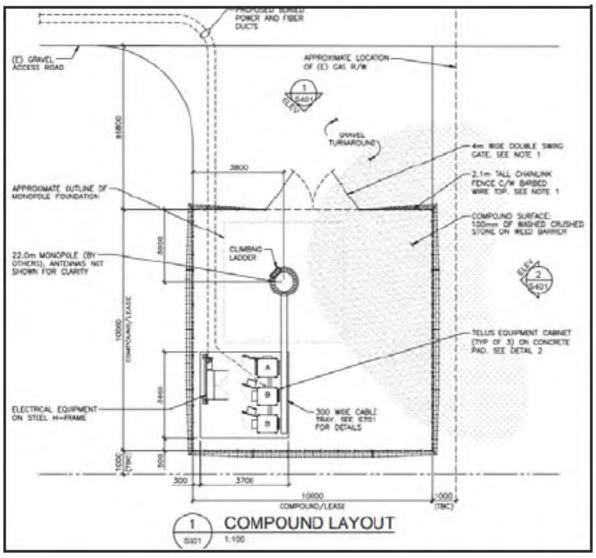
February 20th, 2025
Subject: Public Notification: 22 metre monopole tower

MAP OF PROPOSED TOWER

(for discussion purposes only.)



SITE PLAN FOR TOWER LOCATION



Physical Tower Profile (for discussion purposes only)

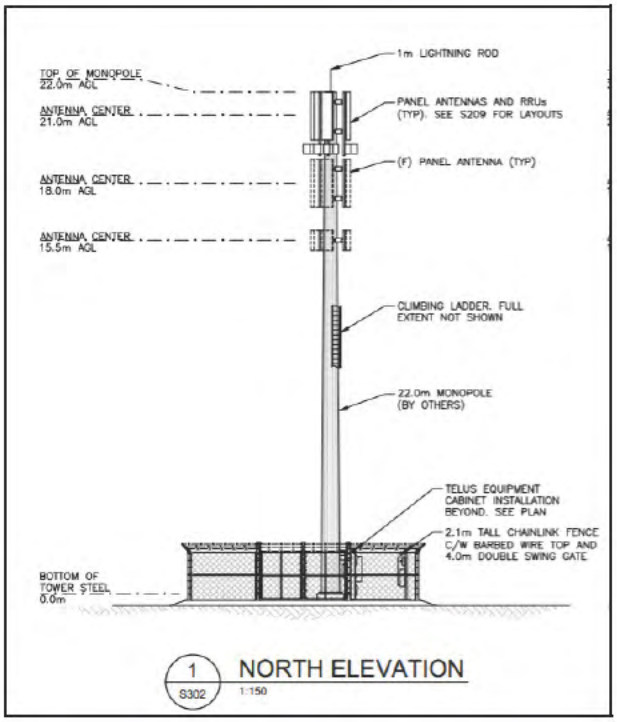


Photo Simulations (for discussion purposes only)



View of proposed tower, looking northeast.



View of proposed tower, looking northeast.

TELUS Communications Inc.

February 20th, 2025
Subject: Public Notification: 22 metre monopole tower

TELUS
let's make the future friendly™

TELUS Communications Inc.

February 20th, 2025
Subject: Public Notification: 22 metre monopole tower

TELUS
let's make the future friendly™

Comment Sheet – BC112401

If you would like to share your comments, please submit them either by:

Fax: 604-620-0877
Phone: 604-620-0876
Email: publicconsulation@cypresslandservices.com
Mail: Suite 1051 409 Granville Street, Vancouver, BC V6C 1T2

PROPOSED TELUS TELECOMMUNICATIONS FACILITY: 5319 240 St, Langley, BC

1. Are you a cellular telephone or wireless internet user? ☐ Yes ☐ No
2. Is the location of the proposed facility acceptable? ☐ Yes ☐ No

If no, why? _____

_____

3. Are you satisfied with the design of the proposed facility? ☐ Yes ☐ No

Comments: _____

_____

_____

4. Other comments (please attach pages if more space is needed):

_____

_____

_____

_____

_____

This information will not be used for marketing purposes; however, your comments will be forwarded to the appropriate Land Use Authority for their file. Please write legibly. Thank you.

Name: _____

Address: _____

Phone: _____ Email: _____

Appendix 3: Comments Received During Consultation

Outlook

Re: FW: Harmful Effects of Mobile Towers in Residential Areas

From Hannah Taylor <Hannah@cypresslandservices.com>
Date Thu 2025-03-06 10:44 AM
To Mohammad Nemati <mnemati@tol.ca> FOIPPA s. 22
Cc Public Consultation <publicconsultation@cypresslandservices.com>

Hi FOIPPA s. 22

Thank you for your feedback and comments relating to the proposed telecommunications tower at 5319 240 Street. We have noted your comments and these will be added to the public record.

One of the most frequently asked question we get about new towers is about increased radio frequency (RF) energy as it relates to Health and Safety.

All of TELUS' wireless installations are compliant with Health Canada's health and safety standards – this is known as Safety Code 6 (SC6). Health Canada has amongst some of the world's most stringent safety standards. TELUS meets or exceeds these standards at every single installation across the country. The proposed installation at 5319 240th will be fully compliant with SC6 at all times while still providing services to the area.

It's common for antenna installations to be located near where people live and work as this is where people use the devices. Often antenna installations are located at commercial centres, churches, hospitals and on the rooftop condos/apartments and office buildings, universities, etc. In rural areas, its typical for installation to me located on agricultural lands of area that enable the installation to be setback from nearby homes while at the same time providing services to meet the residents personal, work and emergency needs. The infrastructure is necessary to provide users wireless services. You mentioned concern for students at the nearby school. Typically the existing wifi inside the school is higher than the any RF output from nearby cell sites. At any rate the installation will always be compliant with SC6.

CYPRESS LAND SERVICES

Hannah Lorna Taylor, MSc, MRTPI
Land Use Planner / Government Relations Manager
hannah@cypresslandservices.com
cypresslandservices.com
1051 - 409 Granville Street, Vancouver, BC. V6C 1T2

In accordance with ISED's CPC-2-0-03, you have 21 days to reply to this response should you have any further concerns or questions.

From: Mohammad Nemati
Sent: Tuesday, March 04, 2025 3:51 PM

To: FOIPPA s. 22
Cc: Chad Marlatt; Hannah Taylor
Subject: RE: FW: Harmful Effects of Mobile Towers in Residential Areas

Hi FOIPPA s. 22

As previously shared, jurisdiction with respect to the licensing of telecommunication towers rests with the Federal Government – Innovation, Science and Economic Development (ISED Canada). Council provides ISED Canada with a recommendation where telecommunication towers are proposed to exceed 15 m (49 ft) in height.

By copying the proponent on this email, I am providing the proponent (Cypress Land Services on behalf of TELUS) with your correspondence and an opportunity to follow up with you consistent with ISED requirements.

For your information, proponents are to address all reasonable and relevant concerns, make all reasonable efforts to resolve them in a mutually acceptable manner and must keep a record of all associated communications as per ISED's procedural requirements as reflected in Council Policy 07-331. If the public or land-use authority raises items relating to the antenna system as a result of the public notification process, then the proponent is required to respond.

Please let me know if staff can provide additional information / clarification or be of further assistance.

Regards,

Mohammad Nemati | Planning Technician
Development Planning | Community Development Division | Township of Langley
20338 – 65 Avenue, Langley, BC V2Y 3J1
Office: 604.532.7520
tol.ca | eNews | Social

Township of Langley

From: FOIPPA s. 22
Sent: Tuesday, March 04, 2025 3:26 PM
To: Mohammad Nemati <mnemati@tol.ca>
Subject: Re: FW: Harmful Effects of Mobile Towers in Residential Areas

External email. Verify sender and confirm content is safe.

On Fri, Feb 28, 2025 at 11:27 AM Mohammad Nemati <mnemati@tol.ca> wrote:

> Hi FOIPPA s. 22
>
> Thanks for your input. I've copied the proponent on this email for their reference.
> Hey Mohammed, can you provide to me the report done by the township on fax causes an effects of putting a 5G cell tower near a school and near in a residential neighbourhood that the town that Township would've done there there should be some reports done on hazards and proximities and the lakes of it so could you please email me all the reports that you guys have done on this cellar

proposalor I can email the mayor then tell him that you guys haven't been cooperating with me. OK thank you
Regards,

Mohammad Nemati | Planning Technician
Development Planning | Community Development Division | Township of Langley
20338 – 65 Avenue, Langley, BC V2Y 3J1
Office: 604.532.7520
tol.ca | eNews | Social

Township of Langley

From: FOIPPA s. 22
Sent: Thursday, February 27, 2025 5:16 PM
To: Mohammad Nemati <mnemati@tol.ca>
Subject: Re: Harmful Effects of Mobile Towers in Residential Areas

External email. Verify sender and confirm content is safe.

Hi ...I'm sure this tower proximity is to close for safe radiation emissions to a neighbouring school of 1200 children...I'm seeing recommendations of 1500 ft by experts online to schools

On Thu, Feb 27, 2025 at 10:25 AM Mohammad Nemati <mnemati@tol.ca> wrote:

> Hi FOIPPA s. 22
>
> Further to our phone conversation on Feb 27, 2025, staff confirm that the Township of Langley received a TELUS application to construct a 22m telecommunications tower. The application and proposed drawings are available to the public on the Township website at this link.
>
> The jurisdiction over the location of telecommunication antenna structures lies with the Federal Government, specifically ISED Canada. The Client Procedures Circular (CPC) 2-0-03, Radiocommunication and Broadcasting Antenna Systems [attached], outlines roles and responsibilities related to site sharing, land-use consultation, and public consultation. It also includes important obligations such as:
>
> - Compliance with Health Canada's Safety Code 6 guidelines for public safety.
> - Adherence to radio frequency immunity criteria.
> - Notification of nearby broadcasting stations.
> - Consideration of environmental impacts.
> - Meeting Transport Canada aeronautical safety requirements.
> - Coordination with NAV CANADA for air navigation facilities.
>
> Additionally, the Township of Langley has adopted a policy [attached], for reviewing these applications.
> In accordance with the Client Procedures Circular CPC-2-0-03, local governments are required to provide concurrence regarding the public notice and consultation aspects of telecommunication tower applications.
> **Safety Concerns**

Regarding safety concerns, staff recommend referring to the Client Procedures Circular (CPC) 2-0-03, which contains detailed safety information, including compliance with Safety Code 6.

Public Notice and Consultation Requirement

According to section 3.4.4 of the Township of Langley's Telecommunication Tower Policy No. 07-331, public consultation must occur in accordance with ISED's default process (CPC-2-0-03 Section 4.2). as per paragraph 4 under the *Public Notification* heading of CPC-2-0-03 Section 4.2, antenna systems proposed to be 30 meters or more in height, a notice must be placed in a local community newspaper.

Following the ISED CPC-2-0-03 policy, as the tower is under 30m there is no requirement for a newspaper advert in addition to the notification package. However, all residents have the right to voice their concerns.

Please let me know if staff can provide additional information / clarification or be of further assistance.
Regards,

Mohammad Nemati | Planning Technician
Development Planning | Community Development Division | Township of Langley
20338 – 65 Avenue, Langley, BC V2Y 3J1
Office: 604.532.7520
tol.ca | eNews | Social

Township of Langley

From: FOIPPA s. 22
Sent: Thursday, February 27, 2025 9:44 AM
To: Mohammad Nemati <mnemati@tol.ca>
Subject: Harmful Effects of Mobile Towers in Residential Areas

External email. Verify sender and confirm content is safe.

Harmful Effects of Mobile Towers in Residential Areas

https://oncquestlabs.com/blog/harmful-effects-of-mobile-towers-in-residential-areas/

Outlook

Re: Cell phone tower

From Hannah Taylor <Hannah@cypresslandservices.com>
Date Thu 2025-03-06 11:09 AM
To Mohammad Nemati <mnemati@tol.ca> FOIPPA s. 22
FOIPPA s. 22
Cc Public Consultation <publicconsultation@cypresslandservices.com>

Hi FOIPPA s. 22

Thank you for your feedback and comments relating to the proposed telecommunications tower at 5319 240 Street. We have noted your comments and these will be added to the public record.

In terms of the notification practice, Cypress Land Services on behalf of Telus operate under the ISED federal policy which states that notification must be made to properties within a radius of 3 times the structure height, in this case, 66m radius. Notifications are the responsibility of Cypress Land Services on behalf of Telus (not the municipality) to issue at an appropriate time to allow the public to provide comments within a 30day period to which we will respond within 14days.

It's common for antenna installations to be located near where people live and work as this is where people use the devices. Often antenna installations are located at commercial centres, churches, hospitals and on the rooftop condos/apartments and office buildings, universities, etc. In rural areas, its typical for installation to me located on agricultural lands of area that enable the installation to be setback from nearby homes while at the same time providing services to meet the residents personal, work and emergency needs. The infrastructure is necessary to provide users wireless services.

CYPRESS
LAND SERVICES

Hannah Lorna Taylor, MSc, MRTPI
Land Use Planner / Government Relations Manager
hannah@cypresslandservices.com
cypresslandservices.com
1051 - 409 Granville Street, Vancouver, BC. V6C 1T2

In accordance with ISED's CPC-2-0-03, you have 21 days to reply to this response should you have any further concerns or questions.

From: Mohammad Nemati
Sent: Thursday, February 27, 2025 1:44 PM
To: Chad Marlatt; Hannah Taylor
Subject: FW: Cell phone tower

From: FOIPPA s. 22
Sent: Thursday, February 27, 2025 1:06 PM
To: Mohammad Nemati <mnemati@tol.ca>
Cc: FOIPPA s. 22
Subject: Cell phone tower

External email. Verify sender and confirm content is safe.

Hi Mohammad
I am one of the owners of FOIPPA s. 22 Street in Langley and it was just brought to my attention that there is a 72 foot cell tower being erected FOIPPA s. 22

I am very upset with this information and would like to know why we were not informed of this prior to your meeting on Jan 18, 2025

This tower is detrimental to our health as well as to our property value.
I would like more information as soon as possible.

Regards,
FOIPPA s. 22

Outlook

Re: Proposed cell tower at 5319 240 St Langley

From Hannah Taylor <Hannah@cypresslandservices.com>
Date Thu 2025-03-20 2:23 PM
To FOIPPA s. 22 Mohammad Nemati <mnemati@tol.ca>; MayorCouncil <mayorcouncil@tol.ca> FOIPPA s. 22 Chanpreet Kooner <ckooner@tol.ca>

Hi FOIPPA s. 22

Thank you for sending across the attached review of health concerns related to cell towers. I will take the time to review them and add it to the public record.

CYPRESS LAND SERVICES

Hannah Lorna Taylor, MSc, MRTPI
Land Use Planner / Government Relations Manager
604-620-0877
hannah@cypresslandservices.com
cypresslandservices.com
1051 - 409 Granville Street, Vancouver, BC. V6C 1T2

In accordance with ISED's CPC-2-0-03, you have 21 days to reply to this response should you have any further concerns or questions.

From FOIPPA s. 22
Sent: March 20, 2025 2:17 PM
To: Hannah Taylor <Hannah@cypresslandservices.com>; Mohammad Nemati <mnemati@tol.ca>; MayorCouncil <mayorcouncil@tol.ca>; FOIPPA s. 22 Chanpreet FOIPPA s. 22
Subject: Proposed cell tower at 5319 240 St Langley

Hello Hanah,

I hope all is well.

I sent you this email below March 7th with the review of health concerns related to cell towers and never received a response. There is a word document with pages of links related to health concerns (EMF Reviews) over cell towers. Please take the time review them all.

I would like you to enter these for public records for peoples knowledge.

FOIPPA s. 22

From FOIPPA s. 22
Sent: Friday, March 07, 2025 2:44 PM
To: Hannah Taylor; Mohammad Nemati; Kim Richter; MayorCouncil; Eric Woodward; Chanpreet Kooner
Cc: Public Consultation
Subject: Re: Proposed cell tower at 5319 240 St Langley

Hello Hannah,

Thank you for your response. I respectfully disagree with your assertion that Safety Code 6 guidelines guarantee that EMF radiation from cellphone towers will not adversely affect health. I am personally sensitive to EMF radiation and experience symptoms like headaches and dizziness, which are commonly reported in connection with EMF exposure.

It's crucial to remember that government limits, such as Safety Code 6, are based on the assumption that radiofrequency radiation is only harmful at thermal levels. However, hundreds of studies suggest that non-thermal levels of radiation can also have negative biological effects on human and environmental health. I urge you to review this research.

The recent landmark review, "The Collision Between Wireless and Biology," by Dr. Paul Héroux, systematically challenges the industry's narrative that RF radiation is harmless at non-thermal levels, exposing scientific flaws and regulatory failures that have permitted unchecked wireless expansion at the expense of public health (Héroux, Paul, Heliyon, Volume 0, Issue 0. 31, January 2025). I have attached a document with numerous research articles that highlight concerns regarding EMF radiation and cell towers. While the articles may not all be high-quality evidence or peer-reviewed, many of them are, and they raise significant questions about safety for a layperson like myself.

Additionally, Health Canada last updated Safety Code 6 in 2015. Since then, many more studies have been published, and cell towers are using new frequencies, like 5G. I believe these guidelines are outdated.

Given the proximity of this cell tower to a school, and considering that children may be more vulnerable to EMF radiation, I believe the tower should be relocated away from neighborhoods and schools. The historical placement of cell phone towers near churches and schools does not justify this location, and neighbor complaints about cell phone coverage should not supersede public health concerns. If more people were aware of the safety concerns raised by scientists worldwide, including cancer risk and fertility issues, there would likely be much more opposition. If a cell tower must be installed, please consider areas with less potential for human exposure, such as Brown Park or the green space behind it.

Finally, while I understand that ISED does not consider home values when placing cell towers, please remember that many of us chose to live in this area for its rural feel. A cell tower, even a slim line model, would negatively impact our view and quality of life and potentially our health.

Quick Review of Health Concerns
European Parliament requested a research report "Health Impact of 5G" which was released in July 2021 and concluded that commonly used RFR frequencies (450 to 6000 MHz) are probably carcinogenic for humans and clearly affect male fertility with possible adverse effects on the development of embryos, fetuses and newborns.

A review entitled "Evidence for a health risk by RF on humans living around mobile phone base stations: From radiofrequency sickness to cancer" reviewed the existing scientific literature and found radiofrequency sickness, cancer and changes in biochemical parameters (Balmori 2022).

Surveys of people living near cell tower antennas
in France, Spain, Iraq, India, Germany, Egypt, Poland have found significantly higher reports of health issues including sleep issues, fatigue and headaches (See Santini et al. 2003, López 2021, Alazawi 2011, Pachuau and Pachuaua 2016, Eger et al. 2004, Abdel-Rassoul et al. 2007, Bortkiewicz et al., 2004).

A growing body of scientific evidence links cell phone radiofrequency (RF) radiation to a broad range of harmful effects at legally allowed levels including cancer, memory damage and impacts on brain development, the endocrine system, thyroid function, reproduction, and DNA/genetic damage (Panagopoulos et al. 2021, Lai 2021, Smith-Roe et al. 2020, Davis et al 2023, ICBE-EMF 2022, Lai and Levitt 2022, Hardell and Carlberg 2017, Miller et al. 2018, Belpomme et al 2018, Directorate-General for Parliamentary Research Services European Parliament 202, Hardell and Carlberg 2017).

Two recent literature reviews published in peer-reviewed journals analyzing the scientific evidence on the biological effects of 5G frequencies both concluded that there is not enough known about these 5G millimetre frequencies to assure safety.

1. The review by Dr. Myrtill Simkó and Dr. Mats-Olof Mattson (2019) from Sweden identified 94 relevant studies, with 80% of the in vivo studies and 58% of the in vitro studies showing biological effects. They concluded, "The available studies do not provide adequate and sufficient information for a meaningful safety assessment."
Simkó M, Mattsson MO. 5G Wireless Communication and Health Effects-A Pragmatic Review Based on Available Studies Regarding 6 to 100 GHz. Int J Environ Res Public Health. 2019 Sep 13;16(18):3406.

2. The review by Finnish researcher Dr. Darius Leszczynski (2020) on skin and skin cells concluded, "the scientific evidence concerning possible effects of millimeter-waves on humans is insufficient to devise science-based exposure limits and to develop science-based human health policies."
Leszczynski, D. (2020). Physiological effects of millimeter-waves on skin and skin cells: an overview of the to-date published studies. *Reviews on environmental health*, *35*(4), 493-515.

Quick Review of Environmental Impacts
Environmental impacts have also been identified. A landmark three part 2021 research review on effects to wildlife published in *Reviews on Environmental Health* by U.S experts journalist Blake Levitt, Dr. Henry Lai and former U.S. Fish and Wildlife senior biologist Albert Manville state current science should trigger urgent regulatory action citing more than 1,200 scientific references which found adverse biological effects to wildlife from even very low intensities of non ionizing radiation with findings of impacts to orientation and migration, reproduction, mating, nest, den building and survivorship. This 150-page report has more than 1,200 references (Levitt et al., 2021a, Levitt et al., 2021b, Levitt et al., 2021c).

Thank you for your attention to this matter.

Kind regards,

FOIPPA s. 22

From: Hannah Taylor <Hannah@cypresslandservices.com>
Sent: March 6, 2025 11:42 AM
To: Mohammad Nemati <mnemati@tol.ca>; FOIPPA s. 22 [redacted] Kim Richter <krichter@tol.ca>; MayorCouncil <mayorcouncil@tol.ca>; Eric Woodward <ewoodward@tol.ca>; Chanpreet Kooner <ckooner@tol.ca>
Cc: Public Consultation <publicconsultation@cypresslandservices.com>
Subject: Re: Proposed cell tower at 5319 240 St Langley

FOIPPA s. 22 [redacted]

Thank you for your feedback and comments relating to the proposed telecommunications tower at 5319 240 Street. We have noted your comments and these will be added to the public record.

With regard to health and safety concerns, all of TELUS' wireless installations are compliant with Health Canada's health and safety standards – this is known as Safety Code 6 (SC6). Health Canada has amongst some of the world's most stringent safety standards. TELUS meets or exceeds these standards at every single installation across the country. The proposed installation at 5319 240 Street will be fully compliant with SC6 at all times while still providing services to the area.

It's common for antenna installations to be located near where people live and work as this is where people use the devices. Often antenna installations are located at commercial centres, churches, hospitals and on the rooftop condos/apartments and office buildings, universities, etc. These are necessary to provide users wireless services.

When it comes to property value impact, TELUS does not have any data on this. Most information is anecdotal. ISED has explicitly indicated that property value concerns are not considered a relevant concern. That said, it is understood that towers can have impacts on properties. In this instance, we have taken this into consideration and tried to use a type of structure that is less visual obstructive. We have proposed a slimline, tapered pole with flush mounted antennas instead of a typical larger lattice tower with much larger footprint. In addition, most towers are twice the height. In this instance, TELUS is trying to strike a balance between the visibility of the structure and the need to services the area. Below is a map of the Hoppington area that we are trying to service (red circle is the area of targeted service). Generally we need a location for the infrastructure near the middle of this area in order to service it effectively.

CYPRESS
LAND SERVICES

Hannah Lorna Taylor, MSc, MRTPI
Land Use Planner / Government Relations Manager
hannah@cypresslandservices.com
cypresslandservices.com
1051 - 409 Granville Street, Vancouver, BC. V6C 1T2

In accordance with ISED's CPC-2-0-03, you have 21 days to reply to this response should you have any further concerns or questions.

From: Mohammad Nemati <mnemati@tol.ca>
Sent: March 4, 2025 9:44 AM
To: FOIPPA s. 22 [redacted] Kim Richter <krichter@tol.ca>; MayorCouncil <mayorcouncil@tol.ca>; Eric

Woodward <ewoodward@tol.ca>; Chanpreet Kooner <ckooner@tol.ca>
Cc: Chad Marlatt <chad@cypresslandservices.com>; Hannah Taylor <Hannah@cypresslandservices.com>
Subject: RE: Proposed cell tower at 5319 240 St Langley

Hi FOIPPA s. 22

Thank you for your input. As previously shared, jurisdiction with respect to the licensing of telecommunication towers rests with the Federal Government – Innovation, Science and Economic Development (ISED Canada). Council provides ISED Canada with a recommendation where telecommunication towers are proposed to exceed 15 m (49 ft) in height.

By copying the proponent on this email, I am providing the proponent (Cypress Land Services on behalf of TELUS) with your correspondence and an opportunity to follow up with you consistent with ISED requirements.

For your information, proponents are to address all reasonable and relevant concerns, make all reasonable efforts to resolve them in a mutually acceptable manner and must keep a record of all associated communications as per ISED's procedural requirements as reflected in Council Policy 07-331 (attached) . If the public or land-use authority raises items relating to the antenna system as a result of the public notification process, then the proponent is required to respond.

Please let me know if staff can provide additional information / clarification or be of further assistance.

Regards,

Mohammad Nemati | Planning Technician
Development Planning | Community Development Division | Township of Langley
20338 – 65 Avenue, Langley, BC V2Y 3J1
Office: 604.532.7520
tol.ca | eNews | Social

Township of Langley

From FOIPPA s. 22
Sent: Monday, March 03, 2025 9:07 AM
To: Mohammad Nemati <mnemati@tol.ca>; Kim Richter <krichter@tol.ca>; MayorCouncil <mayorcouncil@tol.ca>; Eric Woodward <ewoodward@tol.ca>; Chanpreet Kooner <ckooner@tol.ca>
Subject: Proposed cell tower at 5319 240 St Langley

External email. Verify sender and confirm content is safe.

Good morning Mohammad,

I hope you had a great weekend.

I still feel that this tower is a health hazard for me and my family and those living in the immediate area. Many people in the immediate area feel the same way and do not want this to go through.

What can we do to have the township move this to a much more remote location and further away from our homes? This tower will also affect my home value and my personal investment into my property. People that are looking to buy in the area most often skip homes that are near power lines and cell

towers for health reasons. This reduces the prices of homes not to mention what a horrible eye sore it is. We choose to live in a country rural setting to avoid this type of eyesore and live a healthy lifestyle.

I always consider how other people would react when these situations arise, perhaps ask all members of council including yourself if this is something that you want next door to you? I am willing to bet the majority, if not the everyone does not want this right in their front or back yard.

FOIPPA s. 22

From: Mohammad Nemati <mnemati@tol.ca>
Sent: February 27, 2025 10:28 AM
To: FOIPPA s. 22
Subject: RE: proposed cell tower at 5319 240 St Langley

Hi FOIPPA s. 22

Thank you for your email.
Staff confirm that the Township of Langley received a TELUS application to construct a 22m telecommunications tower. The application and proposed drawings are available to the public on the Township website at this link.

The jurisdiction over the location of telecommunication antenna structures lies with the Federal Government, specifically ISED Canada. The Client Procedures Circular (CPC) 2-0-03, Radiocommunication and Broadcasting Antenna Systems [attached], outlines roles and responsibilities related to site sharing, land-use consultation, and public consultation. It also includes important obligations such as:

- Compliance with Health Canada's Safety Code 6 guidelines for public safety.
- Adherence to radio frequency immunity criteria.
- Notification of nearby broadcasting stations.
- Consideration of environmental impacts.
- Meeting Transport Canada aeronautical safety requirements.
- Coordination with NAV CANADA for air navigation facilities.

Additionally, the Township of Langley has adopted a policy [attached], for reviewing these applications. In accordance with the Client Procedures Circular CPC-2-0-03, local governments are required to provide concurrence regarding the public notice and consultation aspects of telecommunication tower applications.

Safety Concerns

Regarding safety concerns, staff recommend referring to the Client Procedures Circular (CPC) 2-0-03, which contains detailed safety information, including compliance with Safety Code 6.

Public Notice and Consultation Requirement

According to section 3.4.4 of the Township of Langley's Telecommunication Tower Policy No. 07-331, public consultation must occur in accordance with ISED's default process (CPC-2-0-03 Section 4.2). as per paragraph 4 under the *Public Notification* heading of CPC-2-0-03 Section 4.2, antenna systems proposed to be 30 meters or more in height, a notice must be placed in a local community newspaper.

Following the ISED CPC-2-0-03 policy, as the tower is under 30m there is no requirement for a newspaper advert in addition to the notification package.
However, all residents have the right to voice their concerns.

Please let me know if staff can provide additional information / clarification or be of further assistance.

Regards,

Mohammad Nemati | Planning Technician
Development Planning | Community Development Division | Township of Langley
20338 – 65 Avenue, Langley, BC V2Y 3J1
Office: 604.532.7520
tol.ca | eNews | Social

Township of Langley

From: FOIPPA s. 22
Sent: Thursday, February 27, 2025 10:19 AM
To: Mohammad Nemati <mnemati@tol.ca>
Subject: proposed cell tower at 5319 240 St Langley

External email. Verify sender and confirm content is safe.

Hello Mohammed,

I hope this email finds you well.

My name is FOIPPA s. 22 I live in the neighborhood of the proposed 22 meter cell tower and I wanted to inform you that I am very concerned for our health and safety. This is something that I **do not** want in my area as I feel this would greatly affect our health and our kids health. Not to mention that it looks absolutely horrible and can potentially reduce the value of our homes.

Please email me back so I know that you have received this email.

Kind regards,

FOIPPA s. 22

Potential health effects of Cell Phone Tower Exposure

- **Cancer**: Some studies have found a link between RF radiation and cancer.
- **Cellular stress**: RF radiation may cause cellular stress, which can lead to DNA damage and cell death.

- **Nervous system impacts**: RF radiation may impact the nervous system, leading to memory deficits and other issues.
- **Reproductive system changes**: RF radiation may affect the reproductive system.

Factors that affect risk

- **Distance**: The closer you are to a cell tower, the higher your exposure to RF radiation.
- **Frequency**: Different frequencies of RF radiation may have different health effects.
- **Age**: Children are involuntarily exposed to RF radiation from cell towers, and some studies have found that exposure can affect their development.

Outlook

Re: Proposed Cell Tower Installation @ 5319-240th street

From Hannah Taylor <Hannah@cypresslandservices.com>
Date Tue 2025-03-18 2:54 PM
To FOIPPA s. 22
Cc Public Consultation <publicconsultation@cypresslandservices.com>

Hi FOIPPA s. 22

Thank you for your feedback and comments relating to the proposed telecommunications tower at 5319 240 Street. We have noted your comments and these will be added to the public record.

With regard to health and safety concerns, all of TELUS' wireless installations are compliant with Health Canada's health and safety standards – this is known as Safety Code 6 (SC6). Health Canada has amongst some of the world's most stringent safety standards. TELUS meets or exceeds these standards at every single installation across the country. The proposed installation at 5319 240 Street will be fully compliant with SC6 at all times while still providing services to the area.

It's common for antenna installations to be located near where people live and work as this is where people use the devices. Often antenna installations are located at commercial centres, churches, hospitals and on the rooftop condos/apartments and office buildings, universities, etc.. It's also common for towers to be located rural residential and agricultural areas as the infrastructure is necessary to provide users wireless services. In this instance we have reduced the height of the tower to about half of what the radio frequency engineer would like. We have also tried to set the structure in the middle of the property and as far setback from homes as possible.

When it comes to property value impact, TELUS does not have any data on this. Most information is anecdotal. ISED has explicitly indicated that property value concerns are not considered a relevant concern. That said, it is understood that towers can have impacts on properties. In this instance, we have taken this into consideration and tried to use a type of structure that is less visual obstructive. We have proposed a slimline, tapered pole with flush mounted antennas instead of a typical larger lattice tower with much larger footprint. As per above, most towers are twice the height. In this instance, TELUS is trying to strike a balance between the visibility of the structure and the need to services the area.

CYPRESS LAND SERVICES

Hannah Lorna Taylor, MSc, MRTPI
Land Use Planner / Government Relations Manager
604-620-0877
hannah@cypresslandservices.com
cypresslandservices.com
1051 - 409 Granville Street, Vancouver, BC. V6C 1T2

In accordance with ISED's CPC-2-0-03, you have 21 days to reply to this response should you have any further concerns or questions.

From FOIPPA s. 22
Sent: Thursday, March 06, 2025 2:04 PM
To: Chad Marlatt; Hannah Taylor
Subject: Proposed Cell Tower Installation @ 5319-240th street

Some people who received this message don't often get email from FOIPPA s. 22 Learn why this is important

Dear Chad & Hannah,

I am writing to express my concerns regarding the proposed installation of a cell tower in our neighborhood. While I understand the importance of improving cellular coverage and connectivity, I believe that the placement of this tower in a residential area raises several significant issues that need to be addressed.

Firstly, the potential health risks associated with prolonged exposure to electromagnetic radiation emitted by cell towers are a major concern for many residents. Although studies on this topic have produced mixed results, the World Health Organization has classified radiofrequency electromagnetic fields as possibly carcinogenic to humans. Given the uncertainty surrounding the long-term health effects, it is prudent to exercise caution and consider alternative locations for the tower that are further away from homes, schools, and parks.

Secondly, the presence of a cell tower can have a negative impact on property values in the neighborhood. Many prospective homebuyers may be deterred by the sight of a large, unsightly tower, leading to decreased demand and lower property prices. This could result in financial losses for current homeowners and affect the overall attractiveness of our community.

Additionally, the aesthetic impact of a cell tower cannot be overlooked. Our neighborhood is known for its scenic beauty and well-maintained properties, and the installation of a cell tower would significantly detract from the visual appeal of the area. This could undermine the efforts of residents who take pride in maintaining their homes and gardens, and diminish the overall quality of life in our community.

I urge the town council to consider these concerns and explore alternative solutions that balance the need for improved cellular coverage with the well-being and interests of our residents. Possible alternatives could include placing the tower in a less densely populated area or exploring advancements in technology that minimize the visual and health impacts of such installations.

Thank you for your attention to this matter. I look forward to your response and hope that we can work together to find a solution that benefits everyone in our community.

Sincerely,

FOIPPA s. 22

FOIPPA s. 22

Langley, BC FOIPPA s. 22
FOIPPA s. 22

Outlook

Re: Proposed Cell Tower. BC112401 comments

From Hannah Taylor <Hannah@cypresslandservices.com>
Date Thu 2025-03-06 2:40 PM
To FOIPPA s. 22

1 attachment (2 MB)
BC112401 Notification Letter - ENG.pdf;

Hi Grant

Apologies, it seems I missed off the attachment in my initial response, please see attached to this email.

Thank you
Hannah

CYPRESS LAND SERVICES
Hannah Lorna Taylor, MSc, MRTPI
Land Use Planner / Government Relations Manager
hannah@cypresslandservices.com
cypresslandservices.com
1051 - 409 Granville Street, Vancouver, BC, V6C 1T2

In accordance with ISED's CPC-2-0-03, you have 21 days to reply to this response should you have any further concerns or questions.

From: FOIPPA s. 22
Sent: March 6, 2025 2:37 PM
To: Hannah Taylor <Hannah@cypresslandservices.com>
Subject: RE: Proposed Cell Tower. BC112401 comments

Hi Hannah:

Thanks for your reply and information. I see in your comments that a copy of the notification package that was mailed out to properties within a 66m radius of the proposed tower site is included.

I do not see the attachment. *[Is the attached aerial photo the full package?]*

FOIPPA s. 22

Vision without action is merely a dream.
Action without vision just passes the time.
Vision with action can change the world.

From: Hannah Taylor <Hannah@cypresslandservices.com>
Sent: March 6, 2025 11:06 AM
To FOIPPA s. 22 Public Consultation <publicconsultation@cypresslandservices.com>
Subject: Re: Proposed Cell Tower. BC112401 comments

Hi FOIPPA s. 22

Thank you for your feedback and comments relating to the proposed telecommunications tower at 5319 240 Street. We have noted your comments and these will be added to the public record.

We have attached a copy of the notification package that was mailed out to properties within a 66m radius of the proposed tower site, this is compliant with ISED Federal requirements that notifications be issued to properties within a radius of 3x the tower height.

In summary however, Telus is proposing a 22 m flush mounted monopole at 5319 240 Street, Langley. Initially, the tower is planned to support a maximum of 9 panels antennas measuring max 2.1m in height. A preliminary design of the tower profile and compound plan is included in this email also for your reference.

Thank you



CYPRESS LAND SERVICES

Hannah Lorna Taylor, MSc, MRTPI
Land Use Planner / Government Relations Manager
hannah@cypresslandservices.com
cypresslandservices.com
1051 - 409 Granville Street, Vancouver, BC. V6C 1T2

In accordance with ISED's CPC-2-0-03, you have 21 days to reply to this response should you have any further concerns or questions.

From: Chad Marlatt <chad@cypresslandservices.com>
Sent: February 28, 2025 12:29 PM
To: Public Consultation <publicconsultation@cypresslandservices.com>; Hannah Taylor <Hannah@cypresslandservices.com>
Subject: FW: Proposed Cell Tower. BC112401 comments

From FOIPPA s. 22
Sent: February 28, 2025 12:25 PM
To: Chad Marlatt <chad@cypresslandservices.com>
Subject: Proposed Cell Tower.

You don't often get email from FOIPPA s. 22 Learn why this is important

Hello Chad. A concerned neighbor delivered a copy of the attached file to my door yesterday.
I notice your name is the suggested contact person.

I would appreciate more information on this application. Proposed Cell Tower application # 5319240 .. The map on the notice is not clear as to the exact location.

Thanks in advance for your reply.

FOIPPA s. 22

Vision without action is merely a dream.
Action without vision just passes the time.
Vision with action can change the world.

Outlook

Proposed cell tower

From FOIPPA s. 22
Date Thu 2025-03-13 8:43 AM
To Hannah Taylor <Hannah@cypresslandservices.com>

[You don't often get email from FOIPPA s. 22 Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Greetings

I am messaging you on my concerns of the proposed cell tower at 5319 240 Street Langley BC.

I live across from the proposed site and received no notification on the proposal.

I received information from a neighbour who had in deed received a package.

I have since made some calls and emails to express my objection to this tower. My family including FOIPPA s. 22

FOIPPA s. 22 and all feel very strongly against this proposed cell tower. Health concerns being the major concern. This

is a rural residential area and does not meld to this proposal.

I will be pursuing this matter wth the Township of Langley to investigate council and opportunity for input and objection.

FOIPPA s. 22
Langley, BC
FOIPPA s. 22

Outlook

Re: Comment Sheet - BC112401

From Hannah Taylor <Hannah@cypresslandservices.com>
Date Fri 2025-03-28 3:42 PM
To FOIPPA s. 22 FOIPPA s. 22 Public Consultation <publicconsultation@cypresslandservices.com>; FOIPPA s. 22 mnemati@tol.ca <mnemati@tol.ca>

H FOI PPA
Thank you for your feedback and comments relating to the proposed telecommunications tower at 5319 240 Ave. We have noted your comments and these will be added to the public record.

The photo simulation provided on the Notification Package is to demonstrate how the tower would be seen in the general surrounding area, there is no regulation as to what angle the image is taken from but have shown it from a point from the public realm looking towards the site.

This proposed tower site was chosen to best provide service to the Hopington area. The area is in between two existing cell sites to the north and south of the areas about 2.5-3km in each direction. There are a large number of users in the area and a lot of large trees that block signal from these other cell sites. In order to provide the best services to the area a new site is needed. This is one of several sites in the Township that TELUS has planned to improve services. In this instance we attempted to locate the site so it gave the greatest possible setback from nearby homes. As such, we have placed it in the middle of the property next to the gas ROW. We have also limited the height of the installation to 22m rather than the typical 40-45m so it's not such an imposing structure on the landscape.
When it comes to property value impact, TELUS does not have any data on this. Most information is anecdotal. ISED has explicitly indicated that property value concerns are not considered a relevant concern. That said, it is understood that towers can have impacts on properties. In this instance, we have taken this into consideration and tried to use a type of structure that is less visually obstructive.
Below is a map of the area we are trying to service.



Thanks for pointing out that one of the email addresses in the notice was incorrect, we will be sending out a correction notice. We understand that services area with this type of infrastructure can be challenging.

CYPRESS LAND SERVICES
Hannah Lorna Taylor, MSc, MRTPI
Land Use Planner / Government Relations Manager
604-620-0877
hannah@cypresslandservices.com
cypresslandservices.com
1051 - 409 Granville Street, Vancouver, BC. V6C 1T2

In accordance with ISED's CPC-2-0-03, you have 21 days to reply to this response should you have any further concerns or questions.

From: FOIPPA s. 22
Sent: Monday, March 24, 2025 3:48 PM
To: Public Consultation; spectrumsurrey-surreyspectre@ised-isde.gc.ca; mnemati@tol.ca
Cc: FOIPPA s. 22
Subject: Comment Sheet - BC112401

Some people who received this message don't often get email from FOIPPA s. 22 . Learn why this is important
Please see my response on Comment Sheet – BC112401

The proposal sent is confusing and misleading in that pictures taken are in excess of the 70 metre notification radius from the tower, and does not provide community members the specific information it purported to do as bulleted on page one such as "explanation of how we determine where a new tower is needed" or "other locations that we were looking at for the tower, and why they will not work" nor even a schedule or location of "our open house".

Even the comment sheet BC112401 is erroneous….the fax is wrong….the email address is ironically publicconsulation@cypresslandservices.com you probably wouldn't get half the people responses, Hannah Taylor from Cypress Land Services doesn't even have a #local available at the correct number (604) 620-0877

Very sorry, but these are the facts from your own presentation.

Best Regards,

FOIPPA s. 22



FOIPPA s. 22



This email together with any attachments is confidential and solely intended for the recipient. If you are not the intended recipient, please notify the sender immediately and delete the original email. Any unauthorized use, copying, disclosure, sharing, or alteration of this email for any purpose is strictly prohibited. Thank you for protecting our privacy.

From: FOIPPA s. 22
Sent: March 24, 2025 3:09 PM
To: FOIPPA s. 22
Subject: Comment Sheet - BC112401

TELUS Communications Inc.

February 20th, 2025
Subject: Public Notification: 22 metre monopole tower

Comment Sheet – BC112401

If you would like to share your comments, please submit them either by:

Fax: 604-620-0877
Phone: 604-620-0876
Email: publicconsulation@cypresslandservices.com
Mail: Suite 1051 409 Granville Street, Vancouver, BC V6C 1T2

PROPOSED TELUS TELECOMMUNICATIONS FACILITY: 53

FOIPPA s. 22

1. Are you a cellular telephone or wireless internet user?

2. Is the location of the proposed facility acceptable?

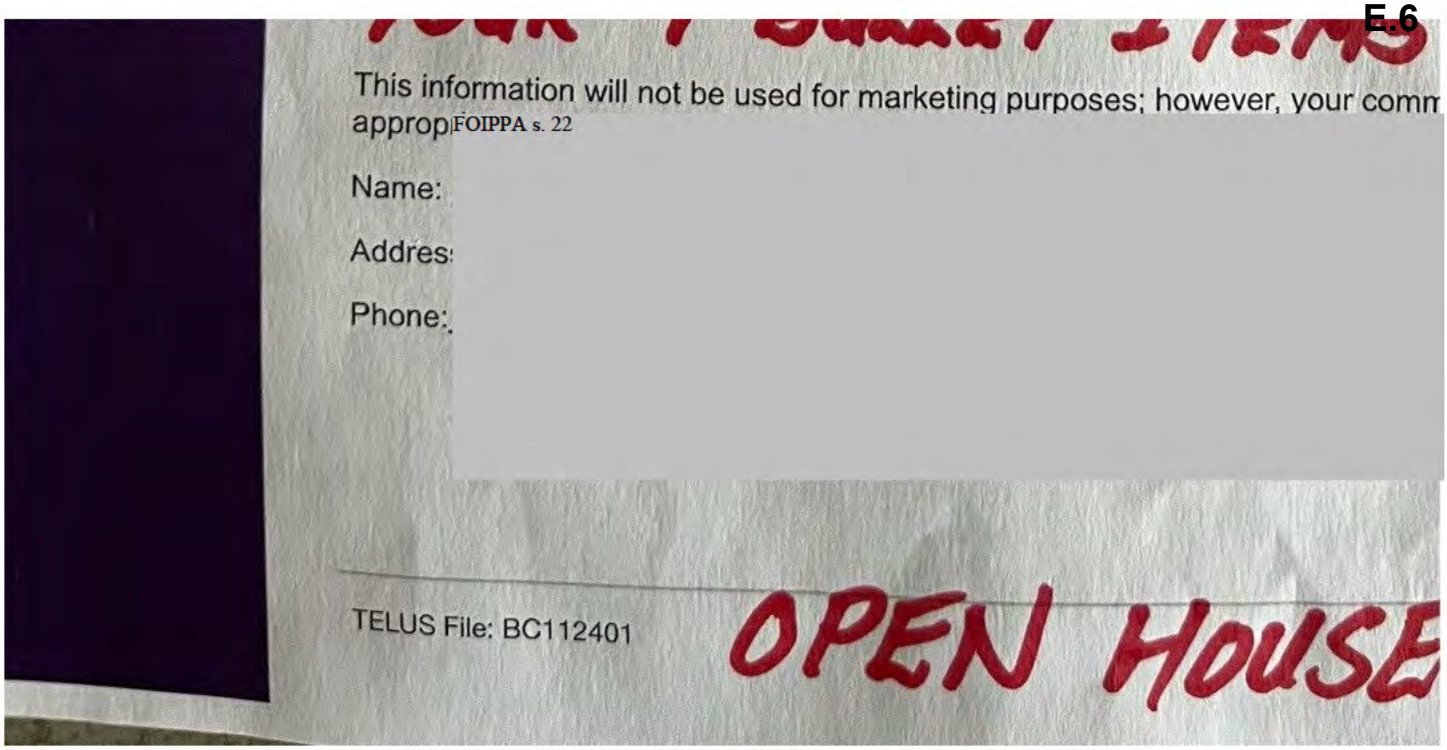
If no, why? RURAL FARM NEIG
PUT IT ON THE SPORTS

3. Are you satisfied with the design of the proposed facility?

Comments: NO ATTEMPT HAS
TO DISGUISE IT'S APP
TOO CLOSE TO D.W. POPP

4. Other comments (please attach pages if more space is needed):

MY PROPERTY WILL DR
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YOU COMPENSATE'?
DOCUMENT YOU DID NOT
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This information will not be used for marketing purposes; however, your comm
appropFOIPPA s. 22
Name:
Addres
Phone:
TELUS File: BC112401
OPEN HOUSE

FOIPPA s. 22

Outlook

Response to corrected email regarding Telus file BC112401 Langley 48th

From FOIPPA s. 22
Date Thu 2025-04-17 7:47 AM
To Public Consultation <publicconsultation@cypresslandservices.com>
Cc FOIPPA s. 22

You don't often get email from FOIPPA s. 22 Learn why this is important

Hello Hannah,

I received a written letter correcting the address appropriate for a response for file BC112401. Thank you for that.

In regards to the proposal itself, on the front page of the document, it offers to "provide other locations that we were looking at for the tower, and why they will not work". This was not provided and I'd appreciate a follow up to this point. Additionally, an open house was mentioned but I was not notified of when or where this would be hosted.

Until I can both receive the information above and have adequate time to review and be provided an update on the open house suggested, as a member of the community whose property is within 70 metres from the tower location, I oppose this tower and have the right to additional information.

I'd appreciate a response confirming this was received and hope to engage meaningfully with you on how to resolve this dispute.

Thank you for your consideration,

TELUS Communications Inc.

February 20th, 2025
Subject: Public Notification: 22 metre monopole tower

Comment Sheet – BC112401

If you would like to share your comments, please submit them either by:

Fax: 604-620-0877
Phone: 604-620-0876
Email: publicconsulation@cypresslandservices.com
Mail: Suite 1051 409 Granville Street, Vancouver, BC V6C 1T2

PROPOSED TELUS TELECOMMUNICATIONS FACILITY: 5319 240

FOIPPA s. 22 [redacted]

1. Ar[redacted]

2. Is the location of the proposed facility acceptable? ☐ Yes

If no, why? RURAL FARM NEIGHB
PUT IT ON THE SPORTS FI

3. Are you satisfied with the design of the proposed facility? ☐ Yes

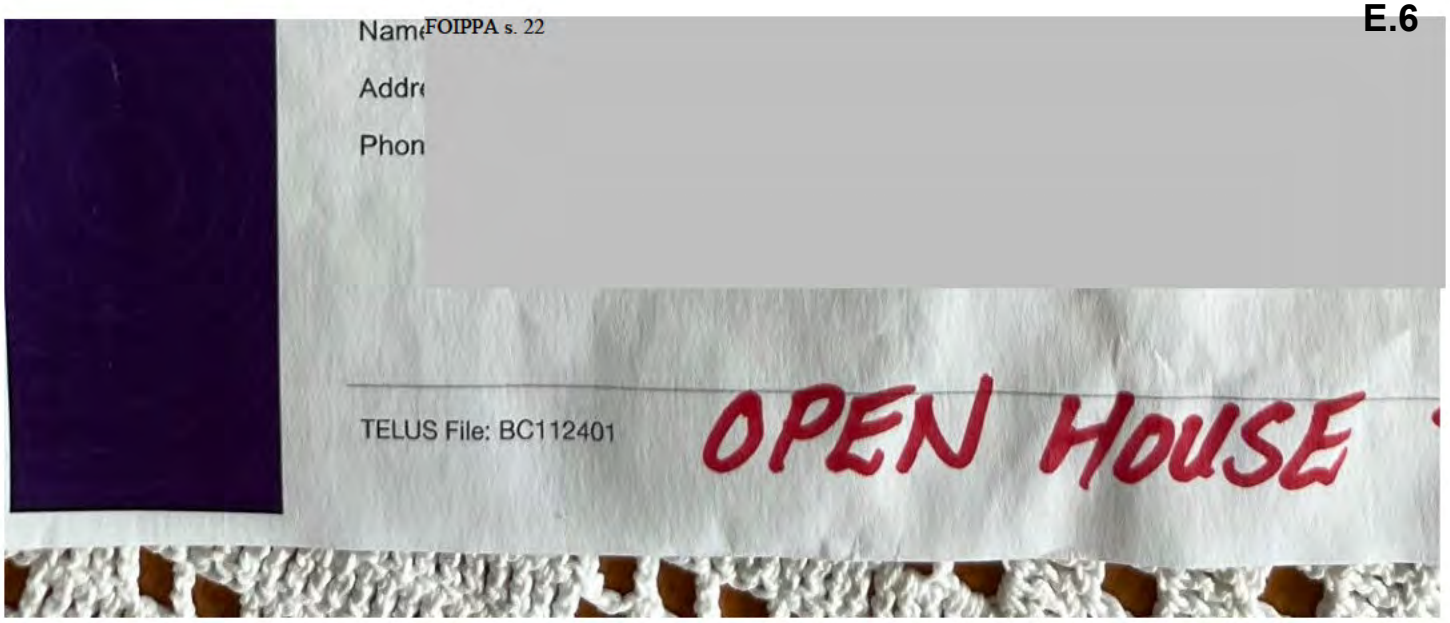
Comments: NO ATTEMPT HAS BEE
TO DISGUISE IT'S APPEAR
TOO CLOSE TO D.W. POPPY S

4. Other comments (please attach pages if more space is needed):

MY PROPERTY WILL DROP
IN MARKET VALUE HOW
YOU COMPENSATE'? IN
DOCUMENT YOU DID NOT A
YOUR 4 BULLET ITEMS F

This information will not be used for marketing purposes; however, your comments wil
appropriate Land Use Authority for their file. Please write legibly. Thank you.

TACKY TOWER! NO!



FOIPPA s. 22

Outlook

Re: Response to corrected email regarding Telus file BC112401 Langley 48th

From Hannah Taylor <Hannah@cypresslandservices.com>
Date Tue 2025-04-29 1:27 PM
To FOIPPA s. 22 Public Consultation <publicconsultation@cypresslandservices.com>
Cc FOIPPA s. 22 ; mnmati@tol.ca <mnmati@tol.ca>

FOIPPA – I assume you received our previous email (attached) that went over the area TELUS is trying to improve services in. When it comes to looking at other options we first look at any existing structures we could use such as other towers or building rooftops. Unfortunately, there are no towers or structures that could be used in the area to place antennas and provide service. The next step is looking for a tower site that would work geographically to provide the service. In this instance we looked to locate a structure so that it was in the middle of the service area but somewhat setback from neighbouring homes as best as possible. We really only approach the existing property and a couple of other nearby ones as options. The existing property owner was willing to lease a small portion of land for the structure, so we have moved forward with it.

There is no Open House planned for the project. If you feel there is a better place in the immediate vicinity to place the structure, we are open to discuss options.

CYPRESS LAND SERVICES
Hannah Lorna Taylor, MSc, MRTPI
Land Use Planner / Government Relations Manager
604-620-0877
hannah@cypresslandservices.com
cypresslandservices.com
1051 – 409 Granville Street, Vancouver, BC V6C 1T2

In accordance with ISED's CPC-2-0-03, you have 21 days to reply to this response should you have any further concerns or questions.

From: F
Sent: Thursday, April 17, 2025 7:47 AM
To: Public Consultation
Cc: FOIPPA s. 22
Subject: Response to corrected email regarding Telus file BC112401 Langley 48th

You don't often get email from FOIPPA s. 22 . Learn why this is important

Hello Hannah,

I received a written letter correcting the address appropriate for a response for file BC112401. Thank you for that.

In regards to the proposal itself, on the front page of the document, it offers to "provide other locations that we were looking at for the tower, and why they will not work". This was not provided and I'd appreciate a follow up to this point. Additionally, an open house was mentioned but I was not notified of when or where this would be hosted.

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I'd appreciate a response confirming this was received and hope to engage meaningfully with you on how to resolve this dispute.

Thank you for your consideration,

TELUS Communications Inc.

February 20th, 2025
Subject: Public Notification: 22 metre monopole tower

Comment Sheet – BC112401

If you would like to share your comments, please submit them either by:

Fax: 604-620-0877
Phone: 604-620-0876
Email: publicconsulation@cypresslandservices.com
Mail: Suite 1051 409 Granville Street, Vancouver, BC V6C 1T2

PROPOSED TELUS TELECOMMUNICATIONS FACILITY: 5319 240

FOIPPA s. 22

1

2. Is the location of the proposed facility acceptable? ☐ Yes

If no, why? RURAL FARM NEIGHB
PUT IT ON THE SPORTS FI

3. Are you satisfied with the design of the proposed facility? ☐ Yes

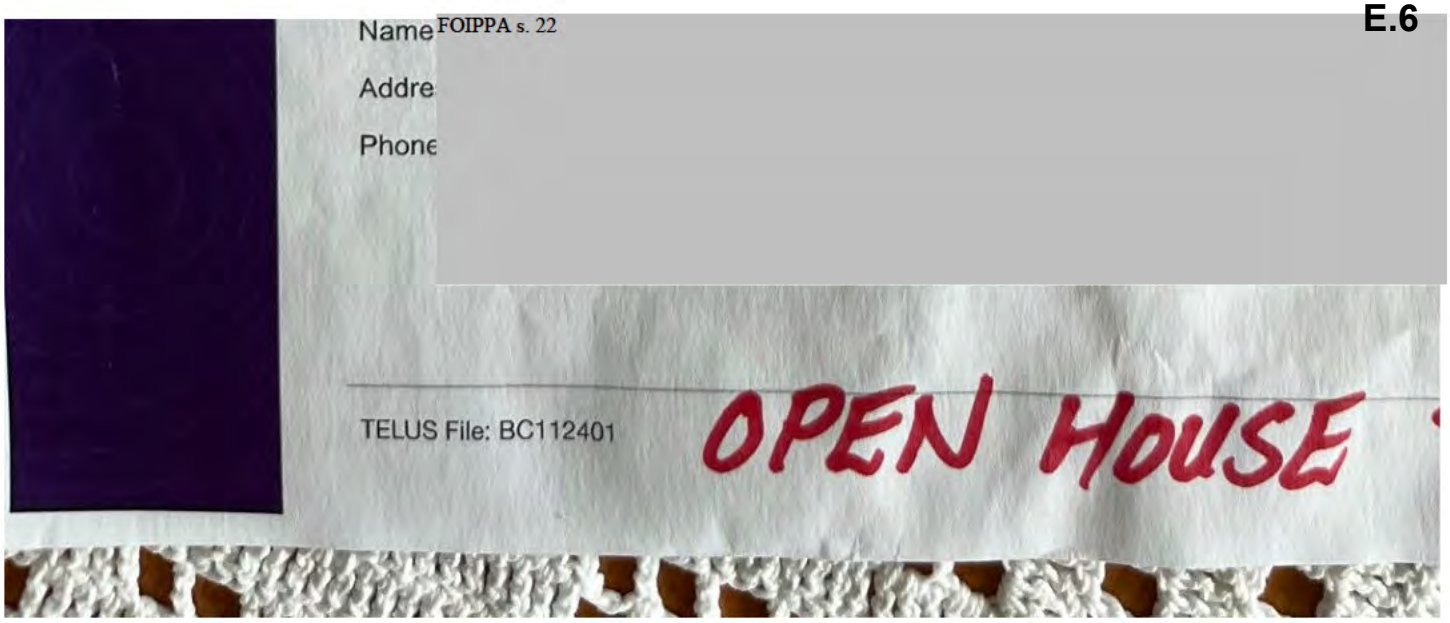
Comments: NO ATTEMPT HAS BEE
TO DISGUISE IT'S APPEAR
TOO CLOSE TO D.W. POPPY S

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YOU COMPENSATE'? IN
DOCUMENT YOU DID NOT A
YOUR 4 BULLET ITEMS F

This information will not be used for marketing purposes; however, your comments wil
appropriate Land Use Authority for their file. Please write legibly. Thank you

FOIPPA s. 22



FOIPPA s. 22

Outlook

Re: Cell tower across from my home

From Hannah Taylor <Hannah@cypresslandservices.com>
Date Thu 2025-05-01 1:00 PM
To FOIPPA s. 22
Cc Public Consultation <publicconsultation@cypresslandservices.com>

1 attachment (278 KB)
Locations Map.pdf;

Hi Janice

Thank you for your feedback and comments relating to the proposed telecommunications tower at 5319 240 Street. We have noted your comments and these will be added to the public record.

I have attached a clearer map below showing your property and the location of the proposed cell tower.

CYPRESS LAND SERVICES
Hannah Lorna Taylor, MSc, MRTPI
Land Use Planner / Government Relations Manager
604-620-0877
hannah@cypresslandservices.com
cypresslandservices.com
1051 – 409 Granville Street, Vancouver, BC. V6C 1T2

In accordance with ISED's CPC-2-0-03, you have 21 days to reply to this response should you have any further concerns or questions.

From: FOIPPA s. 22
Sent: May 1, 2025 12:46 PM
To: Hannah Taylor <Hannah@cypresslandservices.com>
Cc: Public Consultation <publicconsultation@cypresslandservices.com>
Subject: Re: Cell tower across from my home

Hi thank you kindly for the email
Can you please explain to me the exact location of the proposed tower. From the map that was circulated I do not clearly understand It's not clear to me sorry.
Even with the legend I don't know where it's to go
Where is my house ? FOIPPA s. 22
Thank you kindly
FOIPPA s. 22

Sent from my iPhone

On Apr 28, 2025, at 9:46 AM, Hannah Taylor <Hannah@cypresslandservices.com> wrote:

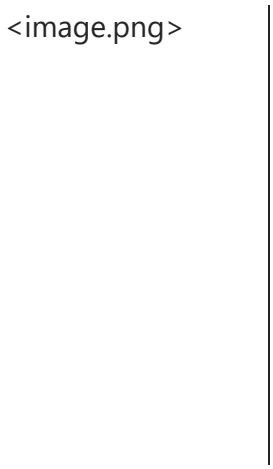
Hi FOIPPA s. 22

Thank you for your feedback and comments relating to the proposed telecommunications tower at 5319 240 Street. We have noted your comments and these will be added to the public record.

With regard to health and safety concerns, all of TELUS' wireless installations are compliant with Health Canada's health and safety standards – this is known as Safety Code 6 (SC6). Health Canada has amongst some of the world's most stringent safety standards. TELUS meets or exceeds these standards at every single installation across the country. The proposed installation at 5319 240 Street will be fully compliant with SC6 at all times while still providing services to the area.

It's common for antenna installations to be located near where people live and work as this is where people use the devices. Often antenna installations are located at commercial centres, churches, hospitals and on the rooftop condos/apartments and office buildings, universities, etc. It's also common for towers to be located rural residential and agricultural areas as the infrastructure is necessary to provide users wireless services. In this instance we have reduced the height of the tower to about half of what the radio frequency engineer would like. We have also tried to set the structure in the middle of the property and as far setback from homes as possible.

When it comes to property value impact, TELUS does not have any data on this. Most information is anecdotal. ISED has explicitly indicated that property value concerns are not considered a relevant concern. That said, it is understood that towers can have impacts on properties. In this instance, we have taken this into consideration and tried to use a type of structure that is less visual obstructive. We have proposed a slimline, tapered pole with flush mounted antennas instead of a typical larger lattice tower with much larger footprint. As per above, most towers are twice the height. In this instance, TELUS is trying to strike a balance between the visibility of the structure and the need to services the area.



Hannah Lorna Taylor, MSc, MRTPI
Land Use Planner / Government Relations Manager



604 620 0877

hannah@cypresslandservices com

image.png

cypresslandservices com

image.png

1051 409 Granville Street, Vancouver, BC V6C 1T2

In accordance with ISED's CPC-2-0-03, you have 21 days to reply to this response should you have any further concerns or questions.

From: FOIPPA s. 22
Sent: April 24, 2025 9:57 AM
To: Hannah Taylor <Hannah@cypresslandservices.com>
Subject: Re: Cell tower across from my home

My apologies - FOIPPA s. 22

Sent from my iPhone

On Apr 24, 2025, at 9:18 AM, Hannah Taylor <Hannah@cypresslandservices.com> wrote:

Hi Janice

Thank you for your response. Would you be able to confirm your address please so that I may determine which project this relates to and respond accordingly.

Thank you
Hannah

<Outlook-See the so.png>

Hannah Lorna Taylor, MSc, MRTPI
Land Use Planner / Government Relations Manager

<Outlook-Receiver o.png>
604-620-0877

<Outlook-Envelope w.png>
hannah@cypresslandservices.com

<Outlook-Internet w.png>
cypresslandservices.com
<Outlook-Marker wit.png>
1051 - 409 Granville Street, Vancouver, BC. V6C 1T2

In accordance with ISED's CPC-2-0-03, you have 21 days to reply to this response should you have any further concerns or questions.

From: FOIPPA s. 22
Sent: April 24, 2025 8:54 AM
To: Hannah Taylor <Hannah@cypresslandservices.com>
Subject: Cell tower across from my home

Hi Hannah
I am hoping you can help me. I discovered from a neighbor that there is a cell tower being erected FOIPPA s. 22 home. I can't believe this is going to happen - it is going to negatively affect my family's health and my homes value will plummet. First of all my family consists of a FOIPPA s. 22

FOIPPA s. 22, and all in between. There are FOIPPA s. 22 and we certainly dont want to have anything close to us that will negatively affect our health. We bought our home in this location specifically because it's more rural and away from congestion, heavy power lines and the like. I think it's our right to live without the risk to our health. This is also going to negatively affect the value of our home.

How can this be allowed? We have not been asked nor have we received any proper notification. My family and I are vehemently opposed to this structure being erected so close to our home.

Also there is a high school FOIPPA s. 22 down the street from me. With children in it - our children, the next generation. We need to protect them from harm. Please please I beg please do not allow a cell tower to be built so close to me.

FOIPPA s. 22

Sent from my iPhone

Outlook

RE: Cell tower proposed at 5319 240th. Street

From Mohammad Nemati <mnemati@tol.ca>
Date Wed 2025-03-05 10:21 AM
To FOIPPA s. 22
Cc Chad Marlatt <chad@cypresslandservices.com>; Hannah Taylor <Hannah@cypresslandservices.com>

Hi FOIPPA s. 22

Thank you for your email. The Township of Langley has received an application from TELUS to construct a 22m telecommunications tower. The application and drawings are available on the Township website at this link.

The Federal Government, through Innovation, Science and Economic Development Canada (ISED), is responsible for licensing telecommunications towers. However, if a tower exceeds 15 metres (49 feet), Township Council provides a recommendation to ISED.

In this case, the company managing the application (Cypress Land Services on behalf of TELUS) must notify properties within a radius of three times the tower's height, measured from the outer edges of its supporting structure. Notices were mailed to neighbouring properties on February 20, 2025. Since the tower is under 30 metres, a newspaper advertisement is not required under ISED's guidelines.

Proponents must address all reasonable public concerns, make efforts to resolve them, and maintain records of all communications, as outlined in ISED's guidelines and Council Policy 07-331. If concerns about the antenna system arise during the public consultation, the proponent must respond.

I have copied the proponent on this email to share your message with them so they can follow up with you in accordance with ISED's requirements.

Please let me know if you have any questions.

Regards,

Mohammad Nemati | Planning Technician
Development Planning | Community Development Division | Township of Langley
20338 – 65 Avenue, Langley, BC V2Y 3J1
Office: 604.532.7520
tol.ca | eNews | Social

Township of Langley

From: FOIPPA s. 22
Sent: Wednesday, March 05, 2025 9:24 AM

To: Mohammad Nemati <mnemati@tol.ca>
Subject: Cell tower proposed at 5319 240th. Street

External email. Verify sender and confirm content is safe.

Mohammad, In regards to this proposed tower, Is there going to be some sort of public consultation before approval? Also, that property is very deep. Where on the property is it to be located? This proposal is a very big deal to many people in the area for many different reasons and it would not be appropriate to approve it without a process that includes people in the area. Thank you.

FOIPPA s. 22

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 26, 2025 – REGULAR MEETING	**REPORT:**	25-81
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	10-09-0024
SUBJECT:	AGRICULTURAL LAND COMMISSION APPLICATION NO. 100467 (STEVENS / 1000 – 232 STREET)		

PROPOSAL:

Subdivision within the Agricultural Land Reserve (ALR) of a 28.99 ha (71.63 ac) parcel located at 1000 – 232 Street into two (2) rural lots.

RECOMMENDATION SUMMARY:

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

RATIONALE:

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

RECOMMENDATION:

That Council advise the Agricultural Land Commission that the subdivision application on behalf of the owners of the property located at 1000 – 232 Street 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.

EXECUTIVE SUMMARY:

The applicant, pursuant to Section 21(2) of the ALC Act, has applied to subdivide a 28.99 ha (71.63 ac) property into two (2) rural lots. One (1) of the proposed lot sizes is approximately 20.99 ha (51.87 ac), while the other lot is approximately 8.0 ha (19.77 ac).

The subject property is located at 1000 – 232 Street, within the ALR, designated Agricultural/Countryside in the Rural Plan and zoned Rural Zone RU-3 (minimum lot size of 8.0 ha (19.77 ac)). Staff recommend that Council forward the application to the ALC as the proposal complies with the minimum lot size requirements of the Township's Zoning Bylaw.

PURPOSE:

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

REFERENCE:

Owner:	Taimi Stevens 1000 – 232 Street Langley, BC V2Z 2X2
Agent:	Michael D. Sanderson Sanderson & Welsh Planning Ltd. 135, 970 Burrard Street Vancouver, BC V6Z 2R4
Legal Description:	Lot 1 Section 9 Township 10 New Westminster District Plan 76927
Location:	1000 – 232 Street
Area:	28.99 ha (71.63 ac)
Existing Zoning:	Rural Zone RU-3 (minimum lot size of 8.0 ha (19.77 ac)).
Rural Plan:	Agricultural/Countryside
Agricultural Land Reserve:	In the Agricultural Land Reserve

BACKGROUND/HISTORY:

- The property is located in the ALR, designated Agriculture in the OCP, designated Agricultural/Countryside in the Rural Plan and zoned Rural Zone RU-3.

DISCUSSION/ANALYSIS:

- An application has been submitted pursuant to Section 21(2) of the ALC Act to subdivide a 28.99 ha (71.63 ac) property into two (2) rural lots.
- One (1) of the proposed lot sizes is approximately 8.0 ha (19.77 ac), while the other lot is approximately 20.99 ha (51.87 ac).
- The subject site accommodates two single family dwellings. The proposed subdivision would create two (2) lots with an existing single-family dwelling on each new lot.
- The Township's Subdivision and Development Servicing Bylaw designates the subject property Level 4 – Rural. The Level 4 – Rural service level requires each lot to have a private well and on-site private septic disposal system.
- A Class A watercourse (Little Campbell River) is located along the southeast property line with a tributary extending north on the easterly portion of the site. Any new construction would require compliance with the provincial Riparian Areas Protection Regulation.
- Should the application proceed to ALC approval, the applicant will be required to demonstrate the servicing requirements have been met on each lot.
- Details of the proposed subdivision, including watercourse protection, will be addressed at the subdivision stage in accordance with the Township's Subdivision and Development Servicing Bylaw and Official Community Plan as well as any additional requirements imposed by the ALC as a condition of approval, should such be granted.

Adjacent Uses:

	Existing Use	Rural Plan Designation	Existing Zoning
North:	Rural residential properties and equestrian facility	Agricultural/Countryside	Rural Zone RU-3
South:	A 13 ha (32 ac) rural property	Agricultural/Countryside	Rural Zone RU-3
East:	Rural residential properties, ranging from 1.70 ha (4.20 ac) to 2.02 ha (4.98 ac)	Agricultural/Countryside	Rural Zone RU-3
West:	Beyond 232 St are rural residential properties ranging from approximately 3.9 ha (9.68 ac) to 15.2 ha (37.5 ac)	Agricultural/Countryside	Rural Zone RU-3

Policy Considerations:

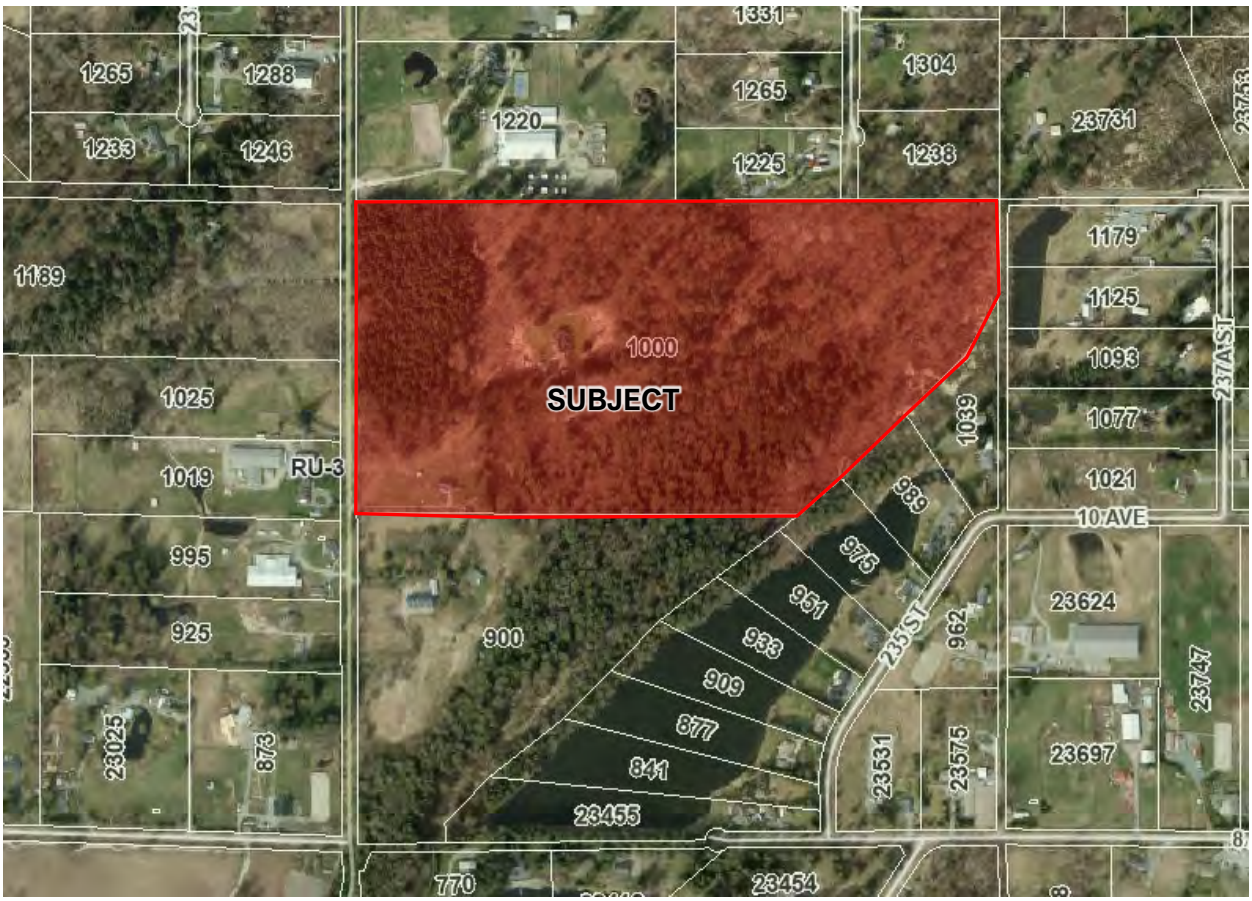
- The subject site is located within the ALR and designated Agricultural/Countryside in the Rural Plan.
- Staff recommend that Council advise the ALC that the subdivision proposal complies with the Township's Zoning Bylaw and meets the minimum lot size requirements of the Rural Zone RU-3.
- Details of the proposed subdivision will be addressed at the subdivision stage in accordance with the Township's Subdivision and Development Servicing Bylaw as well as any additional requirements imposed by the ALC as a condition of approval, should such be granted.
- As the Township of Langley does not have the required expertise to assess the application from an agricultural perspective, the application is being forwarded to the ALC for their consideration.

Respectfully submitted,

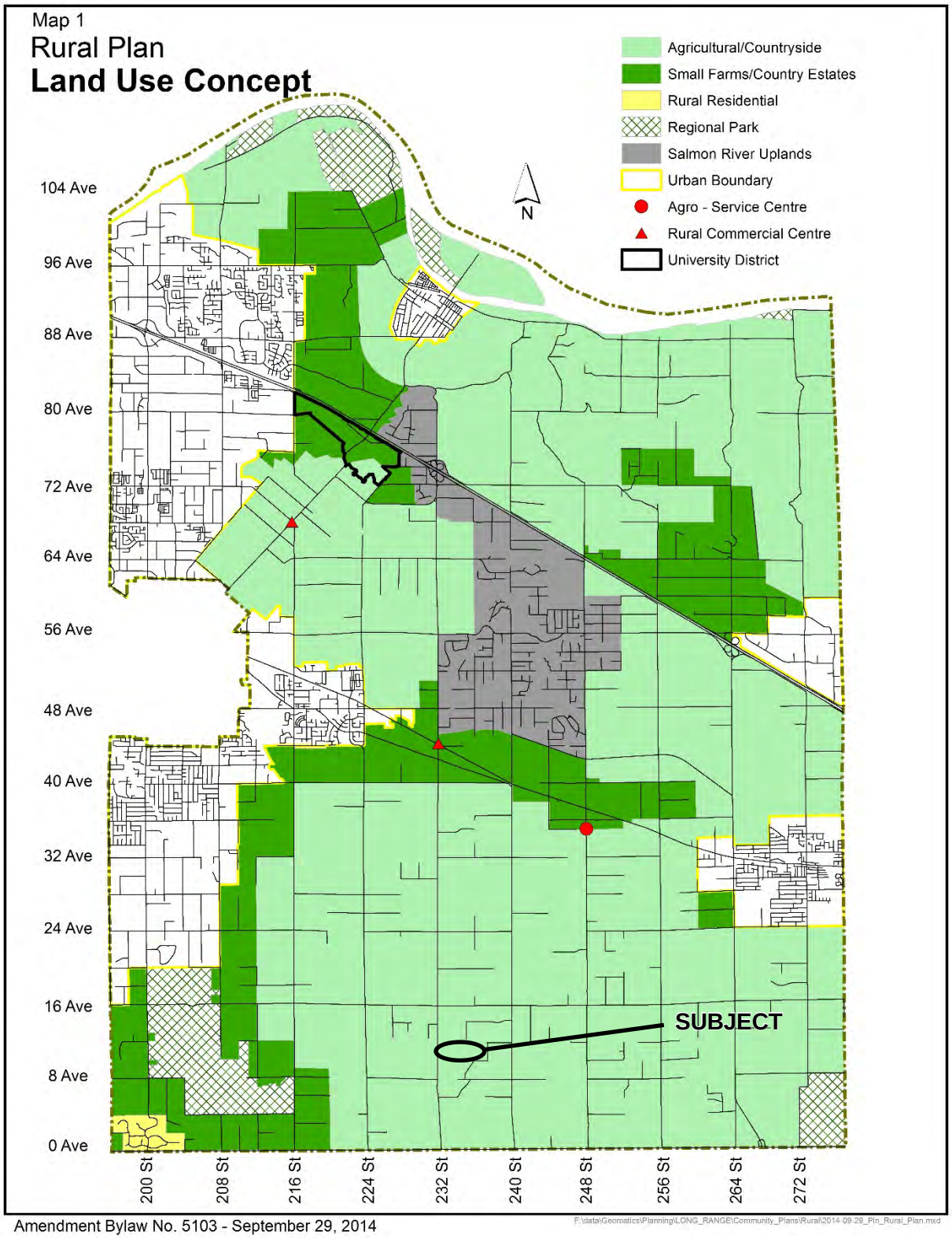
Lindsay Roberts
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Maps and Graphics

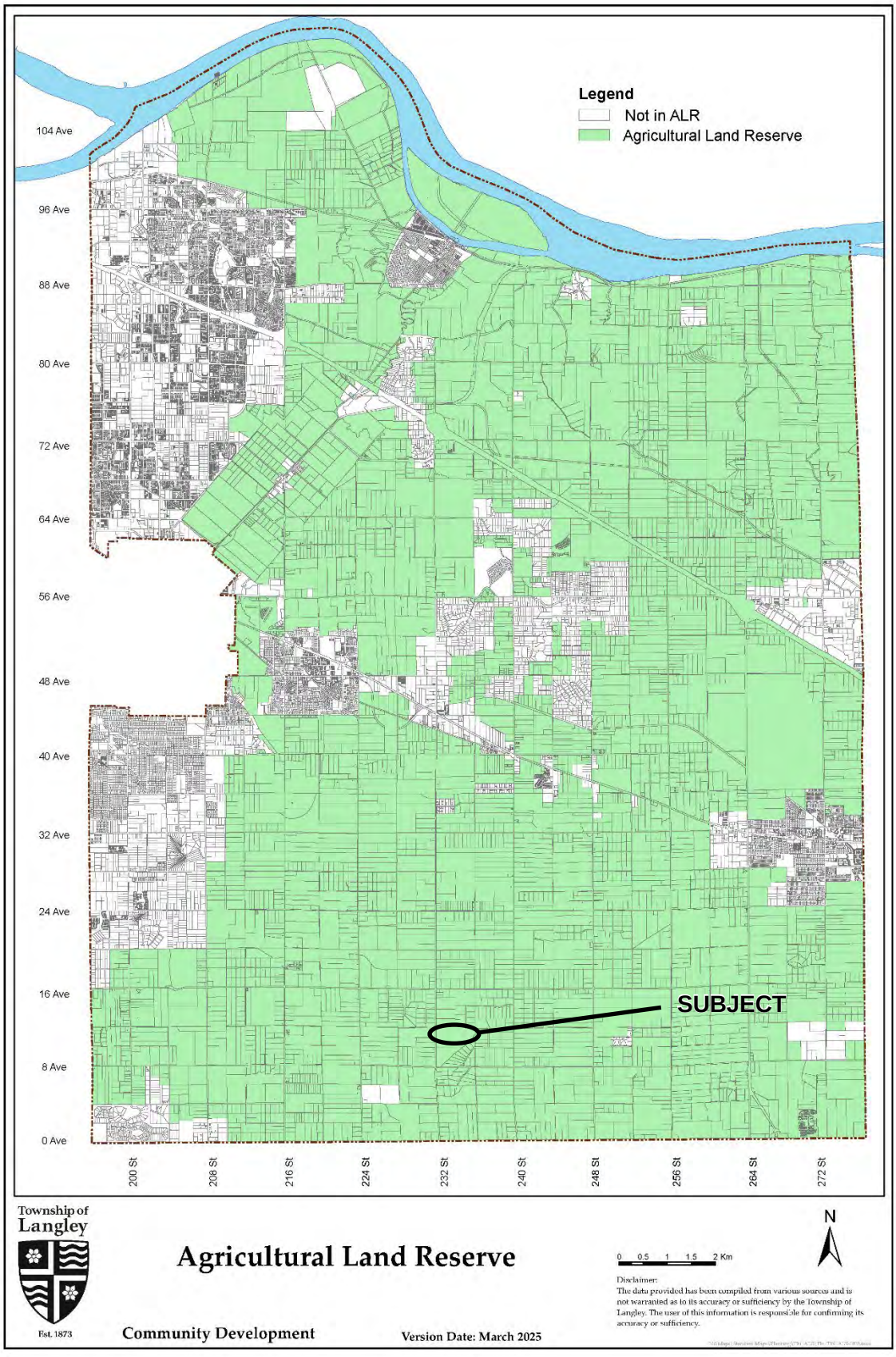
ATTACHMENT A

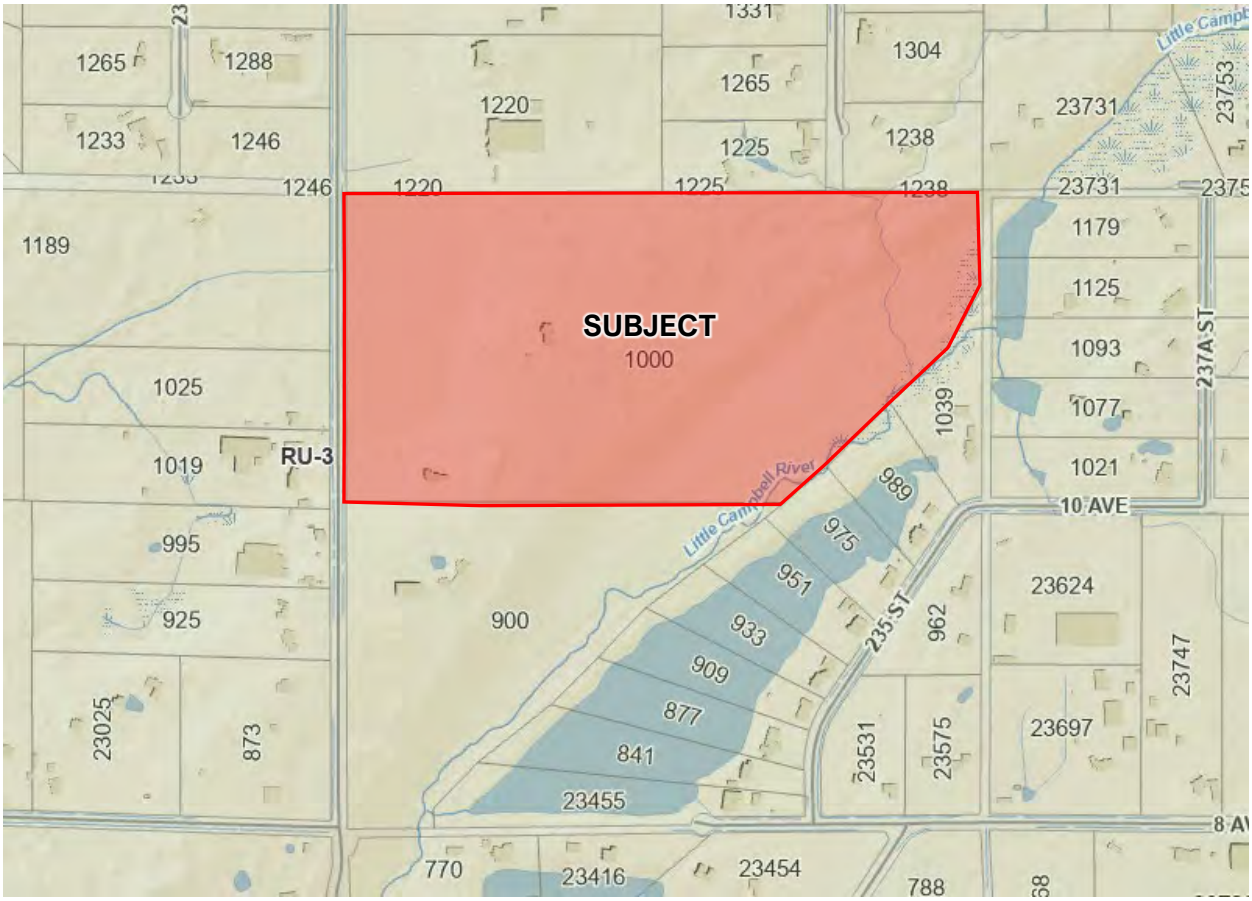


AERIAL CONTEXT MAP

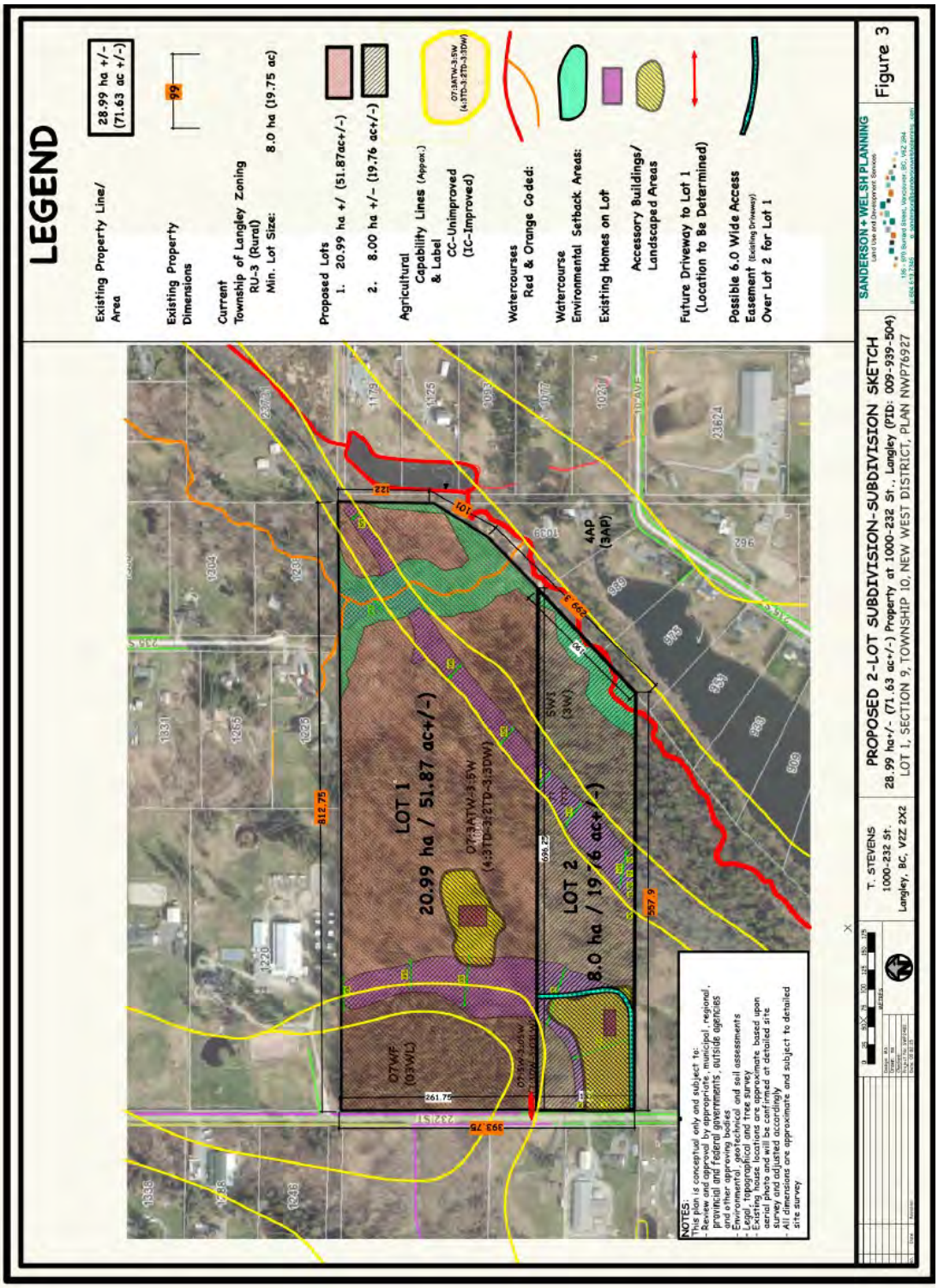


Amendment Bylaw No. 5103 - September 29, 2014


Legend
Not in ALR
Agricultural Land Reserve
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
SUBJECT
Township of Langley
Est. 1873
Agricultural Land Reserve
Community Development
Version Date: March 2025
0 0.5 1 1.5 2 Km
N
Disclaimer:
The data provided has been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy or sufficiency.



ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 26, 2025 – REGULAR MEETING	**REPORT:**	25-76
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-22-0116
SUBJECT:	DEVELOPMENT PERMIT APPLICATION NO. 101471 (EDGAR EQUITABLE HOUSING CORPORATION / TOWNSHIP OF LANGLEY / 7883 - 199 STREET)		

PROPOSAL:

Development Permit application for a 6-storey apartment building containing a total of 122 apartment units at 7883 – 199 Street.

RECOMMENDATION SUMMARY:

That Council authorize issuance of Development Permit No. 101471 subject to 10 conditions.

RATIONALE:

The proposal is consistent with the Development Permit Area provisions of the Willoughby Community Plan and complies with the site's Comprehensive Development CD-196 zoning with the exception of proposed lot coverage, parking and retaining wall height variances.

RECOMMENDATIONS:

That Council authorize issuance of Development Permit No. 101471 for property located at 7883 - 199 Street subject to the following conditions:

a. Completion of conditions (and subsequent discharge) of No Build Restrictive Covenant document CB1117721.
b. Building and signage plans being in substantial compliance with Schedule "A".
c. 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.
d. 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).
e. Section 107.3 – Parking and Loading of Township of Langley Zoning Bylaw No. 2500 being varied to decrease the number of required parking stalls from 167 to 151.
f. Section 111.6 – Fencing of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to permit a maximum wall height of up to 3.7 metres.
g. Section 1096.4 – Lot coverage of Township of Langley Zoning Bylaw No. 2500 being varied to permit an increase in lot coverage on the site from 40% to 48%.
h. Rooftop mechanical equipment to be located so that it is not visible or alternatively

screened from view by compatible architectural treatments.

i. Registration of a restrictive covenant identifying a minimum of 10% of units required to comply with OCP Schedule 2 Adaptable Housing Requirements.
j. 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. Submission of a site specific on site servicing and stormwater management plan in accordance with Subdivision and Development Servicing Bylaw No. 5382.
b. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw.
c. On-site landscaping and boulevard treatment to be secured by letter of credit at building permit stage.
d. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place.
e. Payment of supplemental development permit application fees, Development Cost Charges and building permit administration fees.

That Council waive Development Cost Charges pursuant to Bylaw No. 5901 and Community Amenity Contributions pursuant to Community Amenity Contributions Policy 07-166 Section 5.3.

EXECUTIVE SUMMARY:

Edgar Equitable Housing Corporation, on behalf of the Township of Langley, has applied for a development permit for a 6-storey apartment building containing a total of 122 apartment units. Staff are supportive of the development proposal as it is consistent with the Development Permit Area provisions of the Willoughby Community Plan and complies with the site's existing Comprehensive Development Zone CD-196 with the exception of variances for parking, retaining wall height and lot coverage. Issuance of Development Permit No. 101471 is recommended subject to 10 conditions.

PURPOSE:

The purpose of this report is to provide information and recommendations to Council with respect to Development Permit No. 101471.

REFERENCE:

Agent:	Edgar Equitable Housing Corporation 1500, 1021 West Hastings Street Vancouver, BC V6E 0C3
Owner / Applicant:	The Corporation of the Township of Langley 20338 – 65 Avenue Langley, BC V2Y 3J1
Legal Description:	Lot A Section 22 Township 8 New Westminster District Plan 68321
Location:	7883 - 199 Street
Area:	0.96 ha (2.37 ac)
Existing Zoning:	Comprehensive Development Zone CD-196
Willoughby Community Plan:	Multi-Family (Development Permit Area 'B' Residential)
Jericho Sub-Neighbourhood Plan:	Low Density Apartment (1.4 FSR) (Permitted Maximum Building Height of 6 storeys)

BACKGROUND/HISTORY:

- The subject site was part of a previous Official Community Plan Amendment and Rezoning application (ToL Project No. 08-22-0116) for the development of a future apartment building.
- The previous application included an amendment to the Jericho Neighbourhood Plan to increase the maximum permitted density from 1.4 FSR to 1.56 FSR.
- As part of the previous application, the subject site was rezoned to Comprehensive Development Zone CD-196 that permits a density of up to 1.56 FSR. The OCP amendment and rezoning was granted final reading by Council on January 29, 2024 with a covenant prohibiting clearing or development on the site until the rezoning conditions were satisfied to the acceptance of the Township.
- Following rezoning, the property was sold by the previous owner to the Township of Langley.

DISCUSSION/ANALYSIS:

- Edgar Equitable Housing Corporation, on behalf of the Township of Langley, has applied for a development permit to facilitate construction of a 6-storey building containing a total of 122 units.
- The subject site is being developed in partnership with the Province of British Columbia as part of the BC Builds program that assists municipal governments to build middle income rental homes.
- A Housing Agreement in relation to the site is also anticipated to be advanced for Council's consideration in the future that will include specific information related to eligible tenants and maximum rental rates to allow the development to qualify for DCC waivers from other agencies.

- The proposed residential uses are consistent with the site's existing Comprehensive Development Zone CD-196 zoning with the exception of proposed variances to the number of parking stalls, maximum permitted lot coverage and maximum height of retaining walls.
- The proposal is consistent with the provisions of DCC Waiver Bylaw No. 5901 as an Eligible Development and Community Amenity Contributions Policy No. 07-166 (Section 5.3). Accordingly, a resolution has been included for Council's consideration to waive applicable DCCs and CACs.

Adjacent Uses:

	Existing Use	Neigbourhood Plan Designation	Existing Zoning
North	Single Family	Townhouse	Suburban Residential Zone SR-2
South	Single Family	Apartment	Suburban Residential Zone SR-2
West	The western portion of the site is not developable (Latimer Creek) beyond which, is a property currently under application (ToL Project No. 08-22-0075) for approximately 46 townhouse units.	Townhouse - Bonus	Suburban Residential Zone SR-2
East	199 Street, beyond which is a single family property	High Density Mixed Use (2.5 FSR)	Suburban Residential Zone SR-2

Development Permit No. 101471:

- The site is designated Development Permit Area B in the Willoughby Community Plan.
- Proposed Development Permit No. 101471 is attached to this report (Attachment B) and includes renderings, site plans, building elevations, tree and landscaping plans.
- The project is comprised of a 6-storey apartment building containing a total of 122 apartment units. The site slopes down significantly from 199 Street in the east to Latimer Creek in the west.
- Latimer Creek runs through the western portion of the site and is required to be protected as a non-disturbance Streamside Protection and Enhancement Area (SPEA). Due to the large SPEA on the western portion of the site, the building location is limited to the eastern portion of the site fronting 199 Street.
- Section 107.3 – Required Off-Street Parking Spaces of Township of Langley Zoning Bylaw 1987 No. 2500 specifies the minimum number of parking stalls required on a per unit basis.
    - The Zoning Bylaw requires one space per studio unit and 1.5 spaces for units with one or more bedrooms.
    - Based on the proposed 122 units (33 studio and 89 - one bedroom plus units) 167 parking stalls are required. The applicant has proposed to vary this section of the Zoning Bylaw to permit 151 stalls (a reduction of 16 stalls (9.5%)) resulting in an average stalls per unit count of 1.24 stalls per unit.

- Section 111.6 – Fencing of Township of Langley Zoning Bylaw 1987 No. 2500 specifies the maximum height of walls or fences shall be limited to not greater than 2.0 m. The applicant propose to vary the requirement to allow up to 3.7 m high walls due to the slope of the site in proximity to the watercourse setback along the building's west elevation. The retaining walls will not be visible from 199 Street.
- Section 1096.4 – Lot Coverage, of Township of Langley Zoning Bylaw 1987 No. 2500 specifies maximum lot coverage of the site shall not be greater than 40%. The applicant proposes to vary the requirement to allow up to 48% due to the significant area (approximately 67 % of site) required for SPEA setback requirements on the site that limit the remaining area for development.

Tree Protection / Replacement:

The applicant has submitted preliminary tree management plans indicating the following:

Significant Trees on Site	Significant Trees Retained	Replacement Trees Required	Replacement Trees Provided	Street Trees provided	Total Trees Post Development
28	0	24	24	3	27

- The landscape plans propose plantings of trees, shrubs and groundcovers around the perimeter of the site.

Policy Considerations:

The proposed development complies with Development Permit Area provisions of the Willoughby Community Plan and complies with the site's Comprehensive Development CD-196 zoning with the exception of proposed variances to the zoning bylaw for parking stalls, retaining walls and lot coverage. The variances are advanced in the context of the slope of the site, the portion of the site dedicated for SPEA and that the site is being developed in partnership with the Province of British Columbia as part of the BC Builds program. Council consideration of the Development Permit must be based on the form, character and siting of the proposal. Staff recommend that Development Permit No. 101471 be issued as attached.

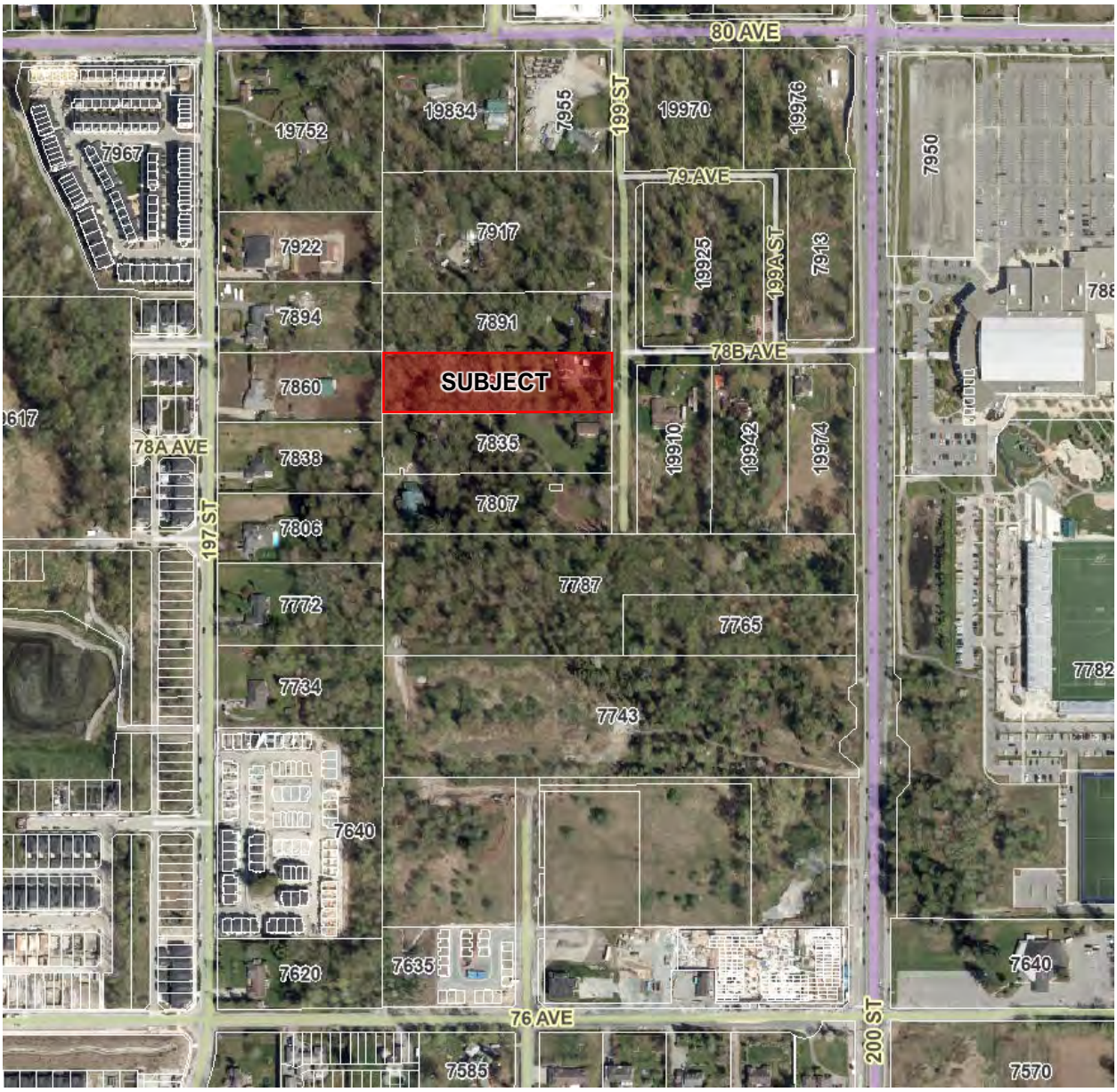
Respectfully submitted,

Colin Moore
SENIOR PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Maps and Graphics

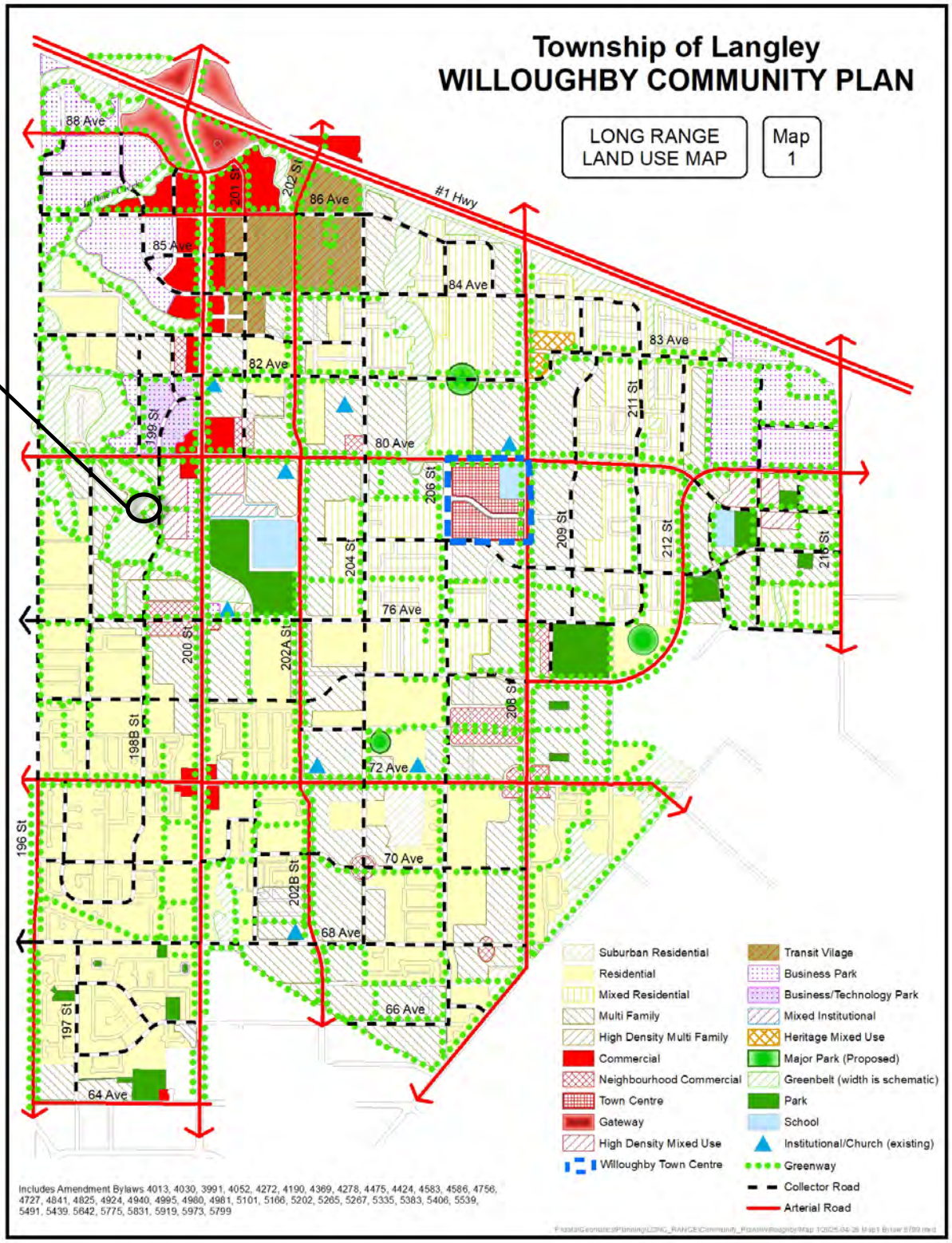
ATTACHMENT B Development Permit No.101471

ATTACHMENT A



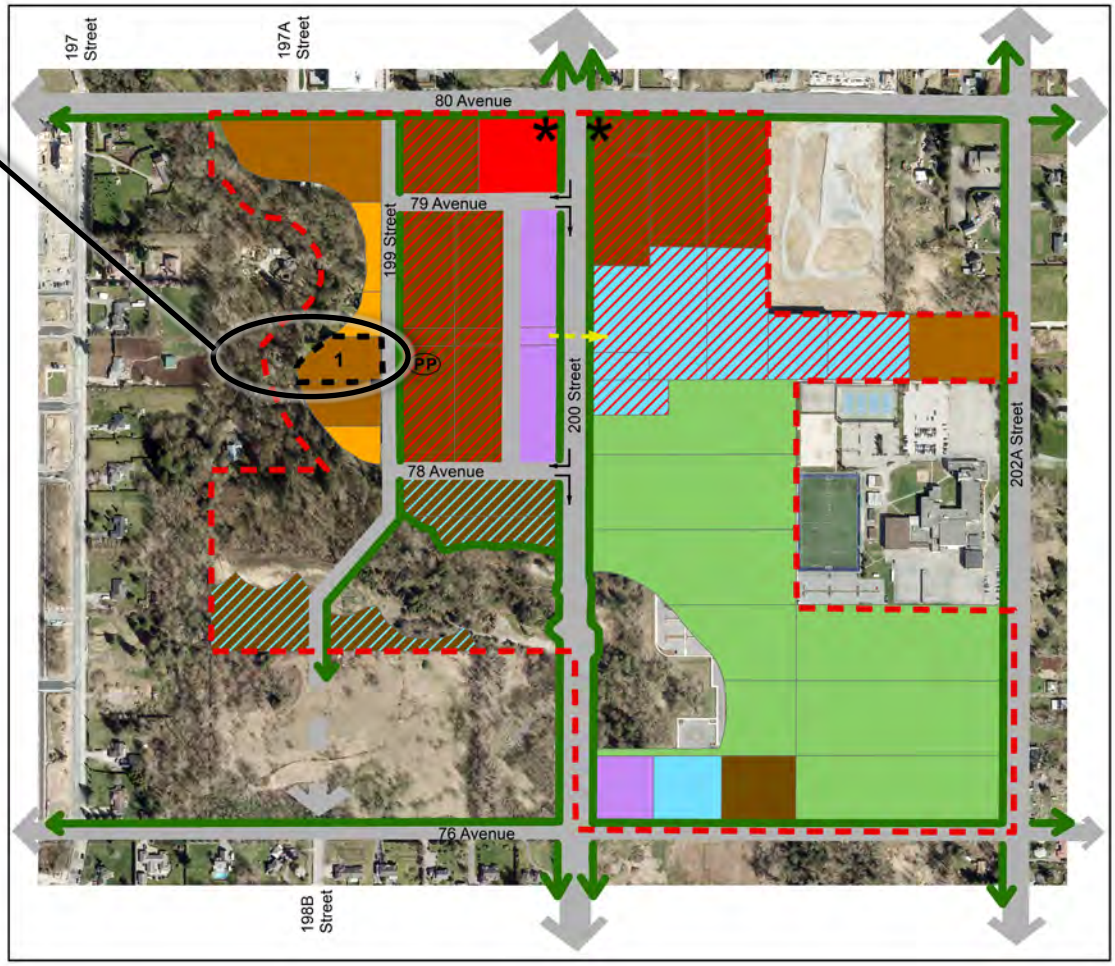
AERIAL CONTEXT MAP

SUBJECT


Township of Langley
WILLOUGHBY COMMUNITY PLAN
LONG RANGE LAND USE MAP
Map 1
#1 Hwy
88 Ave
86 Ave
85 Ave
84 Ave
83 Ave
82 Ave
80 Ave
76 Ave
72 Ave
70 Ave
68 Ave
66 Ave
64 Ave
196 St
197 St
198 St
198B St
200 St
201 St
202 St
202A St
202B St
204 St
206 St
208 St
209 St
211 St
212 St
216 St
Suburban Residential
Residential
Mixed Residential
Multi Family
High Density Multi Family
Commercial
Neighbourhood Commercial
Town Centre
Gateway
High Density Mixed Use
Willoughby Town Centre
Transit Vilage
Business Park
Business/Technology Park
Mixed Institutional
Heritage Mixed Use
Major Park (Proposed)
Greenbelt (width is schematic)
Park
School
Institutional/Church (existing)
Greenway
Collector Road
Arterial Road
Includes Amendment Bylaws 4013, 4030, 3991, 4052, 4272, 4190, 4369, 4278, 4475, 4424, 4583, 4586, 4756, 4727, 4841, 4825, 4924, 4940, 4995, 4960, 4981, 5101, 5166, 5202, 5265, 5267, 5335, 5383, 5406, 5539, 5491, 5439, 5642, 5775, 5831, 5919, 5973, 5799

Jericho - Sub-Neighbourhood Plan

SUBJECT

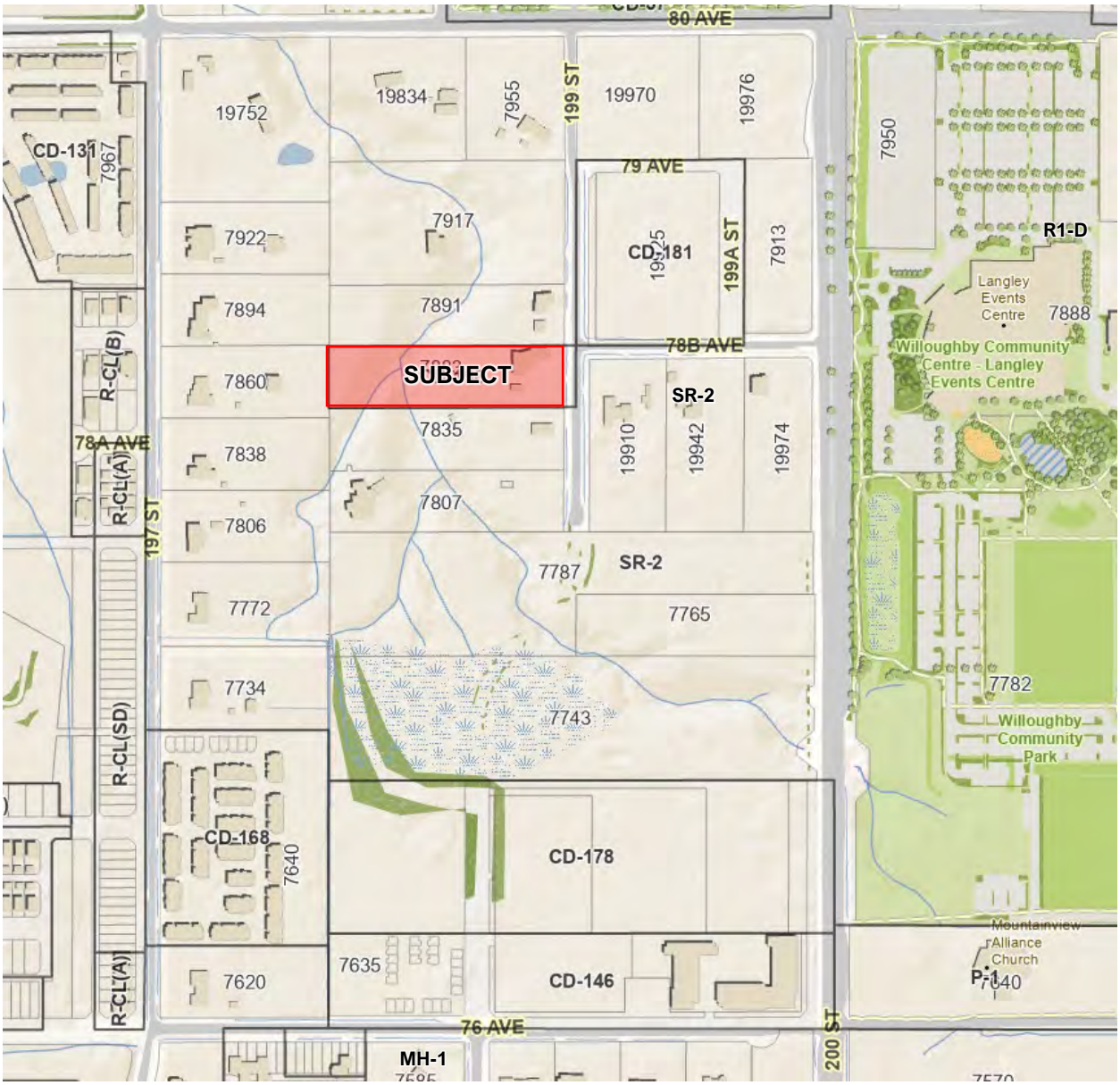


LEGEND

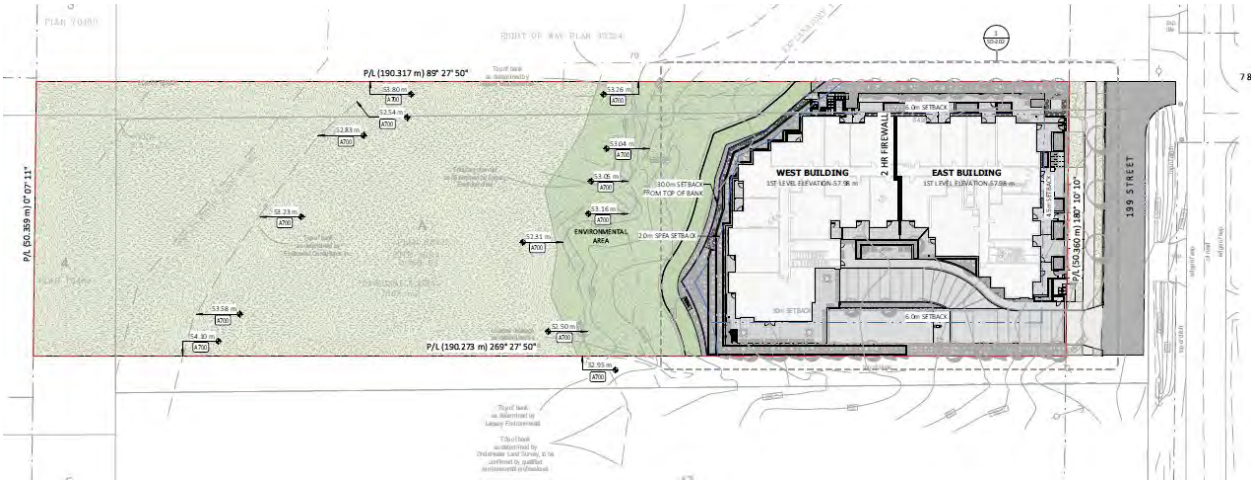
- Commercial
- Townhouse
- Low Density Apartment (1.4 FSR)
- High Density Apartment (2.4 FSR)
- High Density Mixed Use (2.5 FSR)
- Low Density Multi-Family and Seniors Residential/Institutional
- Business Park
- Mixed Institutional
- Institutional
- Park
- Greenway
- Landmark Features
- Pocket Park
- SNP Boundary
- Refer to Table 1.2

Includes Amendment Bylaw 4957, 5887, 5941

F:\data\Geomatics\Planning\LONG_RANGE\Neighbourhood Plans\Willoughby\Jericho\2023\Map_4_LandUseConcept_Bylaw5941.mxd



ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT



SOUTH EAST CORNER



NORTH WEST CORNER

RENDERINGS – SUBMITTED BY APPLICANT

EAST ELEVATION



NORTH ELEVATION



ELEVATIONS – SUBMITTED BY APPLICANT

WEST ELEVATION



SOUTH ELEVATION



ELEVATIONS – SUBMITTED BY APPLICANT



MATERIAL BOARD – SUBMITTED BY APPLICANT

THE CORPORATION OF THE TOWNSHIP OF LANGLEY ATTACHMENT B

Development Permit No. 101471

This Permit is issued this _____ day of _____, 2025 to:

1. NAME: The Corporation of the Township of Langley

   ADDRESS: 20338 – 65 Avenue
   Langley, BC V2Y 3J1

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

   LEGAL DESCRIPTION: Lot A Section 22 Township 8 New Westminster District Plan 68321

   CIVIC ADDRESS: 7883 – 199 Street

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

   a. Completion of conditions (and subsequent discharge) of No Build Restrictive Covenant document CB1117721.
   b. Building and signage plans being in substantial compliance with Schedule “A”.
   c. 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.
   d. 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).
   e. Section 107.3 – Parking and Loading of Township of Langley Zoning Bylaw No. 2500 being varied to decrease the number of required parking stalls from 167 to 151.
   f. Section 111.6 – Fencing of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to permit a maximum wall height of up to 3.7 metres.
   g. Section 1096.4 – Lot coverage of Township of Langley Zoning Bylaw No. 2500 being varied to permit an increase in lot coverage on the site from 40% to 48%.
   h. Rooftop mechanical equipment to be located so that it is not visible or alternatively screened from view by compatible architectural treatments.
   i. Registration of a restrictive covenant identifying a minimum of 10% of units required to comply with OCP Schedule 2 Adaptable Housing Requirements.
   j. 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. Submission of a site specific on site servicing and stormwater management plan in accordance with Subdivision and Development Servicing Bylaw No. 5382.
   b. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw.
   c. On-site landscaping and boulevard treatment to be secured by letter of credit at building permit stage.
   d. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place.

e. Payment of supplemental development permit application fees, Development Cost Charges and building permit administration fees.

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

This permit is not a building permit.

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

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

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

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

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2025.

Attachments:

SCHEDULE A Architectural Drawings
SCHEDULE B Landscaping Drawings



SHEET INDEX

SD-0.01	COVER PAGE	SD-2.21	P2 LEVEL
SD-1.01	SITE CONTEXT	SD-2.22	P3 LEVEL
SD-1.02	SITE CONTEXT	SD-3.01	BUILDING ELEVATIONS
SD-1.10	PROJECT DATA	SD-3.02	BUILDING ELEVATIONS
SD-1.11	PROJECT DATA	SD-3.03	BUILDING ELEVATIONS
SD-1.12	PROJECT DATA	SD-3.04	BUILDING ELEVATIONS
SD-1.13	FSR DATA & PLANS	SD-4.01	MATERIAL BOARD
SD-1.20	DESIGN RATIONALE	SD-4.02	RENDERINGS
SD-2.01	OVERALL SITE PLAN	SD-6.01	SITE SECTIONS
SD-2.02	SITE PLAN	SD-7.01	SITE CODE PLAN
SD-2.10	1ST LEVEL PLAN		
SD-2.11	2ND LEVEL PLAN		
SD-2.12	3RD LEVEL PLAN		
SD-2.13	4TH LEVEL PLAN		
SD-2.14	5TH LEVEL PLAN		
SD-2.15	6TH LEVEL PLAN		
SD-2.16	ROOF LEVEL PLAN		
SD-2.20	P1 LEVEL		

EDGAR EQUITABLE HOUSING CORPORATION

VANCOUVER BC | 1500 - 1021 WEST HASTINGS STREET
V6E 0C3 | 604.558.3380

E-MAIL: INFO@EDGARDEVELOPMENT.COM
ONLINE: EDGARDEVELOPMENT.COM

KEYSTONE ARCHITECTURE & PLANNING LTD.

ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577 | F 1.855.398.4578

CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.391.4768

E-MAIL: MAIL@KEYSTONEARCH.CA
ONLINE: KEYSTONEARCH.CA

KEYSTONE

ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
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CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

2025-04-16

RE-ISSUED FOR DP
25-04-16

NO.	ISSUE/REVISION	DATE
1	ISSUED FOR DP	24-12-17
2	RE-ISSUED FOR DP	25-03-05
4	RE-ISSUED FOR DP	25-04-16

EDGAR MULTI FAMILY DEV. - 199TH ST. TOL

7883 - 199 STREET, LANGLEY B.C.

PROJECT # 24188.1
CITY FILE # DP101471/DV100184

COVER PAGE

SCALE

SD-0.01

SCHEDULE A

E.8

PROJECT DATA

1.0.0 ZONING DATA

PROJECT:	EDGAR MULTI FAMILY DEV. 199 ST. TOL	
CIVIC ADDRESS:	7883 - 199 STREET LANGLEY, B.C.	
LEGAL DESCRIPTION:	LOT A, SECTION 22, TOWNSHIP 8, NEW WESTMINSTER DISTRICT PLAN 68321	
COMMUNITY:	WILLOUGHBY	
NEIGHBOURHOOD:	JERICHO SUB-NEIGHBOURHOOD	
DEVELOPMENT PERMIT AREA:	DPA 8	
SITE AREA (GROSS):	103,145.34 ft² (9,583 m²) (2.368 ACRES)	
SITE AREA (DEVELOPABLE):	66,975.14 ft² (6,222.19 m²) (0.1538 ACRES)	
SITE AREA (NET):	34,231.79 ft² (3,180 m²) (0.786 ACRES)	
COORDINATING REGISTERED PROFESSIONAL:	ERIC POXLEITNER, ARCHITECT AIBC, AAA, MRAIC, LEED® AP BD+C, KEYSTONE ARCHITECTURE	
CERTIFIED PROFESSIONAL:	N/A	
	CURRENT/REQUIRED/PERMITTED	**PROPOSED**
ZONE:	CD-196	CD-196
SETBACKS:	FRONT: 4.5 m	FRONT: 4.5 m
	REAR: 4.0 m	REAR: 3.0.0 m FROM TOP OF BANK + 2.0m SPEA
	SIDE (NORTH): 6.0 m	SIDE (NORTH): 6.0 m
	SIDE (SOUTH): 6.0 m	SIDE (SOUTH): 6.0 m
DENSITY-GROSS FLOOR AREA (FSR):	1.56 FSR MAX.	1.45 (INDOOR AMENITY EXCLUDED)
BUILDING HEIGHT:	6 STOREYS + ROOFTOP AMENITY IF APPLICABLE	6 STOREYS (25.96 m)
LOT COVERAGE:	40% MAX.	48% (GROSS - RESIDENTIAL FOOTPRINT ONLY)
AGE FRIENDLY AMENITY AREA:	FIRST 186 UNITS = 6 m² PER DU = 6 m² x 122 DU = 732 m² (7,878 SF)	INDOOR (LEVEL 1): 131 m² (1,415 ft²) OUTDOOR (ROOFTOP): 606 m² (6,523 ft²) **TOTAL: 737 m² (7,938 SF)**
ADAPTABLE UNITS:	MIN. 10% OF UNITS = 13 UNITS	13 UNITS
STEP CODE:	STEP 3	STEP 3
MINIMUM BUILDING ELEVATION:	GEO: 56.01 m	GEO: 56.01 m
WASTE & RECYCLING STORAGE:	AS PER METRO VANCOUVER'S "TECHNICAL SPECIFICATIONS FOR RECYCLING AND GARBAGE AMENITIES IN MULTI-FAMILY AND COMMERCIAL DEVELOPMENTS"	
	- CENTRALIZED GARBAGE & RECYCLING STORAGE SPACE: (0.31 m² x DU) + 8 m² (0.31 m² x 122 DU) + 8 m² = 45.82 m² (493 SF)	
	- CENTRALIZED RECYCLING AREA WITHIN ABOVE : (0.16 m² x X DU) + 5 m² (0.16 m² x 122 DU) + 5 m² = 24.52 m² (264 SF)	
	- FLEX SPACE IN ADDITION TO THE CENTRALIZED GARBAGE & RECYCLING STORAGE SPACE 50% OF RECYCLING AREA = 0.5 x 24.52 m² = 12.26 m² (132 SF)	
	TOTAL AREA REQUIRED: 58.08 m² (625 SF)	**WASTE COMPACTOR, RECYCLING ROLL-OFF BIN, 242L GLASS (X1)& 242L COMPOST(X4) FLEX SPACE** **(APPROVED BY PRIVATE WASTE HAULER)**
	(GARBAGE STAGING AREA = 50% OF STORAGE ROOM AREA = 0.5 x 58.08 m² = 29.04 m² (313 SF)	7.12 m² (77 SF)
UNIT COUNT:	122	
GROSS BUILDABLE AREA (ABOVE GRADE):	98,567 ft² (9,157.14 m²)	
PARKADE AREA:	P1: 28,579.97 ft² (2,655.17 m²) P2: 29,246.99 ft² (2,717.13 m²) P3: 22,707.82 ft² (2,109.63 m²) TOTAL: 80,534.78 ft² (7,481.93 m²)	
NET RENTABLE AREA:	82,119.48 ft² (7,629.15 m²)	
BUILDING AREA:	16,562.55 ft² (1,538.71 m²)	
EFFICIENCY:	83%	
ZONING AVERAGE GRADE:	56.06 m (3,39.55 m + 2,906.02 m + 3,535.08 m + 2,740.09 m / 226.92 m)	
	AVG EXISTING GRADE NORTH ELEVATION: (54.43 m + 57.20 m/2) = 55.82 m x 63.41 m = 3,539.55 m	
	AVG EXISTING GRADE EAST ELEVATION: (57.20 m + 58.21 m/2) = 57.71 m x 50.36 m = 2,906.02 m	
	AVG EXISTING GRADE SOUTH ELEVATION: (58.21 m + 54.39 m/2) = 56.30 m x 62.79 m = 3,535.08 m	
	AVG EXISTING GRADE WEST ELEVATION: (54.39 m + 54.43 m/2) = 54.41 m x 50.36 m = 2,740.09 m	
	TOTAL PERIMETER: 63.41 m + 50.36 m + 62.79 m + 50.36 m = 226.92 m	
VARIANCES APPLIED FOR:	1. PARKING VARIANCE - 153/122 UNITS = 1.23 STALLS PER UNIT (RESIDENT AND VISITOR) 2. PROJECTION INTO YARD EXEMPTION - MAIN ENTRY CANOPY PROJECTS INTO SETBACK 2.26 m (REFER TO DIMENSIONS IN SECTION) 3. LOT COVERAGE - LOT COVERAGE (NET) = 48 % 4. COMBINATION RETAINING WALL WITH RAILING HEIGHT TO EXCEED 2.0M ALONG WEST SIDE FACING ENVIROMENTAL AREA	
NOTES:		
1. REFER TO FSR PLANS SHEET FOR GROSS FLOOR AREA (FSR) PLANS, SCHEDULE, METHOD OF MEASUREMENT & EXCLUSIONS.		
2. REFER TO GROSS BUILDABLE AREA SUMMARY SCHEDULE FOR A BREAKDOWN OF AREAS, METHOD OF MEASUREMENT & EXCLUSIONS.		

1.2.0 CODE DATA

APPLICABLE BUILDING CODES: 2024 BCBC/ 2024 BC FIRE CODE/ ASHRAE 90.1-2019

BUILDING CODE COMPLIANCE/ALTERNATE SOLUTIONS REPORT: LMDG BUILDING CODE CONSULTANTS

1. PART 3 BUILDING		DIV. A - PART 1 COMPLIANCE 1.3.3.2.
2. MAJOR OCCUPANCY(IES):		3.1.2., & APPENDIX A - 3.1.2.1.(1)
2.1. STORAGE GARAGE F3 LOW HAZARD INDUSTRIAL		
2.2. RESIDENTIAL GROUP C		
3. BUILDING AREAS: ENTIRE BUILDING - 1,529.16 m² WEST WING - 849.33 m² EAST WING - 688.82 m²		1.4.1.2. DEFINED TERMS -BUILDING AREA
4. BUILDING CLASSIFICATION(S):		3.2.2.19.-3.2.2.92
4.1. BASEMENT STORAGE GARAGE:		3.2.2.82
GROUP F, DIVISION 3, ANY HEIGHT, ANY AREA, FULLY SPRINKLERED		3.2.2.82
NON-COMBUSTIBLE CONSTRUCTION		3.2.2.82.(2)
FLOOR ASSEMBLIES: FIRE SEPARATIONS WITH A FIRE RESISTANCE RATING NOT LESS THAN 2 HR		3.2.2.82.(2)(B)
MEZZANINES: N/A		
LOAD BEARING WALLS, COLUMNS & ARCHES NOT LESS THAN 2 HR FIRE RESISTANCE RATING		3.2.2.82.(2)(D)
4.2 STORAGE GARAGE CONSIDERED AS SEPARATE BUILDING:		3.2.1.2.
FULLY SPRINKLERED		3.2.1.2.(2)(D)
NON-COMBUSTIBLE CONSTRUCTION		3.2.1.2.(1)
2 HR FIRE SEPARATION, EXTERIOR WALL OPENINGS EXEMPT		3.2.1.2.(1), 3.2.1.2.(2)&(2)(A)
2 HR FIRE RESISTANCE RATING		3.2.1.2.(1)
F.T. RATED FIRESTOP		3.1.9.1(2)
4.3. RESIDENTIAL:		3.2.2.51
BELOW THIRD FLOOR MAJOR OCCUPANCY GROUP A2 AND GROUP E PERMITTED		3.2.2.51.(5)
BELOW FOURTH FLOOR MAJOR OCCUPANCY F3 STORAGE GARAGE PERMITTED		3.2.2.51.(5)
GROUP C, UP TO 6 STOREYS, SPRINKLERED		3.2.2.51.(1), 3.2.2.50.(1)(D)
MAX. ALLOWABLE BUILDING AREA: < 1500 m² (REFER TO 3. BUILDING AREAS ABOVE)		3.2.2.51.(1)(D)(vi)
2 HR FIREWALL (MASONRY CONSTRUCTION)		3.1.10.2
COMBUSTIBLE CONSTRUCTION		3.2.2.51.(2) EXCEPT (2)(C)
FLOOR ASSEMBLIES: 1 HR FIRE SEPARATION WITH 1 HR FIRE RESISTANCE RATING		3.2.2.51.(2)(A)
ROOF ASSEMBLIES(UNOCCUPIED ROOFS): 1 HR FIRE RESISTANCE RATING		3.2.2.51.(2)(B)&(C)
ROOF ASSEMBLIES(OCCUPIED ROOFS): 1 HR FIRE SEPARATION WITH 1 HR FIRE RESISTANCE RATING		3.2.2.13
MEZZANINES: 1 HR FIRE RESISTANCE RATING		3.2.2.51.(2)(D)
LOAD BEARING WALLS, COLUMNS & ARCHES NOT LESS THAN REQUIRED FOR THE SUPPORTED ASSEMBLY		3.2.2.51.(2)(E)
4.3.1. BUILDING HEIGHT:	6 STOREYS	1.4.1.2. DEFINED TERMS -BUILDING HEIGHT
4.3.2. GRADE ELEVATION:	8.05 m (PER CODE REPORT)	1.4.1.2. DEFINED TERMS -GRADE
4.3.3. FIRST STOREY ELEVATION:	12.40 m	1.4.1.2. DEFINED TERMS -FIRST STOREY (2 m MAX ABOVE LOWEST AVERAGE GRADE)
4.3.4. 1ST STOREY TO UPPERMOST FLOOR LEVEL:	15.58 m (REFER TO ELEVATIONS)	3.2.2.51.(1)(c) (MAXIMUM - 18 m)
4.3.5. 1ST STOREY TO UPPERMOST ROOF DECK:	22.17 m (REFER TO ELEVATIONS)	GROUP C 3.2.2.51.(2)(c), (MAXIMUM - 25 m) NON-COMBUSTIBLE ROOF CONSTRUCTION IF > 25 m
5. BUILDINGS WITH MULTIPLE MAJOR OCCUPANCIES:	YES	3.2.2.4.-3.2.2.8., 3.2.2.51.(5)
6. NON-COMBUSTIBLE CLADDING:	YES	3.1.4.8.(1)(A)
6.1. COMBUSTIBLE CLADDING:	YES	3.1.4.8.(2)
7. HIGH BUILDING:	NA	3.2.6., 3.1.13.7., 3.2.2.51.(1)(C), 3.2.4.22, 6.9.2.3.(1)
8. FIREWALL:	2 HR	3.1.10.
9. MEZZANINE(S):	NA	3.2.1.1. (3) - (8)
10. MEZZANINE EXITING:	NA	3.4.2.2.
11. INTERCONNECTED FLOOR SPACE:	NA, STORAGE GARAGE EXEMPT	3.2.3.2.(3), 3.2.8., 3.1.3.1.(3), 3.2.8.2.(2)
12. STORAGE GARAGE-HORIZONTAL FIRE SEPARATION:	YES 2HR AS A SEPARATE BLDG UNDER 3.2.1.2.	3.2.1.2., 3.3.5.6
13 SPRINKLER SYSTEM:	YES	3.2.2.18., 3.2.5.13.
13.1. STORAGE GARAGE:	YES - NFPA 13 - 2019	3.2.5.12.(1)
13.2. RESIDENTIAL:	YES - NFPA 13 - 2019	3.2.5.12.(1)
13.3 FIRE EXTINGUISHERS:	YES - NFPA 10 - 2013	BC FIRE CODE 2024, 3.2.5.16
14. STANDPIPE SYSTEM:	YES - NFPA 14 - 2013	3.2.5.8., 3.2.5.9., 3.2.5.16.
15. FIRE ALARM SYSTEM:	YES - SINGLE STAGE - CAN/ULC-S524	3.2.4.1. (2)&(4)
16. SMOKE CONTROL MEASURES:	YES	3.1.8.12
17. ANNUNCIATOR AND ZONE INDICATION:	YES	3.2.4.9., 3.2.4.8.
18. FIRE ACCESS ROUTE TO UPPERMOST FLOOR LEVEL:	15.93 m (REFER TO ELEVATIONS)	3.2.5.6(2) (MAXIMUM - 20 m)
19. NUMBER OF STREETS:	1	3.2.2.10.
NOTES:		
1. *UNLESS OTHERWISE NOTED, REFERENCE NUMBERS LISTED REFER TO THE BRITISH COLUMBIA BUILDING CODE 2024.		

KEYSTONE ARCHITECTURE

ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 333 11TH AVENUE SW T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

REGISTERED ARCHITECT ERIC POXLEITNER PROFESSIONAL ENGINEER 2025-04-16 BRITISH COLUMBIA

RE-ISSUED FOR DP
25-04-16

NO.	ISSUE/REVISION	DATE
1	ISSUED FOR DP	24-12-17
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4	RE-ISSUED FOR DP	25-04-16

EDGAR MULTI FAMILY DEV. - 199TH ST. TOL

7883 - 199 STREET, LANGLEY B.C.

PROJECT # 24188.1
CITY FILE # DP101471/DV100184

PROJECT DATA

SCALE

SD-1.10

PROJECT DATA

1.3.0 GROSS BUILDABLE AREA SUMMARY NOTES

1.	MEASURED TO OUTSIDE FACE OF SHEATHING OR CONCRETE, CENTERLINE OF PARTY WALL & INSIDE FACE OF CORRIDOR/STAIR WALL.
2.	EXCLUSIONS: EXTERIOR PARKADE EXHAUST SHAFTS, EXTERIOR PARKADE EXIT STAIRS, EXTERIOR PARKADE VEHICLE RAMP, EXTERIOR ROOFTOP AMENITY.

1.3.1 GROSS BUILDABLE AREA SUMMARY

LEVEL/AREA TYPE	AREA SF	AREA m²	AREA %	COMMENTS
P3 LEVEL				
CIRCULATION	840 SF	78.04 m²	0.5%	
PARKADE	20,106 SF	1,867.87 m²	11.2%	
SERVICE ROOMS/SHAFTS	58 SF	5.37 m²	0.0%	
STORAGE	1,481 SF	137.57 m²	0.8%	
	22,484 SF	**2,088.85 m²**	**12.6%**	
P2 LEVEL				
CIRCULATION	841 SF	78.16 m²	0.5%	
PARKADE	25,871 SF	2,403.54 m²	14.5%	
SERVICE ROOMS/SHAFTS	55 SF	5.10 m²	0.0%	
STORAGE	2,479 SF	230.34 m²	1.4%	
	29,247 SF	**2,717.13 m²**	**16.4%**	
P1 LEVEL				
CIRCULATION	841 SF	78.16 m²	0.5%	
PARKADE	23,265 SF	2,161.40 m²	13.0%	
SERVICE ROOMS/SHAFTS	1,900 SF	176.55 m²	1.1%	
STORAGE	2,573 SF	239.05 m²	1.4%	
	28,580 SF	**2,655.17 m²**	**16.0%**	
1ST LEVEL				
CIRCULATION	2,896 SF	269.08 m²	1.6%	
OFFICE	88 SF	8.19 m²	0.0%	
PRIVATE AMENITY (PA)	1,436 SF	133.44 m²	0.8%	
RESIDENTIAL	11,413 SF	1,060.34 m²	6.4%	
SERVICE ROOMS/SHAFTS	161 SF	14.91 m²	0.1%	
	15,995 SF	**1,485.96 m²**	**8.9%**	
2ND LEVEL				
CIRCULATION	2,034 SF	188.93 m²	1.1%	
RESIDENTIAL	14,110 SF	1,310.87 m²	7.9%	
SERVICE ROOMS/SHAFTS	73 SF	6.76 m²	0.0%	
STORAGE	142 SF	13.15 m²	0.1%	
	16,358 SF	**1,519.71 m²**	**9.1%**	
3RD LEVEL				
CIRCULATION	2,034 SF	188.93 m²	1.1%	
RESIDENTIAL	14,110 SF	1,310.87 m²	7.9%	
SERVICE ROOMS/SHAFTS	73 SF	6.76 m²	0.0%	
STORAGE	142 SF	13.15 m²	0.1%	
	16,358 SF	**1,519.71 m²**	**9.1%**	
4TH LEVEL				
CIRCULATION	2,034 SF	188.93 m²	1.1%	
RESIDENTIAL	14,110 SF	1,310.87 m²	7.9%	
SERVICE ROOMS/SHAFTS	73 SF	6.76 m²	0.0%	
STORAGE	142 SF	13.15 m²	0.1%	
	16,358 SF	**1,519.71 m²**	**9.1%**	
5TH LEVEL				
CIRCULATION	2,034 SF	188.93 m²	1.1%	
RESIDENTIAL	14,110 SF	1,310.87 m²	7.9%	
SERVICE ROOMS/SHAFTS	73 SF	6.76 m²	0.0%	
STORAGE	142 SF	13.15 m²	0.1%	
	16,358 SF	**1,519.71 m²**	**9.1%**	
6TH LEVEL				
CIRCULATION	2,034 SF	188.93 m²	1.1%	
RESIDENTIAL	14,110 SF	1,310.87 m²	7.9%	
SERVICE ROOMS/SHAFTS	73 SF	6.76 m²	0.0%	
STORAGE	142 SF	13.15 m²	0.1%	
	16,358 SF	**1,519.71 m²**	**9.1%**	
T/O MAIN ROOF DECK				
CIRCULATION	757 SF	70.31 m²	0.4%	
	757 SF	**70.31 m²**	**0.4%**	
AREA GRAND TOTAL	**178,853 SF**	**16,615.96 m²**	**100.0%**	

1.4.0 UNIT COUNT SUMMARY

UNIT TYPE	UNIT COUNT	UNIT TYPE %	COMMENTS
1 BED	19	16%	
2 BED	12	10%	
2 BED & DEN	10	8%	
2 BED (ADAPTABLE)	13	11%	
3 BED	7	6%	
3 BED & DEN	5	4%	
JR. 2 BED	23	19%	
STUDIO	33	27%	
TOTAL UNITS: 122		**100%**	

1.4.1 UNIT FLOOR AREA SUMMARY NOTES

1.	ALL UNIT AREAS ARE MEASURED TO THE FOLLOWING: A) EXTERIOR WALL: EXTERIOR SIDE OF SHEATHING. B) PARTY WALL: CENTER OF WALL. C) CORRIDOR/STAIR/ELEVATOR WALL: FULL THICKNESS OF WALL
2.	AREAS GIVEN ON DRAWINGS AND IN SCHEDULES ARE NOT TO BE CONSIDERED LEGAL STRATA AREAS. CONFIRM STRATA AREAS BY SURVEY ON SITE

1.4.2 UNIT FLOOR AREA SUMMARY

UNIT	UNIT TYPE	COUNT	UNIT AREA AVG (1 SF)	UNIT AREA AVG (1 m²)	TOTAL UNIT AREA SF	TOTAL UNIT AREA m²
UNIT A1	STUDIO	10	462 SF	43 m²	4,621 SF	429.29 m²
UNIT A2	STUDIO	12	454 SF	42 m²	5,442 SF	505.58 m²
UNIT A3	STUDIO	5	427 SF	40 m²	2,135 SF	198.37 m²
UNIT A4	STUDIO	6	464 SF	43 m²	2,787 SF	258.88 m²
UNIT B1	1 BED	6	519 SF	48 m²	3,114 SF	289.30 m²
UNIT B2	1 BED	6	520 SF	48 m²	3,122 SF	290.01 m²
UNIT B3	1 BED	1	612 SF	57 m²	612 SF	56.87 m²
UNIT B4	1 BED	6	565 SF	52 m²	3,390 SF	314.91 m²
UNIT C1	JR. 2 BED	5	721 SF	67 m²	3,604 SF	334.82 m²
UNIT C2	JR. 2 BED	12	650 SF	60 m²	7,799 SF	724.52 m²
UNIT C3	JR. 2 BED	6	695 SF	65 m²	4,172 SF	387.61 m²
UNIT D1	2 BED (ADAPTABLE)	12	798 SF	74 m²	9,574 SF	889.41 m²
UNIT D2	2 BED	6	788 SF	73 m²	4,731 SF	439.49 m²
UNIT D3	2 BED	6	720 SF	67 m²	4,320 SF	401.34 m²
UNIT D4	2 BED (ADAPTABLE)	1	790 SF	73 m²	790 SF	73.42 m²
UNIT E1	2 BED & DEN	5	868 SF	81 m²	4,338 SF	403.05 m²
UNIT E2	2 BED & DEN	5	983 SF	91 m²	4,913 SF	456.43 m²
UNIT F1	3 BED	1	922 SF	86 m²	922 SF	85.69 m²
UNIT F2	3 BED	6	1,028 SF	95 m²	6,165 SF	572.78 m²
UNIT G1	3 BED & DEN	5	1,114 SF	104 m²	5,572 SF	517.66 m²
UNIT TOTALS:		**122**			**82,129 SF**	**7629.43 m²**

KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

REGISTERED ARCHITECT
PROFESSIONAL ENGINEERS AND GEOSCIENTISTS
2025-04-16
BRITISH COLUMBIA

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EDGAR MULTI FAMILY DEV. - 199TH ST. TOL

7883 - 199 STREET, LANGLEY B.C.

PROJECT # 24188.1
CITY FILE # DP101471/DV100184

PROJECT DATA

SCALE

SD-1.11
E.8

PROJECT DATA

1.5.0 OFF-STREET VEHICLE/BICYCLE/STORAGE PARKING DATA-REQUIRED

	UNITS / AREA	REQUIRED/ALLOWED FACTOR	REQUIRED/ALLOWED STALLS
VEHICLE PARKING STALL DATA			
RESIDENTS:			
STUDIO (D U ≤ 45 m²)	33 UNITS	*1.0	**33 STALLS**
1 OR MORE BEDROOMS	89 UNITS	*1.5	**134 STALLS**
ACCESSIBLE	13 ADAPTABLE UNITS	*1.0	13 STALLS
EV (LEVEL 2)	122 UNITS	*1.0	122 STALLS
TOTAL RESIDENT STALLS:			**167 - 17 (VISITOR) = 150 STALLS**
VISITORS:			
STANDARD	10% OF RESIDENT STALLS	*0.10	**17 STALLS**
SMALL CAR	17 STALLS	20% MAX.	3 STALLS
ACCESSIBLE		1/10-50 STALLS	1 STALL
TOTAL VISITOR STALLS:			**17 STALLS**
BICYCLE STALL DATA			
RESIDENT	122 UNITS	*1.0	**122 STALLS**
VISITOR		6 SPACES PER BUILDING	**6**
NOTES:			
1. BONUS MEASURES PROPOSED TO SUPPORT PARKING VARIANCE (LISTED UNDER CHART 1.5.1)			

1.5.1 OFF-STREET VEHICLE PARKING DATA-PROPOSED

	PROPOSED
VEHICLE PARKING STALL DATA	
TOTAL STALLS PROPOSED:	
RESIDENT AND VISITOR (VARIANCE 153/122 UNITS = 1.23 STALLS PER UNIT)	
TOTAL STALLS:	**151**
BICYCLE STALL DATA	
TOTAL STALLS PROPOSED:	
CLASS 1 AND 2 (PROPOSED FACTOR 1.56) (15% OF STALLS TO BE CARGO SIZE) (50% OF STALLS TO HAVE ENERGIZED OUTLETS)	190
VISITOR	6
TOTAL STALLS:	**196**
NOTES:	

1.5.2 OFF-STREET VEHICLE PARKING DATA-PROVIDED

PARKING STALL USER/TYPE	PARKING STALL COUNT	% BY STALL USER	% OF OVERALL	COMMENTS
RESIDENT				
ACCESSIBLE	13	9.4%	9%	
STANDARD	125	90.6%	83%	
RESIDENT: 138		**100.0%**	**91%**	
VISITOR				
ACCESSIBLE	1	7.7%	1%	
SMALL CAR	2	15.4%	1%	
STANDARD	10	76.9%	7%	
VISITOR: 13		**100.0%**	**9%**	
TOTAL PARKING STALLS: 151			**100%**	

1.5.3 BIKE PARKING STALL DATA-PROVIDED

PARKING STALL USER/TYPE	PARKING STALL COUNT	PARKING STALL %	COMMENTS
RESIDENT			
BIKE	159	81.1%	50% OF BICYCLE STALLS TO HAVE ENERGIZED OUTLETS
RESIDENT: 159		**81.1%**	
RESIDENT-CARGO			
BIKE	31	15.8%	50% OF BICYCLE STALLS TO HAVE ENERGIZED OUTLETS
RESIDENT-CARGO: 31		**15.8%**	
VISITOR			
BIKE	6	3.1%	
VISITOR: 6		**3.1%**	
TOTAL BIKE PARKING STALLS: 196		**100.0%**	

KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

APEGBC REGISTERED ARCHITECT
2025-04-16
BRITISH COLUMBIA

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EDGAR MULTI FAMILY DEV. - 199TH ST. TOL

7883 - 199 STREET, LANGLEY B.C.

PROJECT # 24188.1
CITY FILE # DP101471/DV100184

PROJECT DATA

SCALE

SD-1.12
E.8

DESIGN RATIONALE

PROJECT DESCRIPTION

THE MULTI-FAMILY PROJECT CONSISTS OF 122 DWELLING UNITS RANGING BETWEEN STUDIO AND 3 BEDROOM SUITES, WITH 3 LEVELS OF UNDERGROUND PARADED (WITH THE FIRST LEVEL BEING PARTIALLY EXPOSED DUE TO THE SLOPING NATURE OF THE SITE). THE MAXIMUM BUILDING HEIGHT IS 6-STOREYS, AND ITS TOTAL HEIGHT IS UNDER PERMISSIBLE HEIGHT BY ZONING REGULATIONS.

ENVIRONMENTAL SUSTAINABILITY

SUSTAINABILITY IS ADDRESSED THROUGH SEVERAL DESIGN STRATEGIES AND INTERVENTIONS:

•A MID-RISE BUILDING WITH A HIGH-DENSITY HOUSING COMPONENT MAKES MORE EFFICIENT USE OF MUNICIPAL SERVICES AND FACILITATES ECONOMIES OF SCALE IN THE DELIVERY OF MASS TRANSIT. DENSIFICATION IS AN IMPORTANT STRATEGY TO HELP REDUCE CARBON EMISSIONS.
•THE USE OF WOOD FRAME CONSTRUCTION HAS A LIGHTER CARBON FOOTPRINT THAN STEEL.
•NEW WATER EFFICIENT LANDSCAPING AND OUTDOOR AMENITY SPACES WILL AID IN STORM WATER MANAGEMENT.
•LIGHT POLLUTION REDUCTION BY MEANS OF DARK SKY COMPLIANT EXTERIOR LIGHTING SYSTEMS
•THE BALCONY DESIGN PROVIDES SOLAR SHADING FOR MOST RESIDENTIAL UNITS, WITH PASSIVE VENTILATION SUPPLIED THROUGH OPERABLE WINDOWS.
•PROVISION OF EV PARKING STALLS AND HEAT ISLAND EFFECT REDUCTION BY MINIMIZING EXTERIOR PARKING
•GENEROUS BIKE STORAGE SUPPORTS ACTIVE TRANSPORTATION FOR RESIDENTS AND VISITORS ALIKE.
•STORAGE AND COLLECTION OF RECYCLABLES.
•RESIDENTIAL UNITS INCLUDE ENERGY EFFICIENT APPLIANCES AND LIGHTING SYSTEMS, AS WELL AS HIGH EFFICIENCY HVAC SYSTEMS AND LOW-VOC PAINTS AND INTERIOR FINISHES.

MASSING, FORM & CHARACTER

THE BUILDING IS MASSED PROVIDING A WELCOMING PEDESTRIAN HUMAN SCALE GROUND PLANE ALONG THE STREET FACE BY A TWO-STOREY BRICK ARTICULATED VOLUME ENHANCING A WALK-UP TO ENTRY CONDITION. THIS LEADS HORIZONTALLY TO A FULL-HEIGHT VERTICAL CORNER FEATURE ANCHORING THE CONFLUENCE OF OVERALL MASS OF THE BUILDING THAT APPEARS TO SUPPORT STACKED HORIZONTAL PROJECTING BALCONIES. THE CORNER FEATURE WRAPS AROUND, BRINGING CONTINUITY TO THE ARTICULATED RHYTHM OF THE BUILDING ARCHITECTURE AND FURTHER ANCHORS THE CORNER OF THE BUILDING. THE TOP STOREY OF THE DEVELOPMENT IS SUBTLY CLAD WITH DARK-SHADED EXTERIOR PANEL MATERIAL GIVING THE APPEARANCE OF BEING SET BACK BEYOND THE OVERALL FACE OF THE BUILDING. THE BALANCE OF THE OVERALL FAÇADE IS CLAD WITH HORIZONTAL SIMULATED WOOD SIDING MATERIAL MASSED AND TAKING UP THE MID 3 STOREYS OF THE STRUCTURE WITH VARIED FENESTRATIONS MISCELLANEOUSLY PENETRATING THE FACADE WITH DARKER WOOD FEATURES AND PUNCHED WINDOWS.
THE MAIN ENTRY CANOPY CONSISTS OF HEAVY TIMBER AND WOOD CLADDING BRINGING WARMTH AND OPENNESS TO THE ENTRANCE. THIS FEATURE FRONTS THE VERTICAL DARK CLAD BALCONY RECESS PROVIDING RELIEF BETWEEN THE TWO MAIN MASSING ELEMENTS. THE BLEND OF WARM AND EARTHY MATERIALS ALONG WITH DARK PANEL ENHANCEMENTS ENSURE A REDUCED SCALE OF AN OTHERWISE LARGER BUILDING TO CREATE A FRIENDLY AND WELCOMING NEIGHBOURHOOD FAÇADE.

CRIME PREVENTION

THE THREE KEY PRINCIPLES OF CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) ARE NATURAL SURVEILLANCE, ACCESS CONTROL, AND TERRITORIAL REINFORCEMENT.

NATURAL SURVEILLANCE IS INCORPORATED THROUGHOUT THE BUILDING PERIMETER AND THE INTERIOR COURTYARD THROUGH THE INTRODUCTION OF CLEAR SIGHTLINES AND "EYES ON THE STREET" VIA RESIDENTIAL WINDOWS, AND PRIVATE BALCONIES.

PRIMARY ENTRANCES ARE CLEARLY DEFINED AND GLAZED FOR HIGH VISIBILITY. THE INTERIOR OF THE PARKADE IS WELL LIT WITH VISITOR PARKING CLEARLY DESIGNATED. BUILDING LOBBIES AND THE PARKADE ARE SUPPLIED WITH AN ELECTRONIC ACCESS CONTROL SYSTEM.

TERRITORIAL REINFORCEMENT IS PROVIDED THROUGH THE PAVING DESIGN THAT CONNECTS THE PUBLIC SIDEWALK TO THE BUILDING ENTRANCES. RESIDENTIAL UNITS WITH GROUND FLOOR PATIOS OPEN DIRECTLY ONTO THE COURTYARD, WHICH IS POPULATED WITH DIVERSE PROGRAMMATIC OFFERINGS TO ENCOURAGE ACTIVE OWNERSHIP OF THE SPACE.







KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

REGISTERED ARCHITECT
BRIAN E. KEYSTONE
LICENCE NO. 30461
2025-04-16
BRITISH COLUMBIA

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EDGAR MULTI FAMILY DEV. - 199TH ST. TOL

7883 - 199 STREET, LANGLEY B.C.

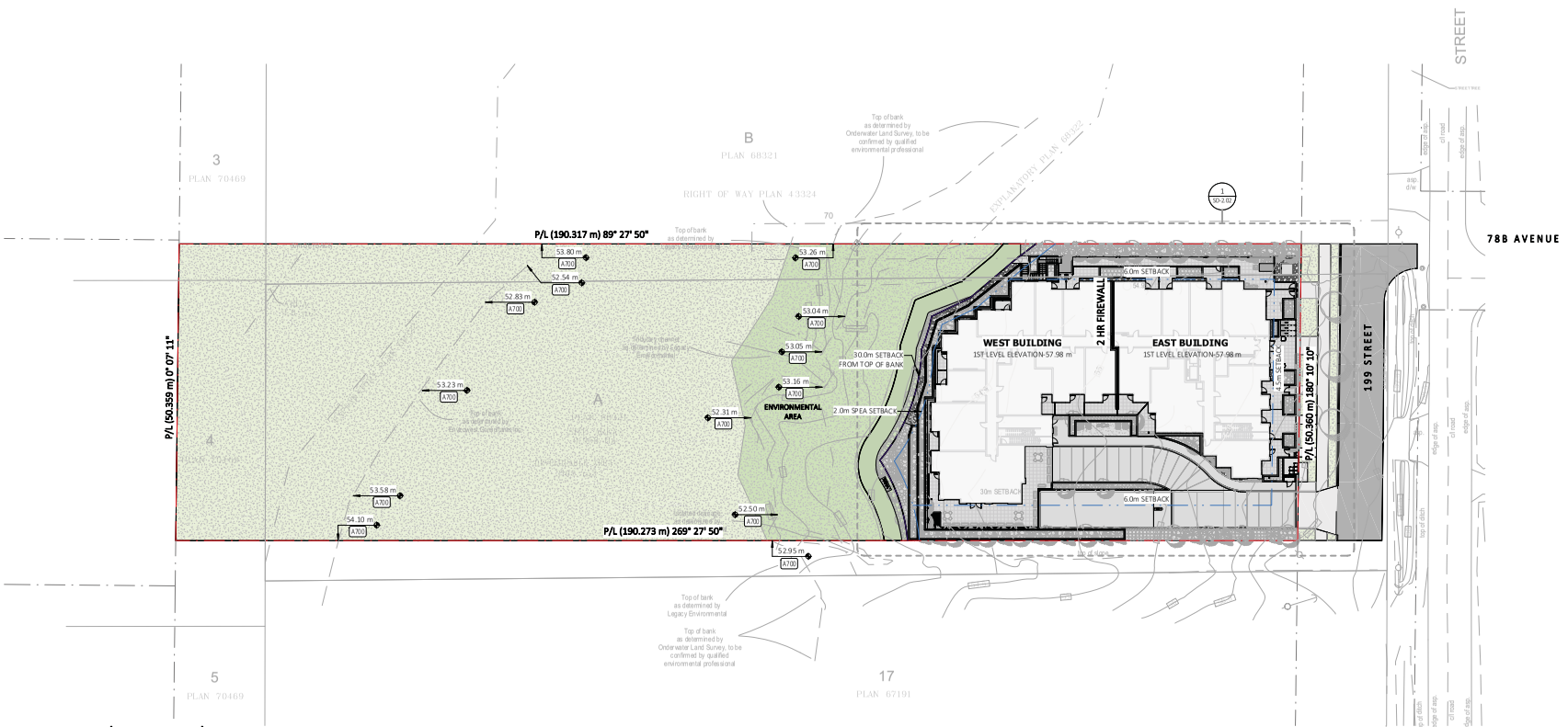
PROJECT # 24188.1
CITY FILE # DP101471/DV100184

DESIGN RATIONALE

SCALE

SD-1.20

5.9.0 NOTE SCHEDULE
A. SITE
A700	REFER TO SURVEY PLAN FOR CONFIRMED ELEVATION MEASUREMENTS



SITE PLAN (OVERALL)

1" = 30'-0"

KEYSTONE

ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
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EDGAR MULTI FAMILY DEV. - 199TH ST. TOL

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OVERALL SITE PLAN

SCALE 1" = 30'-0"

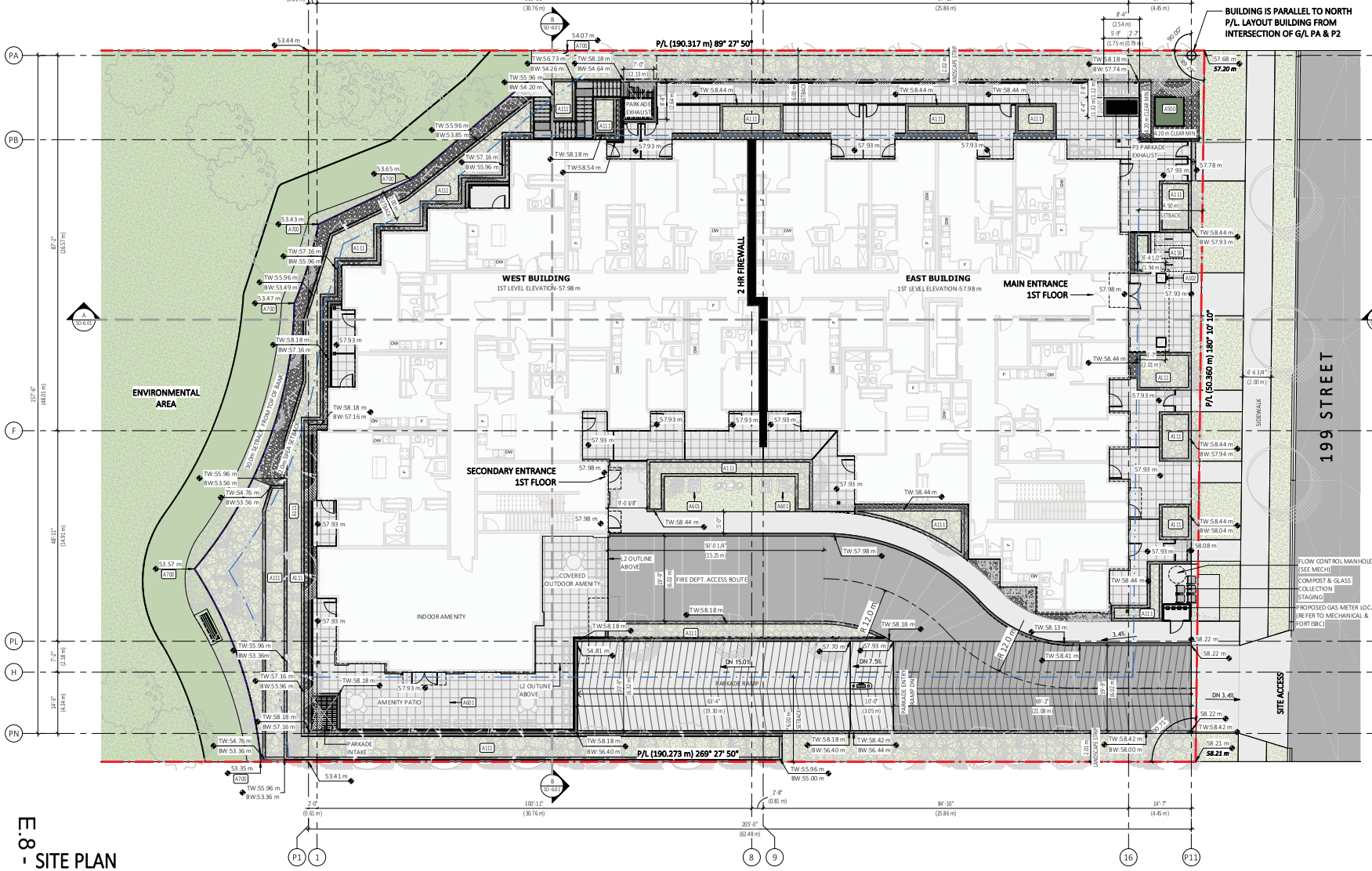
SD-2.01

5.9.0 NOTE SCHEDULE

A. SITE	
A102	FIRE DEPARTMENT CONNECTION, REFER TO CODE SITE PLAN & SITE DETAILS.
A111	PLANTER TYP., REFER TO LANDSCAPE DRAWINGS FOR PLANTING TYPES.
A116	VISITOR BIKE PARKING.
A500	PMT, MINIMUM 4.2m X 4.2m CLEAR AREA, REFER TO ELECTRICAL DRAWINGS.
A601	FOR PLAY EQUIPMENT AND SITE FURNISHINGS, REFER TO LANDSCAPE DRAWINGS.
A700	REFER TO SURVEY PLAN FOR CONFIRMED ELEVATION MEASUREMENTS

LEGAL ADDRESS: LOT A, SECTION 22, TOWNSHIP 8, NEW WESTMINSTER DISTRICT PLAN 68321
CIVIC ADDRESS: 7883 - 199 STREET LANGLEY, B.C.
PID #: 000-801-607

NOTE: FIRE HYDRANT AT NEW DEVELOPMENT AT NE CORNER OF 199 STREET & 78B AVENUE TO BE INSTALLED PRIOR TO CONSTRUCTION. REFER TO CODE SITE PLAN AND CIVIL DRAWINGS



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SITE PLAN

SCALE 3/32" = 1'-0"

SD-2.02 E.8

E.8 - SITE PLAN
3/32" = 1'-0"

BUILDING ELEVATIONS



EAST ELEVATION

1/8" = 1'-0"

6.0.0 MATERIAL LEGEND

1	CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS): - COLOUR: BLACK
2	CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS): - COLOUR: DARK GRAY
3	CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS): - COLOUR: LIGHT GRAY
4	CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS): - COLOUR: WHITE
5	CEMENT BOARD SMOOTH HORIZONTAL LAP SIDING (6" EXPOSURE): - COLOUR: BEIGE
6	CEMENT BOARD SMOOTH HORIZONTAL LAP SIDING (6" EXPOSURE): - COLOUR: BROWN
7	BRICK (90 mm X 64 mm X 190 mm): - BOND PATTERN: RUNNING - COLOUR: 'BROWN', MORTAR COLOUR: 'LIGHT GRAY'
8	CEMENT BOARD FASCIA BOARD, TEXTURE: 'SMOOTH': - COLOUR: 'BLACK'
9	CEMENT BOARD FASCIA BOARD, TEXTURE: 'SMOOTH': - COLOUR: 'DARK GRAY'
10	WOOD FASCIA BOARD, TEXTURE: 'SMOOTH': - COLOUR: 'BROWN'
11	ALUMINUM/GLASS PATIO PRIVACY SCREEN: - COLOUR: 'BLACK, POWDER COATED'
12	CURTAIN WALL: - COLOUR: 'BLACK ANODIZED', C/W GRAY SPANDREL PANEL
13	VINYL WINDOW: - COLOUR: 'BLACK EXT. / WHITE INT.'
14	ALUMINUM/GLASS BALCONY RAILING: - COLOUR: 'BLACK, POWDER COATED'
15	ALUMINUM GUARD/RAILING: - COLOUR: 'BLACK, POWDER COATED'
16	CONCRETE WALL: - COLOUR: 'CLEAR SEALER'
17	ALUMINUM MECHANICAL EQUIPMENT SCREEN: - COLOUR: 'GRAY, POWDER COATED'
18	ARCHTECTURAL HEAVY TIMBER: - STAINED, TO MATCH 'BROWN'
19	VINYL BALCONY DOOR: - COLOUR: 'BLACK EXT./ WHITE INT.'
20	METAL DOOR: - COLOUR: GRAY PAINTED TO MATCH CEMENT BOARD "DARK GRAY"
21	ROOF/BALCONY SOFFIT: -COLOUR: WHITE, PERFORATED ALUMINUM
22	ALUMINUM GUTTER & RWL: - COLOUR: 'GRAY'

KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.3914768
MAIL@KEYSTONEARCH.CA

REGISTERED ARCHITECT
EDGAR E. MATHIAS
PROVINCE OF BRITISH COLUMBIA
2025-04-16
BRITISH COLUMBIA

RE-ISSUED FOR DP
25-04-16

NO.	ISSUE/REVISION	DATE
1	ISSUED FOR DP	24-12-17
2	RE-ISSUED FOR DP	25-03-05
4	RE-ISSUED FOR DP	25-04-16

EDGAR MULTI FAMILY DEV. - 199TH ST. TOL

7883 - 199 STREET, LANGLEY B.C.

PROJECT # 24188.1
CITY FILE # DP101471/DV100184

BUILDING ELEVATIONS

SCALE 1/8" = 1'-0"

SD-3.01

BUILDING ELEVATIONS

6.0.0 MATERIAL LEGEND

1	CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS): - COLOUR: BLACK	13	VINYL WINDOW: - COLOUR: 'BLACK EXT. / WHITE INT.'
2	CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS): - COLOUR: DARK GRAY	14	ALUMINUM/GLASS BALCONY RAILING: - COLOUR: 'BLACK, POWDER COATED'
3	CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS): - COLOUR: LIGHT GRAY	15	ALUMINUM GUARD/RAILING: - COLOUR: 'BLACK, POWDER COATED'
4	CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS): - COLOUR: WHITE	16	CONCRETE WALL: - COLOUR: 'CLEAR SEALER'
5	CEMENT BOARD SMOOTH HORIZONTAL LAP SIDING (6" EXPOSURE): - COLOUR: BEIGE	17	ALUMINUM MECHANICAL EQUIPMENT SCREEN: - COLOUR: 'GRAY, POWDER COATED'
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7	BRICK (90 mm X 64 mm X 190 mm): - BOND PATTERN: RUNNING - COLOUR: 'BROWN', MORTAR COLOUR: 'LIGHT GRAY'	19	VINYL BALCONY DOOR: - COLOUR: 'BLACK EXT./ WHITE INT.'
8	CEMENT BOARD FASCIA BOARD, TEXTURE: 'SMOOTH': - COLOUR: 'BLACK'	20	METAL DOOR: - COLOUR: GRAY PAINTED TO MATCH CEMENT BOARD "DARK GRAY"
9	CEMENT BOARD FASCIA BOARD, TEXTURE: 'SMOOTH': - COLOUR: 'DARK GRAY'	21	ROOF/BALCONY SOFFIT: -COLOUR: WHITE, PERFORATED ALUMINUM ROOF/BALCONY SOFFIT
10	WOOD FASCIA BOARD, TEXTURE: 'SMOOTH': - COLOUR: 'BROWN'	22	ALUMINUM GUTTER & RWL: - COLOUR: 'GRAY'
11	ALUMINUM/GLASS PATIO PRIVACY SCREEN: - COLOUR: 'BLACK, POWDER COATED'		
12	CURTAIN WALL: - COLOUR: 'BLACK ANODIZED', C/W GRAY SPANDREL PANEL		

KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

REGISTERED ARCHITECT
BRIAN E. SUTHERLAND
2025-04-16
BRITISH COLUMBIA

RE-ISSUED FOR DP
25-04-16

NO.	ISSUE/REVISION	DATE
2	RE-ISSUED FOR DP	25-03-05
4	RE-ISSUED FOR DP	25-04-16



NORTH ELEVATION

1/8" = 1'-0"

EDGAR MULTI FAMILY DEV. - 199TH ST. TOL

7883 - 199 STREET, LANGLEY B.C.

PROJECT # 24188.1
CITY FILE # DP101471/DV100184

BUILDING ELEVATIONS

SCALE 1/8" = 1'-0"

SD-3.02

E.8

BUILDING ELEVATIONS



WEST ELEVATION

1/8" = 1'-0"

6.0.0 MATERIAL LEGEND

1	CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS): - COLOUR: BLACK
2	CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS): - COLOUR: DARK GRAY
3	CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS): - COLOUR: LIGHT GRAY
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12	CURTAIN WALL: - COLOUR: 'BLACK ANODIZED', C/W GRAY SPANDREL PANEL
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14	ALUMINUM/GLASS BALCONY RAILING: - COLOUR: 'BLACK, POWDER COATED'
15	ALUMINUM GUARD/RAILING: - COLOUR: 'BLACK, POWDER COATED'
16	CONCRETE WALL: - COLOUR: 'CLEAR SEALER'
17	ALUMINUM MECHANICAL EQUIPMENT SCREEN: - COLOUR: 'GRAY, POWDER COATED'
18	ARCHITECTURAL HEAVY TIMBER: - STAINED, TO MATCH 'BROWN'
19	VINYL BALCONY DOOR: - COLOUR: 'BLACK EXT./ WHITE INT.'
20	METAL DOOR: - COLOUR: GRAY PAINTED TO MATCH CEMENT BOARD "DARK GRAY"
21	ROOF/BALCONY SOFFIT: -COLOUR: WHITE, PERFORATED ALUMINUM
22	ALUMINUM GUTTER & RWL: - COLOUR: 'GRAY'

KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.3914768
MAIL@KEYSTONEARCH.CA

REGISTERED ARCHITECT
ERIC LAMERTON
2025-04-16
BRITISH COLUMBIA

RE-ISSUED FOR DP
25-04-16

NO.	ISSUE/REVISION	DATE
2	RE-ISSUED FOR DP	25-03-05
4	RE-ISSUED FOR DP	25-04-16

EDGAR MULTI FAMILY DEV. - 199TH ST. TOL

7883 - 199 STREET, LANGLEY B.C.

PROJECT # 24188.1
CITY FILE # DP101471/DV100184

BUILDING ELEVATIONS

SCALE 1/8" = 1'-0"

SD-3.03

BUILDING ELEVATIONS

6.0.0 MATERIAL LEGEND

1	CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS): - COLOUR: BLACK	13	VINYL WINDOW: - COLOUR: 'BLACK EXT. / WHITE INT.'
2	CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS): - COLOUR: DARK GRAY	14	ALUMINUM/GLASS BALCONY RAILING: - COLOUR: 'BLACK, POWDER COATED'
3	CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS): - COLOUR: LIGHT GRAY	15	ALUMINUM GUARD/RAILING: - COLOUR: 'BLACK, POWDER COATED'
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12	CURTAIN WALL: - COLOUR: 'BLACK ANODIZED', C/W GRAY SPANDREL PANEL		

KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.3914768
MAIL@KEYSTONEARCH.CA



RE-ISSUED FOR DP
25-04-16

NO.	ISSUE/REVISION	DATE
2	RE-ISSUED FOR DP	25-03-05
4	RE-ISSUED FOR DP	25-04-16



SOUTH ELEVATION
1/8" = 1'-0"

EDGAR MULTI FAMILY DEV. - 199TH ST. TOL

7883 - 199 STREET, LANGLEY B.C.

PROJECT # 24188.1
CITY FILE # DP101471/DV100184

BUILDING ELEVATIONS

SCALE 1/8" = 1'-0"

SD-3.04

MATERIAL BOARD

KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA



1 FIBRE CEMENT PANEL
COLOUR: BLACK

2 FIBRE CEMENT PANEL
COLOUR: DARK GRAY

3 FIBRE CEMENT PANEL
COLOUR: LIGHT GRAY

4 FIBRE CEMENT PANEL
COLOUR: WHITE

5 FIBRE CEMENT SIDING
COLOUR: BEIGE

6 FIBRE CEMENT SIDING
COLOUR: BROWN

7 BRICK
COLOUR: BROWN

13 WINDOW
COLOUR: BLACK EXT
/WHITE INT

14/15 ALUMINUM/GLASS
GUARD/RAILING
COLOUR: BLACK

16 CONCRETE WALL
COLOUR: CLEAR SEALER

21 SOFFIT
COLOUR: WHITE

RE-ISSUED FOR DP
25-04-16

NO.	ISSUE/REVISION	DATE
1	ISSUED FOR DP	24-12-17
2	RE-ISSUED FOR DP	25-03-05
4	RE-ISSUED FOR DP	25-04-16

EDGAR MULTI
FAMILY DEV. -
199TH ST. TOL

7883 - 199 STREET, LANGLEY B.C.

PROJECT # 24188.1
CITY FILE # DP101471/DV100184

MATERIAL BOARD

SCALE 1/32" = 1'-0"

SD-4.01
E.8

RENDERINGS



SOUTH EAST CORNER



NORTH WEST CORNER

KEYSTONE ARCHITECTURE

ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

REGISTERED ARCHITECT
BRIAN E. MATSUDA
2025-04-16
BRITISH COLUMBIA

RE-ISSUED FOR DP
25-04-16

NO.	ISSUE/REVISION	DATE
2	RE-ISSUED FOR DP	25-03-05
4	RE-ISSUED FOR DP	25-04-16

EDGAR MULTI FAMILY DEV. - 199TH ST. TOL

7883 - 199 STREET, LANGLEY B.C.

PROJECT # 24188.1
CITY FILE # DP101471/DV100184

RENDERINGS

SCALE

SD-4.02

SITE SECTIONS



SECTION A

3/32" = 1'-0"



SECTION B

3/32" = 1'-0"

OCCUPANCY USE

- GROUP C - ASSEMBLY NON FIXED SEATS
- GROUP C - RESIDENTIAL DWELLING UNIT
- GROUP F3 - INDUSTRIAL STORAGE GARAGES

KEYSTONE ARCHITECTURE

ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

2025-04-16

RE-ISSUED FOR DP
25-04-16

NO.	ISSUE/REVISION	DATE
1	ISSUED FOR DP	24-12-17
2	RE-ISSUED FOR DP	25-03-05
4	RE-ISSUED FOR DP	25-04-16

EDGAR MULTI FAMILY DEV. - 199TH ST. TOL

7883 - 199 STREET, LANGLEY B.C.

PROJECT # 24188.1
CITY FILE # DP101471/DV100184

SITE SECTIONS

SCALE 3/32" = 1'-0"

SD-6.01



PLANT SCHEDULE

PMG PROJECT NUMBER: 24-169

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE				
	17	ACER PALMATUM 'BLOODGOOD'	RED JAPANESE MAPLE	7CM CAL, 1M STD
	17	CHAMAECYPARIS NOOTKATENSIS 'PENDULA'	WEEPING NOOTKA CYPRESS	3M HT, B&B
	24	FAGUS SYLVATICA 'DAWYCK PURPLE'	DAWYCK PURPLE BEECH	7CM CAL, B&B
	6	PICEA OMORIKA 'BRUNS'	BRUNS SERBIAN SPRUCE	2.5M HT, B&B

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITON. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MIMIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DA'S PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

0 20 40 60

SCHEDULE B

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

SEAL:

NO	DATE	REVISION DESCRIPTION	DR
5	25.MAY.09	DP RESUBMISSION	RK
4	25.APR.15	DP RESUBMISSION	RK
3	25.MAR.05	DP RESUBMISSION	RK
2	25.FEB.19	REVISE PER CONSULTANT COORDINATION	RK
1	24.DEC.16	REVISE PER CONSULTANT COORDINATION	RK

CLIENT:
Township of Langley Housing Trust Society c/o EDGAR Equitable Housing Corporation

E D
G A
R –

PROJECT:
RESIDENTIAL CONDO BUILDING

7883 199th STREET
LANGLEY

DRAWING TITLE:
LANDSCAPE PLAN

DATE:	24.DEC.10	DRAWING NUMBER:	L1
SCALE:	3/32" = 1'-0"		
DRAWN:	RK		
DESIGN:	RK		
CHKD:	BA		OF 8

24169-5.ZIP

PMG PROJECT NUMBER: 24-169



MATERIALS LEGEND

1. ARTIFICIAL TURF
2. IRRIGATED PLANTING WITH SHRUBS, GRASSES & PERENNIALS
3. STAMPED AND COLOURED ASPHALT
4. HYDRAPRESSED SLABS - NATURAL COLOUR
5. CONCRETE UNIT PAVERS

FURNITURE LEGEND

- PICNIC TABLE
- ADIRONDACK CHAIRS
- MAGLIN ICONIC BIKE RACK
- BENCH ON CONCRETE PAD


ARTIFICIAL TURF AND BOULDERS


MAGLIN ICONIC BIKE RACKS


MAGLIN ADIRONDACK CHAIRS


MAGLIN FORO TABLE AND CHAIRS

24169-5.ZIP

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Suite C100 - 4185 Still Creek Drive
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3	25.MAR.05	DP RESUBMISSION	RK
2	25.FEB.19	REVISE PER CONSULTANT COORDINATION	RK
1	24.DEC.18	REVISE PER CONSULTANT COORDINATION	RK

CLIENT:
Township of Langley Housing Trust Society c/o EDGAR Equitable Housing Corporation

E D
G A
R –

PROJECT:

RESIDENTIAL CONDO BUILDING

7883 199th STREET LANGLEY

DRAWING TITLE:

MATERIAL PLAN

DATE:	24.DEC.10	DRAWING NUMBER:
SCALE:	3/32" = 1'-0"	L2
DRAWN:	RK	
DESIGN:	RK	
CHKD:	BA	OF 8
PMG PROJECT NUMBER:		24-169



LIGHTING - DARK SKY COMPLIANT			
	B	LIGHT BOLLARD	WAC 6021 SLOPE PATH LIGHT
	P	PLANTER PATH LIGHT	BK LIGHTING 'PATH STAR' - PC BLACK FINISH
	S	STEP LIGHT	WAC LED200 STEP LIGHT

* OR SIMILAR: LIGHTING TO BE DARK SKY COMPLIANT; ELECTRICAL ENG. TO SPECIFY AND APPROVE FIXTURES

0 20 40 60'

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2	25.FEB.19	REVISE PER CONSULTANT COORDINATION	RK
1	24.DEC.18	REVISE PER CONSULTANT COORDINATION	RK

CLIENT:
Township of Langley Housing Trust Society c/o EDGAR Equitable Housing Corporation

E D
G A
R

PROJECT:

RESIDENTIAL CONDO BUILDING

7883 199th STREET LANGLEY

DRAWING TITLE:

LIGHTING PLAN

DATE:	24.DEC.10	DRAWING NUMBER:
SCALE:	3/32" = 1'-0"	L3
DRAWN:	RK	
DESIGN:	RK	
CHKD:	BA	OF 8

J:\18-169-5.ZIP

PMG PROJECT NUMBER: 18-169

E.8



PLANT SCHEDULE

PMG PROJECT NUMBER: 24-169

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
SHRUB				
AU	2	AUCUBA JAPONICA 'SERRATIFOLIA'	SAWTOOTHED JAPANESE AUCUBA	#1 POT; 50CM
BM	45	BUXUS MICROPHYLLA 'WINTER GEM'	LITTLE-LEAF BOX	#1 POT; 40CM
CO	2	CHOISYA TERNATA 'SUNDANCE'	MEXICAN MOCKORANGE	#1 POT; 50CM
CO	20	CORNUS SERICEA	REDTWIG DOGWOOD	#3 POT; 80CM
CO	65	CORNUS SERICEA 'KELSEYI'	RED OSIER DOGWOOD	#1 POT; 80CM
HM	14	HYDRANGEA MACROPHYLLA 'NIKKO BLUE'	BIGLEAF HYDRANGEA (BLUE)	#1 POT; 80CM
HM	35	HYDRANGEA MACROPHYLLA 'SISTER THERESA'	BIGLEAF HYDRANGEA; WHITE	#1 POT; 50CM
MN	21	MAHONIA NERVOSA	LONGLEAF MAHONIA	#1 POT; 40CM
NO	66	NANDINA DOMESTICA 'FIREPOWER'	FIREPOWER HEAVENLY BAMBOO	#1 POT; 40CM
RH	14	RHODODENDRON 'BOW BELLS'	RHODODENDRON	#1 POT; 50CM
RH	3	RHODODENDRON 'P.J.M.'	RHODODENDRON; LIGHT PURPLE; E. MAY	#1 POT; 50CM
RI	3	RIBES SANGUINEUM 'KING EDWARD VII'	RED FLOWERING CURRANT	#1 POT; 80CM
RO	24	ROSA MEIDILAND 'RED'	MEIDILAND ROSE; RED	#1 POT; 40CM
RN	3	ROSA NUTKANA	NOOTKA ROSE	#1 POT; 60CM
RP	20	ROSMARINUS OFFICINALIS 'PROSTRATUS'	CREEPING ROSEMARY	
SK	15	SKIMMIA JAPONICA (90% MALE)	JAPANESE SKIMMIA	#1 POT; 30CM
SJ	54	SPIRAEA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIRAEA; PINK	#1 POT; 40CM
SY	5	SYMPHORICARPOS 'MAGIC BERRY'	SNOWBERRY; PNK BERRIES	#1 POT; 30CM
TX	226	TAXUS X MEDIA 'HILLII'	HILLII YEW	1.5M B&B

PLANT SCHEDULE

PMG PROJECT NUMBER: 24-169

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
GRASS				
PA	25	PENNISETUM ALOPECUROIDES 'HAMELIN'	DWARF FOUNTAIN GRASS	#1 POT
PB	58	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	FOUNTAIN GRASS	#1 POT
ST	10	STIPA TENUISSIMA	MEXICAN FEATHER GRASS	#1 POT
PERENNIAL				
AS	56	ASTILBE x ARENDSII 'RED SENTINEL'	FALSE SPIREA; RED	#1 POT
HP	21	HOSTA 'PATRIOT'	HOSTA; GREEN AND WHITE VARIEGATED	#1 POT; 1 EYE
LA	17	LAVENDULA ANGUSTIFOLIA 'MUNSTEAD'	ENGLISH LAVENDER; COMPACT; VIOLET-BLUE	#1 POT
LM	133	LIRIOPE MUSCARI	BLUE LILY-TURF	#1 POT
RF	52	RUDBECKIA FULGIDA VAR SULLIVANTII 'GOLDSTURM'	RUDBECKIA; YELLOW	15CM POT
GC				
AUC	154	ARCTOSTAPHYLOS UVA-URSI	KINNIKINNICK	#1 POT; 20CM
GS	98	GAULTHERIA SHALLON	SALAL	#1 POT; 20CM
PM	43	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	#1 POT; 25CM

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS. TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

0 20 40 60'

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NO.	DATE	REVISION DESCRIPTION	DR.
5	25.MAY.09	DP RESUBMISSION	RK
4	25.APR.15	DP RESUBMISSION	RK
3	25.MAR.05	DP RESUBMISSION	RK
2	25.FEB.19	REVISE PER CONSULTANT COORDINATION	RK
1	24.DEC.16	REVISE PER CONSULTANT COORDINATION	RK

CLIENT:
Township of Langley Housing Trust Society c/o EDGAR Equitable Housing Corporation

E D
G A
R –

PROJECT:

RESIDENTIAL CONDO BUILDING

7883 199th STREET
LANGLEY

DRAWING TITLE:

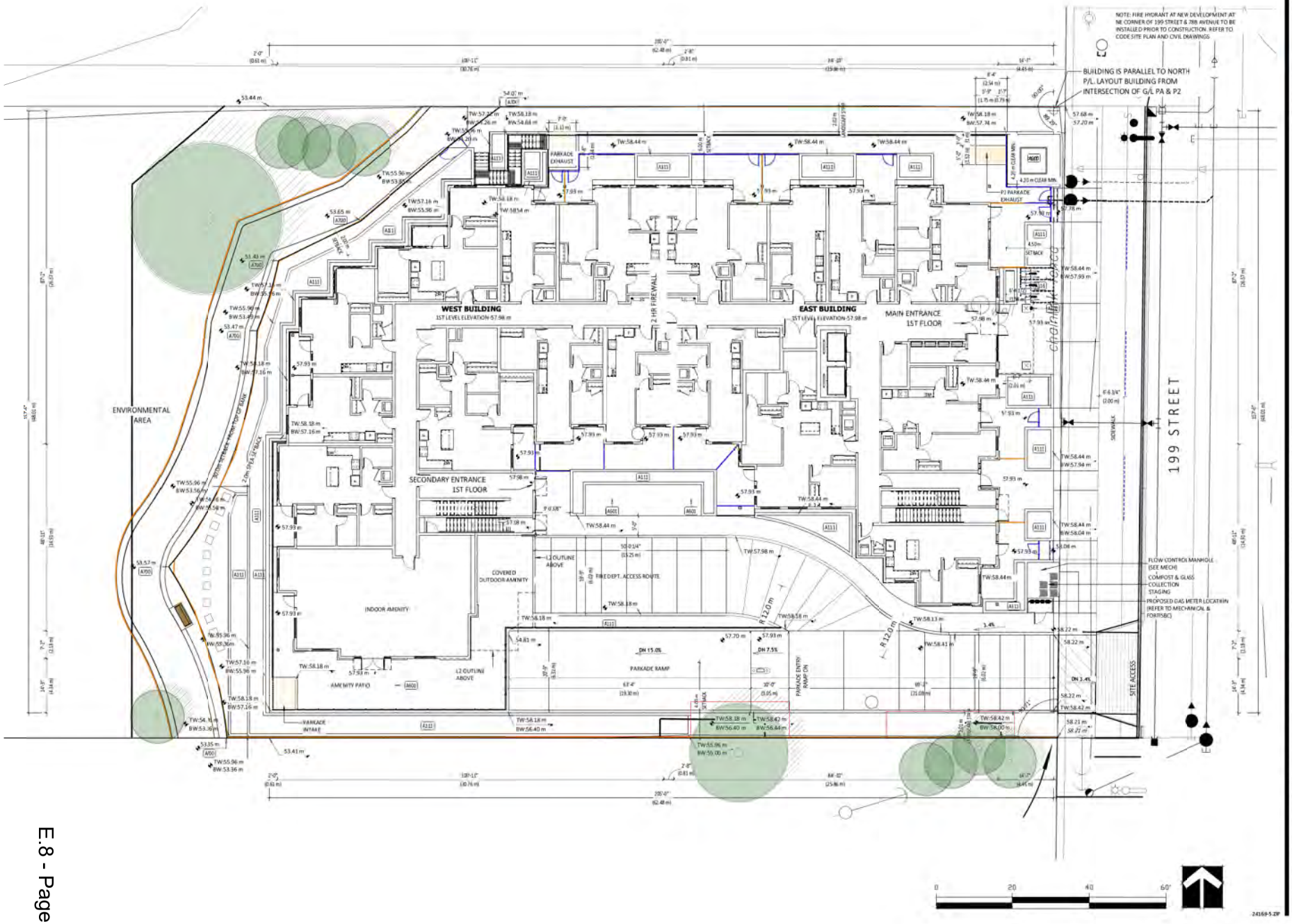
SHRUB PLAN

DATE:	24.DEC.10	DRAWING NUMBER:	L4
SCALE:	3/32" = 1'-0"		
DRAWN:	RK		
DESIGN:	RK		
CHKD:	BA		OF 8

J:\16\69-5\ZIP

PMG PROJECT NUMBER: 24-169

E.8



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PROJECT:
RESIDENTIAL CONDO BUILDING

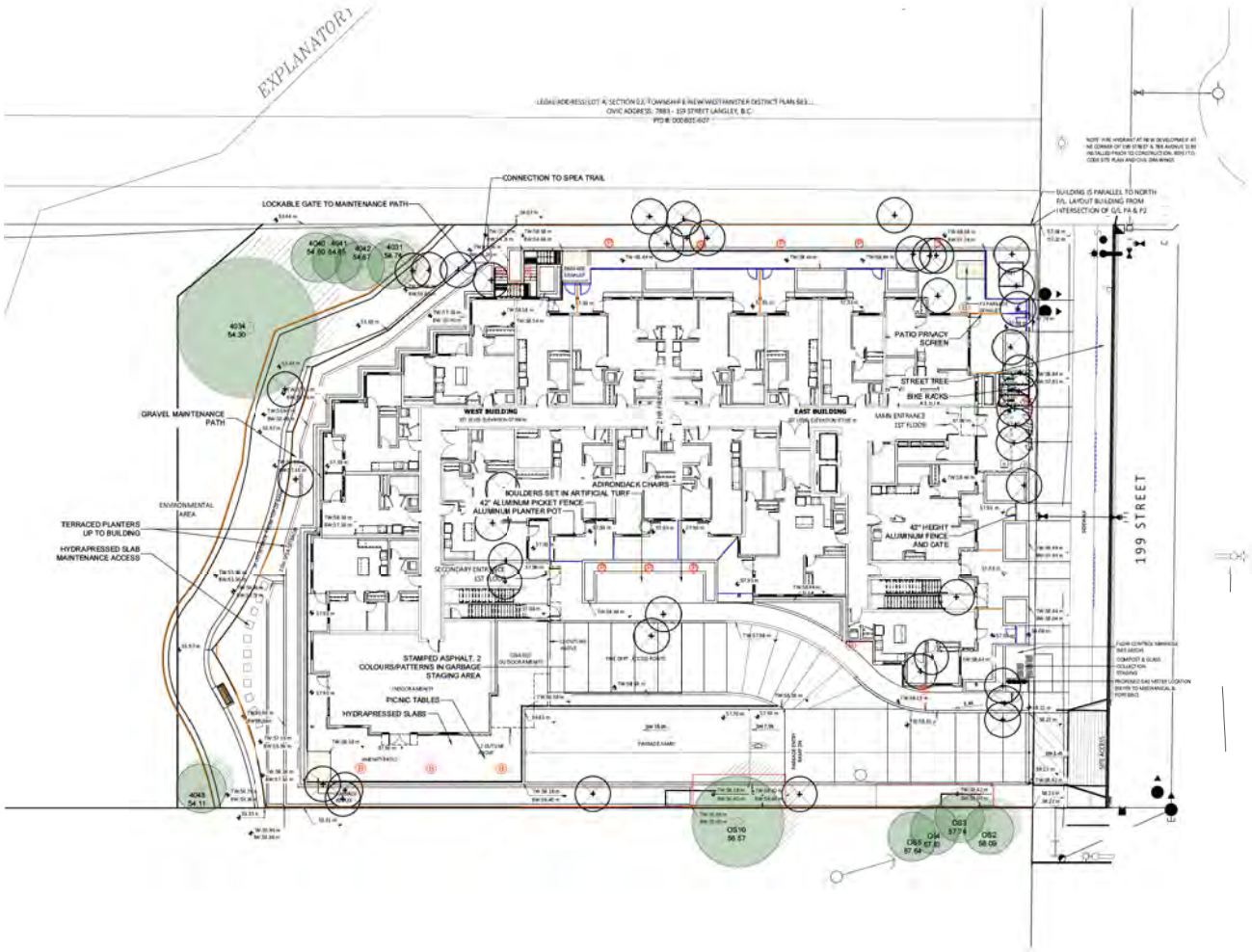
7883 199th STREET LANGLEY

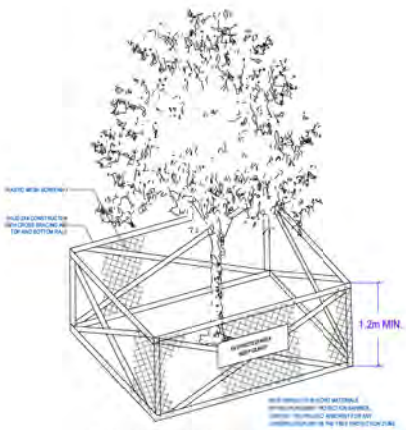
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GRADING PLAN

DATE:	24.DEC.10	DRAWING NUMBER:
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DRAWN:	RK	
DESIGN:	RK	
CHKD:	BA	OF 8

24169-5.ZIP

PMG PROJECT NUMBER: 24-169





1 TREE PROTECTION FENCE

TREE TO BE RETAINED

TREE TO BE REMOVED

TREE PROTECTION FENCE

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PROJECT:

RESIDENTIAL CONDO BUILDING

7883 199th STREET LANGLEY

DRAWING TITLE:

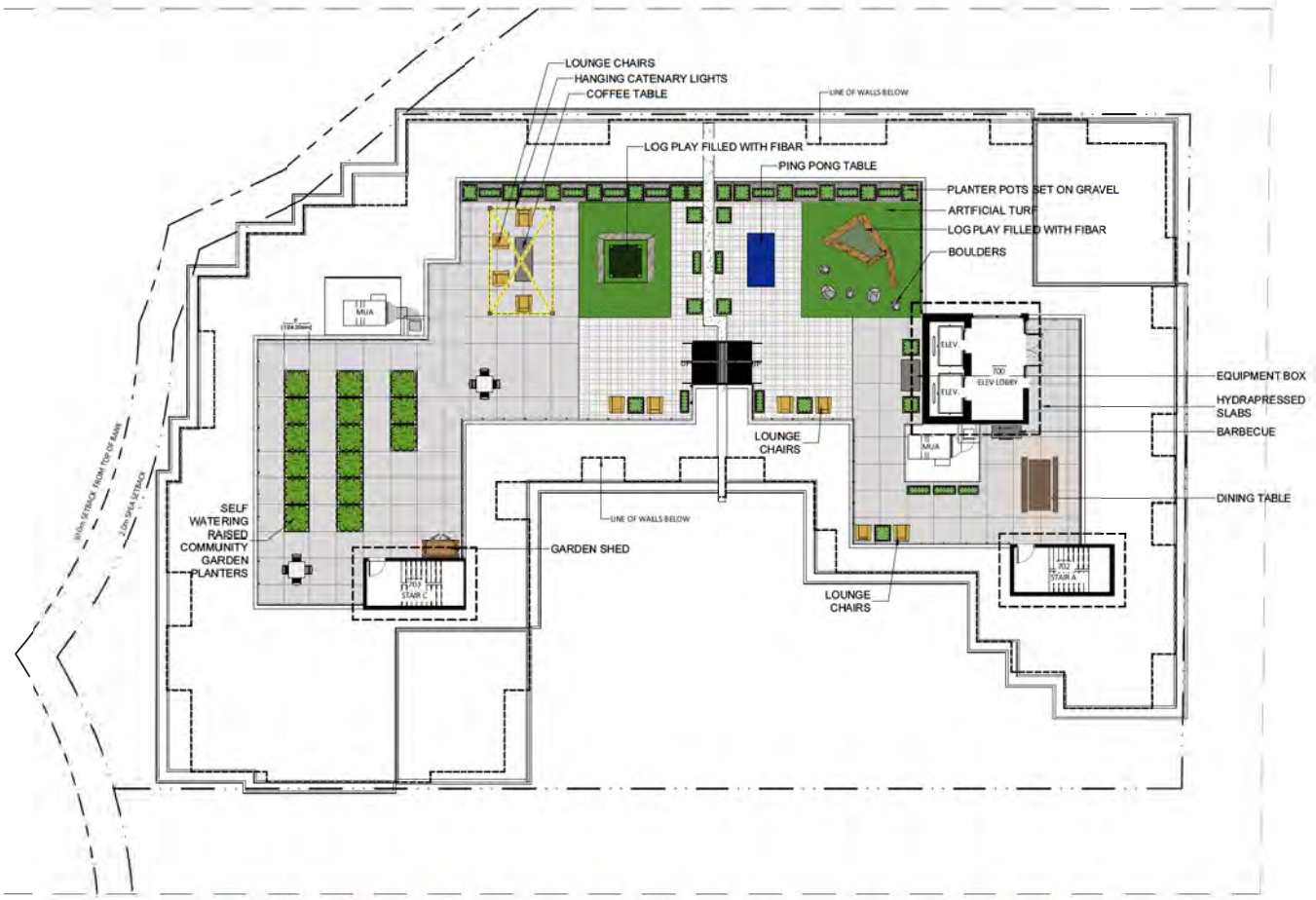
TREE PROTECTION PLAN

DATE:	24.DEC.10	DRAWING NUMBER:	
SCALE:	1/16" = 1'-0"		L6
DRAWN:	RK		
DESIGN:	RK		
CHKD:	BA		OF 8

24169-5.ZIP

PMG PROJECT NUMBER: 24-169

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ARTIFICIAL TURF


MAGLIN FORO TABLES AND CHAIRS


CORNILLEAU PING PONG TABLE


CATENARY LIGHTING


LOG PLAY INFILLED WITH FIBAR

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PROJECT:

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7883 199th STREET LANGLEY

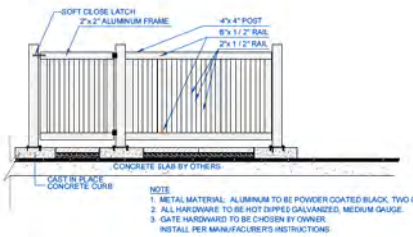
DRAWING TITLE:

LANDSCAPE ROOF DECK PLAN

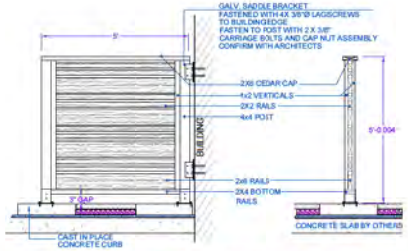
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SCALE:	AS NOTED	**L7**
DRAWN:	RK	
DESIGN:	RK	
CHKD:	BA	OF 8

24169-5.ZIP PMG PROJECT NUMBER: 24-169

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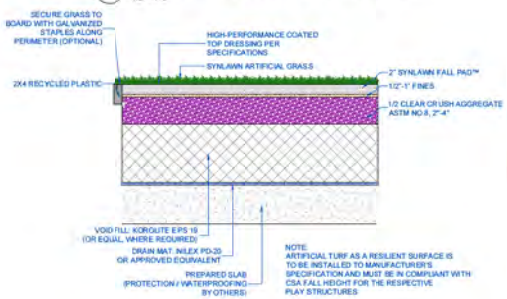


1 ALUMINUM PICKET FENCE ON SLAB
1/2" = 1'-0"

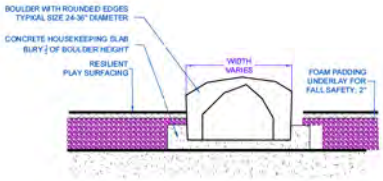


1. ALL POSTS PRESSURE TREATED TO CSA STANDARD AND END CUTS TREATED WITH PRESERVATIVE.
2. ALL OTHER MEMBERS TO BE CEDAR, #2 (CONSTRUCTION) GRADE MINIMUM.
3. ALL HARDWARE HOT DIPPED GALVANIZED.
4. APPLY 2 COATS EXTERIOR STAIN TO MANUFACTURERS SPECIFICATION. FINISH SELECTION AS APPROVED BY PROJECT ARCHITECT.
5. ALL FENCES TO BE LEVEL. CHANGES IN GRADE TO BE IN 12"-18" STEPS (MAX.). GAPS TO GRADE TO FOLLOW FINISH GRADE. GAP TO BE 3-6".

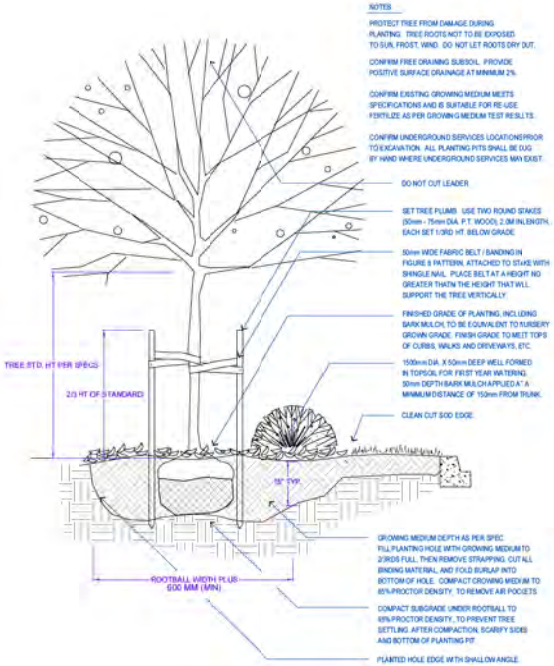
2 PATIO SCREEN ON SLAB
1/2" = 1'-0"



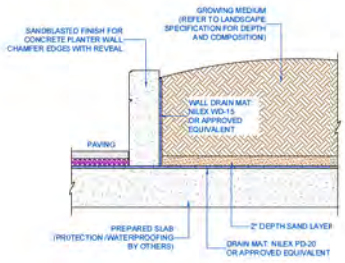
3 ARTIFICIAL TURF ON SLAB
1"=1'-0"



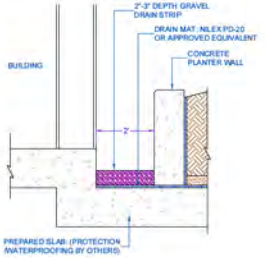
4 BOULDER ON SLAB
1/2" = 1'-0"



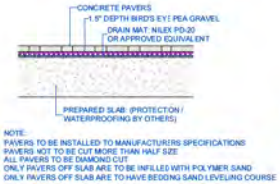
5 TREE AND SHRUB PLANTING AT GRADE
1/2" = 1'-0"



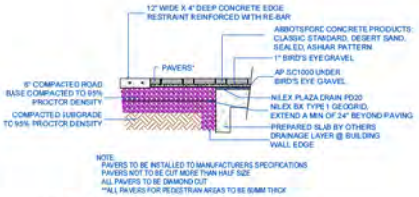
6 PLANTER WALL ON SLAB
1/2" = 1'-0"



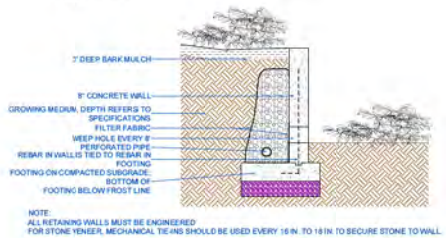
7 DRAIN ROCK STRIP AT BUILDING ON SLAB
1/2" = 1'-0"



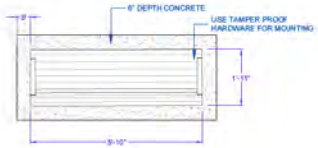
8 PAVERS OVER SLAB
1/2" = 1'-0"



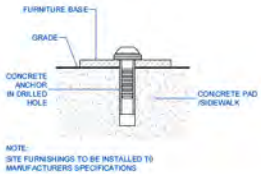
9 PAVERS ON GRADE AND SLAB
N.T.S



10 CONCRETE RETAINING WALL ON GRADE
1/2" = 1'-0"



11 BENCH ON CONCRETE PAD
1/2" = 1'-0"



12 SITE FURNITURE MOUNTING
N.T.S

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1	24.DEC.10	REVISE PER CONSULTANT COORDINATION	RK

CLIENT:
Township of Langley Housing Trust Society c/o EDGAR Equitable Housing Corporation

E D
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PROJECT:
RESIDENTIAL CONDO BUILDING

7883 199th STREET LANGLEY

DRAWING TITLE:
LANDSCAPE DETAILS

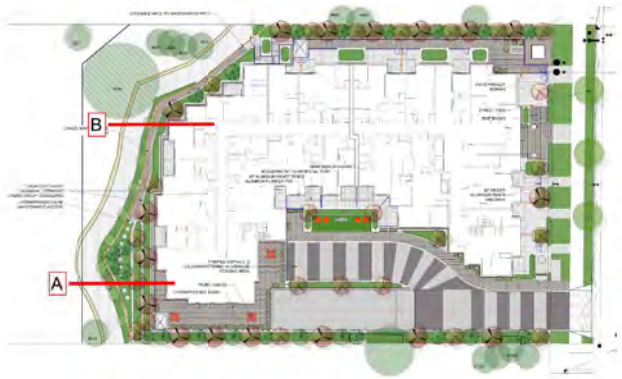
DATE:	24.DEC.10
SCALE:	AS NOTED
DRAWN:	RK
DESIGN:	RK
CHKD:	BA

DRAWING NUMBER: **L8** OF 8

24169-5.ZIP

PMG PROJECT NUMBER: 24-169

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7883 199th STREET LANGLEY

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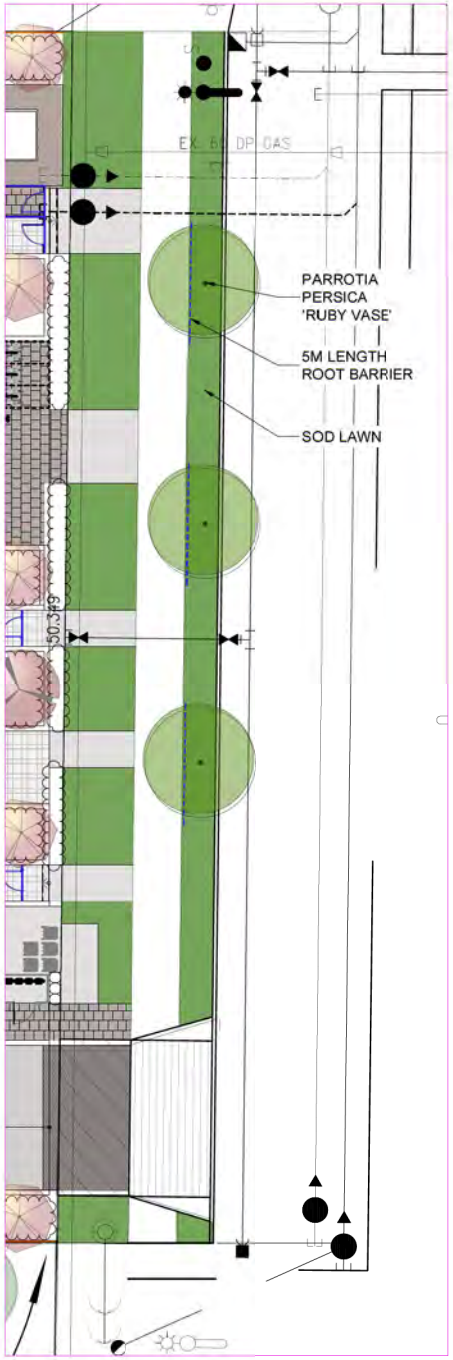
LANDSCAPE SECTIONS

DATE:	24.DEC.10	DRAWING NUMBER:
SCALE:	AS NOTED	**L9**
DRAWN:	RK	
DESIGN:	RK	OF 8
CHKD:	BA	

24169-SZP

PMG PROJECT NUMBER: **24-169**





PLANT SCHEDULE OFFSITE

PMG PROJECT NUMBER: 24-169

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE				
	3	PARROTIA PERSICA 'RUBY VASE'	RUBY VASE IRONWOOD	6CM CAL; 1.8M STD; B&B
	8	POPULUS TREMULOIDES	TREMBLING ASPEN	6CM CAL; 1.2M STD; B&B

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

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PROJECT:

RESIDENTIAL CONDO BUILDING

7883 199th STREET LANGLEY

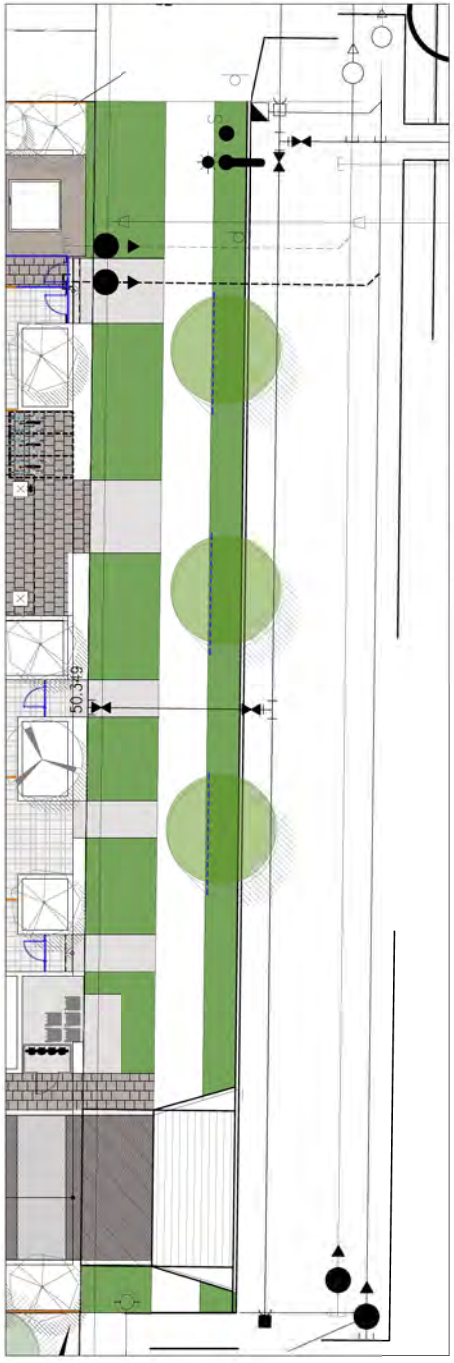
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LANDSCAPE PLAN - OFF SITE

DATE:	24.DEC.10	DRAWING NUMBER:
SCALE:	AS NOTED	L1
DRAWN:	RK	
DESIGN:	RK	
CHKD:	BA	OF 3

PMG PROJECT NUMBER: 24-169





PLANT SCHEDULE - OFFSITE

PMG PROJECT NUMBER: 24-169

KEY	CTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
SHRUB				
(CS)	10	CORNUS SERICEA 'KELSEYI'	RED OSIER DOGWOOD	#3 POT; 80CM
(MN)	13	MAHONIA NERVOSA	LONGLEAF MAHONIA	#2 POT; 40CM
(RN)	11	ROSA NUTKANA	NOOTKA ROSE	#3 POT; 60CM
GRASS				
(PA)	117	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	FOUNTAIN GRASS	#1 POT
PERENNIAL				
(LA)	2	LAVENDULA ANGUSTIFOLIA 'MUNSTEAD'	ENGLISH LAVENDER; COMPACT; VIOLET-BLUE	#1 POT

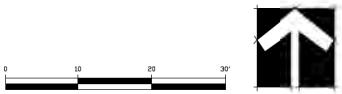
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(PA)	117	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	FOUNTAIN GRASS	#1 POT
PERENNIAL				
(LA)	2	LAVENDULA ANGUSTIFOLIA 'MUNSTEAD'	ENGLISH LAVENDER; COMPACT; VIOLET-BLUE	#1 POT

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS. TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.



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

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
3	25.MAR.05	OP RESUBMISSION	RK
2	25.FEB.19	REVISE PER CONSULTANT COORDINATION	RK
1	24.DEC.18	REVISE PER CONSULTANT COORDINATION	RK

CLIENT:
Township of Langley Housing Trust Society c/o EDGAR Equitable Housing Corporation

E D
G A
R

PROJECT:

RESIDENTIAL CONDO BUILDING

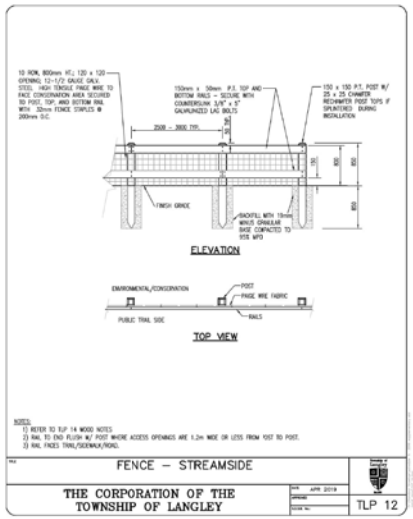
7883 199th STREET LANGLEY

DRAWING TITLE:

SHRUB PLAN - OFF SITE

DATE:	24.DEC.10	DRAWING NUMBER:	L2
SCALE:	AS NOTED		
DRAWN:	RK		
DESIGN:	RK		
CHKD:	BA		OF 3

PMG PROJECT NUMBER: 24-169



FENCE – STREAMSIDE

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

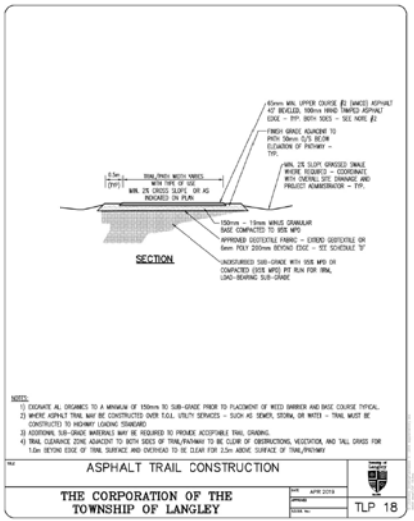
TLP 12



WOOD NOTES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

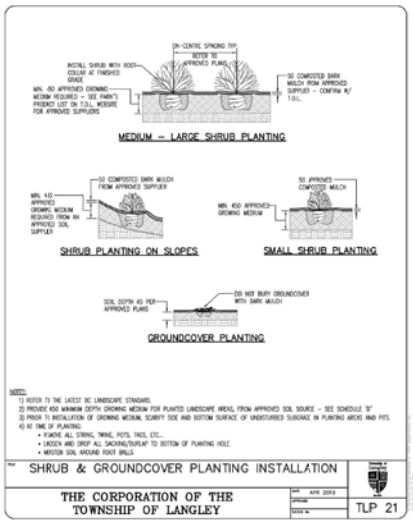
TLP 14



ASPHALT TRAIL CONSTRUCTION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TLP 18



SHRUB & GROUNDCOVER PLANTING INSTALLATION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TLP 21

GENERAL

1. THE FINAL LOCATION, PLANTING, SPECIES SELECTION AND SIZES SHALL BE COMPLETED TO THE SATISFACTION OF THE MANAGER, GREEN INFRASTRUCTURE SERVICES. THE OWNER IS RESPONSIBLE FOR CONTACTING GREEN INFRASTRUCTURE SERVICES STAFF FOR REVIEW OF PLANTING LOCATIONS AND OF THE STREET TREE STAKING LOCATIONS – PRIOR TO PLANTING.
2. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING A HIGHWAYS USE PERMIT FROM ENGINEERING DIVISION FOR INSTALLING, LOCATING OR TEMPORARILY STORING STREET TREES AND OTHER MATERIAL WITHIN A HIGHWAY (ROAD RIGHT-OF-WAY) OR IF UNLOADING MAY POTENTIALLY INTERFERE WITH TRAFFIC FLOWS ON PUBLIC ROADS. THIS PERMIT SHALL BE OBTAINED PRIOR TO COMMENCEMENT OF THE OFF-SITE WORKS (TYPICALLY STREET TREE, BOULEVARD AND GREENWAY PLANTING).
3. USE TREE INSTALLATION DETAIL TLP 23, 24 AND 25

LOCATION OF PLANTING

4. STREET TREES SHALL BE SPACED AS NOTED ON THE DRAWINGS, UNLESS OTHERWISE APPROVED BY MANAGER, GREEN INFRASTRUCTURE SERVICES. TREES SHALL BE SIZED AS NOTED ON THE DRAWINGS AND NO LESS THAN 3.0m IN HEIGHT WITH A MINIMUM CLEAR STEM HEIGHT OF 1.8m TO THE LOWEST BRANCH. ACTUAL TREE NUMBERS, SPACING AND LOCATIONS WILL VARY ACCORDING TO SITE CONDITIONS AND UNDERLITES.
5. LOCATIONS SHALL BE IDENTIFIED WITH STAKES OR PAINTED MARKINGS BY THE OWNER. IF UNDERGROUND OBSTRUCTIONS ARE UNCOVERED THESE ARE TO BE REPORTED TO THE LANDSCAPE ARCHITECT FOR REVISION PRIOR TO PLANTING. NOTE: A TREE SITING/ REVIEW AND TREE INSPECTION MUST BE REQUESTED BY THE DEVELOPER/CONTRACTOR PRIOR TO TREE PLANTING TAKING PLACE. CONTACT GREEN INFRASTRUCTURE SERVICES STAFF TO SCHEDULE THE REVIEW.
6. NO TREE SUBSTITUTIONS SHALL BE PERMITTED WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE T.O.L. URBAN FORESTRY.

MINIMUM TREE PLANTING CLEARANCES

7. TREES SHALL HAVE THE FOLLOWING MINIMUM CLEARANCES FROM:

• STREET LIGHT POLES	6.0m
• UTILITY POLES	3.0m
• EDGE OF DRIVEWAY, CURB RETURN, CATCHBASIN OR ABOVE GROUND UTILITY FACILITY	2.0m
• SEWER AND DRAINAGE SERVICE CONNECTION/TYPE MANHOLES	1.5m
• MANHOLES, VALVE BOXES, WATER SERVICES	1.2m
• BCH LIT/PMT/HEDA SWITCH VAULTS	2.25m

WHERE THERE IS A BOULEVARD PLANTING STRIP BETWEEN THE BACK OF CURB AND FRONT OF THE SIDEWALK, TREES SHALL BE PLANTED A MIN. OF 1.0m FROM BACK OF CURB AND 1.0m FROM BACK OF SIDEWALK

IN OTHER CIRCUMSTANCES TREES SHALL BE PLANTED 1.0m FROM THE BACK OF THE SIDEWALK AND 2.5m FROM BACK OF CURB.

TREES SHALL BE NO CLOSER TO A ROAD INTERSECTION THAN THE PROJECTION OF AN 80m x 8.0m SIGHT TRIANGLE, AS SHOWN IN TLP 26.

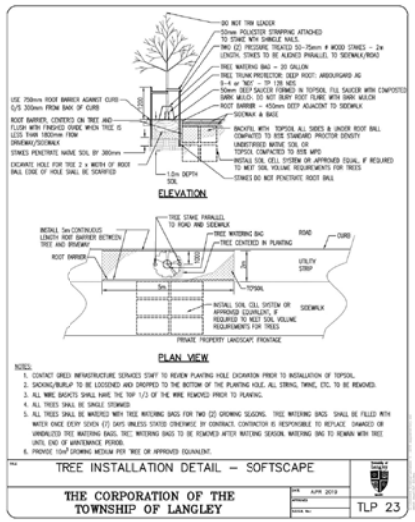
CONDITION

8. ALL PLANT MATERIAL SHALL BE OF GOOD HEALTH AND VIGOR WITH NO VISIBLE SIGNS OF DISEASE, INSECT PESTS, DAMAGE OR OTHER OBJECTIONABLE DISFIGUREMENTS.
9. ALL PLANT MATERIAL, TOP SOIL, SHIPPING PROCEDURES AND HANDLING PRACTICES SHALL CONFORM TO THE MOST RECENT BC LANDSCAPE STANDARDS, SPECIFICATIONS AND GUIDELINES IN FORCE AT THE TIME OF INSTALLATION AND SHALL MEET ALL MINIMUM CRITERIA OF THE SUBDIVISION AND DEVELOPMENT SERVICING BYLAW.
10. REFER TO SCHEDULE B, SECTION 12.6 – PROVIDE 100m³ OF APPROVED GROWING MEDIA PER TREE OR APPROVED EQUIVALENT.

TREE PLANTING NOTES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

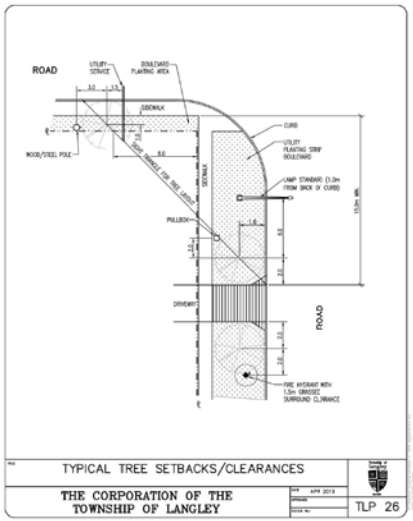
TLP 22



TREE INSTALLATION DETAIL – SOFTSCAPE

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

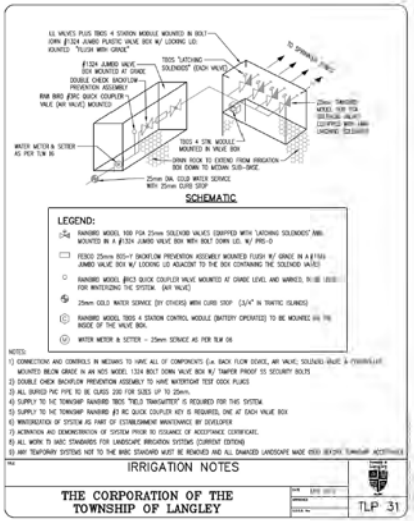
TLP 23



TYPICAL TREE SETBACKS/CLEARANCES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TLP 26



IRRIGATION NOTES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TLP 31

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

SEAL:

3	25.MAR.05	OP RESUBMISSION
2	25.FEB.19	REVISE PER CONSULTANT COORDINATION
1	24.DEC.18	REVISE PER CONSULTANT COORDINATION
NO.	DATE	REVISION DESCRIPTION

DR.
RK
RK
RK

CLIENT:
Township of Langley Housing Trust Society c/o EDGAR Equitable Housing Corporation

E D
G A
R –

PROJECT:
RESIDENTIAL CONDO BUILDING

7883 199th STREET
LANGLEY

DRAWING TITLE:
LANDSCAPE DETAILS - OFF SITE

DATE:	24.DEC.10	DRAWING NUMBER:	
SCALE:	AS NOTED		L3
DRAWN:	RK		
DESIGN:	RK		
CHKD:	BA		OF 3

24169-L3.ZIP

PMG PROJECT NUMBER: 24-169

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 26, 2025 - REGULAR MEETING	**REPORT:**	25-80
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-14-0233
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING APPLICATION NO. 100303 (CASTLEHILL HOMES (GORDON) LTD. / 6920 - 204 STREET)		

PROPOSAL:

Application to amend the Central Gordon Estate Neighbourhood Plan and rezone approximately 0.6 ha (1.5 ac) of land located at 6920 – 204 Street to Comprehensive Development Zone CD-214 to facilitate development of 31 townhouse units.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaws No. 6135 and 6136 subject to 11 development prerequisites being satisfied prior to final reading and that staff be authorized to schedule the required Public Hearing.

RATIONALE:

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

RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924 Amendment (Castlehill Homes (Gordon) Ltd.) Bylaw No. 6135 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Castlehill Homes (Gordon) Ltd.) Bylaw No. 6136 rezoning 0.6 ha (1.5 ac) of land located at 6920 – 204 Street to Comprehensive Development Zone CD-214, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with Township's Subdivision and Development Servicing Bylaw.
2. Provision of road dedications, widenings, greenways and necessary traffic improvements in accordance with the Township's Master Transportation Plan, the Subdivision and Development Servicing Bylaw and the Central Gordon Estate Neighbourhood Plan.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
4. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection).

5. Dedication and construction of a 4.5 m wide street greenway on the east side of 204 Street including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security.
6. Finalization of landscape and architectural plans.
7. Compliance with Age-Friendly Amenity Area requirements.
8. Registration of restrictive covenants:
    a. prohibiting parking on internal strata roadways for the townhouse units (other than in clearly identified parking spaces
    b. prohibiting garages from being developed for purposes other than the parking of vehicles
    c. prohibiting the development of secondary suites within individual townhouse units
    d. identifying the units (minimum 5% for townhouses) required to comply with the adaptable housing requirements
    e. restricting ultimate driveway access to 204A Street once constructed.
9. Registration of a statutory right-of-way over the subject property for the purposes of a shared pedestrian pathway from 204 Street to the new 204A Street.
10. Compliance with the Community Amenity Contributions Policy, Willoughby Greenway Amenity Policy and with the Township's 5% Neighbourhood Park Land Acquisition Policy.
11. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924 Amendment (Dream Castle Homes 204 Street Ltd.) Bylaw No. 6135 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report, and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council abandon Township of Langley Zoning Bylaw 1987 No. 2500 Amendment Bylaw No. 5877.

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 6135 and 6136.

EXECUTIVE SUMMARY:

Ciccozzi Architecture Inc. has applied on behalf of Castlehill Homes (Gordon) Ltd to amend the Central Gordon Estate Neighbourhood Plan and rezone the subject site to Comprehensive Development Zone CD-214 to facilitate the development of 31 townhouse units. A delegated development permit for form and character is being processed concurrently.

As the proposed development is consistent with the overall objectives of the Willoughby Community Plan and Central Gordon Estate Neighbourhood Plan, staff recommend Council consider the rezoning request subject to the completion of 11 development prerequisites.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Central Gordon Estate Neighbourhood Plan Amendment Bylaw No. 6135 and Rezoning Bylaw No. 6136.

REFERENCE:

Owner:	Castlehill Homes (Gordon) Ltd. 205, 2626 Croydon Drive Surrey, BC V3Z 0S8
Agent:	Ciccozzi Architecture Inc. 15th Floor, 1095 W Pender Street Vancouver, BC V6E 2M6
Legal Description:	Lot 49 Section 14 Township 8 New Westminster District Plan 63748
Location:	6920 – 204 Street
Area:	0.6 ha (1.5 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD-214
Willoughby Community Plan:	Multi Family
Central Gordon Estate Neighbourhood Plan:	Townhouse (20 UPA) Street Greenway Visual Green Street

BACKGROUND/HISTORY:

- The subject lands are currently zoned Suburban Residential Zone SR-2 and are designated Townhouse (20 UPA), Street Greenway, Visual Green Street in the Central Gordon Estate NP, which allows a base density of 20 units per acre (UPA) / 49.4 units per hectare (UPH).
- Previous application on subject lands to rezone the property from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-115 to facilitate the development of 29 townhouse units (Tol Project No. 08-14-0233 – Tasic Developments Ltd. / 6920 – 204 Street) was granted third reading May 29, 2023. The subject site was subsequently sold, and the current owner has advanced a new application.

DISCUSSION/ANALYSIS:

- Ciccozzi Architecture Inc., on behalf of Castlehill Homes (Gordon) Ltd., has applied to rezone the property to Comprehensive Development Zone CD-214 to facilitate the development of 31 townhouse units.
- Temporary vehicular access is proposed from 204 Street which will be converted to an emergency access when the ultimate driveway access can be achieved upon completion of 204A Street.
- Pedestrian access to the site is provided from 204 Street, with future connections to 204A Street once constructed, as well as a statutory right-of-way for a shared pedestrian pathway across the subject property from 204 Street to the future 204A Street.
- The Central Gordon Estate Neighbourhood Plan requires a street greenway and a visual green street on 204 Street.

Adjacent Uses:

	Existing Use	Neighbourhood Plan Designation	Existing Zoning
North:	Two suburban residential single family lots.	Single Family (8 UPA) / (Pocket Park and Wildlife Habitat Patch location)	Suburban Residential Zone SR-2
South:	A property currently under construction for 62 townhouse units (ToL Project No. 08-14-0216).	Townhouse (20 UPA)	Comprehensive Development Zone CD-115
West:	204 Street, beyond which is a property under construction for the development of 232 townhouse units (ToL Project No. 08-14-0218)	Townhouse (15 UPA)	Comprehensive Development Zone CD-159
East:	204A Street, beyond which are single family properties.	Single Family (8 UPA)	Residential Zone R-1A

Community / Neighbourhood Plan Amendment:

- The site is designated Townhouse (20 UPA). The applicant has applied to increase the maximum density permitted from 20 UPA to 21 UPA for the designation on a site-specific basis.
- Staff do not object to the proposal as it maintains the townhouse housing form indicated in the Central Gordon Neighbourhood Plan.

Zoning Amendment:

- Bylaw No. 6136 proposes to rezone the site to Comprehensive Development Zone CD-214 to facilitate development of 31 townhouse units in 3-storey buildings.
- The project complies with the provisions of the proposed zone in terms of siting, lot coverage, parking, height, use and density (21 UPA).

Development Permit:

- The subject site is located in Development Permit Area 'B' – Residential (form and character) in the Willoughby Community Plan.
- The project will be further reviewed as part of the development permit application process to ensure compliance with, including but not limited to, provisions of the site's proposed CD-214 zoning, grading, landscaping, tree retention, age-friendly amenity area requirements, fire truck turning radius requirements and alignment with Development Permit Area 'B' – Residential guidelines.
- Staff note the site plan is conceptual and resolution of the above-mentioned requirements may result in changes to the site layout and proposed number of units.
- Council, through Bylaw No. 5246 (Development Permit Delegation Bylaw), delegated issuance of Development Permits for residential developments without commercial or industrial components with a density equal to or less than 25 UPA to a delegated staff official.

- As the proposed residential development is less than 25 UPA, the associated application is being processed concurrently for consideration by a delegated staff official.

Community Amenity Contributions:

The Community Amenity Contributions (CAC) Policy applies to the subject rezoning and specifies target contribution amounts based on unit types. Based on current rates, the CAC calculation for this proposal is as follows:

	Unit Count	Rate per unit	Total
Townhouses	31	$14,400	$446,400
Density Bonus	1	$20,000	$20,000
Total			**$466,400**

Tree Protection / Replacement:

The applicant has submitted preliminary tree management plans indicating the following:

Significant Trees on Site	Significant Trees Retained	Replacement Trees Required	Replacement Trees Provided	Street Trees Provided	Total Trees Post Development
0	0	43	43	15	58

The landscape plans propose extensive plantings of trees, shrubs, and groundcovers within the site and within road boulevards and will be finalized with the delegated Development Permit.

Policy Considerations:

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

- an amendment to the plan to increase the density allowable in the Townhouse designation from 20 UPA to 21 UPA on a site-specific basis
- development of 31 townhouse units

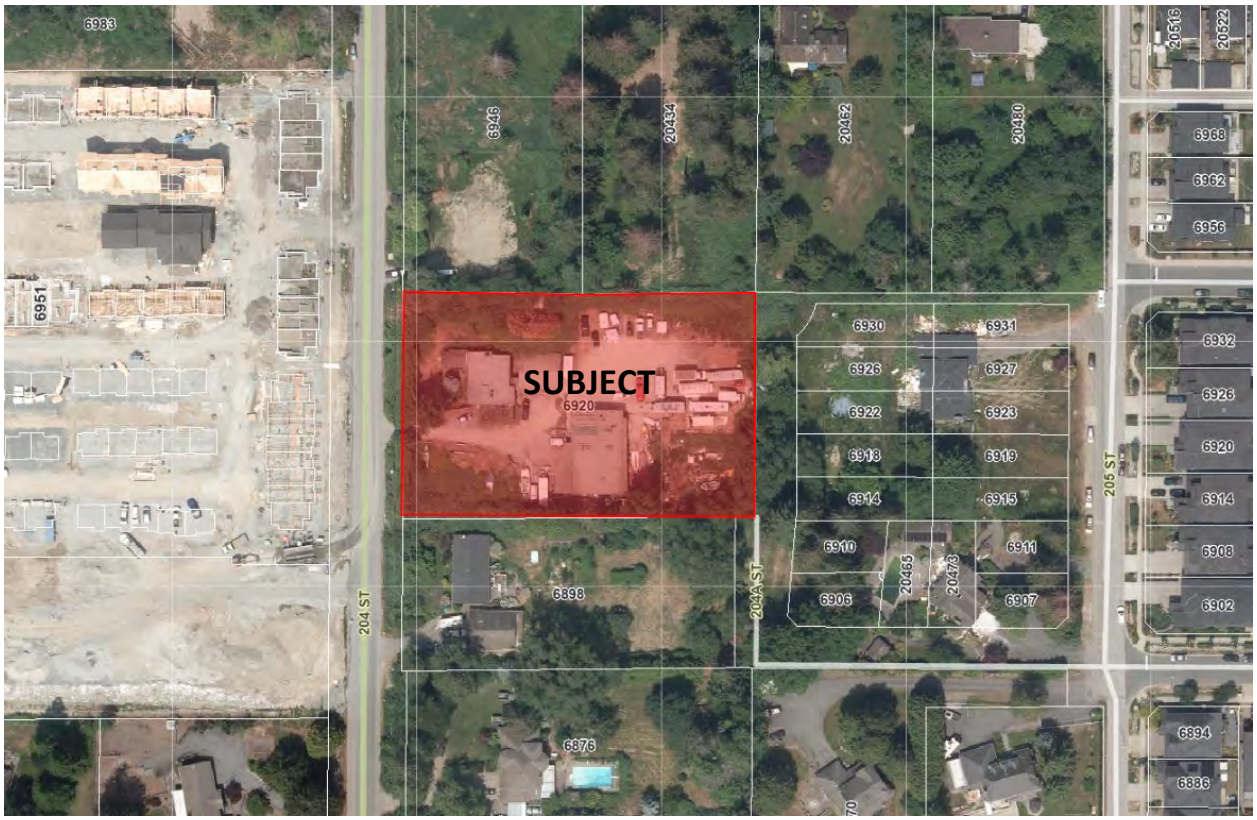
The proposal is consistent with the overall goals and objectives of the Willoughby Community Plan and Central Gordon Estate Neighbourhood Plan. Staff recommend that Council give first and second reading to Bylaws No. 6135 and 6136 (subject to 11 development prerequisites) and authorize staff to schedule the required Public Hearing for Central Gordon Estate Neighbourhood Plan Amendment Bylaw No. 6135 and Rezoning Bylaw No. 6136.

Respectfully submitted,

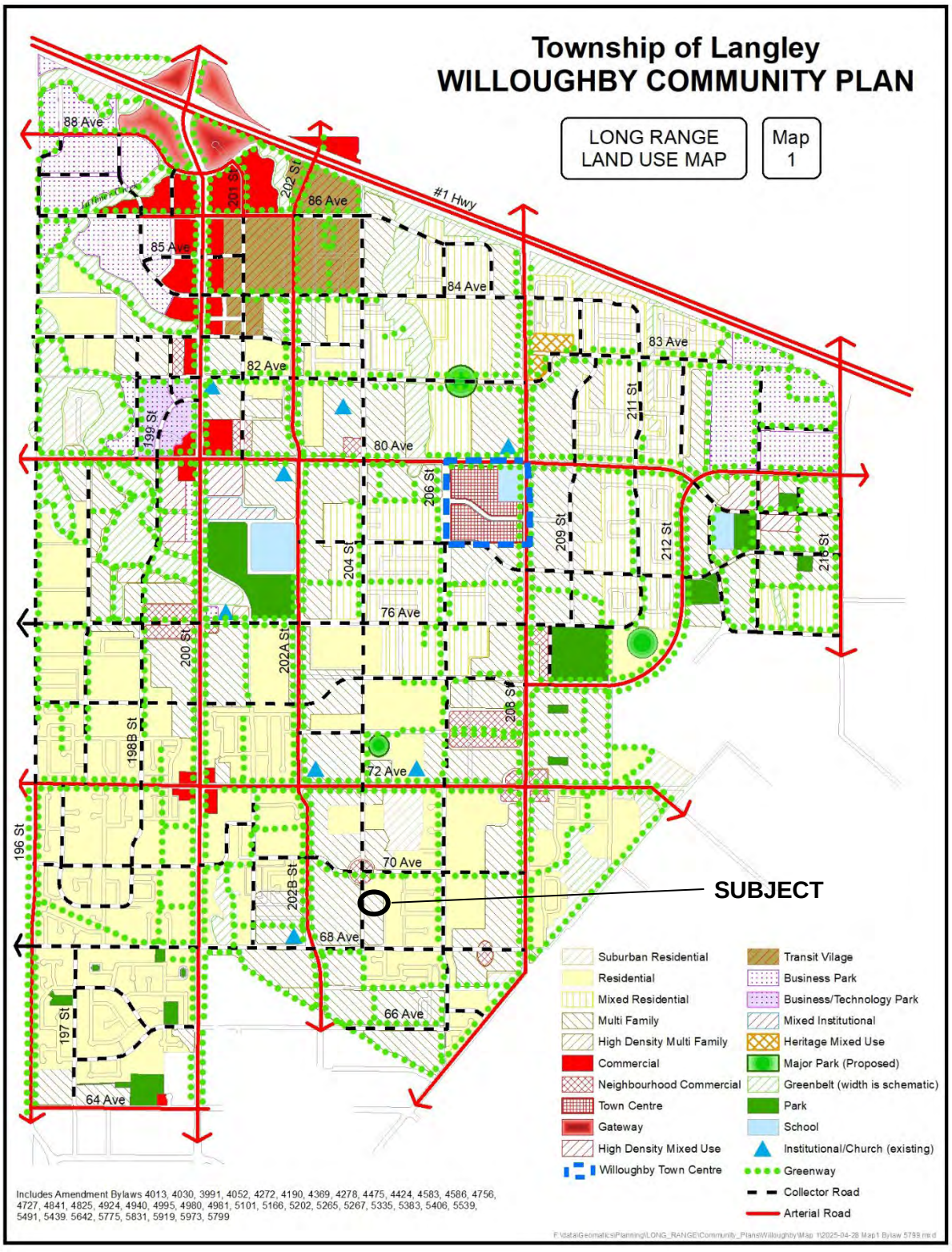
Alexandra Heinen
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

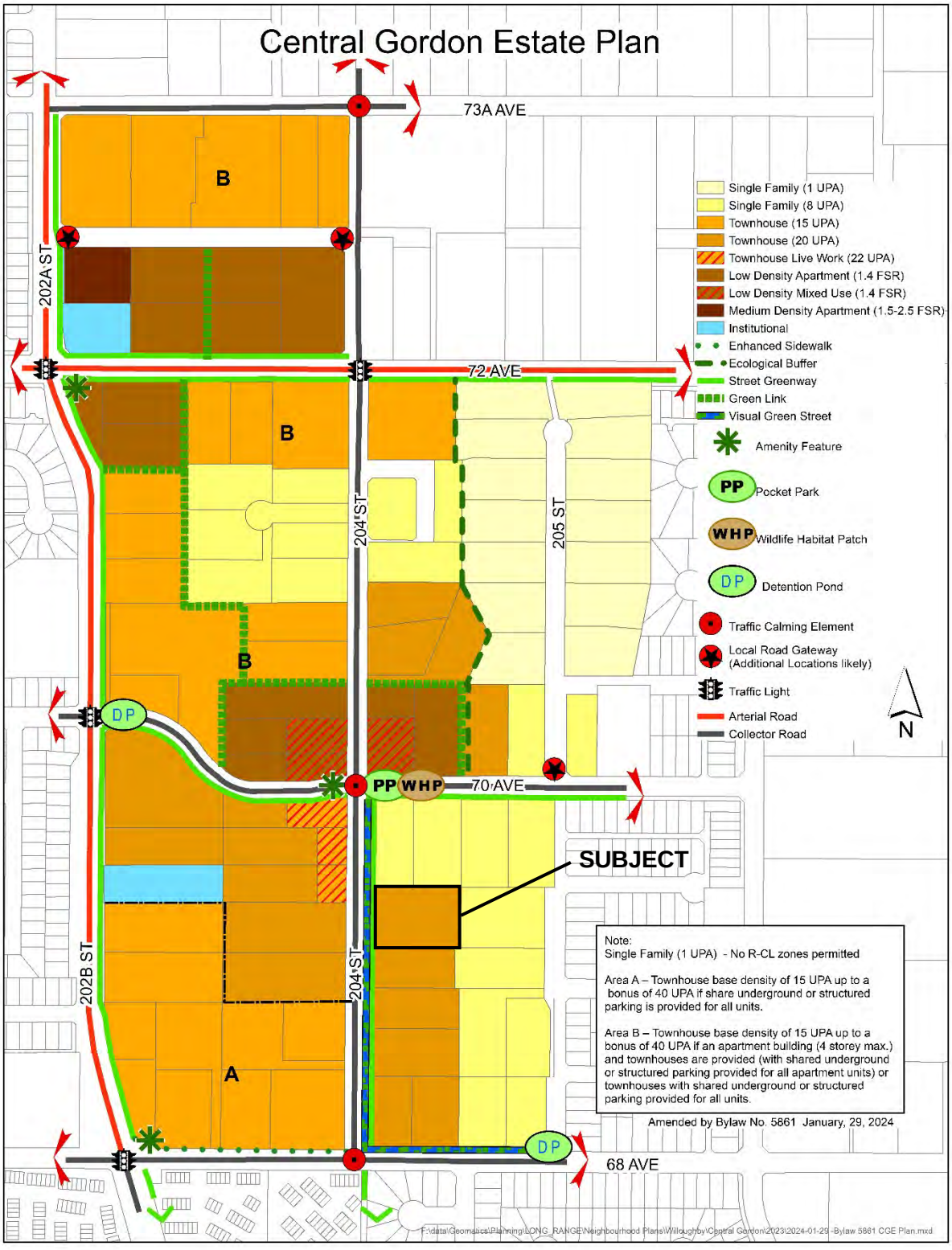
ATTACHMENT A Maps and Graphics

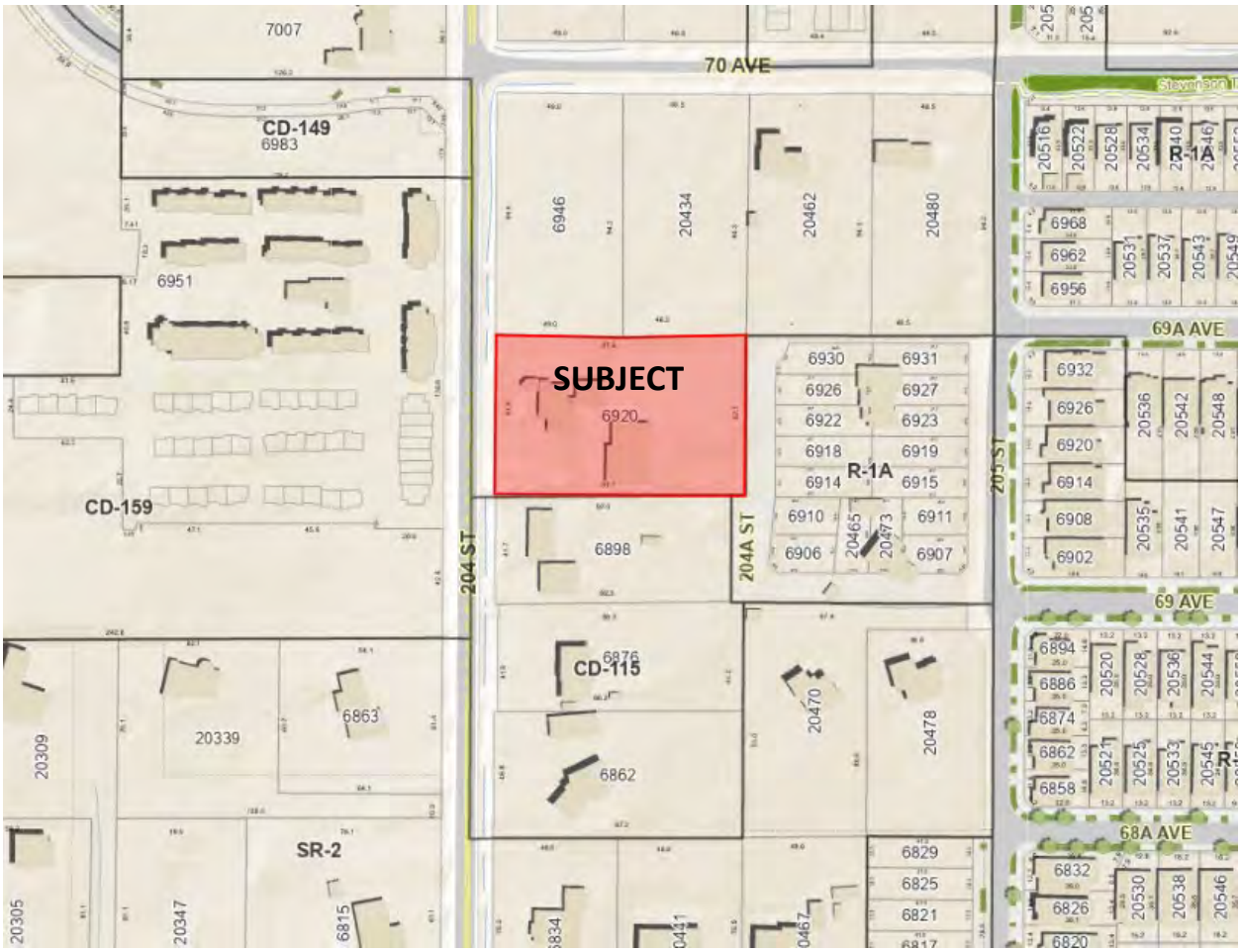
ATTACHMENT A



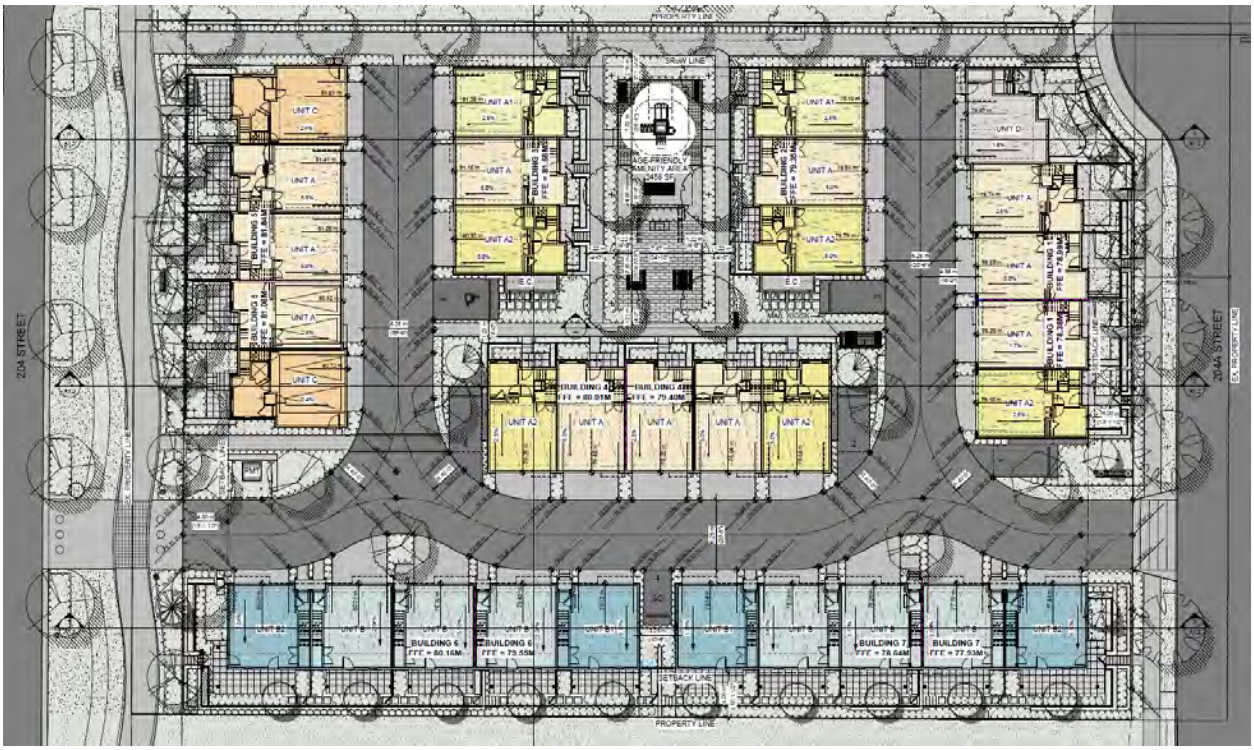
AERIAL CONTEXT MAP


Township of Langley
WILLOUGHBY COMMUNITY PLAN
LONG RANGE LAND USE MAP
Map 1
#1 Hwy
88 Ave
86 Ave
85 Ave
84 Ave
83 Ave
82 Ave
80 Ave
76 Ave
72 Ave
70 Ave
68 Ave
66 Ave
64 Ave
196 St
197 St
198B St
199 St
200 St
201 St
202 St
202A St
202B St
204 St
206 St
208 St
209 St
211 St
212 St
216 St
SUBJECT
Suburban Residential
Residential
Mixed Residential
Multi Family
High Density Multi Family
Commercial
Neighbourhood Commercial
Town Centre
Gateway
High Density Mixed Use
Willoughby Town Centre
Transit Village
Business Park
Business/Technology Park
Mixed Institutional
Heritage Mixed Use
Major Park (Proposed)
Greenbelt (width is schematic)
Park
School
Institutional/Church (existing)
Greenway
Collector Road
Arterial Road
Includes Amendment Bylaws 4013, 4030, 3991, 4052, 4272, 4190, 4369, 4278, 4475, 4424, 4583, 4586, 4756, 4727, 4841, 4825, 4924, 4940, 4995, 4980, 4981, 5101, 5166, 5202, 5265, 5267, 5335, 5383, 5406, 5539, 5491, 5439, 5642, 5775, 5831, 5919, 5973, 5799


Central Gordon Estate Plan
73A AVE
72 AVE
70 AVE
68 AVE
202A ST
202B ST
204 ST
205 ST
B
A
DP
PP
WHP
SUBJECT
N
Single Family (1 UPA)
Single Family (8 UPA)
Townhouse (15 UPA)
Townhouse (20 UPA)
Townhouse Live Work (22 UPA)
Low Density Apartment (1.4 FSR)
Low Density Mixed Use (1.4 FSR)
Medium Density Apartment (1.5-2.5 FSR)
Institutional
Enhanced Sidewalk
Ecological Buffer
Street Greenway
Green Link
Visual Green Street
Amenity Feature
Pocket Park
Wildlife Habitat Patch
Detention Pond
Traffic Calming Element
Local Road Gateway
(Additional Locations likely)
Traffic Light
Arterial Road
Collector Road
Note:
Single Family (1 UPA) - No R-CL zones permitted
Area A – Townhouse base density of 15 UPA up to a bonus of 40 UPA if share underground or structured parking is provided for all units.
Area B – Townhouse base density of 15 UPA up to a bonus of 40 UPA if an apartment building (4 storey max.) and townhouses are provided (with shared underground or structured parking provided for all apartment units) or townhouses with shared underground or structured parking provided for all units.
Amended by Bylaw No. 5861 January, 29, 2024
F:\data\Geomatics\Planning\LONG_RANGE\Neighbourhood Plans\Willoughby\Central Gordon\2023\2024-01-29 -Bylaw 5861 CGE Plan.mxd



ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (CENTRAL GORDON ESTATES NEIGHBOURHOOD PLAN) BYLAW 2012
NO. 4924 AMENDMENT (CASTLEHILL HOMES (GORDON) LTD.) BYLAW NO. 6135

EXPLANATORY NOTE

Bylaw No. 6135 amends the Central Gordon Estate Neighbourhood Plan for 0.6 ha (1.5 ac) of land located at 6920 – 204 Street to increase the allowable density in the Townhouse 20 UPA land use designation on a site specific basis to 21 UPA. The amendment is required to facilitate the development of 31 townhouse unit

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (CENTRAL GORDON ESTATES NEIGHBOURHOOD PLAN) BYLAW 2012
NO. 4924 AMENDMENT (CASTLEHILL HOMES (GORDON) LTD.) BYLAW NO. 6135

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 (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924 Amendment (Castlehill Homes (Gordon) Ltd.) Bylaw No. 6135".

2. The "Langley Official Community Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924" as amended is further amended:

   a) Amending Map 1 to add dashed black outline and label #1, #2, and #6 to the map as shown in Schedule A to this Bylaw and to add to the legend a reference to Section 3.4.1.5 as shown in Schedule "A" to this Bylaw.

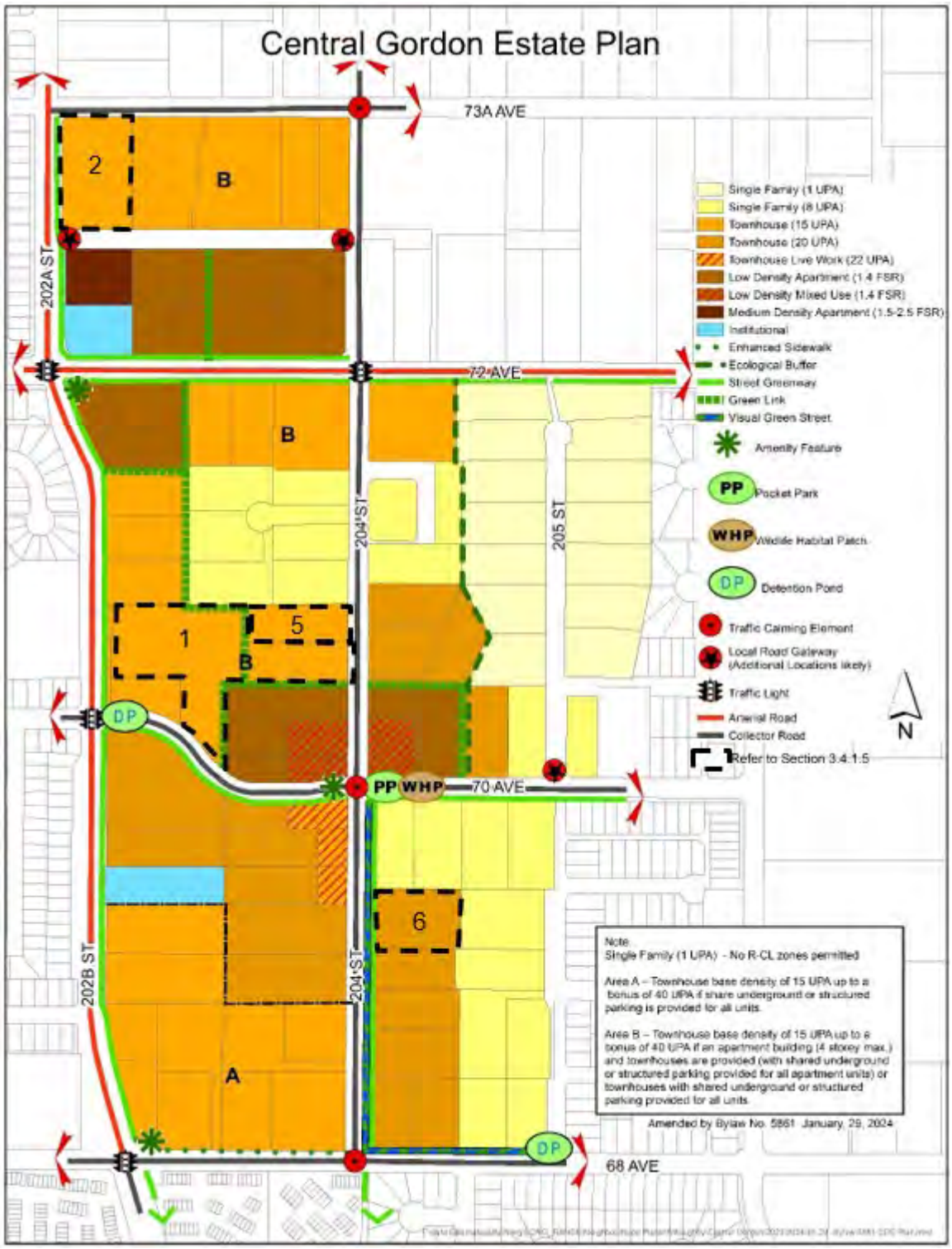
   b) Adding the following bullet point in Section 3.4.1.5 Townhouse (20 UPA) with the following:
      - Those lands identified outlined in dashed black on Map 1: Land Use Concept may be developed in accordance with the following site-specific densities:

#	Bylaw Number	Location	Permitted Density
1	5616	7000 Block of 202B Street	16.8 UPA
2	5632	20261 – 72B Avenue	15.8 UPA
6	6135	6920 – 204 Street	21.0 UPA

READ A FIRST TIME the day of , 2025
READ A SECOND TIME the day of , 2025
PUBLIC HEARING HELD the day of , 2025
READ A THIRD TIME the day of , 2025
ADOPTED the day of , 2025

_____ Mayor _____ Township Clerk

SCHEDULE "A"


Central Gordon Estate Plan
73A AVE
72 AVE
70 AVE
68 AVE
202A ST
202B ST
204 ST
205 ST
2
B
1
5
6
A
DP
PP
WHP
Single Family (1 UPA)
Single Family (6 UPA)
Townhouse (15 UPA)
Townhouse (20 UPA)
Townhouse Live Work (22 UPA)
Low Density Apartment (1.4 FSR)
Low Density Mixed Use (1.4 FSR)
Medium Density Apartment (1.5-2.5 FSR)
Institutional
Enhanced Sidewalk
Ecological Buffer
Street Greenway
Green Link
Visual Green Street
Amenity Feature
Pocket Park
Wildlife Habitat Patch
Detention Pond
Traffic Calming Element
Local Road Gateway (Additional Locations likely)
Traffic Light
Arterial Road
Collector Road
Refer to Section 3.4.1.5
N
Note
Single Family (1 UPA) - No R-CL zones permitted
Area A – Townhouse base density of 15 UPA up to a bonus of 40 UPA if share underground or structured parking is provided for all units.
Area B – Townhouse base density of 15 UPA up to a bonus of 40 UPA if an apartment building (4 storey max.) and townhouses are provided (with shared underground or structured parking provided for all apartment units) or townhouses with shared underground or structured parking provided for all units.
Amended by Bylaw No. 5861 January 29, 2024

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (CASTLEHILL HOMES (GORDON) LTD.) BYLAW NO. 6136

EXPLANATORY NOTE

Bylaw No. 6136 rezones land at 6920 – 204 Street from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-214 to permit a comprehensive development consisting of 31 Townhouse units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (CASTLEHILL HOMES (GORDON) LTD.) BYLAW NO. 6136

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

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

1. This Bylaw may be cited for all purposes as "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Castlehill Homes (Gordon) Ltd.) Bylaw No. 6136".

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

   (1) Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-214" after the words "Comprehensive Development Zone CD-213"
   (2) Adding to Section 110.1 after the words "CD-213" the words "CD-214 – 5,000 m^2"
   (3) Adding after Section 1113 "Comprehensive Development Zone CD-213" the following as Section 1114 "Comprehensive Development Zone CD-214"

1114 **COMPREHENSIVE DEVELOPMENT ZONE CD-214**

Uses Permitted

1114.1 In the CD-214 Zone, only the following *uses* are permitted and all other *uses* are prohibited:

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

Residential Uses

1114.2 The density permitted shall be no greater than 52 units per hectare (21 units per acre).

Lot Coverage

1114.3 The maximum permitted *lot coverage* of *buildings* and *structures* shall be in accordance with the Development Permit.

Siting of Buildings and Structures

1114.4 *Buildings* and *structures* shall be sited in accordance with the provisions of a Development Permit.

Height of Buildings and Structures

1114.5 Except as provided for in Section 104.5 the *height* of principal *buildings* and *structures* shall be a maximum of 3 *storeys* for *townhouses*. The *height* of *accessory*

buildings and *structures* shall not exceed 3.75 metres or one *storey*, whichever is lesser.

Subdivision Requirements

1114.6 All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

1114.7 Landscaping areas, landscaping screens and fencing shall be provided in accordance with Section 111 and in accordance with the Development Permit.

Parking and Loading

1114.8 Parking and loading shall be provided in accordance with Section 107.

Age-Friendly Amenity

1114.9 *Age-Friendly Amenity areas* shall be provided in accordance with Section 111.5 and in accordance with the Development Permit.

Development Permit Requirements

1114.10 A Development Permit shall be issued by Council prior to issuance of a Building Permit.

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

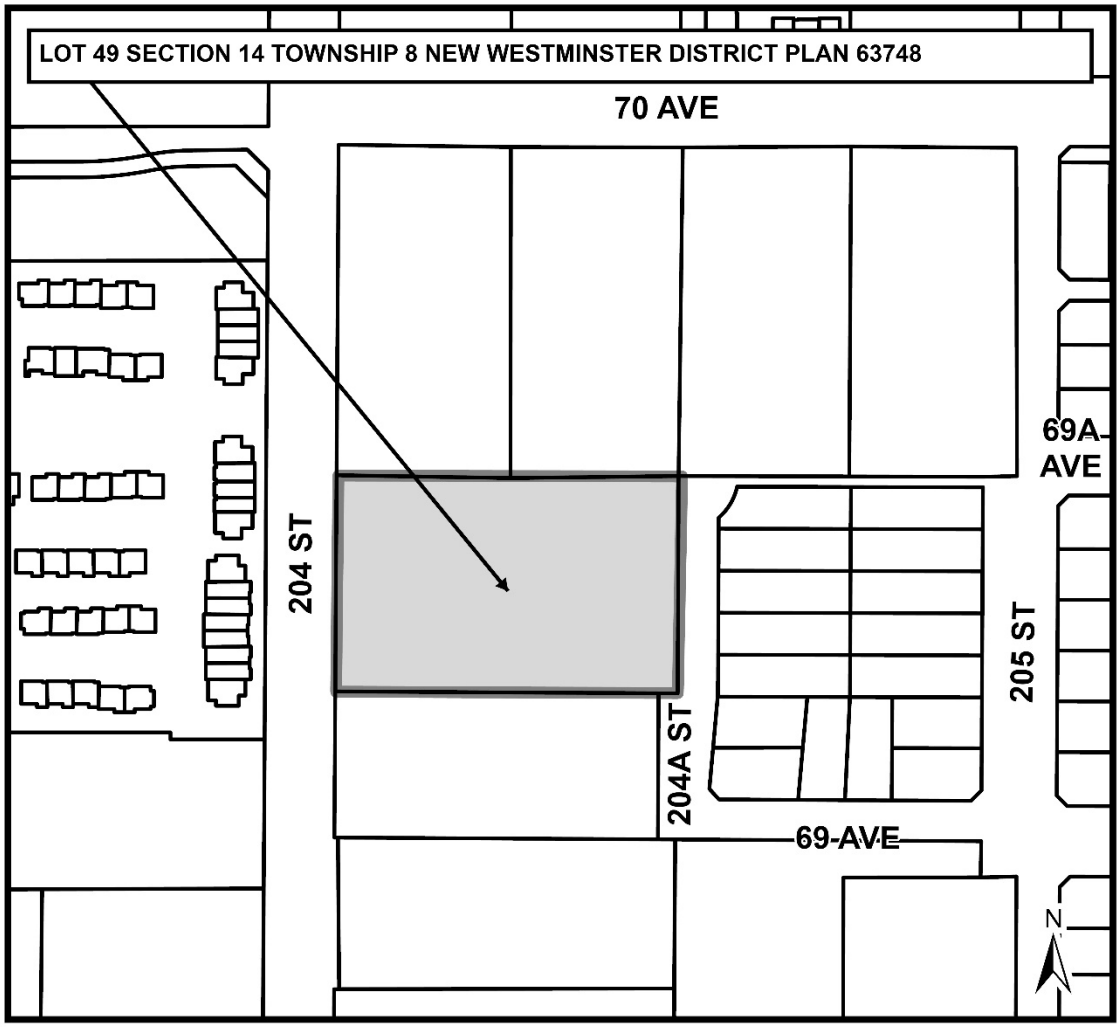
Lot 49 Section 14 Township 8 New Westminster District Plan 63748

as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Comprehensive Development Zone CD-214.

READ A FIRST TIME the	day of	, 2025.
READ A SECOND TIME the	day of	, 2025.
PUBLIC HEARING HELD the	day of	, 2025.
READ A THIRD TIME the	day of	, 2025.
ADOPTED the	day of	, 2025.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6136



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 26, 2025 - REGULAR MEETING	**REPORT:**	25-77
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	07-22-0033
SUBJECT:	REZONING APPLICATION NO. 100783 AND DEVELOPMENT PERMIT NO. 101490 (TOWNSHIP OF LANGLEY / 19600 – 20000 BLOCK OF 24 TO 27A AVENUE (HORNE PIT))		

PROPOSAL:

Application to rezone approximately 14.1 ha (34.9 ac) of land located in the 19600 – 20000 Block of 24 to 27A Avenue (Horne Pit) to Civic Institutional Zone P-1, Brookswood Employment Zone M-14 and Comprehensive Development Zone CD-213 and issue Development Permit No. 101490 (Forest Fire Hazard and Sensitive Environment Protection Area) to facilitate subdivision for a firehall, municipal park / community detention pond, two future employment lots, sensitive environment protection areas, one future special housing development and new greenways / trails.

RECOMMENDATION SUMMARY:

That Council give first, second and third reading to Bylaw No. 6129 subject to 11 development prerequisites being satisfied prior to final reading and authorize issuance (at time of final reading of Bylaw No. 6129) of Development Permit No. 101490.

RATIONALE:

The proposed development complies with the overall objectives of the Brookswood-Fernridge Community Plan and Fernridge Neighbourhood Plan.

RECOMMENDATIONS:

That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Township of Langley / Horne Pit) Bylaw No. 6129 rezoning approximately 14.1 ha (34.9 ac) of land located in the 19600 – 20000 Block of 24 to 27A Avenue Civic Institutional Zone P-1, Brookswood Employment Zone M-14 and Comprehensive Development Zone CD-213, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road, community detention pond and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw and Engineering Services Plan.
2. Provision of road dedications, widenings, and necessary traffic improvements including dedications for 196 and 200 Streets and 24 and 27 Avenues in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw, and the Fernridge Neighbourhood Plan.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.

4. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
5. Registration of a 4.5 m wide statutory right-of-way for pedestrian access between employment lots 1 and 2.
6. Registration of a restrictive covenant prohibiting development of the lands designated Development Permit Areas 'A' – Residential and 'F' – Employment Area until a Development Permit is issued for these areas.
7. Dedication, construction and registration of a restrictive covenant over proposed Lot 3 for a landscape buffer.
8. Dedication and construction of:
    a. a street greenway 6.0 m in width on the east side of 196 Street; 4.5 m wide on the west side of 200 Street, north side of 24 Avenue and south side of 27 Avenue to the acceptance of the Township including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security
    b. a creek greenway consistent with Section 6.2.3 and Map 2 of the Fernridge Neighbourhood Plan.
9. Finalization of a subdivision plan of the lands consistent with Attachment B.
10. Compliance with the Community Amenity Contributions Policy and the requirements of the Brookswood-Fernridge Greenway Amenity Policy.
11. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy.

That Council at time of final reading of Rezoning Bylaw No. 6129 authorize issuance of Development Permit No. 101490 subject to the following conditions:

a. Forest Fire Reduction Development Permit Areas design consistent with Schedule "A" and Section 10.5.4 of the Brookswood Community Plan as amended.
b. Sensitive Environment Protection Area as shown on Schedule "A" to the acceptance of the Township of Langley and consistent with Section 10.6.2 of the Brookswood Community Plan as amended.
c. Township of Langley acceptance of a submission addressing information requirements outlined in Section 4.20 of Schedule 3 of Langley Official Community Plan Bylaw 1979 No. 1842.
d. Written designation of an Environmental Monitor for the project acknowledging the Environmental Monitor has the authority to stop any work(s) that, in the Environmental Monitor's opinion, have the potential to impact on SPEAs.
e. Obtainment of relevant senior government environmental regulatory agency approvals and/or submission of notifications and provisions of copies of approval/submissions to the Township.

EXECUTIVE SUMMARY:

McElhanney Ltd. has applied on behalf of the Township of Langley to rezone approximately 14.1 ha (34.9 ac) of land (of the overall 30.7 ha (75.9 ac) 'Horn Pit' site) located in the 19600 – 20000 Block of 24 to 27A Avenue, commonly known as the Horne Pit, to Civic Institutional Zone P-1, Brookswood Employment Zone M-14 and Comprehensive Development Zone CD-213 to accommodate subdivision of lands for a firehall, municipal park, two future employment lots, sensitive environment protection areas, and one future special housing development and new greenways / trails. The development application complies with the Brookswood-Fernridge

Community Plan and Fernridge Neighbourhood Plan. Final reading of the rezoning bylaw is contingent upon completion of 11 development prerequisites outlined in this report.

The application also includes a development permit for Brookswood-Fernridge Community Plan Neighbourhood Forest Fire Hazard Reduction DP Area D and Sensitive Environment Protection Area E.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Rezoning Bylaw No. 6129 and Development Permit No. 101490.

REFERENCE:

Owner:	The Corporation of the Township of Langley 20338 – 65 Avenue Langley, BC V2Y 3J1
Legal Description:	Lots 2, 3, 4, 11, 15, 16, 17, 18, 19, 20, 21, 22, and 23 Section 22 Township 7 NWP1148
Location:	19600 – 20000 Block of 24 to 27A Avenue (Horne Pit)
Area:	30.7 ha (75.9 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Civic Institutional Zone P-1, Brookswood Employment Zone M-14 and Comprehensive Development Zone CD-213
Brookswood-Fernridge Community Plan:	Development Permit Area 'A' Residential, 'D' Neighbourhood Forest Fire Hazard Conditions, 'E' Sensitive Environment Protection Area and Development Permit Area 'F' Employment
Fernridge Neighbourhood Plan:	Employment, Park and Open Space, Aquatic Conservation, Landscape Buffer, Special Housing, Institutional

BACKGROUND/HISTORY:

- The central portion of the subject site was historically used as a gravel pit, commonly known as the Horne Pit. Gravel extraction on the site ceased approximately 50 years ago.
- Following the gravel extraction operations, the lands were acquired by the Township and used as a storage location for Township materials.
- The subject site is currently zoned Suburban Residential Zone SR-2 and designated Employment, Park and Open Space, Aquatic Conservation, Landscape Buffer, Special Housing, Institutional in the Fernridge Neighbourhood Plan.

DISCUSSION/ANALYSIS:

- The site is proposed to be rezoned and subdivided as applicable into:
    - One lot for a fire hall (currently under construction) adjacent to 200 Street (0.83 ha / 2.05 ac)
    - One lot for a new municipal park (and community detention pond) (4.7 ha / 11.7 ac)
    - Two lots for future employment development (6.7 ha / 16.56 ac)
    - Two lots for environmental protection (16.6 ha / 41 ac)
    - One lot for a future special housing development (0.74 ha / 1.82 ac)
    - One lot for a landscape buffer between the future employment and special housing lots (0.21 ha / 0.53 ac)
- Upgrades and dedications are required to be completed as part of the development for 196 and 200 Street and 24 and 27 Avenue and are listed as conditions of development. Greenways are also required to be provided along each street, as well as off-street trail connections adjacent to the environmental areas and around the perimeter of the new municipal park space.

- The Aquatic Conservation land use designation includes uses consistent with Township of Langley Zoning Bylaw Sec 104.10 (uses permitted all zones) and therefore lands subject to the Aquatic Conservation land use designation are not required to be rezoned. The lands are also identified as a Development Permit area and will be protected as a Sensitive Environmental Protection Area as indicated in Attachment B.
- Staff are supportive of the proposal as the proposed uses and zones are consistent with the Fernridge Neighbourhood Plan Growth and Change Management Sections 9.0 and 9.1, noting the school / park site is designated in the Fernridge Neighbourhood Land Use Plan for the purposes of the subject development.

Adjacent Uses:

	Existing Use	Neighbourhood Plan Designation	Existing Zoning
North:	10 properties	Booth Neighbourhood Plan - Employment	Suburban Residential SR-2
South:	24 Avenue, beyond which is a mobile home park	Manufactured Home Park	Residential Mobile Home Park MH-1
East:	200 Street, beyond which are three properties	Aquatic Conservation and Rowhouse / Townhouse	Suburban Residential SR-2 and Residential Zone R-1D
West	196 Street, beyond which is the City of Surrey	City of Surrey	N/A

Zoning Amendment:

- Bylaw No. 6129 proposes to rezone 14.1 ha (34.9 ac) of land (of the overall 30.7 ha (75.9 ac) 'Horne Pit' site) to Civic Institutional Zone P-1, Brookswood Employment Zone M-14 and Comprehensive Development Zone CD-213 consistent with the proposed subdivision.
    - Civic Institutional Zone P-1 will accommodate uses for the firehall, municipal park and a landscape buffer lot.
    - Brookswood Employment Zone M-14 is a new zone proposed to accommodate uses intended for the future employment lots.
    - Comprehensive Development Zone CD-213 is a new zone proposed to accommodate uses intended for the future special housing lot.
- The project complies with the provisions of the site's proposed zones in alignment with the Fernridge Neighbourhood Plan.

Development Permit:

- The subject site is located in Development Permit Areas:
    - 'A' – Residential
    - 'D' – Neighbourhood Forest Fire Hazard Conditions
    - 'E' – Sensitive Environmental Protection Area
    - 'F' – Employment Area
- Proposed Development Permit No. 101490 is attached to this report and includes the site plan for the development. The Development Permit addresses requirements for DP Areas D – Neighbourhood Forest Fire Hazard Conditions and 'E' – Sensitive Environmental Protection Area.

- The portions of the site that are designated Development Permit Area 'A' – Residential, and 'F' Employment are not proposed to be developed at this time. Included as a condition of rezoning in this report is a requirement for a covenant to be registered over the Area 'A' - Residential and Area 'F' - Employment areas of the site to prohibit development until a development permit for these areas has been considered and issued by Council to ensure alignment with applicable Development Permit Area guidelines.

Community Amenity Contributions:

The Community Amenity Contributions (CAC) Policy applies to the subject rezoning and specifies target contribution amounts based on unit types. Based on current rates, the CAC calculation for this proposal is as follows:

Brookswood- Fernridge NP Area (Table 3)	**Count**	**Rate**	**Total**
Employment	16.56 acres	$500,000 / ac	$8,280,000
Total			**$8,280,000**

Tree Protection / Replacement:

The applicant has submitted tree management plans indicating the following:

Significant Trees on Site	Significant Trees Retained	Replacement Trees Required	Replacement Trees Provided	Street Trees Provided	Total Trees Post Development
632	530	0	0	0	530

- Finalization of landscape plans has been included as a development prerequisite. Detailed Tree Management and Landscape plans for onsite areas will be provided in conjunction with future development permit applications.

Policy Considerations:

The proposed rezoning and development permit applications facilitates subdivision of the site to accommodate a firehall, municipal park/community detention pond, two future employment lots, sensitive environment protection area and enhancement areas, one future special housing development and new greenways / trails. Prior to future development of the special housing lot, an Area 'A' – Residential development permit will be required to be submitted and considered by Council.

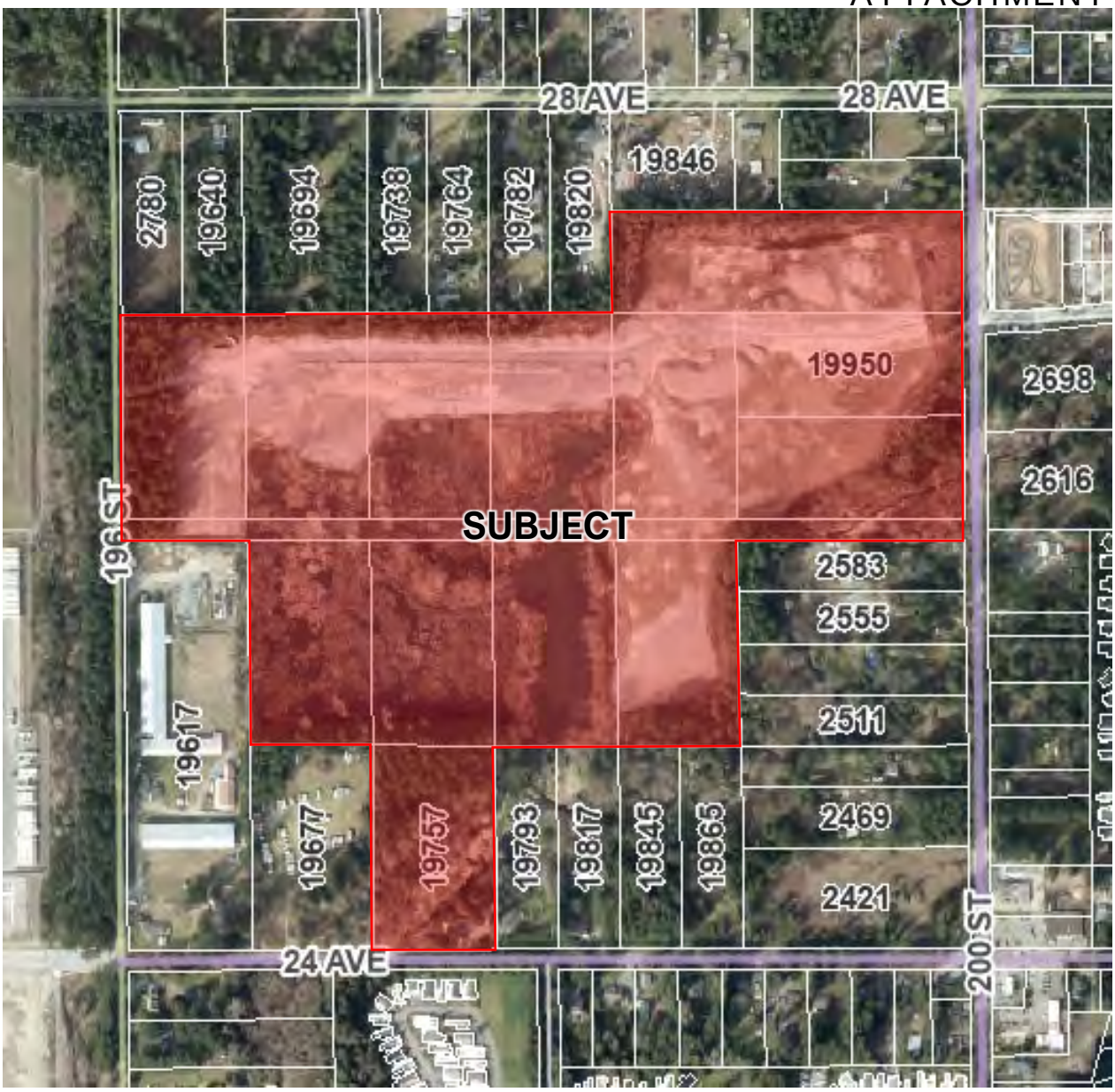
Staff recommend that Council give first, second and third reading to Bylaw No. 6129 (subject to 11 development prerequisites); and authorize issuance (at time of final reading of Bylaw No. 6129) of accompanying Development Permit No. 1001490.

Respectfully submitted,

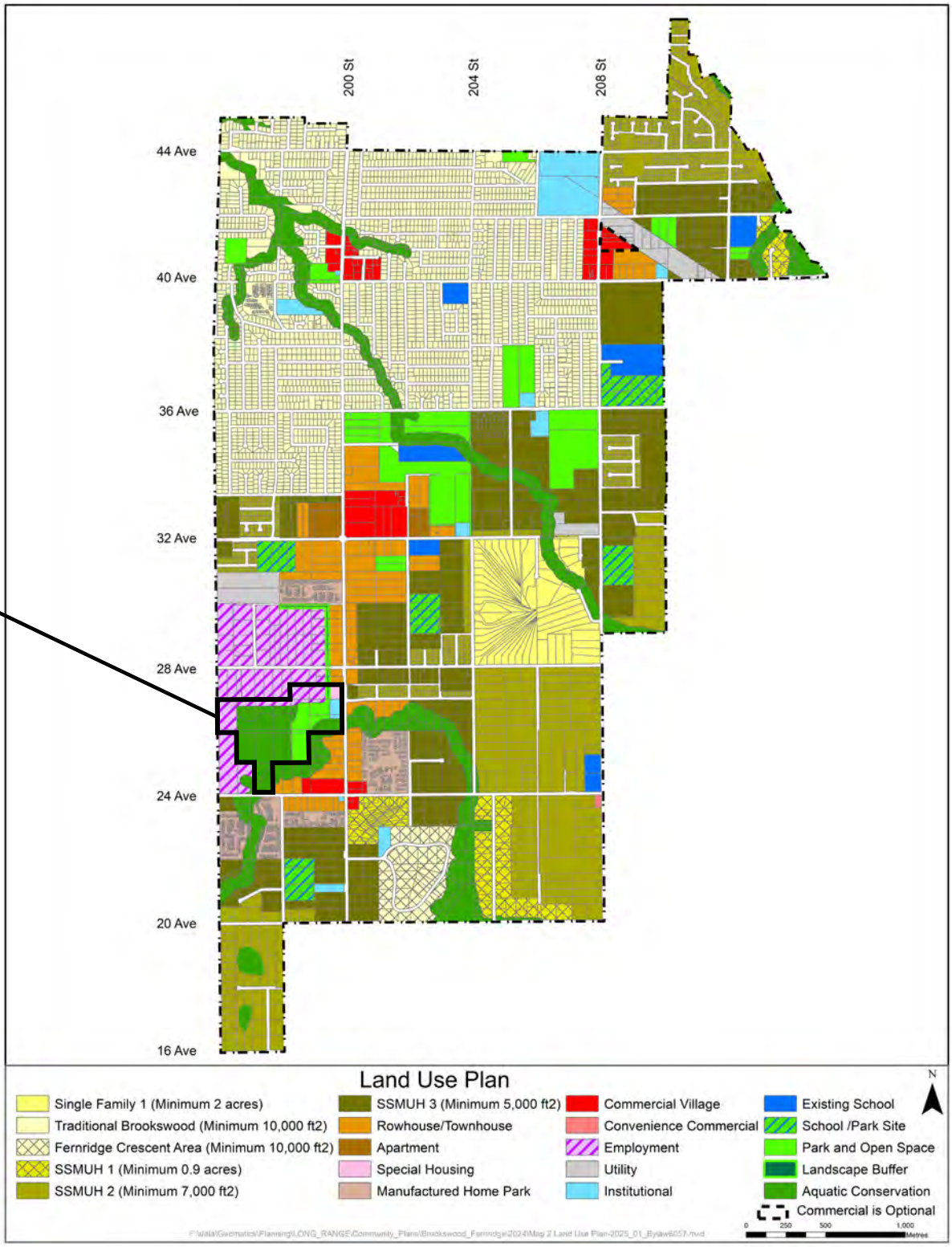
Colin Moore
SENIOR PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

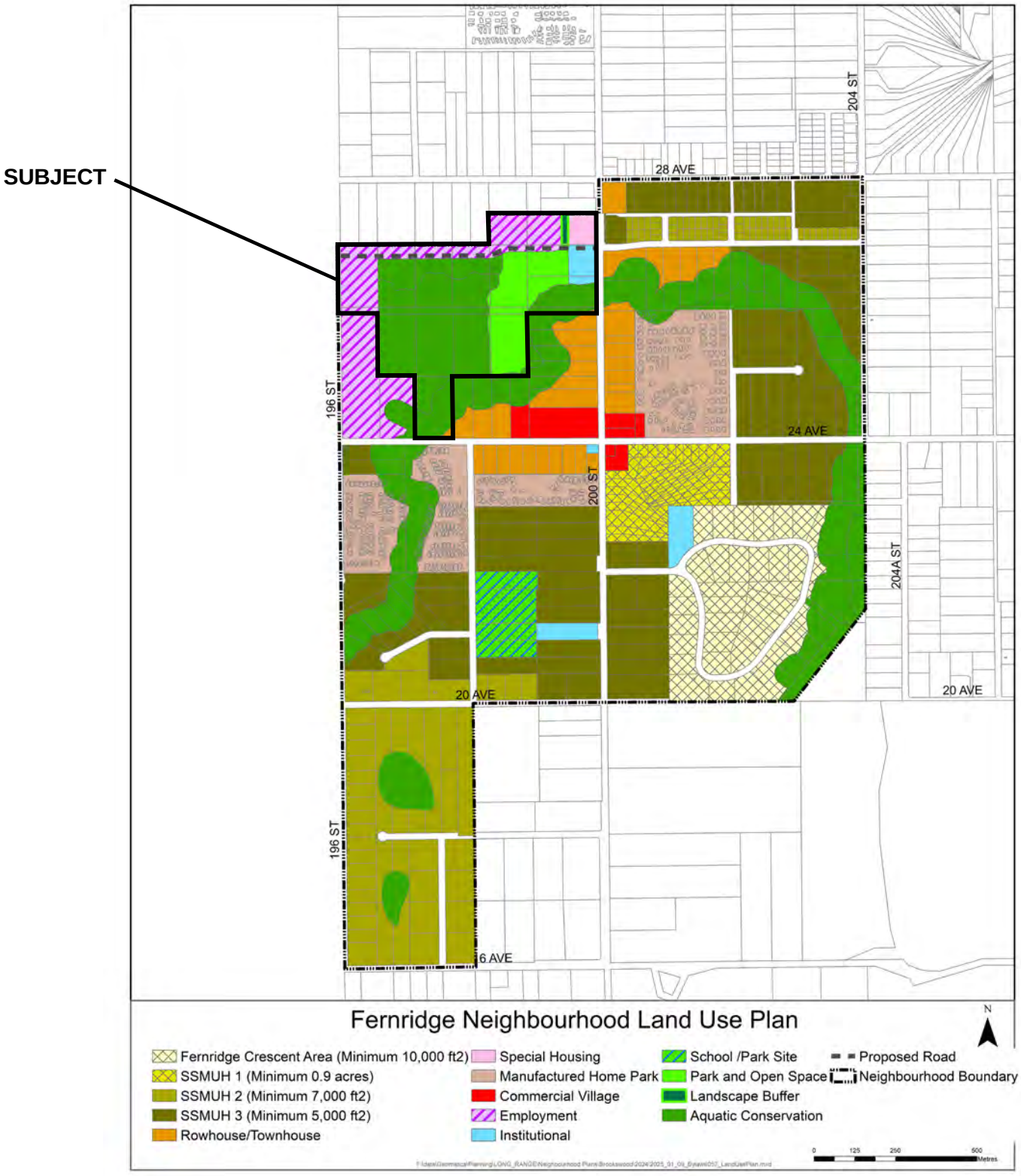
ATTACHMENT A Maps and Graphics
ATTACHMENT B Development Permit No. 101490

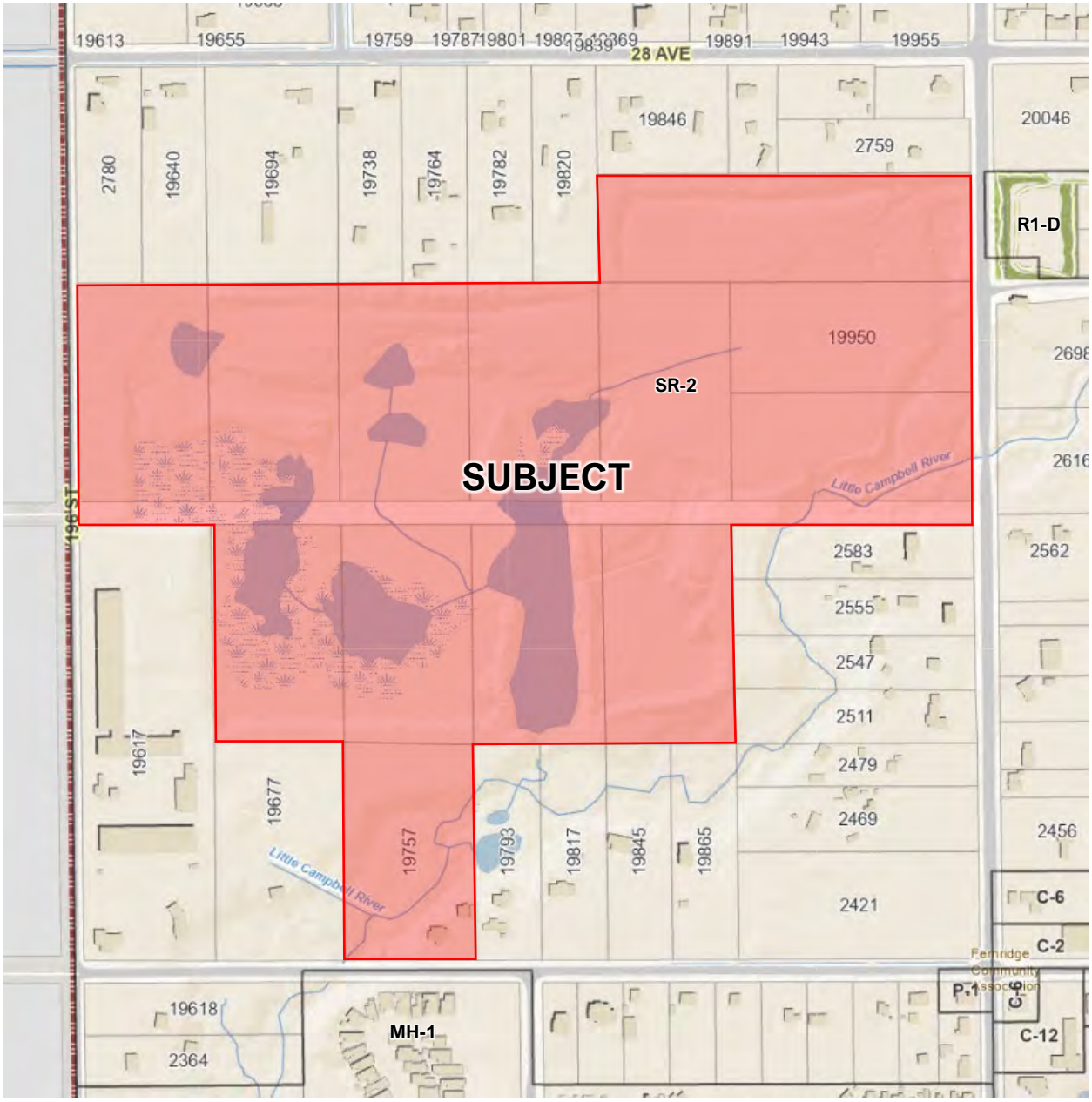
ATTACHMENT A



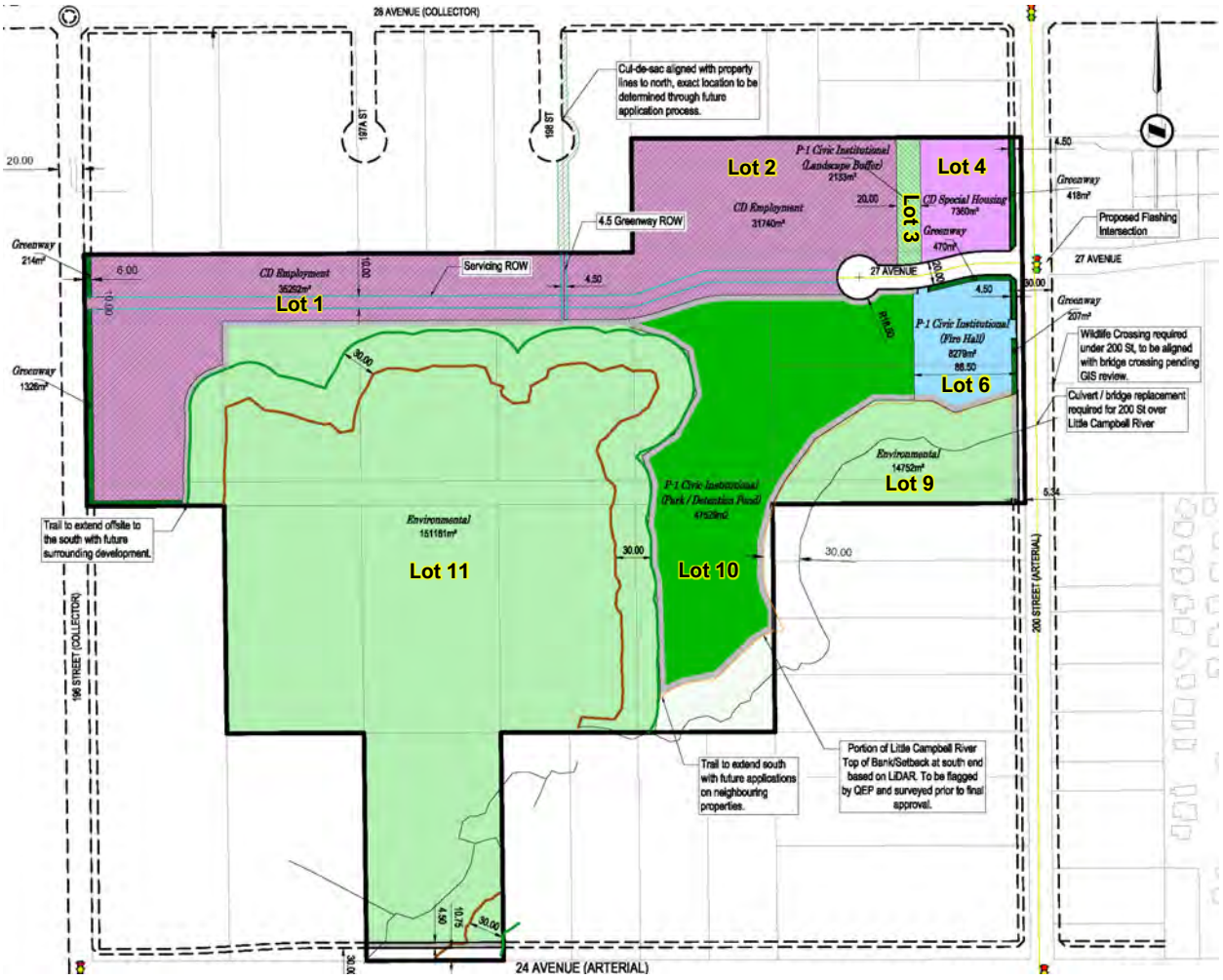
AERIAL CONTEXT MAP


SUBJECT
200 St
204 St
208 St
44 Ave
40 Ave
36 Ave
32 Ave
28 Ave
24 Ave
20 Ave
16 Ave
Land Use Plan
Single Family 1 (Minimum 2 acres)
Traditional Brookswood (Minimum 10,000 ft2)
Fernridge Crescent Area (Minimum 10,000 ft2)
SSMUH 1 (Minimum 0.9 acres)
SSMUH 2 (Minimum 7,000 ft2)
SSMUH 3 (Minimum 5,000 ft2)
Rowhouse/Townhouse
Apartment
Special Housing
Manufactured Home Park
Commercial Village
Convenience Commercial
Employment
Utility
Institutional
Existing School
School /Park Site
Park and Open Space
Landscape Buffer
Aquatic Conservation
Commercial is Optional
N
0
250
500
1,000
Metres


SUBJECT
28 AVE
204 ST
196 ST
24 AVE
200 ST
204A ST
20 AVE
20 AVE
196 ST
6 AVE
Fernridge Neighbourhood Land Use Plan
N
Fernridge Crescent Area (Minimum 10,000 ft2)
SSMUH 1 (Minimum 0.9 acres)
SSMUH 2 (Minimum 7,000 ft2)
SSMUH 3 (Minimum 5,000 ft2)
Rowhouse/Townhouse
Special Housing
Manufactured Home Park
Commercial Village
Employment
Institutional
School /Park Site
Park and Open Space
Landscape Buffer
Aquatic Conservation
Proposed Road
Neighbourhood Boundary
0
125
250
500
Metres



ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT

THE CORPORATION OF THE TOWNSHIP OF LANGLEY ATTACHMENT B

Development Permit No. 101490

This Permit is issued this _____ day of _____, 2025 to:

1. NAME: The Corporation of the Township of Langley

   ADDRESS: 20338 – 65 Avenue
   Langley BC V2Y 3J1

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

   LEGAL DESCRIPTION: Future Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12, Section 22 Township 7 EPP129098

   CIVIC ADDRESS: 19600 – 20000 Block of 24 to 27A Avenue

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

   a. Forest Fire Reduction Development Permit Areas design consistent with Schedule “A” and Section 10.5.4 of the Brookswood Community Plan as amended.
   b. Sensitive Environment Protection Area as shown on Schedule “A” to the acceptance of the Township of Langley and consistent with Section 10.6.2 of the Brookswood Community Plan as amended.
   c. Township of Langley acceptance of a submission addressing information requirements outlined in Section 4.20 of Schedule 3 of Langley Official Community Plan Bylaw 1979 No. 1842.
   d. Written designation of an Environmental Monitor for the project acknowledging the Environmental Monitor has the authority to stop any work(s) that, in the Environmental Monitor's opinion, have the potential to impact on SPEAs.
   e. Obtainment of relevant senior government environmental regulatory agency approvals and/or submission of notifications and provisions of copies of approval/submissions to the Township.

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

   This permit is not a building permit.

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

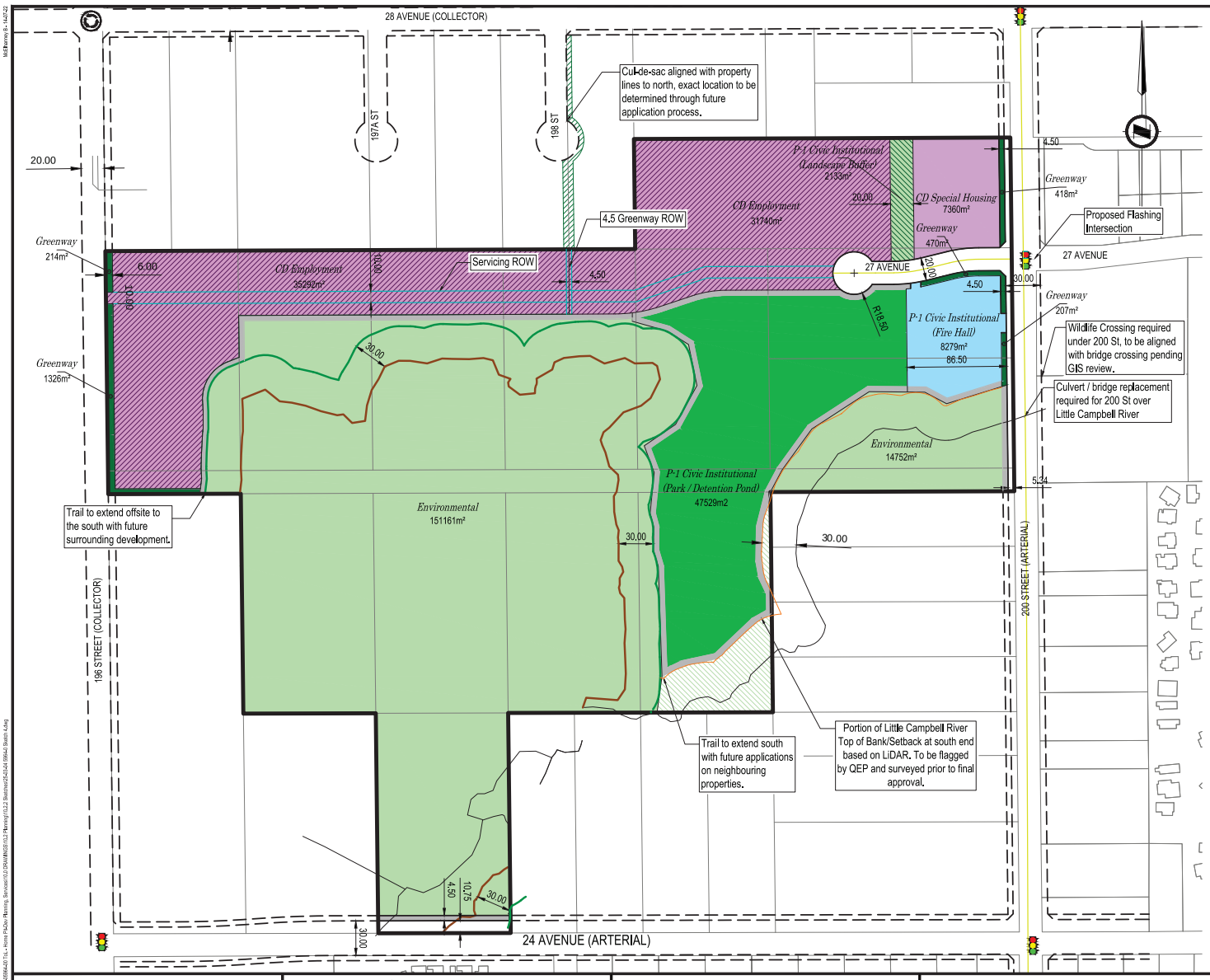
   This permit shall have the force and effect of a restrictive covenant running with the land and shall come into force on the date of an authorizing resolution passed by Council.

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

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

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2025.

Attachments:
SCHEDULE A Site Plan



LEGEND

- MULTI-USE PATHWAY (NOT DEDICATED - 4.5m)
- GREENWAY (DEDICATED - 4.5m)
- OFFSITE CONCEPTUAL GREENWAY
- 30M SETBACK
- TOP OF BANK
- APPROX. LITTLE CAMPBELL RIVER TOP OF BANK LOCATION
- 30M SETBACK FROM LITTLE CAMPBELL RIVER
- ENVIRONMENTAL AREA (DEDICATED)
- ENVIRONMENTAL AREA (COVENANT)
- TRAFFIC LIGHT
- EMPLOYMENT
- INSTITUTIONAL (FIRE HALL)
- SPECIAL HOUSING
- LANDSCAPE BUFFER
- PARK / DETENTION POND
- EXISTING CENTERLINE
- RIGHT-OF-WAYS

Notes:

- 18.5 radius cul-de-sac along 27th Ave and is 150m from 200th Street.
- Servicing ROW added to site plan from 196 Street.
- 86.50m measured from east property line of Fire Hall to west property line of Fire hall and includes 4.5m greenway dedication.
- Nature Corridor on east side of 196 St shown as 6m greenway dedication per Fernridge Neighbourhood Plan.
- Detention pond to be located at north end of Park, size and design to be determined.
- 4.5m Multi-Use Pathway not dedicated, design to be confirmed.
- 200th Street road dedication assumes 30m plus 4.5m greenway (39m total).
- 24 Ave road dedication based on ultimate road design.

SCHEDULE A

NOTES:
THIS DRAWING IS FOR PRELIMINARY LAYOUT ONLY, AND SUBJECT TO MUNICIPAL APPROVAL
THE AREAS AND DIMENSIONS SHOWN ON THE DRAWINGS ARE SUBJECT TO DETAILED SURVEY AND CALCULATIONS, AND MAY VARY.
THIS DRAWING IS NOT TO BE USED FOR LEGAL TRANSACTIONS

McElhanney
McElhanney Consulting Services Ltd.

0 1:3500 100

ORIGINAL DWG SIZE: ANSI B (11" x 17")

LAYOUT

Prepared for: Township of Langley

Horne Pit
Layout Plan
Township of Langley
March 27, 2025

Drawing No. Sketch 4

Project Number 2111-05964-00

Rev.

G.1

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (TOWNSHIP OF LANGLEY / HORNE PIT) BYLAW NO. 6129

EXPLANATORY NOTE

Bylaw No. 6129 rezones land located in the 19600 – 20000 Block of 24 to 27A Avenue from Suburban Residential Zone SR-2 to Civic Institutional Zone P-1, Brookswood Employment Zone M-14 and Comprehensive Development Zone CD-213 to facilitate subdivision of the land for a firehall, municipal park, two future employment lots, sensitive environment protection areas and a future special housing development.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (TOWNSHIP OF LANGLEY / HORNE PIT) BYLAW NO. 6129

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

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

1. This Bylaw may be cited for all purposes as "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Township of Langley / Horne Pit) Bylaw No. 6129".

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

   (1) Adding to the Table of Contents and Section 104.1 – Zones the words "Brookswood Employment Zone M-14" after the words "Heavy Industrial Zone M-13"
   (2) Adding to Section 110.1 after the words "M-13" the words "M-14 – 1,858 m²"
   (3) Adding after Section 713 "Heavy Industrial Zone M-13" the following as Section 714 "Brookswood Employment Zone M-14"

714 **BROOKSWOOD EMPLOYMENT ZONE M-14**

Uses Permitted

714.1 In the M-14 Zone, only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings* and *uses*
2) accessory open storage
3) *brewery or distillery*
4) scientific and technical research
5) information technology
6) offices accessory to permitted *uses*
7) *residential uses* accessory to permitted *uses* and subject to Section 714.3
8) *restaurants*
9) retail sales accessory to permitted *uses*
10) public works yards, maintenance and storage facilities
11) warehousing, wholesaling and storage facilities excluding bulk energy storage facilities and the bulk storage of industrial chemicals, by-products and allied products

Storage Areas

714.2 No material stored in a permitted accessory open storage area shall exceed a *height* of 2m where stored within 10m of a parcel zoned SR, R, RM, MH-1, C or P. No storage areas shall be located in any required front yard setback.

Residential Use

714.3 *Residential use* is limited to one (1) *dwelling unit* or *mobile home* per *lot* for occupancy by the owner, manager or caretaker and immediate family.

Lot Coverage

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

Siting of Buildings and Structures

714.5 Except as provided for in Sections 104.4, 104.15 and 105.1 2), no *building* or *structure* shall be sited less than:

a) 10.0m from a front lot line;
b) 5.0m from a rear lot line;
c) no setback is required from an interior rear or interior side lot line abutting an M or C zone;
d) 5.0m where the side lot line abuts a flanking street; and
e) 10.0m from a lot line abutting an SR, R, RM, RU, MH-1 or P zone.

Height of Buildings and Structures

714.6 Except as provided for in Section 104.5 the *height* of *buildings* and *structures* shall not exceed 12m.

Parking and Loading

714.7 Parking and loading shall be provided in accordance with Section 107.

Subdivision Requirements

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

Landscaping, Screening and Fencing

714.9 Landscaping areas, landscaping screens and fencing shall comply with Section 111.

Development Permit Requirements

714.10 A Development Permit shall be issued by Council prior to issuance of a Building Permit.

(4) Adding to the Table of Contents and Section 104.1 – Zones the words “Comprehensive Development Zone CD-213” after the words “Comprehensive Development Zone CD-212”
(5) Adding to Section 110.1 after the words “CD-212” the words “CD-213 – 0.5 ha”
(6) Adding after Section 1112 “Comprehensive Development Zone CD-212” the following as Section 1113 “Comprehensive Development Zone CD-213”

1113 **COMPREHENSIVE DEVELOPMENT ZONE CD-213**

Uses Permitted

1113.1 In the CD-213 Zone only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings* and *uses*
2) *accessory home occupation* subject to Section 104.3
3) *apartments*
4) *community care facility*
5) *commercial* uses subject to Section 1113.3
6) *group children's day care*
7) *assembly uses*
8) *seniors housing*
9) *adult day care*

Density

1113.2 The maximum *floor space ratio* for all *buildings* located on lands zoned CD-213 shall not exceed 1.4 FSR.

Location of Uses

1113.3 *Commercial uses* are only permitted to be located on the ground floor of a *building.*

Lot Coverage

1113.4 *Buildings* and *structures* shall not cover more than 40% of the *lot area.*

Siting of Buildings and Structures

1113.5 Siting of *buildings* and *structures* shall be in accordance with the provisions of a Development Permit.

Height of Buildings and Structures

1113.6 The *height* of *buildings* and *structures* shall not exceed four (4) *storeys.*

Parking and Loading

1113.7 Parking and loading shall be provided in accordance with Section 107.

Subdivision Requirements

1113.8 All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

1113.9 Landscaping areas, landscaping screens and fencing shall comply with Section 111.

Age-Friendly Amenity Area

1113.10 *Age-Friendly Amenity Areas* shall be provided in accordance with Section 111.5 and in accordance with a Development Permit.

Development Permit Requirements

1113.11 A Development Permit shall be issued by Council prior to issuance of a Building Permit.

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

Parcel "A" (Explanatory Plan 25242) Lot 2 and of the South Half Lot 28 Section 22 Township 7 New Westminster District Plan 1148

Lot 3 Section 22 Township 7 New Westminster District Plan 1148

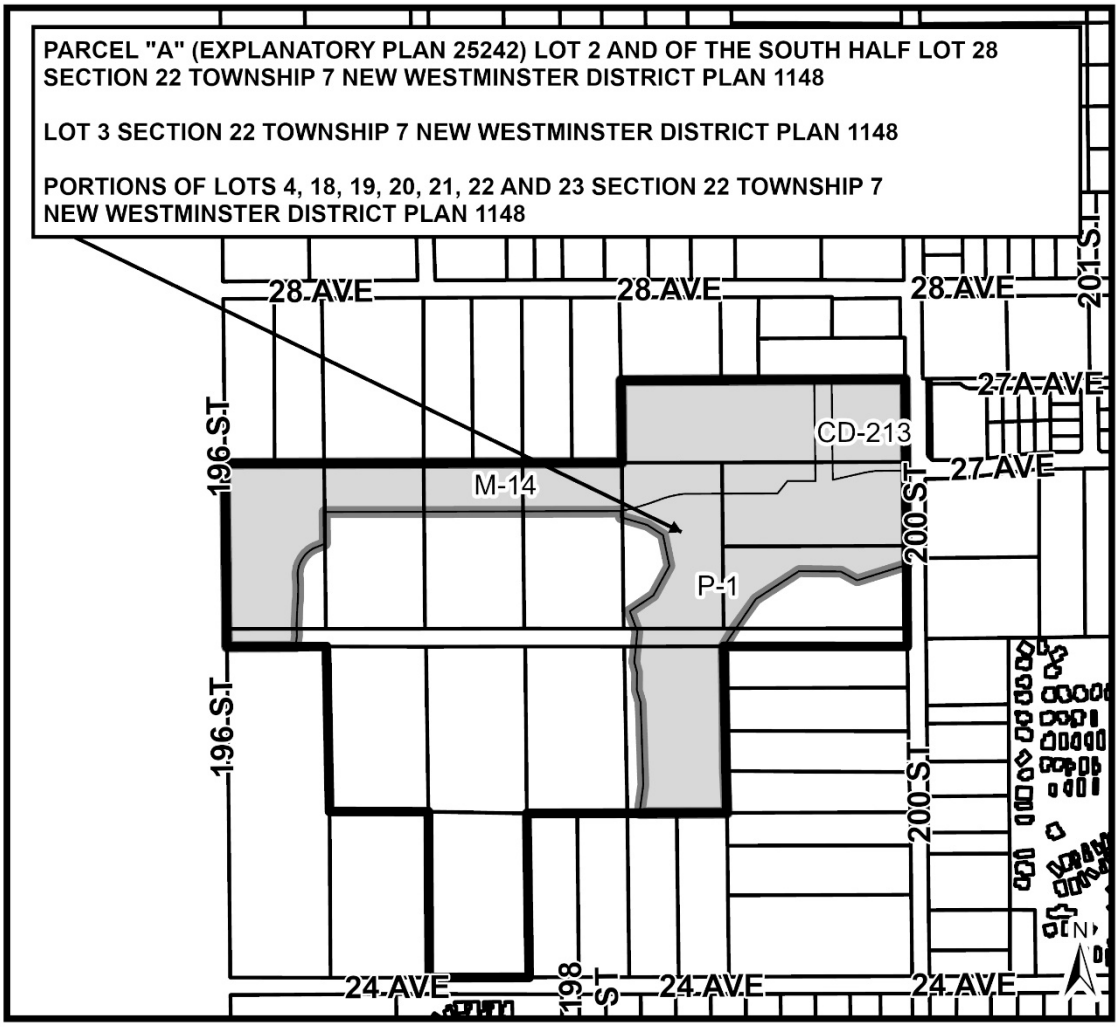
Portions of 4, 18, 19, 20, 21, 22 and 23 Section 22 Township 7 New Westminster District Plan 1148

as shown delineated on Schedule "A" attached to and forming part of this Bylaw.

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

SCHEDULE 'A'
BYLAW NO. 6129



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 26, 2025 - REGULAR MEETING	**REPORT:**	25-85
FROM:	PERMITS, LICENCES AND INSPECTION DIVISION	**FILE:**	4320-01
SUBJECT:	FEES AND CHARGES BYLAW AMENDMENT		

RECOMMENDATION(S):

That Council give first, second and third reading to the Fees and Charges Bylaw 2007 No. 4616 Amendment Bylaw 6130 and authorize staff to schedule the required public input opportunity, pursuant to applicable regulations with respect to Schedule 19. Licence Fees.

That Council give first, second and third reading to the Licencing Bylaw No. 5878 Amendment Bylaw 6131 and authorize staff to schedule the required public input opportunity, pursuant to applicable regulations.

EXECUTIVE SUMMARY:

At the Regular Meeting of March 10, 2025, Council directed staff to prepare amendments to the Fees and Charges Bylaw 2007 No. 4616 to incorporate the annual business licencing fees and multi-year discounts currently set out in *Schedule A* of Licencing Bylaw No. 5878. Upon adoption, *Schedule A* will be removed from the Licencing Bylaw to streamline and consolidate fee-related provisions under a single bylaw.

Staff are also recommending the implementation of an application fee for all new business licence applications.

Finally, staff are recommending amendments to *Schedule 16: Airport*. These housekeeping amendments were originally proposed under Report to Council 25-28 but were not included in the bylaw amendments adopted at that time.

PURPOSE:

The purpose of this report is to:

(a) incorporate annual licencing fees and multi-year discounts set out in *Schedule A* of the Licencing Bylaw No. 5878 into the Fees and Charges Bylaw 2007 No. 4616 (with Schedule A in the Licencing Bylaw being deleted at the same time);
(b) add an application fee for business licence applications into the Fees and Charges Bylaw 2007 No. 4616; and
(c) incorporate Airport housekeeping items into the Fees and Charges Bylaw 2007 No. 4616.

BACKGROUND/HISTORY:

On October 21, 2024, Council approved a comprehensive licencing reform which included adopting Licencing Bylaw No. 5878, along with associated licence fees under *Schedule A*. At Council's direction, these fees are now proposed to be consolidated under the Fees and Charges Bylaw 2007 No. 4616.

Licence fees have historically been located in the Licencing Bylaw. Consolidating licence fees with the Fees and Charges Bylaw (and removing from the Licencing Bylaw) will streamline administrative tasks, such as annual fee updates. This approach allows for consistent updates and ensures that all fees are reviewed and adjusted at the same time.

As part of the licencing reform, Council approved funding for software enhancements that enable businesses to apply for their business licences electronically. This system has been active for approximately 60 days and has significantly streamlined the application process and modernized internal procedures. However, staff have observed operational challenges arising from the volume of incorrect or duplicate applications, which require considerable staff time to resolve.

Initially, the e-apply licencing application required applicants to self-select their business type (ie: accessory home occupation, commercial, industrial etc.). However, approximately 80% of applicants entered their licence information incorrectly and/or applied multiple times for the same business. This led to incorrect payments being made by applicants (both underpayments and overpayments), which then required staff to either refund or request additional fees, once the correct licence category was determined, and any duplicates removed.

In response, staff implemented changes to the online application form to eliminate the need to initially select a category and introduced a $50 application fee on a trial basis. As this fee functions as a prepayment toward the first year's annual licence fee, no amendments to the Licencing Bylaw fees were required at that time. This change has effectively eliminated incorrect, duplicate or speculative applications, and has enabled staff to determine the correct licence types and associated fees during the application process.

DISCUSSION/ANALYSIS:

Business Licence and Application Fees

Section 194(1) of the Community Charter authorizes Council to adopt bylaws approving various fees and charges that can be imposed with respect to services being provided. The proposed Township's Fees & Charges Bylaw No. 4616 Amendment Bylaw No. 6130 will include a new *Schedule 19. Licence Fees*, as well as an amendment to *Schedule 16: Airport*.

Consolidating licencing fees to the Fees and Charges Bylaw streamlines and centralizes the Township's fee structure. It also allows for licencing fees to be included in the annual review to determine whether any price level adjustments and/or new fees and charges are necessary to existing schedules to ensure sufficient cost recovery of programs and services and to better align Township revenue with service budgets.

As part of this amendment, staff are also proposing a non-refundable application fee of $50 to be incorporated as a line item in the proposed *Schedule 19. Licence Fees* of the Fees and Charges Bylaw 2007 No. 4616. The application fee will be credited toward the first year's annual licence fees after a preliminary review to ensure compliance with Township bylaws (e.g. ensuring the correct category of licence is being applied for). Given that the application fee serves as a prepayment of a portion of the first year's licence fees, no net changes to the Licence Fees are proposed.

Staff have researched the bylaws of neighbouring municipalities and identified several who impose an application fee for new business licence applications.

Municipality	Application Fee	Applied to First Year's Licence Fees?
Township of Langley	$50.00 (proposed)	Yes (proposed)
City of Abbotsford	$25.00	Yes
City of Burnaby	$53.00	No
City of Coquitlam	None	N/A
City of Langley	$60.00	No
City of New Westminster	$58.00	No
City of Surrey	$50.00	Yes
City of Vancouver	None	N/A

The application fee of $50 corresponds with our lowest business licence fee (accessory home occupations), thereby eliminating the need for refunds. This approach also aligns with the fee structures adopted by other municipalities.

Aviation Safety & Regulatory Compliance Fees

Staff are recommending a new category for certain new airport fees.

Runway Closure Fee – YNJ has received an increasing amount of requests for closure of its runways due to crane installations near YNJ, requests for filming, and other special events. Any runway closure results in significant operational disruption and cost for the airport and related organizations. This per day fee, proposed at $5,000, will include a one (1) day minimum and approximately cover the costs resulting from closure disruptions.

Aeronautical Assessment and Land Use Assessment Letter of No Objection Fee - An increase in cranes and building developments has resulted in significant additional resources and costs required to communicate, coordinate, and assess each situation to determine impact to aviation safety of the airport. This proposed fee of $500 per request will cover costs to provide a letter of approval for, or no objection to, on behalf of the Langley Regional Airport, with respect to the installation of cranes for building construction.

Respectfully submitted,

Britta Bieberstein
MANAGER, LICENCES AND POLICIES
for
PERMITS, LICENCES AND INSPECTIONS DIVISION

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

CONCURRENCES	
Division / Department	**Name**
Engineering Division	A. Ruhl
Finance	S. Ruff

ATTACHMENT A – Redline of changes to Licencing Bylaw No. 5878 by Amending Bylaw 6131

ATTACHMENT A

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LICENCING BYLAW NO. 5878

EXPLANATORY NOTE

Bylaw No. 5878 is a bylaw to regulate businesses and provide for a system of licencing.

Amending Bylaw No. 6131

Bylaw No. 6131 amends the Township of Langley Licencing Bylaw 5878 to remove Schedule A (Licence Fees) from the bylaw as those fees will now be contained within the Langley Fees and Charges Bylaw 2007 No. 4616 Amendment Bylaw 6130 under “Schedule 19. Licence Fees”. The amendment also adds an application fee for Licence applications, language on prorated licence fees and includes housekeeping changes to add references to “Schedule 19. Licence Fees” and the Fees and Charges Bylaw throughout the Bylaw.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LICENCING BYLAW NO. 5878

WHEREAS the *Community Charter,* SBC 2003, c 26 authorizes Council to, by bylaw, regulate business and provide for a system of licencing;

WHEREAS Council wishes to repeal and replace Township of Langley Business Licence Bylaw 2016, No. 5192;

AND WHEREAS Council has given notice of its intention to adopt this bylaw and has provided an opportunity for persons who consider they are affected by this bylaw to make representations to Council in accordance with section 59 of the *Community Charter*;

NOW THEREFORE, Council, in open meeting assembled, ENACTS AS FOLLOWS:

PART 1: TITLE

1. This Bylaw may be cited for all purposes as “Licencing Bylaw No. 5878”.

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 neuter 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 its regulations, 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:

(1) “**Adult Publication**” means any book, magazine, pamphlet or printed matter, however produced, which contains a visual image or representation of nudity, sexual conduct or sadomasochistic behaviour;

(2) **"Affected Licencee"** has the meaning ascribed to it in section 9.1;

(3) "**Applicable Law**" means any law, enactment, regulation, bylaw, ordinance, order, rule or policy enacted, adopted, or issued by any Governmental Authority and which applies to the operation of a Business, Non-Profit or Business Premises or any portion thereof;

(4) "**Business**" means carrying on a commercial or industrial activity or undertaking of any kind, including, without limitation, providing professional, personal or other services for the purpose of gain or profit (including, without limitation, operating a Mobile Business, operating a Cannabis Production Business and operating a Commercial Passenger Vehicle), but does not include an activity carried on by the Provincial government, by corporations owned by the Provincial government, by agencies of the Provincial government or by the South Coast British Columbia Transportation Authority or any of its subsidiaries;

(5) "**Business Premises**" means the vehicle from which a Business or Non-Profit is conducted or the Property, or portion of the Property, upon which a Business or Non-Profit is carried out;

(6) "**Cannabis**" has the meaning ascribed to it in the Township of Langley Zoning Bylaw 1987 No. 2500, as amended or replaced;

(7) "**Cannabis Processing**" has the meaning ascribed to it in the Township of Langley Zoning Bylaw 1987 No. 2500, as amended or replaced;

(8) "**Cannabis Production**" has the meaning ascribed to it in Cannabis Production Farm Bylaw 2019 No. 5496, as amended or replaced;

(9) "**Cannabis Research and Development**" has the meaning ascribed to it in the Township of Langley Zoning Bylaw 1987 No. 2500, as amended or replaced;

(10) "**Cannabis Retail**" has the meaning ascribed to it in the Township of Langley Zoning Bylaw 1987 No. 2500, as amended or replaced;

(11) "**Child**" means a person under the age of 19 years;

(12) "**Commercial Passenger Vehicle**" has the meaning ascribed to it in the *Passenger Transportation Act*, SBC 2004, c 39, as amended or replaced;

(13) "**Council**" means the Council of the Township;

(14) "**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;

(15) "**Entertainment Software**" means any software that provides the user with entertainment including, without limitation, computer games, video games, virtual reality experiences, mobile games, mobile applications, and downloadable content associated therewith;

(16) "**ESRB**" means the Entertainment Software Rating Board;

(17) "**Governmental Authority**" means any government, parliament, legislature, administrative or regulatory agency, board, tribunal or commission; any other authority charged with the administration or enforcement of legal requirements; or any person acting under the authority of any of the foregoing, other than the Township;

(18) "**Highway**" has the meaning ascribed to it in the *Community Charter*;

(19) "**Hotel**" has the meaning ascribed to it in the Zoning Bylaw;

(20) "**IMBL Municipality"** means the Township and any other municipality which has adopted a bylaw with the same, or substantially the same, provisions as the Intermunicipal Business Licence Bylaw No. 5960, as amended or replaced;

(21) "**Licence**" means a valid and subsisting licence granted pursuant to this Bylaw;

(22) "**Licence Application**" has the meaning ascribed to it in section 4.1;

(23) "**Licence Inspector**" means the person appointed by Council to the position of Director, Permits, Licences and Inspections, his or her designates and authorized agents;

(24) "**Licencee**" means a person to whom a Licence has been granted pursuant to this Bylaw;

(25) "**Mobile Business**" has the meaning ascribed to it in the Intermunicipal Business Licence Bylaw No. 5960, as amended or replaced;

(26) "**Multi-Year Business Licence**" means a Licence issued to a Business in Group A of Schedule ~~A~~ 19. of the Fees and Charges Bylaw 2007 No. 4616 as amended or replaced that is valid for a period of two, three, five or ten calendar years from the date of the Licence Application for the Licence; and where the multi-year licence fees are paid in their entirety at the time of application;

(27) "**Non-Profit**" means any entity that is a non-profit organization or a registered charity under the *Income Tax Act*, R.S.C., 1985, C.1, as amended or replaced;

(28) "**Property**" means any lot, block or other area in which land is held or into which it is subdivided in the Township of Langley, but does not include a Highway in the Township of Langley;

(29) "**Reconsideration Meeting**" has the meaning ascribed to it in section 9.3(1);

(30) "**Township**" means the Corporation of the Township of Langley;

(31) "**Township Clerk**" means the person appointed by Council to the position having that name, his or her designates and authorized agents;

(32) "**Township of Langley"** means the geographic area subject to regulation by the Township; and

(33) "**Vulnerable Adult**" has the meaning ascribed to in the Criminal Records Review Act

(34) "**Zoning Bylaw**" means Zoning Bylaw 1987 No. 2500, as amended or replaced.

PART 3: LICENCE REQUIREMENTS

Licence Required

3.1 Except as provided for in section 3.3, no person shall operate, or permit another person to operate, a Business or Non-Profit in the Township of Langley without a Licence.

3.2 A Licence is not required to hold:

(1) a "parade" or "special event", as defined in the Highway and Traffic Bylaw 2010 No. 4758, as amended or replaced, and as authorized by a permit issued pursuant to that bylaw;

(2) a "special event", as defined in the Township of Langley Public Spaces Regulation Bylaw 2018 No. 5298, as amended or replaced, and as authorized by a permit issued pursuant to that bylaw; or

(3) a "special event", as defined in the Township of Langley Special Events Bylaw 1997 No. 3733, as amended or replaced, and as authorized by a permit issued pursuant to that bylaw.

Multiple Licences May Be Required

3.3 A separate Licence is required in respect of each Business or Non-Profit in the Township of Langley and for each Business Premises. For certainty:

(1) a person who carries on multiple Businesses, Non-Profits or more than one licence type as specified in Schedule ~~A~~19. of the Fees and Charges Bylaw 2007 No. 4616 as amended or replaced ~~at one Business Premises must apply for and maintain a separate Licence in respect of each Business or Non-Profit; and~~

(2) a person who carries on one Business or Non-Profit at multiple Business Premises must apply for and maintain a separate Licence in respect of each Business Premises.

PART 4: LICENCE APPLICATIONS

Submitting a Licence Application

4.1 An application for a Licence (a "**Licence Application**") shall:

(1) be made in the form provided by the Licence Inspector for that purpose, which may be amended by the Licence Inspector from time to time;

(2) contain the following information:

(a) a description of the Business or Non-Profit;

(b) a description of the Business Premises, including its civic address and its square footage;

(c) the number of persons working for the Business or Non-Profit; and

(d) any other information required by the Licence Inspector, in their sole discretion;

(3) be accompanied by payment of ~~the Licence~~ an Application F~~f~~ee specified ~~for the Business or Non-Profit~~ in Schedule ~~"A";~~ 19 of the Fees and Charges Bylaw 2007 No. 4616 as amended or replaced. ~~and~~ The Application Fee is not applicable to Non-Profit Licences ~~Types~~.

(4) ~~be signed by the owner of the Business or Non-Profit, or his or her duly authorized agent.~~

4.2 No person shall provide false or inaccurate information in a Licence Application.

Considering a Licence Application

4.3 Upon receipt of a Licence Application, the Licence Inspector may, in their sole discretion:

(1) request further information or documentation from the applicant with respect to the Business, Non-Profit or Business Premises;

(2) refer the Licence Application to one or more Township departments to determine whether the Business, Non-Profit and Business Premises described in the Licence Application comply with all applicable Township bylaws including, without limitation:

(a) the Zoning Bylaw;

(b) the Langley Building Bylaw 2008 No. 4642, as amended or replaced; and

(c) the Fire Prevention Bylaw 2013 No. 4956, as amended or replaced;

(3) for a Licence Application for a Business or Non-Profit that is a daycare or assisted living facility, refer the Licence Application to one or more Governmental Authorities to determine whether the daycare or assisted living facility Business or Non-Profit and Business Premises described in the Licence Application comply with all Applicable Laws, other than Township bylaws;

(4) contain true copies of all licences, approvals, and permits required by all Applicable Laws with respect to the operation of the Business or Non-Profit, unless otherwise specified in writing by the Licence Inspector;

(5) contain true copies of all certifications or other evidence of qualifications required by all Applicable Laws with respect to persons working for the Business or Non-Profit;

(6) if the Licence Application is for a Licence to operate in the Township of Langley and other IMBL Municipalities, refer the Licence Application to any of the other IMBL Municipalities, as the Licence Inspector deems appropriate;

(7) request a detailed floor plan showing, without limitation, the dimensions and description of use of all areas of the Business Premises if alterations are proposed or if it appears that alterations have occurred; and

(8) subject to section 16 of the *Community Charter*, inspect, or authorize other Township officials to inspect, the Business Premises.

4.4 For certainty, the Licence Inspector has the same powers in respect of:

(1) a Licence Application for a Business or Non-Profit that has never been previously granted a Licence; and

(2) a Licence Application for a Business or Non-Profit that has previously been granted a Licence.

Licence Fees

~~4.5 The licence fees set out in Schedule "A" are hereby imposed, and Schedule "A" is incorporated in and expressly made part of this Bylaw. Every applicant for a Licence must pay to the Township of Langley at the time of application, the applicable Licence fees set out in Schedule "A" and no Licence will be issued until payment of the fee is made in full to the Township of Langley~~.

~~4.~~5 Every applicant for a Licence, excluding Non-Profit applicants, shall pay to the Township of Langley, at the time of application, a non-refundable application fee as set out in Schedule 19 of the Fees and Charges Bylaw 2007 No. 4616, as amended or replaced.

Subject to approval of the Licence, the application fee shall be credited toward the annual licence fee payable for the first year. A Licence shall not be issued until payment

of the remaining balance of the annual licence fee is received in full by the Township of Langley.

4.6 Licence fees for new businesses commencing after the start of the licence year shall be prorated on a monthly basis.

4. ~~6~~7 On a renewal of a Licence, a 5% penalty will be added to all Licence fees remaining unpaid 30 days after the due date. An additional 5% penalty will be added to all Licence fees remaining unpaid 90 days after the due date.

4.~~7~~8 Without limiting Part 12 of this Bylaw, any person who operates or permits the operation of a Business or Non-Profit without a valid Licence, including, without limitation, any person who has not paid Licence fees within 90 days of those fees becoming due, commits an offence and may be subject to a penalty under the Bylaw Notice Enforcement Bylaw 2008 No. 4703.

Licence Fee Refunds

4.~~8~~9 If a Licence Application is withdrawn before the Licence Inspector has begun considering the Licence Application, the applicant shall be refunded their entire Licence fee payment less the Application Fee.

4.~~9~~10 If a Licence Application is refused by the Licence Inspector and is not approved by Council on any requested reconsideration, the applicant shall not be refunded their Licence fee payment.

4.~~10~~11 If a Licence Application is withdrawn after the Licence Inspector has begun considering the Licence Application, the applicant shall not be refunded their Licence fee payment.

4.~~11~~12 If a Multi-Year Licence is withdrawn within 180 days of the approval of the Business Licence, a partial refund will be issued deducting the equivalent of one year of base Licence fees. If a Multi-Year Licence is withdrawn after 180 days of its approval, refunds may be issued in the sole discretion of the Licence Inspector.

PART 5: GRANTING A LICENCE

Granting a Licence

5.1 Subject to section 6.1, the Licence Inspector may grant a Licence to an applicant if the Licence Inspector is satisfied that the applicant, the Business or Non-Profit and the Business Premises described in the applicant's Licence Application:

(1) comply with all Applicable Laws; or

(2) will comply with all Applicable Laws within a period specified by the Licence Inspector.

Terms and Conditions of a Licence

5.2 The Licence Inspector may grant a Licence on terms and conditions including, without limitation, terms, and conditions with respect to any one or more of the following:

(1) the duration of a Licence;

(2) the hours of operation of the Business or Non-Profit;

(3) the maximum number of patrons or occupants permitted at the Business Premises; and

(4) other terms and conditions the Licence Inspector reasonably considers necessary or desirable to ensure compliance with all Applicable Laws.

5.3 Every Licencee shall comply with the terms and conditions of their Licence.

Effect of a Licence

5.4 A Licence granted pursuant to section 5.1 authorizes the Licencee to operate the Business or Non-Profit described in the Licence at the Business Premises described in the Licence in accordance with all Applicable Laws, for the period specified in the Licence, and subject to the terms and conditions set out in the Licence.

5.5 A Licence is not a representation by the Township to the Licencee or to any other person that the Business or Non-Profit named in the Licence complies with any or all Applicable Laws.

Period of Validity

5.6 Unless otherwise provided in the Licence, a Licence is valid for a period of one, two, three, five or ten calendar years from the date of the Licence Application for the Licence to December 31.

5.7 For certainty, the Licence Inspector may grant a Licence for any period the Licence Inspector deems appropriate, in their sole discretion.

PART 6: REFUSING A LICENCE

Refusing a Licence

6.1 The Licence Inspector may refuse a Licence for reasonable cause.

6.2 Without limiting what constitutes reasonable cause for refusing a Licence, the following may constitute reasonable cause:

(1) the applicant for the Licence fails to provide information or documentation requested by the Licence Inspector in connection with the applicant's Licence Application within a reasonable time period;

(2) the applicant for the Licence unreasonably refuses to provide the Licence Inspector, or other Township departments to which the Licence Application has been referred, with access to the Business Premises for the purpose of determining whether the Business or Non-Profit and the Business Premises comply with all Applicable Laws;

(3) the applicant for the Licence, the Business or Non-Profit described in the Licence Application, or the Business Premises described in the Licence Application, do not comply with all Applicable Laws; or

(4) the applicant has engaged in misconduct that, in the opinion of the Licence Inspector, relates to the Business, Non-Profit or the Business Premises and which, in the opinion of the Licence Inspector, warrants the refusal of the Licence.

6.3 When considering whether to refuse a Licence, the Licence Inspector may consider any information provided to them by other Township officials, by Governmental Authorities, or by other credible persons, in respect of the applicant, the Business, Non-Profit or the Business Premises.

Procedural Fairness

6.4 Within 14 days of refusing a Licence, the Licence Inspector shall provide the applicant with:

(1) written reasons for the refusal; and

(2) written notice of the applicant's right to have Council reconsider the Licence Inspector's decision to refuse the Licence.

PART 7: SUSPENDING OR CANCELLING A LICENCE

Suspending or Cancelling a Licence

7.1 The Licence Inspector may suspend, cancel, or refuse to renew a Licence for reasonable cause.

7.2 Without limiting what constitutes reasonable cause for suspending, cancelling, or refusing to renew a Licence, the following may constitute reasonable cause:

(1) the Licencee fails to provide information or documentation requested by the Licence Inspector in connection with the Licencee's Licence within a reasonable time period;

(2) the Licencee unreasonably refuses to provide the Licence Inspector with access to the Business Premises for the purpose of determining whether the Business or Non-Profit and the Business Premises comply with all Applicable Laws;

(3) the Licencee violates one or more Applicable Laws;

(4) the Licencee violates a term or condition of their Licence; or

(5) the Licencee engages in misconduct that, in the opinion of the Licence Inspector, relates to the Business, Non-Profit or the Business Premises and which, in the opinion of the Licence Inspector, warrants the suspension, cancellation or non-renewal of the Licence.

7.3 When considering whether to suspend, cancel or not renew a Licence, the Licence Inspector may consider any information provided to them by other Township officials, by Governmental Authorities, or by other credible persons, in respect of the Licencee, the Business, Non-Profit or the Business Premises.

Procedural Fairness

7.4 Within 14 days after suspending, cancelling, or failing to renew a Licence, the Licence Inspector shall provide the Licencee with:

(1) written reasons for the suspension, cancellation or failure to renew;

(2) written notice of the Licencee's right to have Council reconsider the Licence Inspector's decision to suspend. cancel or not renew the Licence; and

(3) in respect of a suspension, the time period during which the suspension will be in effect and the terms or conditions the Licencee must satisfy to have the suspension lifted.

PART 8: CHANGES TO A BUSINESS, NON-PROFIT OR A BUSINESS PREMISES

Changes Requiring a New Licence Application

8.1 Subject to section 8.3, a Licencee which intends to make any of the following changes to a Business, Non-Profit or a Business Premises must submit a new Licence Application in respect of that Business, Non-Profit or Business Premises before making the proposed change:

(1) a change to the legal or operating name of the Business or Non-Profit,

(2) a change in ownership or control of the Business or Non-Profit,

(3) a change that will cause the Business or Non-Profit to cease operating for more than 30 consecutive days,

(4) a change to the location or mailing address of the Business Premises,

(5) a change that affects any term or condition of the Licence, or

(6) a change that would increase the Licence fee payable in respect of the Business or Non-Profit.

8.2 A Licence will be considered immediately invalid and suspended if any of the changes to a Business, Non-Profit or a Business Premises set out under section 8.1 occur without the Licencee obtaining a new or amended Licence in accordance with this Bylaw.

Changes Requiring a Licence Amendment

8.3 The Licence Inspector may, in their sole discretion, dispense with the requirement for a new Licence Application and amend a Licence to reflect a proposed change to a Business, Non-Profit or a Business Premises.

PART 9: COUNCIL RECONSIDERATION

Request for Reconsideration

9.1 A person affected by a Licence Inspector's decision to refuse, suspend or cancel a Licence (an "**Affected Licencee**"), may ask Council to reconsider the Licence Inspector's decision by providing a written request for reconsideration to the Township Clerk within 14 days of receiving written notice of the Licence Inspector's decision.

9.2 As soon as reasonably practicable after receipt of a request for reconsideration under section 9.1, the Township Clerk shall circulate the request to Council.

Procedural Fairness

9.3 Within 30 days of receiving a request under section 9.2, Council shall provide the Affected Licencee with:

(1) the date and time at which Council will hold a meeting to reconsider the Licence Inspector's decision (the "**Reconsideration Meeting**"); and

(2) copies of any documentation Council will rely upon in reconsidering the Licence Inspector's decision.

9.4 During the Reconsideration Meeting:

(1) Township representatives shall be provided with an opportunity to present the case for confirming the Licence Inspector's decision, including, without limitation, through oral and/or written submissions, presentation of relevant documents, and witness testimony);

(2) the Affected Licencee shall be provided with an opportunity to question the Township's witnesses (if any) and to present the case for varying or reversing the Licence Inspector's decision, through oral and/or written submissions, presentation of documents, and witness testimony;

(3) Township representatives shall be provided with an opportunity to question the Affected Licencee's witnesses (if any); and

(4) Township representatives and the Affected Licencee shall be provided with an opportunity to make closing submissions in respect of the Licence Inspector's decision with the Affected Licencee going last, subject to reply by Township representatives.

9.5 Within 14 days after the Reconsideration Meeting, Council shall confirm, vary or reverse the Licence Inspector's decision and shall provide the Affected Licencee with written reasons for its decision to do so.

9.6 If Council varies the Licence Inspector's decision, it may do so on any terms and conditions Council deems reasonable.

PART 10: GENERAL REGULATIONS

Inspections

10.1 Every applicant for a Licence shall permit the Licence Inspector reasonable access to the Business Premises in relation to which the Licence is sought for the purposes of determining, without limitation, whether the Business, Non-Profit and the Business Premises in relation to which the Licence is sought complies with all Applicable Laws.

10.2 Every Licencee shall permit the Licence Inspector reasonable access to the Business Premises in relation to which the Licence was granted for the purposes of determining, without limitation, whether the Business, Non-Profit and the Business Premises in relation to which the Licence was granted complies with all Applicable Laws.

Posting of Licence

10.3 Except as provided for in section 10.4, every Licencee shall post, or shall cause to be posted, his or her Licence in a conspicuous place on the Business Premises in respect of which the Licence was granted. The Licence Inspector may, in their sole discretion, determine whether a Licence has been posted in a conspicuous place on the Business Premises and require relocation of the placement of the Licence if not in a conspicuous place.

Carrying of Licence

10.4 If a Licencee does not maintain a Business Premises in the Township of Langley, the Licencee shall carry the Licence on their person at all times when engaged in the Business or Non-Profit for which their Licence was issued.

Surrender of Licence

10.5 A Licencee whose Licence has been suspended or cancelled shall surrender their Licence to the Licence Inspector within 7 days of receiving written notice of the suspension or cancellation.

10.6 A Licencee whose Business or Non-Profit has permanently ceased operation shall surrender their Licence to the Licence Inspector within 7 days after the Business or Non-Profit has permanently ceased operation.

PART 11: SPECIFIC REGULATIONS

Adult Publications

11.1 No person shall display, cause, or permit to be displayed an Adult Publication unless it is placed:

(1) on any shelf, the bottom edge of which is less than 119.38 centimetres from the floor; or

(2) behind a sheet of opaque plastic or other opaque substance which extends for the full length of the shelf on which the Adult Publication is placed and which extends vertically for at least 20.32 centimetres from the bottom of the shelf.

Commercial Passenger Vehicle

11.2 Every person who drives, operates or is in charge of a Commercial Passenger Vehicle shall comply with the requirements of the *Passenger Transportation Act*, SBC 2004, c 39, as amended or replaced, its regulations and this Bylaw.

11.3 Upon receipt of written notice of an application before the Passenger Transportation Board to change taxi rates or inter-city bus route reduction or minimum route frequency reduction and any related documentation (collectively, the "**Application**"), Council may do one or more of the following:

(1) Receive the Application for informational purposes only;
(2) Comment upon the Application; or
(3) Refer the Application to Township staff for further consideration or action.

Drug Paraphernalia

11.4 No person shall display, cause, or permit to be displayed Drug Paraphernalia on a Business Premises unless expressly permitted to do so by Applicable Laws.

11.5 No person shall sell Drug Paraphernalia to a Child from a Business Premises unless expressly permitted to do so by Applicable Laws.

Entertainment Software

11.6 A Licencee operating a Business or Non-Profit which offers Entertainment Software to the public, or which offers internet access to the public, shall take all steps necessary (including, without limitation, the installation of software), to ensure that no Child on their Business Premises is permitted to play or view Entertainment Software that the ESRB has rated as inappropriate for that Child's age.

Exotic Performances

11.7 No business premises shall permit any person to:

(1) be nude in a public area;

(2) remove a majority of that person's clothing in a public area; or

(3) expose any portion of that persons' breasts or pubic area to view by another person in a public area.

PART 12: OFFENCES AND PENALTIES

12.1 A person who violates a provision of this Bylaw commits an offence under this Bylaw.

12.2 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; and

(2) a fine of up to $10,000 or a term of imprisonment of up to 3 months upon summary conviction.

PART 13: GENERAL

13.1 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.

13.2 Township of Langley Business Licence Bylaw 2016, No. 5192 and amendments thereto are hereby repealed.

13.3 This Bylaw is to come into force and take effect on the date of its adoption.

READ A FIRST TIME the	~~07~~	day of	~~October~~	, ~~2024~~2025.
READ A SECOND TIME the	~~07~~	day of	~~October~~	, ~~2024~~2025.
READ A THIRD TIME the	~~07~~	day of	~~October~~	, ~~2024~~2025.
PUBLIC INPUT HELD the	~~11~~	day of	~~October~~	, ~~2024~~2025.
ADOPTED the	~~21~~	day of	~~October~~	, ~~2024~~2025.

“ERIC WOODWARD” Mayor “WENDY BAUER” Township Clerk

~~SCHEDULE A~~

~~GROUP A~~

~~Licence Type~~	~~Licence Description~~	~~Licence Fee~~
~~Automobile Service Stations, Gas Bars, Vehicle Repairs, Towing~~		~~240.00~~
~~Commercial, Retail or Office - not otherwise described~~	~~Based on gross floor area (GFA) of the premises - 0-500 Sq. Metres GFA~~	~~160.00~~
~~Commercial, Retail or Office - not otherwise described~~	~~Based on gross floor area (GFA) of the premises - 501-1000 Sq. Metres GFA~~	~~330.00~~
~~Commercial, Retail or Office - not otherwise described~~	~~Based on gross floor area (GFA) of the premise - 1001 and greater Sq. Metres GFA~~	~~485.00~~
~~Winery, Cidery, Distillery~~	~~Without a Liquor Primary Licence~~	~~250.00~~
~~Rental Accommodation~~	~~Hotels, Motels, Residential Rental Accommodation, (Apartment, Condominium, or Suite), Mobile Home Parks, Campgrounds~~	~~160.00 + 5.00 per Unit / space~~
~~Financial Institution~~	~~Chartered Banks, Credit Unions, Finance Companies, Trust Companies, Loan Companies, Cheque Cashing Companies~~	~~1,250.00~~
~~Golf Course~~	~~Includes driving ranges, practice areas, instruction academies; but not banquet, restaurant, or liquor primary facilities.~~	~~1,250.00~~
~~Industrial or Cannabis Research and Development~~	~~0-500 Sq. Metres GFA~~	~~170.00~~
~~Industrial or Cannabis Research and Development~~	~~501-3500 Sq. Metres GFA~~	~~350.00~~
~~Industrial or Cannabis Research and Development~~	~~3501 and greater Sq. Metres GFA~~	~~525.00~~
~~Non-Profit~~		~~0.00~~
~~Restaurant~~		~~275.00~~

~~Multi-Year Licence Fees~~

~~Licence Duration~~	~~Licence Fees~~
~~Annual (one year)~~	~~100% of base fee~~
~~2-year~~	~~90% of base fee per year~~
~~3-year~~	~~85% of base fee per year~~
~~5-year~~	~~80% of base fee per year~~
~~10-year~~	~~75% of base fee per year~~

~~**GROUP B**~~

~~Licence Type~~	~~Licence Description~~	~~Licence Fee~~
~~Accessory Home Occupation~~		~~50.00~~
~~Cannabis Production and/or Cannabis Processing~~		~~5,000.00~~
~~Cannabis Retail~~		~~5,000.00~~
~~Liquor Primary Facility~~	~~Neighbourhood Pub, Pub, Lounge, or other liquor primary licenced premise~~	~~2,500.00~~
~~Non-Resident~~	~~Licences cover mobile businesses, contractors, consultants, and other such entities, where they have their principal location in another jurisdiction.~~	~~290.00~~
~~Vendors~~	~~Mobile, Direct or Carnivals (Seasonal four-month Licence)~~	~~140.00~~
~~Dog Kennel – Commercial~~		~~225.00~~
~~Dog Kennel – Hobby~~		~~150.00~~
~~Intermunicipal Licence~~		~~250.00~~

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

FEES AND CHARGES BYLAW 2007 NO. 4616

AMENDMENT BYLAW NO. 6130

EXPLANATORY NOTE

Bylaw No. 6130 amends the Fees and Charges Bylaw 2007 No. 4616 as amended, to replace “Schedule 16. Airport” with a new “Schedule 16. Airport” and to add “Schedule 19. Licence Fees” to the bylaw.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

FEES AND CHARGES BYLAW 2007 NO. 4616

AMENDMENT BYLAW NO. 6130

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 “Fees and Charges Bylaw 2007 No. 4616 Amendment Bylaw No. 6130”.

2. The Township hereby imposes fees and charges for the provision of services and information as specified in “Schedule 19. Licence Fees” attached to and forming part of this bylaw.

3. Schedule 16. Airport is replaced with a new Schedule 16 attached to and forming part of this bylaw.

READ A FIRST TIME the	day of	, 2025
READ A SECOND TIME the	day of	, 2025
READ A THIRD TIME the	day of	, 2025
PUBLIC INPUT HELD the	day of	, 2025
ADOPTED the	day of	, 2025

_____ Mayor _____ Township Clerk

SCHEDULE 16. AIRPORT

FEES AND CHARGES BYLAW 2007 NO. 4616

AMENDMENT BYLAW NO. 6130

AIRPORT Fee Type	Description	Fees & Charges without tax
Aircraft Parking		
Yearly Asphalt Tie-down Fee	Annual asphalt aircraft tie-down space	$1,363.00
Monthly Tie-down Fee	Monthly aircraft tie-down space	$170.34
Visitor Tie-down Fee	Single Day, overnight aircraft tie-down space	$11.43
Mail Service		
Annual Mailbox Rental Fee	Per unit, onsite community mailbox space	$170.00
Key Deposit	Refundable mailbox key deposit	$50.00
Key Replacement Fee	Mailbox key replacement	$30.00
Gate Access		
Airport Vehicle Operator Permit Application Fee	Permit Application & Administration Fees	$30.00
Airport Vehicle Operator Permit Driving Test Fee	Permit Driving Test	$40.00
Airport Vehicle Operator Permit Access Card Fee	For each card	$30.00
Airside Escort Fees		
During Regular Business Hours	Per hour, minimum 1 hour charge	$75.00
Outside Regular Business Hours	Per hour, minimum 3 hour charge	$150.00
Administration Fee	Administration Fee on all services invoiced	15% (no maximum)
Aviation Safety & Regulatory Compliance		
Runway Closure Fee	The fee, per day, for any disruption to the use or that impacts aircraft ability to land or utilize the runway in a safe manner.	$5,000.00 (minimum 1 day)
Aeronautical Assessment and Land Use Assessment Letter of No Objection	A fee per parcel of land to obtain a letter of approval or letter of no objection from the Township with respect to cranes and structures that may impact the Langley Regional Airport or its operations.	$500.00

SCHEDULE 19. LICENCE FEES
FEES AND CHARGES BYLAW 2007 NO. 4616
AMENDMENT BYLAW NO. 6130

GROUP A Licence Type	Licence Description	Licence Fee
Automobile Service Stations, Gas Bars, Vehicle Repairs, Towing		$240.00
Commercial, Retail or Office - Not otherwise described	Based on gross floor area (GFA) of the premises 0-500 Sq. Metres GFA	$160.00
Commercial, Retail or Office - Not otherwise described	Based on gross floor area (GFA) of the premises 501-1000 Sq. Metres GFA	$330.00
Commercial, Retail or Office - Not otherwise described	Based on gross floor area (GFA) of the premises 1001 and greater Sq. Metres GFA	$485.00
Winery, Cidery, Distillery	Without a Liquor Primary Licence	$250.00
Rental Accommodation	Hotels, Motels, Residential Rental Accommodation, (Apartment, Condominium, or Suite), Mobile Home Parks, Campgrounds	160.00 + 5.00 per Unit / Space
Financial Institution	Chartered Banks, Credit Unions, Finance Companies, Trust Companies, Loan Companies, Cheque Cashing Companies	$1,250.00
Golf Course	Includes driving ranges, practice areas, instruction academies; but not banquet, restaurant, or liquor primary facilities	$1,250.00
Industrial or Cannabis Research and Development	Based on gross floor area (GFA) of the premises 0-500 Sq. Metres GFA	$170.00
Industrial or Cannabis Research and Development	Based on gross floor area (GFA) of the premises 501-3500 Sq. Metres GFA	$350.00
Industrial or Cannabis Research and Development	Based on gross floor area (GFA) of the premises 3501 and greater Sq. Metres GFA	$525.00
Non-Profit		$0.00
Restaurant		$275.00
MULTI-YEAR LICENCES (Applicable only to Group A Licence Types) Licence Duration		**Licence Fee**
Annual (one year)		100% of base fee
2-year		90% of base fee per year
3-year		85% of base fee per year
5-year		80% of base fee per year
10-year		75% of base fee per year
GROUP B Licence Type	**Licence Description**	**Licence Fee**

GROUP A Licence Type	Licence Description	Licence Fee
Accessory Home Occupation		$50.00
Cannabis Production and/or Cannabis Processing		$5,000.00
Cannabis Retail		$5,000.00
Liquor Primary Facility	Neighbourhood Pub, Pub, Lounge, or other Liquor Primary licenced premises	$2,500.00
Non-Resident	Licences cover mobile businesses, contractors, constultants, and other such entities where they have their principal location in another jurisdiction.	$290.00
Vendors	Mobile, Direct or Carnivals (Seasonal four-month Licence)	$140.00
Dog Kennel - Commercial		$225.00
Dog Kennel - Hobby		$150.00
Intermunicipal Licence		$250.00
ADDITIONAL FEES		
Application Fee	Subject to the approval of the Licence, an application fee shall be deducted from the Licence Fee payable for the first year. Fee not applicable for Non-Profit Licence Types.	$50.00

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LICENCING BYLAW NO. 5878

AMENDMENT BYLAW 6131

EXPLANATORY NOTE

Bylaw No. 6131 amends the Township of Langley Licencing Bylaw 5878 to remove Schedule A (Licence Fees) from the bylaw as those fees will now be contained within the Langley Fees and Charges Bylaw 2007 No. 4616 Amendment Bylaw 6130 under “Schedule 19. Licence Fees”. The amendment also adds an application fee for Licence applications, language on prorated licence fees and includes housekeeping changes to add references to “Schedule 19. Licence Fees” and the Fees and Charges Bylaw throughout the Bylaw.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LICENCING BYLAW NO. 5878

AMENDMENT BYLAW 6131

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 “Licencing Bylaw No. 5878 Amendment Bylaw 6131”.

2. The “Licencing Bylaw No. 5878 Amendment Bylaw 6131” as amended is further amended:

    1) In the definition of (26) **“Multi-Year Business Licence”** replacing the words “Schedule A” with “Schedule 19. of the Fees and Charges Bylaw 2007 No. 4616 as amended or replaced”.

    2) Section 3.3 (1) replacing the words “Schedule A” with “Schedule 19. of the Fees and Charges Bylaw 2007 No. 4616 as amended or replaced.”

    3) Section 4.1 (3) replacing the text with: “be accompanied by payment of an Application Fee specified in Schedule 19 of the Fees and Charges Bylaw 2007 No. 4616 as amended or replaced. The Application Fee is not applicable to Non-Profit Licence Types.”

    4) Removing Section 4.1 (4)

    5) Section 4.5 replacing the text with: “Every applicant for a Licence, excluding Non-Profit applicants, shall pay to the Township of Langley, at the time of application, a non-refundable application fee as set out in Schedule 19 of the Fees and Charges Bylaw 2007 No. 4616, as amended or replaced.

        Subject to approval of the Licence, the application fee shall be credited toward the annual licence fee payable for the first year. A Licence shall not be issued until payment of the remaining balance of the annual licence fee is received in full by the Township of Langley.

    6) Adding a new line item after Section 4.5 and renumbering the section

    7) New line item 4.6 to read: “Licence fees for new businesses commencing after the start of the licence year shall be prorated on a monthly basis.”

    8) Section 4.8 (4.9 after renumbering) adding the words “less the Application Fee.” to the end of the sentence to read: “If a Licence Application is withdrawn before the Licence Inspector has begun considering the Licence Application, the applicant shall be refunded their entire Licence fee payment less the Application Fee.”

9) Section 5.6 adding the words “to December 31.”

10) Removing “Schedule A” in its entirety

READ A FIRST TIME the	day of	, 2025
READ A SECOND TIME the	day of	, 2025
READ A THIRD TIME the	day of	, 2025
PUBLIC INPUT HELD the	day of	, 2025
ADOPTED the	day of	, 2025

_____ Mayor _____ Township Clerk

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MAY 26, 2025 – REGULAR MEETING	**REPORT:**	25-74
FROM:	FINANCE DIVISION	**FILE:**	1700-80
SUBJECT:	LOCAL AREA SERVICE RESERVE TRANSFER		

RECOMMENDATION:

That Council give first, second and third reading to the Langley Local Area Reserve Fund Transfer Bylaw No. 6137 to transfer $2,500,000 from the Local Area Reserve Fund to the Capital Projects Reserve.

EXECUTIVE SUMMARY:

The Local Area Service Reserve Fund is a statutory reserve fund established to facilitate the provision of local area services to property owners who request and benefit from the service. Interest earned on the repayments of the local area service levies is credited to the Local Area Service Reserve Fund. Currently, the balance of this fund is approximately $2,500,000 of which $2,000,000 is required for internal borrowing.

According to Section 189(2) of the Community Charter, if the amount of a reserve fund is greater than required for the purpose for which it was established, the council may, by bylaw, transfer all or part of the amount to another reserve fund.

Therefore, the attached bylaw authorizes the transfer of $2,500,000 from the Local Area Service Reserve to the Capital Projects Reserve Fund. Of this transferred amount, $2,000,000 will continue to be internally borrowed resulting in $500,000 of immediate availability in the Capital Projects Reserve.

ANALYSIS:

The balance of the Local Area Service Reserve Fund has remained relatively stable over the past five years with modest increases from the interest earned on outstanding local area service levy receivables. Historically, this reserve has served as a source of funding for local area service projects including the municipal contribution and municipal properties impacted by a Local Areas Service Levy, as well as providing funding through internal borrowing for other Township projects. In future, these local area service projects can be financed through other sources and repaid from the proceeds of the levy. Those Township-owned properties subject to local area service levies may be paid through installments rather than being commuted if adequate funds are not available. The balance has grown to approximately $2,500,000 of which $2,000,000 is being used for temporary borrowing to fund other Township projects. The balance of $2,500.000 will be transferred to the Capital Projects Reserve, with $2,000,000 of internal borrowing ongoing, netting $500,000 available funding in the Capital Projects Reserve. The remaining $2,000,000 will be returned to the Capital Projects Reserve when external debt is received to replace it, which is expected before the end of 2025.

Respectfully submitted,

Sandra Ruff
DIRECTOR OF FINANCE
for
FINANCE DIVISION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY LOCAL AREA SERVICE RESERVE FUND TRANSFER BYLAW NO. 6137

EXPLANATORY NOTE

Bylaw No. 6137 provides for the transfer of $2,500,000 of excess funds from the Local Area Service Reserve Fund.

The bylaw is a requirement of Section 189(2) of the *Community Charter*. The *Community Charter* states if the amount of a reserve fund is greater than required for the purpose for which it was established, the Council may, by bylaw, transfer all or part of the amount to another reserve fund.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGELY LOCAL AREA SERVICE RESERVE FUND TRANSFER BYLAW NO. 6137

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 Local Area Service Reserve Fund Transfer Bylaw No. 6137.

2. The following permanent transfer of funds are hereby approved from the Local Area Service Reserve Fund:

a) Two Million and Five Hundred Thousand dollars ($2,500,000) to be transferred to the Capital Projects Reserve.

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:	MAY 26, 2025 - REGULAR MEETING	**REPORT:**	25-82
FROM:	BYLAW ENFORCEMENT DIVISION	**FILE:**	4010-25
SUBJECT:	ANIMAL CONTROL BYLAW REFORM		

RECOMMENDATION:

That Council give first, second and third reading to the Animal Control Bylaw No. 6140.

That Council give first, second and third reading to the Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6141.

That Council approve implementation of the Dogs e-Apply ($12,000/year plus 2% annual inflationary increase) & e-Billing system ($7,500/year plus 2% annual inflationary increase) to be funded within the current operating budgets.

That Council direct staff to add a multi-year, prorated licensing model capital project in the 2026-2030 Financial Plan for Council consideration.

EXECUTIVE SUMMARY:

The Township of Langley regulates the licencing, care, control and shelter of dogs and other animals within the municipality.

Staff have drafted a new Animal Control Bylaw, which is intended to fully replace the existing Animal Control Bylaw. The new bylaw would allow for multi-year licensing, provide authority for a spay and neuter program, and generally modernizing the Township's approach to animal control to be in line with other comparable regulations from other Lower Mainland municipalities.

Based on the directions by Council, staff recommend the adoption Animal Control Bylaw which would, among other things:

- Add a definition and licencing requirements for service dogs.
- Simplify and clarify the dog licencing process, including allowing for multi-year licensing should that be achievable (discussed further below).
- Clarify the requirements for owners of deceased dogs to receive a refund of the appropriate licencing fee.

- Implement a process for the reconsideration of a dangerous dog designation and allowing for a process of removal of an aggressive designation where appropriate.

- Increase licence and impoundment fees for dangerous and aggressive dogs.

- Align the provisions related to dangerous dogs and animal control officers with the requirements under the *Community Charter.*

- Clarify setback requirements for Licenced Kennels.

- Increase the number of dogs allowed on a property.

- Impose stricter requirements surrounding noise made by dogs, including barking, and otherwise align the sound control requirements under the Animal Control Bylaw with the sound control provisions of the Community Standards Bylaw.

- Add some limited provisions relating to animal care within the municipality, particularly around dogs left in motor vehicles in hot weather (consistent with equivalent provisions in animal control bylaws adopted by other Lower Mainland municipalities).

- Provide authority for the Township to expand the spaying and neutering program.

- Generally, update, modernize and clarify the provisions of the old bylaw, which had not been seriously reviewed since 2005, and which contains numerous issues with consistency, interpretation and clarity.

To further streamline and simplify the dog licensing process, staff have consulted with the Information Technology Division regarding the system capabilities and potential costs associated with adopting new dog licensing software. Based on these consultations, staff recommend implementing the **Dogs e-Apply** online licensing system, which is expected to reduce administrative workload, improve user experience, and increase licensing rates.

Subject to system capabilities, staff also recommend the introduction of a **multi-year licensing model** with prorated fees. This approach is intended to make the process more convenient for residents, improve the Township's ability to track dogs, and enhance public safety.

PURPOSE:

To request Council's approval of the new Animal Control Bylaw.

To request Council's approval of the Dogs e-Apply system ($12,000/year plus 2% annual inflationary increase) and the eBilling system ($7500/year plus 2% annual inflationary increase) to implement these systems and related service improvements, which is to be funded from current operating budgets.

BACKGROUND/HISTORY:

Current Animal Control Bylaw

The existing Animal Control Bylaw has been in effect since 2005, with its purposes being, among other things, to regulate the keeping, licensing, animal control and sheltering services, kennel operations, and sheltering of dogs and other large animals within the Municipality.

The existing Animal Control Bylaw is outdated and generally requires revisions for clarity and modernization. Among other things, the provisions of the existing Animal Control Bylaw are inconsistent with similar animal control regulations in other municipalities in the Lower Mainland, including the restriction of the number of dogs on a property to two, and failing to define or address certification requirements for service dogs for residents with disabilities or impairments. The current bylaw also does not authorize spaying and neutering program for dogs and cats, or multi-year licensing for dogs. Unlike other municipalities' animal control regulations, the existing Animal Control Bylaw does not address animal care within the Township of Langley, particularly with respect to distressed animals in motor vehicles. In addition, the current provisions are not well written and inconsistent in their uses of defined terms, making the Bylaw difficult for the public to understand and for Animal Control Officers to enforce.

Current Dog Licensing Processes

Council directed staff to report to Council with ways to improve the dog licensing process. The current dog licensing system allows for online payments for either licence renewals or new licences, but only after the account creation has been completed. Dog owners must speak with Township staff in-person, by email, or by phone to have a new account set up, or to update the dogs on an existing account, as there is currently no online option for residents to make these amendments or create accounts themselves. New license and renewal fees are also set at a fixed amount, according to the Fees and Charges Bylaw 2007 No. 4616, and owners must renew licenses annually.

Staff have consulted with the Township Information Technology Division regarding the technical and financial aspects of Dogs e-Apply, an online system that allows for dog owners to create a new account or update existing account and then pay for dog licenses online. Staff also heard repeated requests over the years from residents to have pro-rated fees when a new dog account is set up or added to an existing account mid-year. Residents feel that it is unfair to be charged the full dog licence fee when they only received the animal part way through the year. Recommendations regarding pro-rating license fees are discussed below.

DISCUSSION/ANALYSIS:

New Animal Control Bylaw

Staff support updating the Animal Control Bylaw and have provided recommendations to modernize animal control practices within the Township. In addition, the Municipal Collector has submitted recommendations for bylaw updates, as well as general suggestions to improve the licensing process. Langley Animal Protection Society (LAPS) over the years has provided recommendations for bylaw updates as well. These recommendations have been generally implemented into the new Animal Control Bylaw, which includes, among other things:

1. **Adding a definition and certification requirements for "service dogs".** The current bylaw does not account for the registration of service dogs, often providing critical assistance for persons with disabilities. Providing certification requirements would provide clarity as to how the owner of a service dog can qualify for discounted licensing fees.

2. **Simplifying and clarifying the dog licencing process and allowing multi-year licences.** Part 3 of the new Animal Control Bylaw re-orders and simplifies the licencing provisions from the old bylaw to reflect the different stages of licencing, from application to a licenced dog owner's duties, in chronological order. The new Animal Control Bylaw also has language that would allow for multi-year licences to be obtained by dog owners if that option becomes available in the future.

3. **Clarifying the requirements for owners of deceased dogs to receive a refund of the appropriate licencing fee.** The current bylaw does not provide for any refunds of licensing fees. The new Animal Control Bylaw provides that refunds will only be issued to an owner if a dog passes away within 60 days of paying the dog licence.

4. **Implementing a process for the reconsideration of a dangerous dog designation.** The current bylaw's provisions regulating "dangerous dogs" do not allow for the designation to be reconsidered once a notice has been provided by an Animal Control Officer. The new Animal Control Bylaw provides for a process of reconsideration and outlines the requirements for the owner of a dog deemed as "dangerous".

5. **Increasing licence and impoundment fees for dangerous dogs.** The proposed Animal Control Bylaw increases the fees required to licence a dog deemed as a dangerous dog, and the amount needed to recover a dangerous dog from impoundment. This would account for the costs, legal or otherwise, associated with the seizure, impoundment and destruction of dogs who have injured or killed humans or other animals.

6. **Aligning the provisions related to dangerous dogs and animal control officers with the requirements under the *Community Charter.*** The new Animal Control Bylaw explicitly provides for Animal Control Officers to have powers that are subject to the same limits as the *Community Charter* and otherwise provides some clarifying language around seizure and applications for destruction of dangerous dogs under the *Community Charter*.

7. **Allowing for the removal of an aggressive dog designation.** LAPS identified that the current Bylaw's provisions regulating "aggressive dogs" do not allow for the designation to be removed, despite being the lowest risk "stage" of classification and in spite of an owner's efforts to curb the aggressive behaviour. The new Animal Control Bylaw provides that an Owner may request that a dog's "aggressive" determination be removed upon compliance with specified requirements.

8. **Clarifying setback requirements for Licenced Kennels.** The current bylaw uses the phrase "pens, runs and exercise yards" used in connection with licenced kennels, but only mentions "buildings, pens and runs" when referring to setback requirements, meaning the setback requirements would not apply to any exercise yards for a licenced kennel. This apparent inconsistency is remedied in the new Animal Control Bylaw.

9. **Increasing the number of dogs allowed on a property.** At present, the maximum number of dogs is two per property. LAPS raised that increasing this to three dogs per property would align the applicable limit with common arrangements in the Township of

Langley, especially for residents in more rural areas of the Township owning around three dogs. This would also be consistent with other Lower Mainland municipalities. Staff also suggest that more than two dogs should be allowed for properties that specifically include a secondary suite or coach house along with a main residence. The current Bylaw does not account for such an arrangement, which is common in the Township, and may lead to residents of such secondary suites or coach houses secondary structure being prohibited from keeping any dogs where the residents of the main residents may already have a certain number of dogs.

10. **Imposing stricter requirements surrounding noise made by dogs, including barking.** The new Animal Control Bylaw delineates, in specific terms, the limits on dogs barking or making other noises. By making reference to the noise provisions of the Community Standards Bylaw, the provision of this objective, externally defined limit will help to mitigate noise complaints related to dogs and increase certainty.

11. **Introducing a new section for animal care.** Though many municipalities are incorporating animal care and welfare provisions into their regulations, the Township does not include any such section. In consultation with LAPS, staff recommend the inclusion of some limited animal care provisions, while still generally leaving the balance of animal welfare to the SPCA who are the appropriate regulator with jurisdiction and resources to handle welfare issues. These new provisions are consistent with other larger municipalities in the Lower Mainland, including the City of Surrey. While the SPCA would continue to be the primary regulatory agency responsible for animal welfare, these provisions would provide the Township a better ability to enforce and regulate certain animal issues in the Township, as complaints are often made to the Township regarding basic welfare issues, particularly around distressed animals left in motor vehicles, which the Township currently has no power to regulate.

12. **Providing for the authority to establish a program for spaying and neutering dogs and cats for Township residents.** Currently LAPS offers some limited spaying and neutering for dogs and cats. Consistent with the direction of Council, staff recommend updating the Animal Control Bylaw to expressly allow for such programming, and to provide the Township CAO with the authority to enter into an agreement with LAPS to provide spaying and neutering (and temporary sheltering) of cats and dogs, exclusive to Township residents.

13. **Generally updating, modernizing and clarifying the provisions of the old bylaw.** The existing Animal Control Bylaw has not been meaningfully updated since 2005. Among other things, definitions have been revised for clarity, defined terms have been capitalized throughout the new Bylaw, and provisions have been edited and abridged for clarity and ease of understanding. Increased consistency in phrasing and usage of words decreases the risk of ambiguity in interpreting and applying the Bylaw. Modern and simplified language has also been adopted where appropriate.

Adoption of the Dogs e-Apply and e-Billing System

Staff recommends adoption of the Dogs e-Apply system. This product allows an owner to create an account and complete the licensing process online and without Township staff involvement. Owners can purchase a new dog licence and upload proof of the dog having been spayed or neutered (which qualifies the owner for a discounted license fee). The vendor also has an eBilling system that would allow customers to receive electronic bills.

Allowing owners to apply and pay for new dog licenses online would simplify and streamline the process. Greater ease of access, along with early registration discounts, would likely lead to greater compliance with the Township's dog licensing requirements and cost savings for residents of the Township.

For the Township, this system would centralize licensing records in one location, helping staff to access up-to-date information on registered dogs quickly and accurately. By eliminating staff involvement with account creation, the system would reduce the administrative load and cost from assisting Township residents with the process. With more dogs registered, the Township would also gain better insight into pet populations, allowing staff to deliver animal services and enforce bylaws more effectively and efficiently.

Staff also recommend implementing a multi-year licensing model with prorated fees over time, which would encourage owners to register their dogs, thereby assisting the Township in tracking animals more accurately and improving public safety. The Township's existing system does not have multi-year licensing capability. The existing software could possibly be modified to add this feature. Alternatively, a new dog license management solution with multi-year license capability is a consideration but will require necessary integrations to seamlessly connect with the Township's systems. In the interim, staff recommend including the suggested language in the new Animal Control Bylaw which would allow for a multi-year licencing system to be adopted in the future.

Financial and Technical Implications

The Information Technology Division has advised us of the costs and technical capabilities and limits for the Dogs e-Apply system.

Dogs e-Apply is billed as a subscription-based model with a current cost of $12,000 annually. The current agreement allows for up to a 2% yearly increase in fees.

The eBilling system is also a subscription model with a current annual cost of $7500 annually and the same 2% yearly increase allowance.

These systems are expected to enhance service efficiency, reduce manual processing, and improve accessibility for residents.

Based on staff's initial review, implementing multi-year licensing capability by modifying the existing Tempest system is estimated to require a one-time cost of ~$220,000, with a recurring annual cost of approximately $50,000.

Given that IT and Finance staff will be fully engaged in the Unit4 ERP Cloud Migration project throughout 2025, staff recommend that the multi-year dog license project be deferred to the 2026 budget. Deferring the project will help ensure operational readiness, minimize risk, and support higher compliance and service quality for residents, while allowing staff to focus on successfully delivering the critical cloud migration project.

Staff recommend deferring this initiative to the 2026 budget cycle for the following reasons:

- To allow sufficient time for full implementation of the Dogs e-Apply and eBilling platforms, including system configuration, staff onboarding, resident communication, and successful go-live;
- To support a consistent transition experience for residents and staff, including training and public communications;
- To avoid overlapping with the Unit4 ERP Cloud Migration, scheduled for 2025–2026, which will require significant IT and Finance resources;
- To ensure thoughtful planning, risk management, and operational readiness for a future phased rollout.

System	Cost Model	Annual Cost	Additional Notes
Dogs e-Apply	Subscription-based (plus 2% yearly increase)	$12,000	Billed as a subscription model.
eBilling System	Subscription-based (plus 2% yearly increase)	$7,500	Similar subscription model with a 2% yearly increase.
Multi-Year Licensing Option	One-time implementation + Recurring cost	**One-time:** ~$220,000 **Recurring:** ~$50,000 per year	Costs dependent on the solution chosen and complexities of necessary systems integrations; further analysis required before recommendation.

CONCLUSION

The proposed Animal Control Bylaw and the implementation of the Dogs e-Apply and eBilling systems directly support Council's direction to modernize animal control and improve service delivery for residents.

The bylaw introduces updated, clear, and enforceable regulations that reflect current best practices and align with those of other municipalities. It provides the necessary framework to accommodate future enhancements, such as multi-year dog licensing, while addressing the gaps in the Township's animal control regulations.

The adoption of the Dogs e-Apply and eBilling systems will streamline the licensing process, improve user experience, and reduce administrative workload, all within the existing operating budget. These systems also establish a strong foundation for future service enhancements.

The phased approach to implementation—including the deferral of the multi-year licensing project to the 2026 budget cycle—allows the Township to evaluate system performance, incorporate user feedback, and prepare for a technically sound and fiscally responsible upgrade.

Together, these measures modernize the Township's animal control framework, strengthen internal capacity, and support high-quality, accessible service delivery.

Respectfully submitted,

Manny Natt
DIRECTOR
for
BYLAW ENFORCEMENT DEPARTMENT

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

CONCURRENCES	
Division / Department	**Name**
Information Technology Division	Jim Makela
Finance	Sandra Ruff
Municipal Collector	Kim Kenward
Permits & Licencing	Roberto Cesaretti

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

ANIMAL CONTROL BYLAW NO. 6140

EXPLANATORY NOTE

Bylaw No. 6140 sets out the rules and regulations regarding the keeping of dogs and large animals and to fix, impose and provide for the collection of Licence Fees and the issuance of licences to any person who owns, possesses, or harbours any dog.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

ANIMAL CONTROL BYLAW NO. 6140

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

PART 1 CITATION

1.1 This Bylaw may be cited for all purposes as "Township of Langley Animal Control Bylaw No.6140".

PART 2 DEFINITIONS

2.1

Aggressive Behaviour	means any behaviour that unduly intimidates a person or Animal, and includes growling, snarling, or pursuing a person or Animal in a threatening manner.
Aggressive Dog	means a Dog which meets one or more of the following conditions: (i) has, without justifiable provocation, displayed Aggressive Behaviour toward a person or Animal; or (ii) has, without justifiable provocation, caused a minor injury to a person or Animal
Animal	means any domestic animal, excluding humans and wildlife.
Animal Control Officer	means any person designated by Council to administer and enforce the provisions of the Bylaw and the Community Charter and includes. (i) a peace officer, including a member of the RCMP; (ii) a bylaw enforcement officer; and (iii) a person appointed by the Township as an Animal Control Officer or designate;
Animal Shelter	means an animal shelter designated by Council or the CAO

At Large	with reference to a Dog or Large Animal means: (i) a Dog or Large Animal located anywhere other than on the premises of the person owning or having the custody, care and control of the Dog or Large Animal and that is not otherwise under the immediate custody, care and control of a responsible and competent person who has agreed to assume custody, care and control of the Dog or Large Animal; (ii) a Dog or Large Animal located upon any public place in the Township of Langley, including a highway, school ground, park or public beach, that is not secured on a Leash by a responsible and competent person who has agreed to assume custody, care and control of the Dog or Large Animal; or (iii) an Aggressive Dog that is on the premises of its Owner that is not tethered and contained within a fenced area or securely confined within a dwelling;
Community Charter	means the Community Charter, S.B.C. 2003, c. 26, as amended or replaced.
Council	means the Council of the Township of Langley.
CAO	means the Chief Administrative Officer for the Township.
Dangerous Dog	means a Dog that: (i) is a “dangerous dog” as defined in the Community Charter; (ii) has killed or seriously injured a person; (iii) has killed or seriously injured an Animal, while in a public place or while on private property, other than property owned or occupied by the Owner of the Dog; or (iv) an Animal Control Officer has reasonable grounds to believe is likely to kill or seriously injure a person.
Dog	means an animal of the canine species, irrespective of sex or age

Enclosure	means a locked pen or other structure constructed to prevent the entry of young children and the escape of the Dog or other Large Animal intended to be housed in the Enclosure, and which provides reasonable shelter from the elements, and which must be constructed with all of the following specifications: (i) having secure sides and a secure top, and, if it has no bottom, then secured to the sides and embedded in the ground to a minimum depth of 450 millimeters; (ii) having a minimum area of 1.5 metres by 3 metres; (iii) having a minimum height of 1.5 metres; and (iv) being located no more than one (1) metre from the property line, and not within five (5) metres of a dwelling unit on any neighbouring property;
Fees and Charges Bylaw	means the Township's Fees and Charges Bylaw 2007 No. 4616, as amended or replaced;
Hobby Kennel	means a Licenced Kennel which accommodates a maximum of six (6) Dogs over the age of four (4) months, provided the Dogs are owned by the Licenced Kennel Operator;
Keep or Kept	means to own, possess or harbour any Dog or other Animal
Large Animal	means a horse, cattle, mule, donkey, sheep, goat, llama, ostrich, peafowl and other similar sized domestic animals but excludes humans and wildlife
Leash	includes a rope, chain, cord, or other means of physical restraint that is attached to a Dog or Large Animal and which is not longer than 1.8 metres in length unless otherwise specified in this Bylaw;
License Application	means an application for a Licence that: (i) is in the form provided by the Township for that purpose, as may be amended from time to time; (ii) is made according to the prescribed process set out by the Township, as may be amended from time to time; and

	(iii) is accompanied by the payment of the appropriate Licence Fee;
Licence Fee	means a licence fee specified in Schedule 3 of the Fees and Charges Bylaw
Licence Tag	means a valid and subsisting dog licence tag issued by the Township that is impressed or stamped with a number corresponding to the Licence it is issued with;
Licenced Kennel	means any property, including any building, structure, compound, pen, or cage located on the property, other than a Veterinary Clinic or Animal Shelter, in which three (3) or more Dogs are Kept for any purpose;
Licenced Kennel Operator	means the owner or operator of a Licenced Kennel holding a valid business licence for the operation of a Licenced Kennel from the Township.
Muzzle	means a humane, basket-style fastening or covering device secured over the mouth of a Dog that is strong and well-fitting enough to prevent a Dog from biting, without interfering with the reasonable breathing, panting or vision of the Dog or with the Dog's ability to drink.
Off-Leash Area	means any area of a Public Space, as that term is defined in the Township's Public Spaces Regulation Bylaw 2018 No. 5298, as amended or replaced, that is specifically designated by the Township as a place where a Dog need not be on a Leash, but still must be under the care, custody and control of a competent person.
Owner	includes a person keeping or permitting a Dog to remain on the person's property or premises and, where the Owner is a minor, the person responsible for the custody of the minor.
Rural Zone and Suburban Zone	have the meanings ascribed to them in the Township's Zoning Bylaw No. 2500;
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;
Township	means the Corporation of the Township of Langley;
Township of Langley	means the geographic area subject to regulation by the

	Township;
Unlicensed Dog	means any Dog for which the Licence Fee for the current year has not been paid as provided herein, or to which a Licence Tag is not attached as provided herein; and
Veterinary Clinic	means any building, structure or premises in which animal sickness diagnosis and treatment is carried out and which may include hospitalization, and where such building, structure or premises is licenced by the Township for a veterinary clinic use.

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3 LICENCING OF DOGS

Licence Tag Required

3.1 No person shall Keep any Dog over the age of four (4) months in the Township of Langley without a Licence Tag.

Licence Applications

3.2 Every Owner of a Dog over the age of four (4) months shall make a Licence Application to the Township and shall pay the required Licence Fee.

3.3 The Township may refuse to issue a Licence Tag to an Owner where the Owner is not in compliance with any other part of this Bylaw.

3.4 No person shall give false information when making a Licence Application under this Bylaw.

3.5 The Township, in its sole discretion, may accept a reduced Licence Fee where the Owner provides proof that a Dog has been neutered or spayed. When making a Licence Application for a reduced Licence Fee for a Dog that has been neutered or spayed, the Owner shall provide, in addition to any other information required by the Township in its sole discretion, a certificate signed by a qualified veterinarian indicating that the Dog has been neutered or spayed.

3.6 The Township, in its sole discretion, may accept a reduced Licence Fee where the Owner provides proof that a Dog is a Service Dog. When making a Licence Application for a reduced Licence Fee for a Service Dog, the Owner shall provide, in addition to any other information required by the Township, proof of the Dog's certification as a Service Dog in accordance with the *Guide Dog and Service Dog Act* (S.B.C. 2015, c. 17), as amended and replaced.

3.7 Any person having a valid licence issued pursuant to a bylaw of any municipality or other licencing authority in the Province of British Columbia for any Dog shall be liable only for the Licence Fee set out in the Fees and Charges Bylaw for

that Dog for the unexpired portion of the period for which such licence for the Dog has been issued, provided that the Owner of the Dog, within one month after the Dog has become resident in the Township of Langley, has made a Licence Application to the Township for that Dog. This provision shall not apply to any person who has obtained a licence from another municipality while residing within the Township of Langley.

Licence Tags

3.8 Upon receipt of a Licence Application and payment by the Owner of the Licence Fee, the Township may issue a Licence Tag.

3.9 Every Licence Tag is valid:

(a) for the calendar year or years in which the Licence Tag is issued; and

(b) only in respect of the Dog for which it is issued.

3.10 Upon issuing a Licence Tag, the Township shall keep a record of it with its corresponding number and a general description of the Dog in respect of which such Licence Tag was issued.

3.11 Every Owner of a Dog for which a Licence Tag has been issued shall affix such Licence Tag to a collar, harness, or other suitable device.

3.12 No person other than the Owner of the Dog shall remove, or allow to be removed, a Licence Tag issued pursuant to this Bylaw from that Dog.

3.13 In the event that a Licence Tag is lost or destroyed, the Owner shall promptly make application to the Township for a replacement Licence Tag and pay the fee prescribed in the Fees and Charges Bylaw.

3.14 The Township may, in its sole discretion, issue a refund of the Licence Fee to an Owner, upon written request, if

(a) the Owner's Dog passes away within sixty (60) days of the Owner having paid the Licence Fee; and

(b) the Owner submits to the Township a signed certificate from a qualified veterinarian confirming that the Dog is deceased, as well as any other information as the Township may require in its sole discretion.

Transfer of Licence Tag

3.15 Where a person ceases to be the Owner of a Dog in respect of which a current Licence Tag has been issued under this Bylaw, that person shall, within seven (7) days of ceasing to be the Owner of that Dog, notify the Township in writing of the name and address of the new Owner.

3.16 Where the ownership of a Dog in respect of which a current Licence Tag has been issued under this Bylaw changes, the Licence Tag may be transferred to the new Owner upon making written application to the Township and paying the transfer fee as set out in the Fees and Charges Bylaw.

4 DANGEROUS DOGS

Dangerous Dog Notice

4.1 If an Animal Control Officer has reasonable grounds to believe that a Dog meets the definition of a Dangerous Dog under this Bylaw, the Animal Control Officer may issue written notice to the Owner deeming that Dog as a Dangerous Dog and advising the Owner of the requirements of this Bylaw with respect to Dangerous Dogs and any other requirements for the keeping of the Dangerous Dog as may be deemed necessary and advisable by the Animal Control Officer in their sole discretion.

4.2 On the first day after a Dog has been deemed a Dangerous Dog, or that person becomes the Owner of a Dangerous Dog, the Owner shall:

(a) pay the Licence Fee for the Dangerous Dog, as set out in the Fees and Charges Bylaw;

(b) provide a legible copy of their driver's licence, or other government issued photo identification, to the Township, which copy will be stored by the Township as long as the Owner remains the Owner of the Dangerous Dog;

(c) provide a recent photograph or photographs of the Dangerous Dog, to the satisfaction of the Animal Control Officer, which photograph(s) will be stored by the Township as long as the Dangerous Dog designation is in effect; and

(d) provide proof of liability insurance to the Township in the amount not less than $1,000,000 for the period of the Licence Tag, over premises where the Dangerous Dog is kept and specifically covering any damages for injuries caused by the Dangerous Dog, all to the satisfaction of the Animal Control Officer.

4.3 Within three (3) days after a Dog has been deemed a Dangerous Dog, or that person becomes the Owner of a Dangerous Dog, the Owner shall construct an Enclosure for the Dangerous Dog in accordance with this Bylaw and to the satisfaction of the Animal Control Officer.

4.4 If an Owner reasonably requires more than three (3) days to construct an Enclosure for the Dangerous Dog, the Owner shall immediately, and no later than 3 business days after a Dog has been deemed a Dangerous Dog, or that person becomes the Owner of a Dangerous Dog, request an extension of time

in writing to the Animal Control Officer, including without limitation reasons why the extension is necessary and the time required to construct the Enclosure, and the Animal Control Officer may grant an extension of time in their sole discretion.

4.5 Every Owner of a Dangerous Dog shall, within three (3) days after the Dog has been deemed a Dangerous Dog, have a licenced veterinarian tattoo or implant an electronic identification microchip in the Dangerous Dog and provide a copy of the information contained thereon to the Animal Control Officer prior to a Licence Tag being issued for that Dangerous Dog.

Request for Reconsideration

4.6 Subject to section 4.12 of this Bylaw, an Owner of a Dog that has been deemed a Dangerous Dog by written notice may, within fourteen (14) calendar days of the written notice being issued by the Township, request in writing that the CAO or their designate reconsider the decision. The request for reconsideration must be accompanied by:

(a) written reasons, not to exceed 5 pages in length, explaining why the Owner believes that the Dog is not a Dangerous Dog as that term is defined under this Bylaw; and

(b) a written assessment of the Dog, prepared by an accredited and qualified Dog behaviour specialist, which assessment must have occurred within the previous six (6) months.

4.7 The CAO or their designate may confirm, reverse or amend the decision designating the Dog as a Dangerous Dog and may cancel or modify any restrictions, requirements or conditions imposed by an Animal Control Officer and impose any new or additional restrictions, requirements or conditions as they deem necessary or appropriate in the circumstances, all in their sole discretion.

Owner's Duties Respecting Dangerous Dogs

4.8 Every Owner of a Dangerous Dog must be at least nineteen (19) years of age.

4.9 Every Owner of a Dangerous Dog shall ensure that, at all times while the Dog is on the Owner's property, it is:

(a) securely confined indoors; or

(b) securely confined outdoors within a locked Enclosure.

4.10 Every Owner of a Dangerous Dog shall ensure that, at all times while the Dog is not on the Owner's property, it is:

(a) fully secured by a collar or harness and a Muzzle.

(b) on a Leash that does not exceed 1 metre in length and in a manner that prevents the Dog from chasing, injuring, or biting other Animals, Wildlife, or humans, as well as preventing damage to public or private property; and

(c) under the custody, care and control of a person who is competent to handle and manage a Dangerous Dog and who is over the age of nineteen (19) years.

4.11 Every Owner of a Dangerous Dog shall ensure that the Dangerous Dog does not:

(a) chase, injure or bite a person.

(b) chase, injure or bite an Animal.

(c) run At Large.

(d) enter a designated Off-Leash Area at any time; or

(e) damage any private or public property.

4.12 Every Owner of a Dangerous Dog shall give written notice to the Township within three (3) days of that Dangerous Dog being moved, sold, gifted, or transferred to another person or passing away, and the Owner remains liable for any actions of the Dangerous Dog until such written notice is provided to the Township.

4.13 Every Owner of a Dangerous Dog shall immediately notify the Township when that Dangerous Dog is running At Large.

Seizure of Dangerous Dogs by Animal Control Officer

4.14 An Animal Control Officer may seize a Dangerous Dog in accordance with the requirements for seizure under section 49(2) of the Community Charter.

4.15 In exercising their powers pursuant to section 4.14 of this Bylaw, an Animal Control Officer must give consideration to the factors listed in section 49(3) of the Community Charter, as amended or replaced.

4.16 Following seizure of a Dangerous Dog under section 4.14 of this Bylaw, an Animal Control Officer shall conduct an investigation into whether the Dangerous Dog should be returned to the Owner on any conditions deemed necessary or advisable by the Animal Control Officer, or whether an application to the Court should be made to humanely destroy the Dangerous Dog and the

Animal Control Officer must advise the Owner of its intention within 21 days of the seizure of the Dangerous Dog.

4.17 If a Dangerous Dog is seized under section 4.12 of this Bylaw and the Dangerous Dog has not previously been deemed a Dangerous Dog by written notice of the Township in accordance with this Bylaw, the reconsideration rights of an Owner under section 4.6 of this Bylaw only arise on the Dangerous Dog being returned to the Owner by the Township. For greater clarity, if the Township elects to apply to the Court to humanely destroy a Dangerous Dog, the Owner of the Dangerous Dog is not entitled to any right of reconsideration of the Dangerous Dog designation under this Bylaw.

6 AGGRESSIVE DOGS

Aggressive Dog Notice

5.1 If an Animal Control Officer has reasonable grounds to believe that a Dog meets the definition of a Aggressive Dog under this Bylaw, the Animal Control Officer may issue written notice to the Owner deeming that Dog as an Aggressive Dog and advising the Owner of the requirements of this Bylaw with respect to Aggressive Dogs and any other requirements for the keeping of the Aggressive Dog as may be deemed necessary and advisable by the Animal Control Officer in their sole discretion.

5.2 On the first day after a Dog has been declared an Aggressive Dog, or that person becomes the Owner of an Aggressive Dog, the Owner shall pay the Licence Fee for Aggressive Dogs, as set out in the Fees and Charges Bylaw.

5.3 Every Owner of a Aggressive Dog shall give written notice to the Township within three (3) days of that Aggressive Dog being moved, sold, gifted or transferred to another person or passing away, and the Owner remains liable for any actions of the Aggressive Dog until such written notice is given.

Owner's Duties Respecting Aggressive Dogs

5.4 Every Owner of an Aggressive Dog shall ensure that, at all times while the Aggressive Dog is on the Owner's property, the Aggressive Dog is:

(a) securely confined indoors.

(b) securely confined outdoors within a locked Enclosure; or

(c) securely confined outdoors on the premises within a fenced area sufficient to prevent the escape of the Aggressive Dog and:

(i) under the control of a competent person over nineteen (19) years of age; or

(ii) securely tethered in a manner as to prevent the Aggressive Dog from leaving the premises and in accordance with the tethering requirements under this Bylaw.

5.5 Every Owner of an Aggressive Dog shall ensure that, at all times that the Aggressive Dog is not on the Owner's property, the Aggressive Dog is:

(a) secured by a collar, harness or other similar device and on a Leash in a manner that prevents it from chasing, injuring or biting other Animals, humans or wildlife, as well as preventing damage to public or private property.

(b) secured by a Muzzle.

(c) under the custody, care and control of a person who is competent to handle and manage an Aggressive Dog and who is over the age of nineteen (19) years.

(d) not running At Large within the Township of Langley at any time; and

(e) not in a designated Off-Leash Area at any time.

Removal of Aggressive Dog Designation

5.6 Every Owner, following a period of at least one (1) year from the date stated on the written notice deeming their Dog an Aggressive Dog, may apply to the Township for relief from the requirements of section 5.5 of this Bylaw. The Township may provide relief from the Aggressive Dog requirements, in its sole discretion, provided the following conditions are met:

(a) the Township has received no further complaints in regard to that Aggressive Dog's Aggressive Behaviour;

(b) the Owner can provide proof and documentation that the Owner and Aggressive Dog have successfully completed a course deemed acceptable to an Animal Control Officer, acting reasonably, to address the Aggressive Dog's Aggressive Behaviour;

(c) the Owner is otherwise in full compliance with all requirements of this Bylaw, including that all outstanding Licence Fees have been paid; and

(d) any other requirement as deemed necessary by an Animal Control Officer acting reasonably.

5.7 If an Aggressive Dog displays Aggressive Behaviour again after relief has been granted pursuant to section 5.6 of this Bylaw, the requirements for Aggressive Dogs under this Bylaw shall continue to apply unless otherwise modified by the Township in its sole discretion.

6 DUTIES RESPECTING CONTROL OF ANIMALS

Owners' Duties Respecting the Keeping of Dogs

6.1 No Owner shall suffer or permit any Dog kept by them to:

(a) bite a person or persons whether on the property of the Owner or not;

(b) bite an Animal whether on the property of the Owner or not;

(c) display Aggressive Behaviour towards an Animal or a human;

(d) be on a highway or in any public space in the Township of Langley unless such Dog is under the care, custody and control of a person competent to control the Dog, and the Dog is:

(i) on a Leash; or

(ii) in an Off-Leash Area.

6.2 No person shall suffer or permit any Dog to bark, howl, yelp, cry, or make other noises:

(a) for a total of 5 consecutive minutes or more during any 15-minute period; or

(b) which, in the sole discretion of an Animal Control Officer, otherwise disturbs the quiet, peace, rest, enjoyment, comfort, or convenience of persons in the surrounding neighbourhood.

6.3 In determining, in their sole discretion, whether a Dog's barking, howling, yelping, crying or other noises disturbs the quiet, peace, rest, enjoyment, comfort, or convenience of persons in the surrounding neighbourhood, an Animal Control Officer may be guided by, among other things, the sound control provisions of the Township's Community Standards Bylaw 2019 No. 5448, as amended or replaced.

6.4 No Owner shall suffer or permit any Dog to leave or deposit excrement, manure or dung on any real property other than the property of the Owner, unless the Owner immediately takes steps to remove and dispose of such excrement, manure or dung in a sanitary manner.

6.5 The Owner of every Dog shall, at all times when the Dog is not on a Leash or is otherwise not under the custody, care and control of a person who is competent to fully control the Dog:

(a) Keep such Dog securely confined indoors or within a fenced area sufficient to prevent the escape of the Dog; or

(b) Keep such Dog securely tethered in such a manner as to prevent the Dog from leaving the property where the Dog is residing and in compliance with the tethering requirements under this Bylaw.

6.6 No person shall Keep more than three (3) Dogs over the age of four (4) months, and provided that any Dogs under the age of four (4) months come from a female Dog licenced to that property, on any parcel of land, unless that person:

(a) is operating a Licenced Kennel or a Veterinary Clinic;

(b) is actively engaged in the keeping or production of livestock and use the Dogs for the control and protection of the herd or flock;

(c) is in a Rural Zone or Suburban Zone where there may be more than one authorized dwelling, in which case there may be no more than three (3) Dogs per authorized detached dwelling, up to a maximum of four (4) Dogs on that parcel of land; or

(d) resides in a secondary suite or coach house of a property, in which case there may be no more than four (4) such Dogs on that parcel of land.

Duties Respecting the Keeping of Dogs and Large Animals

6.7 No person shall suffer or permit any Dog or Large Animal kept by them:

(a) to run At Large or to trespass in or upon any private property, lands or premises;

(b) to do any act that injures a person or persons whether on the property of that person or not; and

(c) to do any act that injures an Animal or Animals whether on the property of that person or not.

6.8 No person shall Keep any Dog or Large Animal suffering from any infectious or communicable disease, unless such Dog or Large Animal is in isolation and is undergoing treatment for the cure of such disease.

7 LICENCED KENNELS

7.1 Licenced Kennels shall be permitted only in those areas of the Township of Langley where permitted by the Township of Langley Zoning Bylaw 1987 No. 2500, as amended or replaced.

Buildings and Premises of Licenced Kennels

7.2 All buildings used in connection with a Licenced Kennel shall:

(a) be constructed in accordance with all applicable municipal, provincial and federal standards, including, without limitation all of the Township's bylaws, and shall contain at least 8 cm of insulation in all exterior walls and ceilings for the purpose of soundproofing;

(b) be kept in a clean, sanitary and well-ventilated condition free of any offensive odours;

(c) contain facilities whereby every Animal housed therein has access to potable water for drinking;

(d) be kept at a temperature which is comfortable to Animals being housed therein, having regard to the outside temperature and the season of the year;

(e) where individual pens are provided, contain hallways of at least 1.22 metres in width fronting each pen;

(f) contain at least one isolation pen for each of the 20 Animals or fraction thereof being housed therein;

(g) contain a separate whelping area;

(h) contain a service area which includes:

(i) a public waiting room and an office, which may be separate or combined;

(ii) a food storage and preparation room equipped with refrigeration equipment and a sink with hot and cold running water; and

(iii) toilets and wash basins available for the use of staff; and

(i) contain an inter-communication system between the service area and all pens and runs capable of transmitting any sounds or noises emanating from the pens and runs to the service area, and capable of transmitting the voice of the Licenced Kennel Operator or other staff from the service area to the pens and runs for the purpose of voice control of the Animals being kept therein.

7.3 The requirements listed in sections [7.2(e) to (i)] do not apply to Hobby Kennels.

7.4 All buildings, pens, runs and exercise yards used in connection with a Licenced Kennel shall:

(a) be constructed so as to prevent the escape of the Animals being kept therein;

(b) provide sufficient space for the Animals being kept therein to stand and lie in comfort;

(c) contain suitable bedding material on which the Animals being kept therein may sleep or rest;

(d) be kept in a clean, sanitary and well-ventilated condition and free of any offensive odours;

(e) contain facilities whereby every Animal kept therein has access to potable water for drinking;

(f) be kept free of infestation by mice, fleas, lice or other insects or pests; and

(g) be kept free of manure, urine and other excreta, which shall be disposed of in a manner acceptable under applicable municipal, provincial and federal waste management provisions.

7.5 Unless more restrictive setback requirements are required under other Township bylaws (in which case, the more restrictive requirements are applicable), all buildings, pens, runs and exercise yards where Animals are kept in connection with a Licenced Kennel, unless otherwise expressly permitted in writing by the CAO or their designate in their sole discretion, shall be located at minimum:

(a) not less than 15 metres from any property line; and

(b) not less than 91 metres from any residence other than occupied by the operator of the kennel or an employee thereof.

7.6 The outside perimeter of all areas of Licenced Kennels where Animals are kept shall be enclosed by a solid fence or a solid hedge at least 1.8 metres in height.

Duties of Licenced Kennel Operators

7.7 Every Licenced Kennel Operator shall ensure that Animals being kept therein are under control and are reasonably restrained from barking, yelping, crying, howling or making any other noises that would otherwise be in breach of this Bylaw.

7.8 Every Licenced Kennel Operator shall ensure that Animals being kept therein are indoors during the hours of darkness.

7.9 Every Licenced Kennel Operator shall ensure that such Licenced Kennel is staffed by competent persons who are reasonably trained in the care, control and wellbeing of Animals.

7.10 Every Licenced Kennel Operator and every employee thereof who is aware of or suspects that any Animal being kept in the Licenced Kennel is suffering from any disease shall, immediately on becoming aware of this, obtain the assistance and advice of a qualified veterinarian for the treatment of such Animal.

7.11 An Animal Control Officer may, at all reasonable times, enter and inspect any Licenced Kennel to ensure that the Licenced Kennel is being operated in compliance with this Bylaw.

8 ANIMAL CONTROL SHELTER OPERATION

Animal Control Shelter

8.1 The premises located at 26220 – 56 Avenue in the Township of Langley is established as an Animal Control Shelter under this Bylaw, and shall be operated and maintained for the keeping of Animals as it may be the duty of the Animal Control Officer to impound or otherwise accept pursuant to this Bylaw.

8.2 The CAO is hereby authorized to provide for a program for the spaying and neutering of Dogs and felines at the Animal Control Shelter for Township of Langley residents, and for the temporary sheltering at the Animal Control Shelter and care of Dogs and felines while they are being spayed or neutered or recovering from being spayed or neutered.

Abilities of Animal Control Officers

8.3 An Animal Control Officer or Animal Control Officers shall be appointed by the Township, and CAO may enter into an agreement with any person or persons to operate the Animal Shelter, or any portion thereof, and to act as Animal Control Officers for the Township or to otherwise provide any animal control services or a portion thereof for the Township.

8.4 All Animal Control Officers are designated animal control officers for the purpose of the Community Charter and the *Local Government Act* (R.S.B.C. 1996, c. 323), as amended or replaced.

8.5 In accordance with section 16 of the Community Charter, an Animal Control Officer may, at reasonable times, enter onto or into a property to inspect and determine whether the requirements and prohibitions of this Bylaw are being complied with.

Seizure and Impoundment of Dogs and Large Animals

8.6 An Animal Control Officer may seize any Dog or Large Animal found running At Large or any Unlicensed Dog, and immediately after making such seizure, cause such Dog or Large Animal to be impounded.

8.7 Except as provided herein, following a seizure under section 8.6 of this Bylaw, the Animal Control Officer shall retain such Dog or Large Animal for 72 hours unless such Dog or Large Animal is sooner reclaimed by their Owner.

8.8 If a seized Dog or Large Animal is not reclaimed within 72 hours of seizure, an Animal Control Officer, in their sole discretion, may cause such Dog or Large Animal to be destroyed, kept for any period of time, given away, or sold by auction or private sale. If the Owner of the Dog or Large Animal is known to the Township, an Animal Control Officer will, within the 72-hour period following seizure, make reasonable attempts to contact the Owner prior to any destruction or disposal of the Dog or Large Animal.

8.9 If a seized Dog or Large Animal has been impounded and is found to be suffering from any injury, disease or sickness, the Animal Control Officer may immediately destroy such Dog or Large Animal if it is their opinion:

(a) that such Dog or Large Animal would not survive such injury, disease or sickness; or

(b) that it otherwise would be an act of humanity to destroy such Dog or Large Animal.

8.10 Where an Animal Control Officer has impounded a Dangerous Dog or Aggressive Dog under section 8.6 of this Bylaw, the Animal Control Officer may impose any requirements or conditions as they deem acceptable, in their sole discretion, prior to returning a Dangerous Dog or Aggressive Dog to the Owner, including, without limitation, requiring the construction of an Enclosure for a Dangerous Dog or Aggressive Dog before the Dangerous Dog or Aggressive Dog is returned to the Owner.

Obstruction

8.11 No person shall release or rescue or attempt to release or rescue any Dog or Large Animal lawfully in the custody of an Animal Control Officer.

8.12 No person shall intervene or obstruct the Animal Control Officer in the lawful exercise of their duties and powers under this Bylaw or the Community Charter.

Impoundment

8.13 The Owner of a Dog, or person keeping a Large Animal, that has been impounded pursuant to the provisions of this Bylaw may reclaim such Dog or Large Animal on application to the Animal Control Officer at any time prior to its sale, disposal or destruction, on providing proof of ownership, to the satisfaction of the Township in its sole discretion, and on payment of the applicable charges set out under the Fees and Charges Bylaw, plus any extraordinary costs, on a full indemnity basis, incurred by the Animal Control Officer in the course of impounding the Dog or Large Animal, all payable at the time of reclamation.

8.14 The Owner of an Aggressive Dog or Dangerous Dog impounded pursuant to this Bylaw may reclaim such Aggressive Dog or Dangerous Dog on demonstrating compliance with section 4.2 of this Bylaw and on application to the Animal Control Officer at any time prior to its sale, disposal or destruction, on proof of ownership to the satisfaction of the Township in its sole discretion, and on payment of the applicable charges set out under the Fees and Charges Bylaw, plus any extraordinary costs, on a full indemnity basis, incurred by the Animal Control Officer in the course of impounding the Aggressive Dog or Dangerous Dog, all payable at the time of reclamation.

8.15 Where an Aggressive Dog or Dangerous Dog has caused injury to a person, Wildlife or an Animal, the impound fee will be as set out under the Fees and Charges Bylaw for any such incident resulting in the impoundment of the Dog.

8.16 Where a Dangerous Dog has caused injury to a person or Animal, the Animal Control Officer may detain the Dog pending court proceedings under section 49 of the Community Charter, as may be amended or replaced, to seek an order to have the Dog humanely destroyed. Should the order not be granted by the Court, the Dangerous Dog may be reclaimed by the Owner upon payment of the applicable impound fee and on an Animal Control Officer otherwise being satisfied, in their sole discretion, that the Owner is in compliance with this Bylaw.

8.17 Any fines, impound fees, and any other costs imposed by this Bylaw are payable by the Owner of the Dog or person keeping the Large Animal, regardless of whether the Dog or Large Animal is reclaimed by the Owner of the Dog or person keeping the Large Animal.

8.18 Any Owner of a Dog may deliver the Dog to the Animal Shelter for the purpose of having the same destroyed or otherwise disposed of and, upon the Owner paying the applicable fee under the Fees and Charges Bylaw for doing so, the Animal Control Officer may destroy or otherwise dispose of such Dog.

8.19 Any Owner of a Dog may request that an Animal Control Officer pick up the Dog for the purpose of having the same destroyed or otherwise disposed of and, upon the Owner paying the applicable fee under the Fees and Charges Bylaw for doing so, the Animal Control Officer may call for and take away and destroy or otherwise dispose of such Dog.

9 ANIMAL SHELTER STANDARDS

Keeping of Animals in Enclosures and Vehicles

9.1 No Owner shall Keep an Animal confined in an enclosed space, including but not limited to a motor vehicle, without sufficient ventilation to prevent the Animal from suffering from discomfort, a heat related injury or death. Such enclosed space or vehicle (if stationary) shall be in an area providing sufficient shade to protect the Animal from direct rays of sun at all times.

9.2 If an Animal Control Officer reasonably believes that an Animal in an enclosed space, including but not limited to a motor vehicle, is without sufficient ventilation to prevent the Animal from suffering from discomfort, a heat related injury or death, the Animal Control Officer may take any and all actions necessary to recover the Animal from the enclosed space, including but not limited to forcibly entering the enclosed space and impounding the Animal in accordance with this Bylaw. The Township is not liable to any person for any damage to property, including any motor vehicle, in recovering an Animal in distress under this section.

9.3 No Owner shall transport any Animal in a vehicle outside of the passenger compartment or in an uncovered passenger compartment unless it is adequately confined to a pen or cage, or unless it is secured in a body harness or other manner of fastening to prevent it from jumping or falling off the vehicle or otherwise injuring itself.

Animal Care Requirements for Owners of Dogs

9.4 No Owner shall cause, permit, or allow a Dog to be hitched, tied, or fastened to a fixed object:

(a) in such a way that the Dog is able to leave the boundaries of the Owner's property;

(b) with a slip collar or chain that may constrict around its neck as a result of pulling on one end of the collar or chain, or where a rope or cord is tied directly around the Dog's neck;

(c) except with a collar that is properly fitted to that Dog and attached in a manner that will not injure the Dog or enable the Dog to injure itself by pulling on the tether;

(d) except with a tether of sufficient length to enable the full and unrestricted movement of the Dog; or

(e) for longer than four (4) hours within a 24-hour period.

9.5 No Owner of a Dog shall Keep that Dog in an Enclosure unless:

(a) the dimensions of the Enclosure are in accordance with the requirements set out in this Bylaw;

(b) the location of the Enclosure is in a rear yard;

(c) the Enclosure is regularly cleaned and sanitized and all excreta removed at least once a day; and

(d) the Owner ensures that such Dog is not confined to the Enclosure in excess of ten (10) hours within any 24-hour period.

10 ENFORCEMENT AND PENALTIES

10.1 Any person who contravenes or violates any of the provisions of this Bylaw or who suffers or permits anything to be done in contravention or violation of this Bylaw or who neglects to do anything required to be done pursuant to this Bylaw commits an offence and shall upon conviction be liable to a fine of not less than $100.00 and not more than $10,000.00 and/or shall be liable to a fine under the Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703, as amended or replaced.

10.2 Each day that an offence under this Bylaw is continued shall constitute a separate and distinct offence.

11 SEVERABILITY

11.1 If any provision of this Bylaw is found or determined by a court of competent jurisdiction to be invalid, illegal or unenforceable, such provision or portion of the provision will be severable from this Bylaw, and the balance of this Bylaw will continue in full force and effect.

12 BYLAW 2005 No. 4440 REPEALED

"Township of Langley Animal Control Bylaw 2005 No. 4440" is hereby repealed.

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. 6141

EXPLANATORY MEMO

Bylaw No. 6141 updates the Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703 to remove references to the Township of Langley Animal Control Bylaw 2005 No. 4440 and to insert appropriate references to the Animal Control Bylaw No. 6140.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

BYLAW NOTICE ENFORCEMENT BYLAW 2008 NO. 4703

AMENDMENT BYLAW NO. 6141

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 2008 No. 4703 Amendment Bylaw No.6141."

2. This Bylaw amends the indicated provisions of the Bylaw Notice Enforcement Bylaw 2008 No. 4703.

3. This Bylaw, unless stated otherwise, adopts the definitions set out in the Animal Control Bylaw No.6140.

4. Council repeals "Township of Langley Animal Control Bylaw 2005 No. 4440" in Schedule "A" and substitutes:

Township of Langley Animal Control Bylaw No. 6140

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Keeping Dog without Licence Tag	3.1	$200.00
• Falsifying information in Licence Application	3.4	$300.00
• Failing to affix Licence Tag to collar, harness, or other suitable device	3.11	$50.00
• Improperly removing Licence Tag from Dog	3.12	$100.00
• Failing to provide name and address of new Owner when ownership of Dog is transferred	3.15	$200.00
• Failing to provide required documentation and Licence Fee in respect of Dangerous Dog	4.2	$200.00
• Failing to construct Enclosure for Dangerous Dog in accordance with Bylaw	4.3	$500.00
• Dangerous Dog not tattooed or implanted with microchip	4.5	$500.00
• Dangerous Dog not securely confined while on Owner's Property	4.9	$500.00

• Dangerous Dog not secured by collar/harness and Muzzle while not on Owner's Property	4.10(a)	$500.00
• Dangerous Dog not secured by Leash while not on Owner's Property	4.10(b)	$500.00
• Dangerous Dog improperly secured by Leash while not on Owner's Property	4.10(b)	$500.00
• Dangerous Dog not under custody of a competent person over 19 years of age while not on Owner's Property	4.10(c)	$500.00
• Dangerous Dog chasing, injuring or biting person	4.11(a)	$500.00
• Dangerous Dog chasing, injuring or biting Animal	4.11(b)	$500.00
• Dangerous Dog running At Large	4.11(c)	$500.00
• Dangerous Dog in designated Off-Leash Area	4.11(d)	$500.00
• Dangerous Dog damaging private or public property	4.11(e)	$200.00
• Failing to notify Township if Dangerous Dog is moved sold, gifted, transferred or dies	4.12	$500.00
• Failing to notify Township if Dangerous Dog is running At Large	4.13	$500.00
• Failing to pay Licence Fee in respect of Aggressive Dog	5.2	$250.00
• Failing to notify Township if Aggressive Dog is moved sold, gifted, transferred or dies	5.3	$250.00
• Aggressive Dog not securely confined while on Owner's Property	5.4	$250.00
• Aggressive Dog not secured by collar/harness and Muzzle while not on Owner's Property	5.5(a)	$250.00
• Aggressive Dog not secured by Leash while not on Owner's Property	5.5(b)	$250.00
• Aggressive Dog improperly secured by Leash while not on Owner's Property	5.5(b)	$250.00
• Aggressive Dog not under custody of a competent person over 19 years of age while not on Owner's Property	5.5(c)	$250.00

• Aggressive Dog running At Large	5.5(d)	$250.00
• Aggressive Dog in designated Off-Leash Area	5.5(e)	$250.00
• Dog biting person	6.1(a)	$500.00
• Dog biting Animal	6.1(b)	$200.00
• Dog displaying Aggressive Behaviour towards Animal or human	6.1(c)	$100.00
• Dog not on Leash and not under control on public lands other than Off-Leash Area	6.1(d)	$100.00
• Failing to prevent excessive Dog noise	6.2	$200.00
• Failing to remove and dispose of Dog excrement, manure or dung	6.4	$100.00
• Dog not securely confined or tethered	6.5	$100.00
• Keeping more than permitted number of Dogs	6.6	$200.00
• Permitting a Dog or Large Animal to run At Large or trespass	6.7(a)	$250.00
• Permitting a Dog or Large Animal to injure person	6.7(b)	$200.00
• Permitting a Dog or Large Animal to injure Animal	6.7(c)	$100.00
• Failing to properly Keep Dog or Large Animal suffering from an infectious or communicable disease	6.8	$200.00
• Failing to meet standards for Licenced Kennels	7.2	$200.00
• Failing to meet standards for buildings, pens, runs or exercise yards used in connection with Licenced Kennels	7.4	$200.00
• Failing to meet setback requirements for buildings, pens, runs or exercise yards used in connection with Licenced Kennels	7.5	$200.00
• Inadequate fence or hedge in connection with Licenced Kennels	7.6	$200.00
• Failure of Licenced Kennel Operator to control Animals	7.7	$200.00
• Failure of Licenced Kennel Operator to keep animals indoors during hours of darkness	7.8	$200.00

• Failure of Licenced Kennel Operator to staff Licenced Kennel with competent and trained persons	7.9	$200.00
• Failure of Licenced Kennel Operator to obtain veterinarian assistance for diseased Animals	7.10	$200.00
• Attempting to release or rescue Dog or Large Animal in lawful custody of Animal Control Officer	8.11	$500.00
• Obstructing Animal Control Officer	8.12	$500.00
• Animal inadequately confined in enclosed space	9.1	$500.00
• Improperly transporting Animal	9.3	$250.00
• Dog improperly tied to fixed object	9.4	$400.00
• Dog improperly Kept in Enclosure	9.5	$300.00

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:	MAY 26, 2025 - REGULAR MEETING	**REPORT:**	25-75
FROM:	ENGINEERING DIVISION	**FILE:**	8400-01
SUBJECT:	LANGLEY REGIONAL AIRPORT BYLAW		

RECOMMENDATIONS:

That Council give first, second, and third reading to Langley Regional Airport Bylaw No. 6138.

That Council give first, second, and third reading to Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6139.

That upon final adoption of Langley Regional Airport Bylaw No. 6138, the following Council policies be rescinded: Public Airport until 2052 Policy 02-201, Property Leasing Fees Policy 02-202, Operating and Capital Funds Policy 02-203, Noise Abatement Policy 02-204, Construction of Buildings: Property Use and Appearance Policy 02-205, Airport Aviation Fuel 02-206, Hot Air Balloon Operations Policy 02-207, Ultralight Aircraft Policy 02-208, Aviation Related Businesses Policy 02-209, and Airport Management Structure Policy 02-210.

EXECUTIVE SUMMARY:

This report presents Langley Regional Airport Bylaw No. 6138, which consolidates the majority of the existing Council policies related to airport operations. Certain elements have not been included in the Bylaw because they are:

- Governed by federal regulations.
- Addressed directly through airport lease agreements.
- Included in the proposed Langley Regional Airport 2045 Strategic Plan for Council's consideration.

The Langley Regional Airport Bylaw also aligns with recommendations in the Langley Regional Airport Governance Review (Report to Council 25-60), delegating appropriate operational authority to the Airport Manager while preserving Council's oversight.

Alongside the Langley Regional Airport Bylaw, Amendment Bylaw No. 6139 updates the enforcement bylaw to include fines and penalties for airport-related offences.

PURPOSE:

To present Langley Regional Airport Bylaw No. 6138 and accompanying Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6139 for Council's consideration and approval, as directed at recent Regular Council Meetings.

BACKGROUND/HISTORY:

On July 15, 2024, Council directed staff to consolidate policies governing airport operations into a new comprehensive bylaw.

On April 28, 2025, Council directed further work aligned with the Airport Governance Review, ensuring that Council retains final authority while enabling airport management to act responsively.

DISCUSSION/ANALYSIS:

As directed by Council, the Langley Regional Airport Bylaw:

1. replaces the existing Council policies related to operations at the Langley Regional Airport
2. improves airport management's flexibility to respond to operational and technical issues within a timely manner to benefit both aviation operations and the airport community.

There are currently 10 Council policies related to operations at the Langley Regional Airport. Staff have incorporated most of the policies into Langley Regional Airport Bylaw No. 6138.

In some cases, due to regulatory changes, some elements of the policies have not been moved to the bylaw because the subject matter is regulated by federal regulations, included directly in airport leases, or included in the proposed Langley Regional Airport 2045 Strategic Plan, for Council's consideration and endorsement. If that is the case, it is noted below.

Policy Summary:

Public Airport until 2052 Policy 02-201

- The contents of this policy are included in Section 2.6 of the Bylaw.

Property Leasing Fees Policy 02-202

- The contents of this policy are contained within all airport leases.

Operating and Capital Funds Policy 02-203

- The contents of this policy are included in the proposed Langley Regional Airport 2045 Strategic Plan, for Council's consideration and endorsement.

Noise Abatement Policy 02-204

- Noise abatement is the jurisdiction of Transport Canada in its entirety. However, the Airport Manager will continue to recommend noise-sensitive areas and advise airport users of those areas, as well as document noise complaints.

Construction of Buildings: Property Use and Appearance Langley Regional Airport Policy 02-205

- The contents of this policy are included in Section 4.4 of the Bylaw and addressed in tenant leases.

Airport Aviation Fuel 02-206

- The contents of this policy are included in the internal airport operations procedures regarding aviation fuel.

Hot Air Balloon Operations Policy 02-207

- The contents of this policy have not been included within Bylaw No. 6138 because hot air balloon operations are now regulated by the federal government entirely.

Ultralight Aircraft Policy 02-208

- The contents of this policy have not been included within Bylaw No. 6138 because ultralight aircraft operations are now regulated by the federal government entirely.

Aviation Related Businesses Policy 02-209

- The contents of this policy have been included in Section 4.1, to align with the Township's obligations with the federal government's right of reverter.

Airport Management Structure Policy 02-210

- The contents of this policy have been adapted to reflect the direction of Council as a result of the Langley Regional Airport Governance Review (Report to Council 25-60) and can be found in Section 3 of the Bylaw.

Airport Management Authority:

The Chief Administrative Officer (CAO) is designated as the Accountable Executive under the Airport's Safety Management System. The CAO is responsible for overall operational oversight, ensuring regulatory compliance, allocating sufficient human and financial resources, and executing agreements, as outlined in Section 3.1 of the Bylaw.

The Airport Manager is delegated authority for day-to-day general operations, technical matters, airport business development, and regulatory compliance and safety, as described in Section 3.3. The Airport Manager is organizationally situated within the Engineering Division, reporting through the Director, Engineering and Public Works.

Enforcement:

In addition to the Council policies, the Bylaw also includes parking prohibitions as well as offences and penalties for contravention of the Bylaw.

Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6139 updates the enforcement schedule to include offences under Bylaw No. 6138. Fineable offences include:

- Engaging in prohibited airport uses
- Operating a laser without authorization
- Storing unlicensed vehicles or equipment
- Unauthorized alteration of airport infrastructure
- Obstructing aircraft with improperly parked vehicles
- Unauthorized long-term parking or storage
- Failing to park vehicles according to hangar requirements
- Refusal to provide name when required.

Respectfully submitted,

Patrick Sihota
AIRPORT MANAGER
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
BYLAW ENFORCEMENT	M. Natt

ATTACHMENT A Langley Regional Airport Council Policies

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Public Airport until 2052
Langley Regional Airport

Policy No:	**02-201**
Approved by Council:	**1978-07-17**
Revised by Council:	**2007-01-08**
Revised by Council:	**2012-10-15**
Revised by Council:	**2016-05-30**

1. Purpose

1.1 To provide terms of reference for the Langley Regional Airport

2. Background

2.1 Langley Regional Airport was purchased by the Township from the federal government in 1967. The granting of title to the municipality is subject to the following conditions and covenants:

2.1.1 the Township must operate Langley Regional Airport as a public airport for a minimum of 15 years

2.1.2 at no time will Langley Regional Airport be converted or disposed of by the Township

2.1.3 at the expiration of the 15-year agreement, the Township may, at their option, continue to operate Langley Regional Airport. Should the Township choose to discontinue the management of the airport, it will be conveyed back to Her Majesty for $1.00.

2.2 Council, by resolution of July 17, 1978, agreed to continue operating Langley Regional Airport as a Day Flying Airport Only until the year 2001.

2.3 Council, by resolution of February 6, 1990, adopted a policy to extend the operation of the Langley Regional Airport to the year 2015.

2.4 Council, by resolution of January 27, 1997, adopted a policy to extend the operation of the Langley Regional Airport to the year 2025.

2.5 Council approved, by Council Report 07-07 of January 8, 2007, extended the operation of the Langley Regional Airport to the year 2052.

3. Related Policy

3.1 N/A

4. Policy

4.1 The Township will operate the Langley Regional Airport as a public airport until at least the year 2052.

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Property Leasing Fees
Langley Regional Airport

Policy No:	**02-202**
Approved by Council:	**1998-09-21**
Revised by Council:	**2009-05-01**
Revised by Council:	**2012-10-15**
Revised by Council:	**2016-05-30**
Revised:	**2024-02-15**

1. Purpose

1.1 To provide a mechanism for the establishment of airport property lease fees for the Langley Regional Airport

2. Background

2.1 N/A

3. Related Policy

3.1 N/A

4. Policy

4.1 Aircraft Parking Fees and Land Lease Rates

4.1.1 Every five to seven years, the Township of Langley will seek an independent market rentable value review of aircraft tie-down and property lease rates. The results of this independent review will be submitted to Council for consideration. Should Council approve the rates recommended in the review, these rates will be instituted. Thereafter, rates will be increased in subsequent years based on the Vancouver Consumer Price Index annual average percent change as published by BC Statistics. Rates are subject to applicable tax.

4.2 New Leases, Extensions, Assignments, Amendments, Sub-lease Consents

4.2.1 The Township will consider new leases of up to 30 years for serviced properties and 20 years for un-serviced properties, if requested by prospective lessees, with a renewal option for further 5-year periods at the anniversary date.

4.2.2 Sub-leasing for commercial purposes will only be permitted for whole lots or portions of a lot with Township approval.

4.2.3 Where an extension, assignment, amendment or sub-lease consent is requested, administration fees will be charged prior to execution of the applicable agreement to recoup all, or a portion, of the administrative and legal fees related to the request, as determined by the Municipality. The minimum administration fee of $500 will be effective on February 15, 2024. Administration fees will be reviewed annually to ensure adequate recovery related to wages and legal costs.

4.3 Utility Fees

4.3.1 All utility fees will be paid by the lessee to the service provider.

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Operating and Capital Funds Langley Regional Airport

Policy No:	**02-203**
Approved by Council:	**1978-07-17**
Revised by Council:	**1991-06-17**
Revised by Council:	**1998-06-17**
Revised by Council:	**2012-10-15**
Revised by Council:	**2016-05-30**

1. Purpose

1.1 To establish operating and capital funding for Langley Regional Airport.

2. Background

2.1 N/A

3. Related Policy

3.1 N/A

4. Policy

4.1 Self-funding

4.1.1 Langley Regional Airport will generate its own revenue for operating and capital funds. Funds generated by or on the airport will be used solely to fund airport operating and capital expenses.

4.1.2 The Township will consider applications to federal and/or provincial agencies or other appropriate agencies for specific funds for capital and/or development projects. The costs for such projects will be recovered from revenue generated by the airport.

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Noise Abatement
Langley Regional Airport

Policy No:	**02-204**
Approved by Council:	**1998-09-21**
Revised by Council:	**2012-10-15**
Revised by Council:	**2016-05-30**

1. Purpose

1.1 To minimize noise generated by airport related activities.

2. Background

2.1 N/A

3. Related Policy

3.1 N/A

4. Policy

4.1 The Township is aware that airspace is controlled by the federal government, not by the municipality. However, the Township will do everything reasonably and legally possible to reduce noise generated by airport related activities, including publishing noise abatement procedures and advising airport users of those procedures.

Township of Langley

Est. 1873

COUNCIL POLICY

Subject: Construction of Buildings: Property Use and Appearance Langley Regional Airport

Policy No:	**02-205**
Approved by Council:	**1998-09-21**
Revised by Council:	**2012-10-15**
Revised by Council:	**2016-05-30**
Revised:	**2019-06-27**

1. Purpose

1.1 To ensure compliance with federal, provincial, and municipal construction laws

1.2 To ensure an acceptable external appearance of leased property

2. Background

2.1 N/A

3. Related Policy

3.1 N/A

4. Policy

4.1 Setbacks

4.1.1 The location of buildings on individual lease lots will be in accordance with Transport Canada requirements for setbacks from operating surfaces (runways, taxiways, aprons, etc.) and as specified by the Township for efficient use of land and services.

4.2 Construction

4.2.1 All airport buildings must:

4.2.1.1 conform to the current edition of the BC Building Code and all applicable Township of Langley bylaws

4.2.1.2 present a pleasing appearance

4.3 Location

4.3.1 Buildings will be located as to allow maximum clearance between hangars.

4.3.2 Aircraft storage hangars for fixed wing aircraft will be located on the west side of the airport.

4.3.3 Industrial and commercial buildings, including those for fixed wing aircraft and helicopters, will be located in the southeast corner and north side of the airport as well as in the buildings located on each of the lots numbered 38 and 39 as shown on the map attached hereto as Appendix A. Helicopters are not to operate from hangars located on any of the lots numbered 21 to 37 (inclusive) on the west side as shown on the map attached hereto as Appendix A.

4.4 Property External Usage and Appearance

4.4.1 Property surrounding a building must not be used for storage of unlicensed autos, boats, recreational vehicles, trailers, tractor trailers, or heavy construction equipment such as excavators and ploughs. Upon Township of Langley approval, compounds may be created and used for enclosure of unsightly items such as deployment trailers and materials. Sea-Can and like steel containers will not be stored outside of compounds and cannot be placed inside compounds without Township of Langley approval.

4.4.2 Building exteriors must be adequately maintained, i.e. painting and refurbishing to project a professional and pleasing appearance reflective of the Township of Langley.

APPENDIX A


LANGLEY
56 AVE
213A ST
41
42
43
44
45
46
47
48
Gate 5
Gate 6
TAXI WAY
TXY G
TXY H
TXY E
TXY C
TXY A
TXY D
TXY B
Z743
39
38
26
23
37
32
30
25
22
36
31
29
28
27
24
21
35
20
34
33
2100
TOWER
APRON 1
APRON 2
APRON 3
HELI PAD
Gate 1
Gate 2
Gate 3
Gate 4
Future Electric Gate
FRASER HWY
216 ST
51A AVE
51 AVE
Langley Regional Airport: Internal Use
5385 - 216 Street, Langley BC V2Y 2N3
CYNJ - Elevation 34'
N49 06 03 W122 37 51

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Airport Aviation Fuel
Langley Regional Airport

Policy No:	**02-206**
Approved by Council:	**1998-09-21**
Revised by Council:	**2012-10-15**
Revised by Council:	**2016-05-30**

1. Purpose

1.1 To provide for refueling capabilities at the Langley Regional Airport

2. Background

2.1 N/A

3. Related Policy

3.1 N/A

4. Policy

4.1 Langley Regional Airport fuel sales outlet is under the control of the Township and consists of automatic dispensers for AvGas and a fuel truck for Jet Fuel.

4.2 No other fuel outlet is permitted on the Langley Regional Airport and no aviation fuel for aviation purposes, including MOGAS, will be brought onto the airport in drums, other containers, or any other method with the intent of dispensing fuel at the airport.

4.3 Commercial or privately owned fuel trucks for deployed operations of Langley based businesses may be stored in the airport compound but are not to be stored on leased property.

Township of Langley

Est. 1873

COUNCIL POLICY

Subject: Hot Air Balloon Operations Langley Regional Airport

Policy No:	**02-207**
Approved by Council:	**1998-09-21**
Revised by Council:	**2012-10-15**
Revised by Council:	**2016-05-30**

1. Purpose

1.1 To provide criteria for hot air balloon operations at the Langley Regional Airport

2. Background

2.1 N/A

3. Related Policy

3.1 N/A

4. Policy

4.1 All hot air balloons launched from the Langley Regional Airport will have a VHF aircraft radio on board.

4.2 An area will be designated for launching hot air balloons.

4.3 A parking area restricted to participants and crew only will be designated for vehicles associated with hot air balloons.

4.4 The launching area and parking area will be separated, although provision must be made to facilitate transport of balloons to the launch site.

4.5 Hot air balloon operators using the airport must provide proof of comprehensive (commercial) general liability insurance coverage of $3,000,000 naming the Township of Langley as an additional insured.

Township of Langley

Est. 1873

COUNCIL POLICY

Subject: Ultralight Aircraft
Langley Regional Airport

Policy No:	**02-208**
Approved by Council:	**1998-09-21**
Revised by Council:	**2012-10-15**
Revised by Council:	**2016-05-30**

1. Purpose

1.1 To provide criteria for ultralight aircraft use at the Langley Regional Airport

2. Background

2.1 N/A

3. Related Policy

3.1 N/A

4. Policy

4.1 Ultralight aircraft may use the Langley Regional Airport provided the aircraft:

4.1.1 is equipped with a functioning air-ground-air radio

4.1.2 complies with published airport flight procedures or as directed by the tower

Township of Langley

Est. 1873

COUNCIL POLICY

Subject: Aviation Related Businesses Langley Regional Airport

Policy No:	**02-209**
Approved by Council:	**2012-10-15**
Revised by Council:	**2016-05-30**
Revised:	**2017-09-11**

1. Purpose

1.1 To establish criteria for businesses operating on the Langley Regional Airport

2. Background

2.1 N/A

3. Related Policy

3.1 N/A

4. Policy

4.1 Whereas the Langley Regional Airport is in the Agricultural Land Reserve and is governed by federal laws, in order to comply with federal and provincial legislation, only aviation-related businesses and ancillary municipal and other government uses will be allowed to operate on the Langley Regional Airport.

Township of Langley

Est. 1873

COUNCIL POLICY

Subject: Airport Management Structure
Langley Regional Airport

Policy No:	**02-210**
Approved by Council:	**2012-10-15**
Revised by Council:	**2016-05-30**
Revised:	**2017-09-11**

1. Purpose

1.1 To provide for the realignment of the Langley Regional Airport management structure from contractor to regular Township employees.

2. Background

2.1 The Township of Langley is required to have a designated employee responsible for airport management. At the October 15, 2012 Special Closed Council meeting, Council authorized the Chief Administrative Officer to adopt and approve policy changes and to approve leasing, assignment of leases, and building sales, as needed for the functioning of the Langley Regional Airport, and as required from time to time, and to change a portion of the management responsibilities for the Airport from contractor to regular employees.

3. Related Policy

3.1 N/A

4. Policy

4.1 The Chief Administrative Officer or designate is authorized to adopt and approve policy changes and to approve leasing, assignment of leases, and airport building sales as needed for the functioning of the Langley Regional Airport and as required from time to time.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

AIRPORT REGULATION BYLAW NO. 6138

EXPLANATORY NOTE

Bylaw No. 6138 regulates the aspects of the Langley Regional Airport.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

AIRPORT REGULATION BYLAW NO. 6138

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

PART 1: CITATION

1. This Bylaw may be cited for all purposes as “Airport Regulation Bylaw No. 6138”.

PART 2: INTERPRETATION AND DEFINITIONS

Interpretation

2.1 In this Bylaw:

(1) words importing the singular number include the plural and vice versa and words importing the neuter 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:

"*Aeronautics Act*" means the *Aeronautics Act,* R.S.C., 1985, c. A-2;

"Agreements" includes contracts relating to the operation of the Airport and the disposition of Airport lands by way of a lease, licence, sub-lease, sub-licence or assignment;

"Aircraft" has the meaning ascribed to it by the *Aeronautics Act*;

"Airport" means the airport operated by the Township known as the Langley Regional Airport;

"Airport Manager" means the person appointed by the Chief Administrative Officer to provide on-site supervision of the Airport in the Township as Airport Manager;

"Apron" has the meaning ascribed to it in Part 1 of the *Canadian Aviation Regulations*;

"Bylaw Enforcement Officer" means a person who is designated by the Township as a bylaw enforcement officer;

"Canadian Aviation Document" has the meaning ascribed to it by the *Aeronautics Act*;

"*Canadian Aviation Regulations*" means the *Canadian Aviation Regulations*, SOR/96-433 enacted under the authority of the *Aeronautics Act*;

"Chief Administrative Officer" means the chief administrative officer of the Township;

"*Community Charter*" means the *Community Charter,* S.B.C. 2003, c 26;

"Council" means the elected municipal council for the Township;

"Manoeuvring Area" has the meaning ascribed to it in Part 1 of the *Canadian Aviation Regulations*;

"Operating Surfaces" means the Apron and Manoeuvring Area;

"Safety Management System" or "SMS" has the meaning ascribed to it in Part 1 of the *Canadian Aviation Regulations*;

"Township" means the Corporation of the Township of Langley;

"Vehicle" has the meaning ascribed to it by the *Motor Vehicle Act*, [RSBC 1996] Ch. 318.

Successorship of Delegated Authority

2.3 Words in the Bylaw directing or empowering any officer or employee of the Township to do any act or thing, or otherwise applying by name of office, includes successors in such office and any lawful deputy, and anyone who is duly appointed to act in that office or the employee's place.

Applicability

2.4 This Bylaw applies to the Langley Regional Airport operated by the Township of Langley on those parcels of land legally described as:

LOT 2, PLAN EPP88933, DISTRICT LOT 307, GROUP 2, NEW WESTMINSTER LAND DISTRICT; PID: 031-127-126

LOT 2, PLAN NWP5745, DISTRICT LOT 307, NEW WESTMINSTER LAND DISTRICT, EXCEPT PLAN LMP23705; PID: 000-908-550

Airport designated a Municipal Service

2.5 The Langley Regional Airport is designated as a municipal service.

Public Airport

2.6 The Township shall operate the Langley Regional Airport as a public airport until at least the year 2052.

PART 3: GOVERNANCE

Chief Administrative Officer

3.1 The Chief Administrative Officer is the Accountable Executive within the Safety Management System of the Airport. The following powers are delegated to the Chief Administrative Officer:

(1) provide oversight for all aspects of the operation and ensure regulatory compliance;

(2) ensure there is sufficient human and financial resources allocated to ensure the safe, secure and effective operation of the Airport;

(3) negotiate, approve, amend, extend and authorize the execution of Agreements with a maximum term of fifty (50) years inclusive of any rights of renewal.

Airport Manager

3.2 The Airport Manager is selected and appointed by, and reports to, the Chief Administrative Officer through the Director of Engineering and Public Works.

3.3 The following powers are delegated to the Airport Manager:

General Powers

(1) Ensure the Airport conforms with and operates within the safety standards set by Transport Canada, the Township and Federal Occupational Health and Safety standards;

(2) Ensure appropriate resources are allocated to the maintenance and inspection processes for all movement areas;

(3) Manage and administer airport operations, maintenance, safety, emergency and security activities;

(4) Issue Notice to Airmen (NOTAMs);

(5) Authorize or deny use of the Airport by Aircraft with a maximum weight in excess of 12,500 pounds;

(6) Maintain and operate the airport within approved budget and prepares operational and capital budgets;

(7) Liaise with Airport users, leaseholders, government officials, community groups and the general public;

(8) Plan, organize and direct the Airport staff in the day-to-day operations of the Airport;

(9) Manage and promote the Airport’s Safety Management System program and encourage all Airport tenants to have the same;

Airport Business Development

(10) Identify, pursue, and engage with prospective businesses and developers regarding opportunities for investment, development, and operations at the Airport including initiating discussions, exploring potential partnership models, conducting preliminary feasibility assessments, and entering into initial, non-binding negotiations regarding terms of Agreement for potential development of the Airport;

Regulatory Compliance and Safety

(11) In consultation with the Chief Administrative Officer or Director of Engineering and Public Works may take action to address any:

(a) identified safety deficiency requiring immediate corrective action as determined by the Airport's Safety Management System or by the Airport Manager; and

(b) regulatory requirement mandated by Transport Canada or other applicable regulatory bodies requiring action to maintain airport certification, safety standards, or operational status;

(c) including the ability to allocate and direct necessary human resources, including assigning or reassigning Township staff duties as required to address the identified safety deficiency or regulatory requirement promptly.

(12) All actions taken and resources allocated under the authority of sub-section 3.3(11) shall be documented and reported by the Airport Manager to the Chief Administrative Officer immediately.

3.4 The Airport Manager shall carry out the powers of the Airport Manager in accordance with the Airport Operations Manual, the Safety Management System and with applicable Township bylaws and policies.

PART 4: GENERAL REGULATIONS

Aviation Related Business

4.1 The Airport shall be used as a public airport and only general aviation, aviation-related businesses and ancillary municipal and other government uses may operate at the Airport.

Winter Maintenance

4.2 Winter maintenance, such as snow clearing, de-icing or anti-icing, of Operating Surfaces may be provided at the discretion of the Airport Manager. The Township shall not be obligated to provide winter maintenance of Operating Surfaces.

Lasers

4.3 No person may operate a laser on the Airport without the Airport Manager's prior written consent.

Construction of Buildings: Location

4.4 The location of buildings on individual lease lots shall be in accordance with Transport Canada requirements for setbacks from Operating Surfaces.

External Usage of Lease Lots

4.5 The storage of unlicensed automobiles, boats, recreational vehicles, trailers, tractor trailers, or heavy construction equipment such as excavators and ploughs at the Airport is prohibited. The Airport manager may approve the construction of fenced and screened compounds for storage of ancillary equipment and containers used in support of an aviation-related business.

Alterations

4.6 No person may alter Operating Surfaces or other Airport infrastructure including lighting, signage, pavement markings, fencing unless expressly approved by the Airport Manager in writing.

Parking

4.7 No person may:

(1) park a Vehicle at the Airport, other than temporarily for loading and unloading Aircraft, except in areas specifically established and designated for parking Vehicles;

(2) park a Vehicle in such a manner so as to obstruct the movement of Aircraft; or

(3) store a Vehicle, recreational vehicle, boat or trailer at the Airport except with the prior written permission of the Airport Manager for a Vehicle, recreational vehicle, boat or trailer used in support of an aviation business.

4.8 Airside general aviation hangar tenants shall park their Vehicle inside the hangar or parallel to and alongside the hangar or adjacent to the end of the hangar and in such a manner so as to ensure that the movement of Aircraft is not obstructed.

PART 5: OFFENCES AND PENALTIES

5.1 Every person who violates or contravenes any provision of this Bylaw or who suffers or permits anything to be done in violation or contravention of this Bylaw, or who neglects to do or refrains from doing anything required to be done by any provision of this Bylaw commits an offence under this Bylaw.

5.2 In the case of a continuing offence, each day that the offence continues constitutes a separate offence under this Bylaw.

5.3 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.

5.4 This Bylaw may be enforced:

(1) by a Peace Officer or Bylaw Enforcement Officer;

(2) by proceedings brought under the *Offence Act*, [RSBC 1996] Ch. 338;

(3) by means of a bylaw notice as authorized by the *Local Government Bylaw Notice Enforcement Act,* [SBC 2003] Ch. 60 and fines imposed for offences under the *Bylaw Notice Enforcement Bylaw* 2008 No. 4703;

(4) as against an Aircraft, by means of seeking an order for the sale of the Aircraft in the Supreme Court of British Columbia or the Federal Court of Canada, and the cost of all such actions shall be at the expense of the Person and Aircraft on a solicitor and own client basis.

PART 6: GENERAL

6.1 While at the Airport every Person who is or claims to be in control of an Aircraft shall, at the request of a Peace Officer or Bylaw Enforcement Officer, state correctly his or her name and address and the name and address of the owner of the Aircraft and produce for inspection any Canadian Aviation Document issued in that Person's name.

6.2 A Peace Officer or Bylaw Enforcement Officer may refer any disputed Bylaw Notice to an Adjudication Hearing or refer any Municipal Ticket Information to Provincial Court and may represent the Municipality in any related proceedings.

6.3 Neither failure to enforce this Bylaw, nor any error, omission, nor other neglect in relation to this Bylaw, shall be interpreted as giving rise to a cause of action in favour of any Person.

6.4 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.

6.5 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. 6139

EXPLANATORY NOTE

Bylaw No. 6139 updates Bylaw Notice Enforcement Bylaw 2008 No. 4703 to include fine amounts for Airport Regulation Bylaw No. 6138.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

BYLAW NOTICE ENFORCEMENT BYLAW 2008 NO. 4703

AMENDMENT BYLAW NO. 6139

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

1. This Bylaw may be cited for all purposes as “Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6139”.

2. The “ Bylaw Notice Enforcement Bylaw 2008 No. 4703 ” as amended is further amended by:

   A. Adding designated bylaw contraventions under schedule A with reference to the Airport Regulation Bylaw No. 6138 as follows:

Airport Regulation Bylaw No. 6138

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Undertake prohibited Airport uses	4.1	$500
• Operate a laser without consent	4.3	$500
• Storage of unlicensed automobiles, boats, recreational vehicles, trailers, tractor trailers or heavy construction equipment	4.5	$500
• Unauthorized alteration of Operating Surfaces or other Airport infrastructure	4.6	$500
• Park a Vehicle except in a designated spot	4.7 (1)	$500
• Park a Vehicle to obstruct the movement of aircraft	4.7 (2)	$500

• Unauthorized storage of a Vehicle, recreational vehicle, boat or trailer	4.7 (3)	$500
• Failure to park Vehicle inside hanger or parallel to and alongside the hanger or adjacent to end of the hanger	4.8	$500
• Fail to state name	6.1	$100

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

CONSOLIDATED FOR CONVENIENCE ONLY

EXPLANATORY NOTE

Bylaw No. 4703 is a Bylaw respecting the enforcement of bylaw notices within the Township of Langley as in accordance with the *Local Government Bylaw Notice Enforcement Act, S.B.C. 2003, c. 60* as amended.

Amending Bylaw No. 4795 – adopted March 22, 2010
Bylaw 4795 updates the Bylaw Notice Enforcement Bylaw 2008 No. 4703 to provide provisions relating to the new Highway and Traffic Bylaw 2010 No. 4758.

Amending Bylaw No. 4826 – adopted April 11, 2011
Bylaw No. 4826 updates the Bylaw Notice Enforcement Bylaw 2008 No. 4703 to provide for fine amounts and offences for the recently adopted Property Safety Bylaw 2010 No. 4834, and further to include additional housekeeping amendments to existing schedules.

Amending Bylaw No. 4872 – adopted May 16, 2011
Bylaw No. 4872 amends Bylaw Notice Enforcement Bylaw 2008 No. 4703 to provide for fine amounts and offences for the recently adopted Solid Waste Management Bylaw 2011 No. 4845, and further, to include additional designated bylaw enforcement officers to Section 13(d).

Amending Bylaw No. 4928 – adopted July 9, 2012
Bylaw No. 4928 updates the Bylaw Notice Enforcement Bylaw 2008 No. 4703 to provide for provisions relating to the new Sign Bylaw 2012 No. 4927 and additional housekeeping changes.

Amending Bylaw No. 4973 – adopted March 4, 2013
Bylaw 2013 No. 4973 updates the Bylaw Notice Enforcement Bylaw 2008 No. 4703 to provide ticketing provisions relating to secondary suite licensing requirements set out in the Township of Langley Business Licence Bylaw 2001 No. 4050 as amended.

Amending Bylaw No. 5004 – adopted May 13, 2013
Bylaw 2013 No. 5004 updates the Bylaw Notice Enforcement Bylaw 2008 No. 4703 to account for provisions and additional housekeeping changes to the Township of Langley's Water Shortage Response Bylaw 2012 No. 4909, and the Watercourse Protection Bylaw 2012 No. 4964.

Amending Bylaw No. 5007 – adopted June 24, 2013
Bylaw 2013 No. 5007 updates the Bylaw Notice Enforcement Bylaw 2008 No. 4703 to include provisions relating to the Audible Bird Scare Devices Farm Bylaw 2013 No. 5005.

Amending Bylaw No. 5025 – adopted December 2, 2013
Bylaw 2013 No. 5025 amends Bylaw Notice Enforcement Bylaw 2008 No. 4703 by deleting references to Offences and Fines listed under repealed “Fireworks Regulation Bylaw 2004 No. 4344” and updating Offences and Fines associated with the new “Fire Prevention Bylaw 2013 No. 4956”.

Amending Bylaw No. 5033 – adopted January 13, 2014
Bylaw No. 5033 updates the Bylaw Notice Enforcement Bylaw 2008 No. 4703 to provide ticketing provisions relating to the Building Bylaw Amendment Bylaw 2013 No. 5023 as well as additional housekeeping amendments.

Amending Bylaw No. 5062 – adopted February 24, 2014
Bylaw No. 5062 amends Bylaw Notice Enforcement Bylaw 2008 No. 4703 by updating page 40, Schedule A, to address amendments to the Property Safety Bylaw 2010 No. 4835.

Amending Bylaw No. 5082 – adopted June 9, 2014
Bylaw 2014 No. 5082 amends Bylaw Notice Enforcement Bylaw 2008 No. 4703 by providing provisions relating to Interim Tree Clear-Cutting Bylaw 2014 No. 5080.

Amending Bylaw No. 5108 – adopted September 8, 2014
Bylaw 2014 No. 5108 updates the Bylaw Notice Enforcement Bylaw 2008 No. 4703 to provide provisions relating to the Highway and Traffic Bylaw 2010 No. 4758.

Amending Bylaw No. 5115 – adopted October 6, 2014
Bylaw 2014 No. 5115 updates the Bylaw Notice Enforcement Bylaw 2008 No. 4703 and incorporates amendments regarding the new offences set out in the Soil Deposit and Removal Bylaw 2013 No. 4975.

Amending Bylaw No. 5122 – adopted January 26, 2015
Bylaw 2015 No. 5122 updates the Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703 to address amendments to the Property Safety Bylaw 2010 No. 4835 and to permit a violation of section 104.3(i)(i) of the Township of Langley Zoning Bylaw 1987 No. 2500 to be addressed through the issuance of a bylaw notice.

Amending Bylaw No. 5155 – adopted May 25, 2015
Bylaw 2015 No. 5155 updates Bylaw Notice Enforcement Bylaw 2008 No. 4703 to address amendments to the Fire Prevention Bylaw 2013 No. 4956 with respect to implementation of an escalating fee structure for false alarms.

Amending Bylaw No. 5173 – adopted November 2, 2015
Bylaw 2015 No. 5173 amends Notice Enforcement Bylaw 2008 No. 4703 by removing references to the Township of Langley Noise Control Bylaw 1988 No. 2573 and permitting a violation of Noise Control Bylaw 2015 No. 5172 to be addressed through the issuance of a bylaw notice.

Amending Bylaw No. 5047 – adopted January 11, 2016
Bylaw 2015 No. 5047 amends Bylaw Notice Enforcement Bylaw 2008 No. 4703 by adding a new schedule relative to Election and Political Signs to Schedule “A” – Designated Bylaw Contraventions and Penalties.

Amending Bylaw No. 5193 – adopted April 25, 2016
Bylaw 2016 No. 5193 updates the Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703 to remove references to the Township of Langley Business Licence Bylaw 2001 No. 4050 and to insert appropriate references to the Licencing Bylaw 2016 No. 5192.

Amending Bylaw No. 5209 – adopted May 30, 2016
Bylaw 2016 No. 5209 amends Bylaw Notice Enforcement Bylaw 2008 No. 4703 by adding items to the Solid Waste Enforcement Schedule to include contraventions and penalties related to Litter and Illegal Dumping as outlined in Township of Langley Solid Waste Bylaw 2011 No. 4845, as amended.

Amending Bylaw No. 5201 – adopted May 30, 2016
Bylaw 2016 No. 5201 amends Notice Enforcement Bylaw 2008 No. 4703 by replacing the repealed Township of Langley Solid Waste Management Bylaw 2011 No. 4845 section with the new Solid Waste Management Bylaw 2016 No. 5200 that defines contraventions and penalties for those acts prohibited through the new bylaw.

Amending Bylaw No. 5237 – adopted December 12, 2016
Bylaw 2016 No. 5237 updates the Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703 to permit a violation of the Township of Langley Cemetery Bylaw 2016 No. 5236 to be addressed through the issuance of a bylaw notice.

Amending Bylaw No. 5250 – adopted December 12, 2016
The purpose of Amendment Bylaw 2016, No. 5250 is to provide fine amounts and offences relating to the Shopping Cart Bylaw 2016 No. 5249.

Amending Bylaw No. 5257 – adopted June 12, 2017
Bylaw 2017 No. 5257 amends Bylaw Notice Enforcement Bylaw 2008 No. 4703 by providing provisions relating to Schedule 3 (Development Permit Areas: Streamside Protection and Enhancement) of the Langley Official Community Plan Bylaw 1979 No. 1842.

Amending Bylaw No. 5292 – adopted July 10, 2017
The purpose of Amendment Bylaw 2017 No. 5292 is to update the relevant infractions and offenses related to Soil Deposit and Removal Bylaw 2013 No. 4975 Amendment Bylaw 2015 No. 5120.

Amending Bylaw No. 5301 – adopted November 6, 2017
Bylaw No. 2017 No. 5301 amends Bylaw Notice Enforcement Bylaw 2008 No. 4703 by deleting the current Designated Bylaw Contraventions and Penalties under Schedule A with reference to Township of Langley Interim Tree Clear-Cutting Bylaw 2014 No. 5080 and replacing it with the following Designated Bylaw Contraventions and Penalties for Tree Clear-Cutting Bylaw 2017 No. 5301.

Amending Bylaw No. 5323 – adopted November 27, 2017
Bylaw 2017 No. 5323 amends Bylaw Notice of Enforcement Bylaw 2008 No. 4703 to provide for fine amounts for the Public Safety Radio Building Amplification System Bylaw 2017 No. 5319.

Amending Bylaw No. 5372 – adopted June 11, 2018
Bylaw 2018 No. 5372 updates the Bylaw Notice Enforcement Bylaw 2008 No. 4703 by updating relevant infractions and offenses related to the new Drinking Water Conservation Bylaw 2018 No. 5321.

Amending Bylaw No. 5373 – adopted June 11, 2018
Bylaw 2018 No. 5373 updates the Bylaw Notice Enforcement Bylaw 2008 No. 4703 by updating relevant infractions and offenses related to the new Langley Sewerworks Regulation Bylaw 2018 No. 5367.

Amending Bylaw No. 5297 – adopted September 17, 2018
Bylaw 2018 No. 5297 updates the Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703 to remove references to the Parks Regulation Bylaw 1976 No. 1575 and to insert appropriate references to the Public Spaces Regulation Bylaw 2018 No. 5297.

Amending Bylaw No. 5377 – adopted October 1, 2018
Bylaw 2018 No. 5377 updates the Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703 to permit a violation of the Township of Langley Heritage Property Maintenance Standards Bylaw 2018 No. 5376 to be addressed through the issuance of a bylaw notice.

Amending Bylaw No. 5412 – adopted October 1, 2018
Bylaw 2018 No. 5412 updates the Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703 to provide additional ticketing provisions relating to the Building Bylaw 2008 No. 4642.

Amending Bylaw No. 5449 – adopted June 10, 2019
Bylaw 2019 No. 5449 updates the Township of Langley Bylaw Enforcement Bylaw 2008 No. 4703 to permit a violation of the Township of Langley Community Standards Bylaw 2019 No. 5448 to be addressed through the issuance of bylaw notice.

Amending Bylaw No. 5481 – adopted July 8, 2019
Bylaw 2019 No. 5481 amends the Bylaw Notice Enforcement Bylaw 2008 No. 4703 by providing fine amounts and offences relating to Tree Protection Bylaw 2019 No. 5478.

Amending Bylaw No. 5498 – adopted October 21, 2019
Bylaw 2019 No. 5498 updates the Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703 to permit a violation of the Township of Langley Cannabis Production Farm Bylaw 2019 No. 5496 to be addressed through the issuance of a bylaw notice.

Amending Bylaw No. 5532 – adopted December 2, 2019
Bylaw 2019 No. 5532 is a bylaw to repeal the Township of Langley Commercial Vehicle Licencing Bylaw 1988 No. 2549 and all amendments.

Amending Bylaw No. 5700 – adopted April 12, 2021
Bylaw 2021 No. 5700 updates Bylaw Notice Enforcement Bylaw 2008 No. 4703 to update the offences descriptions and bylaw section cross references to the new Fire Prevention Bylaw 2021 No. 5690 which replaced Fire Prevention Bylaw 2013 No. 4956.

Amending Bylaw No. 5705 – adopted May 31, 2021
Bylaw 2021 No. 5705 amends the Bylaw Notice Enforcement Bylaw 2008 No. 4703 by updating fine amounts and offences in relation to the Solid Waste Management Bylaw 2016 No. 5200, Amendment Bylaw 2021 No. 5467.

Amending Bylaw No. 5713 – adopted July 26, 2021
Bylaw 2021 No. 5713 amends the Bylaw Notice Enforcement Bylaw 2008 No. 4703 by updating offences in relation to Tree Protection Bylaw 2019 No. 5478, Amendment Bylaw 2021 No. 5712.

Amending Bylaw No. 5772 – adopted April 11, 2022
Bylaw No. 5772 amends the Bylaw Notice Enforcement Bylaw 2008 No. 4703 by updating relevant infractions and offenses related to the Drinking Water Conservation Bylaw 2018 No. 5321 as amended.

Amending Bylaw No. 5842 – adopted March 13, 2023
Bylaw No. 5842 amends the Bylaw Notice Enforcement Bylaw 2008 No. 4703 by updating relevant infractions and offences in relation to Tree Protection Bylaw 2019 No. 5478, Amendment Bylaw No. 5838.

Amending Bylaw No. 5953 – adopted November 6, 2023
Bylaw No. 5953 updates the Bylaw Notice Enforcement Bylaw 2008 No. 4703 by updating offence descriptions related to recent amendments to the Public Spaces Regulation Bylaw 2018 No. 5298 Amendment Bylaw No. 5950.

Amending Bylaw No. 6017 – adopted June 10, 2024
Bylaw No. 6017 updates the Township of Langley Bylaw Notice Enforcement Bylaw to update violation references within Township of Langley Cemetery Bylaw 2016 No. 5236, as amended.

Amending Bylaw No. 6030 – adopted September 9, 2024
Bylaw No. 6030 amends the Bylaw Notice Enforcement Bylaw 2008 No. 4703 to provide updates relating to new offenses in Highway and Traffic Bylaw 2010 No. 4758.

Amending Bylaw No. 6048 – adopted October 21, 2024
Bylaw No. 6048 amends the Bylaw Notice Enforcement Bylaw 2008 No. 4703 to remove references to the repealed “Township of Licencing Bylaw 2016 No. 5192” and replace it with “Township of Langley Licencing Bylaw No. 5878 and to remove line items associated with “No Secondary Suite Licence”.

Amending Bylaw No. 6073 – December 2, 2024
Bylaw No. 6073 updates Bylaw Notice Enforcement Bylaw 2008 No. 4703 to update the offences descriptions and bylaw section cross references to the new Fire Prevention Bylaw No. 6061 which replaced Fire Prevention Bylaw 2021 No. 5690.

Amending Bylaw No. 6112 – March 10, 2025
Bylaw No. 6112 updates Bylaw Notice Enforcement Bylaw 2008 No. 4703 to update the bylaw descriptions, bylaw cross section references and fine amounts as a result of changes to the Waterworks Regulation Bylaw No. 6074, Langley Sewerworks Regulation Bylaw 2018 No. 5367 and Solid Waste Management Bylaw 2016 No. 5200.

Amending Bylaw No. 6119 – April 7, 2025
Bylaw No. 6119 updates the Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703 to insert appropriate references to the Election and Political Signs Bylaw No. 6118.

Amending Bylaw No. 6060 – May 12, 2025

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.

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

BYLAW NOTICE ENFORCEMENT BYLAW 2008 NO. 4703

WHEREAS the *Local Government Bylaw Notice Enforcement Act, S.B.C. 2003, c. 60 as amended,* provides that a local government may deal with the contravention of a bylaw by a bylaw notice.

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

Title

1. This Bylaw may be cited for all purposes as "Bylaw Notice Enforcement Bylaw 2008 No. 4703".

Severability

2. If a portion of this bylaw is held invalid by a Court of competent jurisdiction, then the invalid portion must be severed and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.

Definitions

3. In this bylaw:

"Act" means the *Local Government Bylaw Notice Enforcement Act, SBC 2003, c60.*

"Municipality" means the Corporation of the Township of Langley.

"Registry" means the Corporation of the Township of Langley Bylaw Notice Adjudication Registry established under section 9 of this bylaw.

Bylaw Contraventions

4. Council hereby designates the bylaw contraventions specified in Schedule "A" of this Bylaw as bylaw contraventions which may be dealt with by bylaw notice. If a bylaw contravention specified in Schedule "A" is a continuing contravention, each day that the contravention is continued constitutes a separate and distinct contravention.

5122
26/01/15

Penalty

5. The penalty for a contravention referred to in Section 4 is as set out in column 3 of Schedule "A".

Period for paying a Disputed Notice

6. A person who receives a bylaw notice must within 14 days of the date on which the person received or is presumed to have received the bylaw notice,

   (a) pay the penalty

   (b) request dispute adjudication

   by filling in the appropriate portion of the bylaw notice indicating either a payment or a dispute and delivering it, either in person during regular office hours, or by mail to the Municipal Hall.

7. A person may pay the indicated penalty after 14 days of receiving the notice, but no person may dispute the bylaw notice more than 14 days after receiving the bylaw notice.

8. Where a person was not served personally with a bylaw notice and advises the Municipality that they did not receive a copy of the original notice, the time limits for responding to a bylaw notice under Sections 6 & 7 of this bylaw do not begin to run until a copy of the bylaw notice is re-delivered to them in accordance with Section 25 of the *Act.*

Bylaw Notice Dispute Adjudication Registry

9. (a) The Registry is established as a bylaw notice dispute adjudication system in accordance with the *Act* to resolve disputes in relation to bylaw notices.

   (b) The civic address of the Registry is 20338-65th Avenue, Langley, B.C., V2Y 3J1.

   (c) Every person who is unsuccessful in a dispute adjudication in relation to a bylaw notice or a compliance agreement under the dispute adjudication system established under this section must pay the Municipality an additional fee of $25 for the purpose of the Municipality recovering the costs of the adjudication system.

Screening Officers

10. The position of screening officer is established.

11. The following are the designated classes of persons that may be appointed as screening officers:

    (a) Manager of Bylaw Enforcement

    (b) Senior Bylaw Officer

    (c) Bylaw Enforcement Clerk

    and Council may appoint screening officers from these classes of persons by name or office or otherwise.

Powers, Duties and Functions of Screening Officers

12. The powers, duties and functions of Screening Officers are established in the *Act*, and include the following:

    (a) Where requested by the person against whom a contravention is alleged, Communicate information respecting the nature of the contravention, the provision of the bylaw contravened, the facts on which the contravention allegation is based, the penalty for a contravention, the opportunity to enter into a compliance agreement, the opportunity to proceed to the bylaw notice dispute adjudication system and the fee or fees payable in relation to the bylaw notice enforcement process;

    (b) To communicate with any or all of the following for the purposes of performing their functions under this bylaw or the *Act:*

        i. the person against whom a contravention is alleged or their representative;

        ii. the officer issuing the notice;

        iii. the complainant or their representative;

        iv. Municipal staff and records regarding the disputant's history of bylaw compliance.

    (c) To prepare and enter into compliance agreements under the *Act* with persons who dispute bylaw notices, including to establish terms and conditions for compliance that the Screening Officer considers necessary or advisable, including time periods for payment of penalties and compliance with the bylaw;

    (d) To cancel bylaw notices in accordance with the *Act* or the Municipal Policies and guidelines;

    (e) The maximum term of a compliance agreement is one year.

Bylaw Enforcement Officers

13. Persons acting as any of the following are designated as bylaw enforcement officers for the purposes of this bylaw and the *Act*:

(a) members of the Royal Canadian Mounted Police;

(b) Bylaw Enforcement Officers appointed pursuant to the *Community Charter* and *Police Act.*

(c) local assistants to the Fire Commissioner under Section 6 of the *Fire Services Act;*

#4826
11/04/11

#4872
16/05/11

(d) Manager of Bylaw Enforcement, Senior Bylaw Officer, Bylaw Enforcement Officer, Animal Control Officer, Chief Inspector, Assistant Chief Inspector, Building Inspector, Business Licence Inspector, Director of Engineering, Manager of Operations, Engineering Technologists, Soil Conservation Officer, Design and Construction Technologist, Utilities Controller, Foreman III, Utilities Manager, Assistant Utilities Manager, Manager Water Resources, Water Resource Engineer, Infrastructure Assets and Solid Waste Manager, Solid Waste Coordinator I, Solid Waste Coordinator II, Environmental Coordinator I, Environmental Coordinator II, Development Engineering Technologist, Erosion and Sediment Control Coordinator, Facility Manager, Facility Service Worker 2, Parks Foreman, or other persons acting in another capacity on behalf of the Municipality, for the purpose of enforcement of one or more of its bylaws.

Form of Bylaw Notice

14. The Municipality may from time to time provide for the form or forms of the bylaw notice, provided the bylaw notice complies with Section 4 of the *Act.*

Schedules

15. The following schedules are attached to and form part of this bylaw:

(a) Schedule “A” – Designated Bylaw Contraventions

(b) Schedule “B” – Compliance Agreement

READ A FIRST TIME the	6	day of	October	, 2008
READ A SECOND TIME the	6	day of	October	, 2008
READ A THIRD TIME the	6	day of	October	, 2008
RECONSIDERED AND ADOPTED the	27	day of	October	, 2008

“K. ALBERTS” Mayor “P.A. CATLIN” Deputy Township Clerk

Schedule "A" – Designated Bylaw Contraventions and Penalties

#5173
02/11/15

Township of Langley Noise Control Bylaw 2015 No. 5172 - Repealed June 10, 2019

#5449
10/06/19

See Community Standards Bylaw 2019 No. 5448

Township of Langley Sign Bylaw 2012 No. 4927

#4928
09/07/12

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Prohibited Sign	1.3 (3)	$500.00
• Sign Erected without Permit	2.1 (1)	$500.00
• Sign Erected Contrary Permit Conditions	2.3 (1)	$250.00
• Sign Not Maintained	3.3	$100.00
• Hazardous Sign	3.4 (1-6)	$500.00
• Oversize Sign	3.1 (3-4), 3.4 (5), 3.6(2), 3.7.(1-3), 3.8.(1) (a-c), 3.8 (1)(e), 3.9 (2), 4.1.(1), 4.2 (1), 4.3 (2), 5.1(1), 5.2 (1), 5.3 (2), 6.1(1), 6.2 (1), 6.3 (2), 7.1(1), 7.2 (1), 7.3 (3), 8.1(1) (a), 8.1 (5) (b), 8.3 (2)	$250.00

#6112
10/03/25

Township of Langley Waterworks Regulation Bylaw No. 6074

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Backflow Prevention Device	5.8	$500.00
• Hydrant Standpipe Use	7.2	$2,500.00

Township of Licencing Bylaw No. 5878

#5193
25/04/16

#6048
21/10/24

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• No Business Licence	3.1	$500.00
• Provision of false or inaccurate information in a Licence Application	4.2	$500.00
• Failure to comply with terms and conditions of a Licence	5.3	$500.00
• Change to a Business or Business Premises without Licence Inspector's prior written approval	8.1	$500.00
• Failure of applicant to permit inspection	10.1	$150.00
• Failure of Licencee to permit inspection	10.2	$150.00
• Failure to post Licence in conspicuous place	10.3	$100.00
• Failure to carry Licence for Mobile Business	10.4	$100.00
• Failure to surrender Licence within 7 days of Licence suspension or cancellation	10.5	$500.00
• Failure to surrender Licence within 7 days of permanently ceasing operation of the Business	10.6	$500.00
• Unlawful display of Adult Publication	11.1	$500.00
• Unlawful location of Arcade	11.2	$500.00
• Unlawful display of Drug Paraphernalia	11.5	$500.00
• Unlawful sale of Drug Paraphernalia	11.6	$500.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Failure to take steps to protect children from playing or viewing inappropriate Entertainment Software	11.7	$500.00
• Unlawful exotic performance	11.8	$500.00

Township of Langley Watercourse Protection Bylaw 2012 No. 4964

#5004
13/05/13

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Foul/Obstruct/Impede Watercourse	4, 5, 7	$500.00

#5449
10/06/19

Township of Langley Untidy and Unsightly Premises Bylaw 1982 No. 2092 – Repealed June 10, 2019

See Community Standards Bylaw 2019 No. 5448

Township of Langley Animal Control Bylaw 2005 No. 4440

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Unlicensed Dog	4	$250.00
• Dog not wearing licence tag	6	$25.00
• Failure to notify Animal Control Officer if Dangerous Dog is moved, sold, gifted, transferred or dies.	18	$500.00
• Failure to notify Animal Control Officer when dangerous dog is running at large.	19	$500.00
• Failure to tattoo or implant dog with electronic identification microchip	20	$500.00
• Dangerous Dog not confined indoors	21 (1)	$500.00
• Dangerous Dog not confined outdoors	21 (2)	$500.00
• Dangerous Dog not muzzled	22 (1)	$500.00
• Dangerous Dog not leashed properly	22 (2)	$500.00
• Failure to keep dangerous dog under the control of a person over the age of 19 years	22 (3)	$500.00
• Dangerous Dog chasing, injuring or biting a person	23 (1)	$500.00
• Dangerous Dog chasing, injuring or biting a domestic animal	23 (2)	$500.00
• Dangerous Dog running at large	23 (3)	$500.00
• Dangerous Dog – damage private or public property	23 (4)	$200.00
• Failure to notify Animal Control Officer if Aggressive Dog is moved, sold, gifted, transferred or dies.	26	$250.00
• Aggressive Dog not confined indoors	27 (1)	$250.00
• Aggressive Dog not confined outdoors & under the control of a competent adult	27 (2)	$250.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Aggressive Dog not confined outdoors	27 (3)	$250.00
• Aggressive Dog not muzzled	28 (1)	$250.00
• Aggressive Dog not leashed properly	28 (2)	$250.00
• Failure to keep aggressive dog under the control of a person over the age of 19 years	28 (3)	$250.00
• Aggressive Dog running at large	29	$250.00
• Dog/Large Animal at large – private lands	30 (1)	$100.00
• Dog injuring person	30 (2)	$200.00
• Dog injuring animal	30 (3)	$100.00
• Dog biting person	31 (1)	$500.00
• Dog biting animal	31 (2)	$200.00
• Dog at large – public lands	31 (3)	$100.00
• Disturbing noise from a Dog	32	$200.00
• Dog excrement violation	33	$100.00
• Dog not securely confined	34	$100.00
• More than 2 dogs over age of 4 months	35 (2)	$200.00
• Intervene or obstruct Animal Control Officer	62	$500.00

Township of Langley Arcade and Pool Hall Bylaw 1992 No. 3188

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Operate arcade/pool hall without License	1.6	$100.00
• Operate arcade/pool hall contrary to hours	2.1	$100.00
• Person under 16 years of age in arcade/pool hall	2.2 (a)	$50.00
• Permit person under 16 years	2.2(b)	$100.00
• Operate Amusement Machine/Play Pool under 16 years	2.2(c)	$50.00
• Permit Person Under 16 years to Operate Amusement Machine/Play Pool	2.2(d)	$100.00
• Fail to Require Person to Leave Premises	2.3	$100.00
• Fail to Keep Premises as Required.	2.4	$100.00

Township of Langley Building Bylaw 2008 No. 4642

	Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
#5033 13/01/14	• Construction Without Permit	4.1 a)	$500.00
	• Construction Contrary to Stop Work Order	4.1 b)	$500.00
	• Occupy/Use Building Contrary to Permit	4.1 c)	$500.00
	• Tamper with any Notice	4.1 d)	$200.00
#5412 01/10/18	• Occupy/Permit Occupancy Without Approval	4.1 e)	$500.00
	• Fail to Complete Permit Within Two Years	5.11 c)	$500.00
	• Fail to Install Sprinklers	7.2(a), 7.2(b) 7.2(c)	$500.00
	• Fail to Keep Roadways/Sidewalks Clean	9.1 (c)	$500.00
#5412 01/10/18	• Fail to Provide Portable Washroom Facilities on Site	9.1 (f)	250.00
	• Fail to Provide Containers/Bins for Construction Debris/Trades Garbage	9.1 (g)	$250.00
	• Fail to Request Inspection	9.2 a)	$500.00
	• Second Dwelling Not Demolished/Converted	14.1 a), 14.1 b)	$500.00
	• Move Building without Permit	13.1	$500.00
	• Fail to Enclose Swimming Pool	15.2	$500.00

Township of Langley Exotic Animal Bylaw 1994 No. 3461

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Operate Circus/ Carnival with Wild/Exotic Animals	3	$200.00
• Trade Wild/Exotic Animals	4	$200.00

Township of Langley Solid Waste Management Bylaw 2016 No. 5200

#5705
31/05/21

#6102
10/03/25

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Failure to separate Garbage, Organics, Recyclable Material and Large Items prior to removal and disposal	2.1.2	$250.00
• Failure of Owner in a Solid Waste Collection Area to arrange for removal or disposal of Garbage, Organics, Recyclable Material or Large Items by an applicable Collection Service or by private collection	2.1.3	$500.00
• Removal of a cover, by a person other than the Owner, Municipality, Collector, or a person designated by the Engineer, from a receptacle or disturb Garbage, Organics, or Recyclable Material set out for collection	2.1.6	$250.00
• Failure of an Owner to comply with any provision of Township of Langley Solid Waste Management Bylaw 2016, No. 5200, as amended	2.1.10	$250.00
• Possess a Garbage Cart or Organics Cart that was not made available to the Owner of an Eligible Property	3.3.5, 4.3.4	$250.00
• Deposit Organics, Recyclable Material or Prohibited Material in a receptacle used for collection under the Municipal Garbage Collection Service	3.6.1.a.vi	$50.00
• Contaminate a receptacle used for collection under the Municipal Garbage Collection Service or the Municipal Organics Collection Service, or contaminate a Recycling Receptacle	3.6.1.b, 4.6.1.b and 5.6.1.b	$50.00
• Deposit Garbage, Recyclable Material or Prohibited Material in a receptacle used for collection under the Municipal Organics Collection Service	4.6.1.a	$50.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Deposit Garbage, Organics or Prohibited Material in a Recycling Receptacle	5.6.1.a.ii	$50.00
• Failure to place receptacle for collection under the Municipal Garbage Collection Service, the Municipal Organics Collection Service or the Municipal Recycling Collection adjacent to the Eligible Property from which it came	6.1.1.a	$50.00
• Placement of receptacle for collection under the Municipal Garbage Collection Service, the Municipal Organics Collection Service or the Municipal Recycling Collection that interferes with public vehicular, bicycle or pedestrian traffic	6.1.1.f	$50.00
• Failure to remove receptacle for collection under the Municipal Garbage Collection Service, the Municipal Organics Collection Service or the Municipal Recycling Collection from collection location before the end of the Collection Day	6.1.1.h	$50.00
• Failure of an Owner to return cart due to demolition	6.5.1.a	$110.00
• Placement for collection under the Municipal Large Item Collection Service of refrigerators, iceboxes, or other containers with locking devices still attached	7.3.1.b	$250.00
• Failure to remove Large Item from the collection location before the end of the Collection Day	7.4.1.g	$50.00
• Failure to manage Garbage, Organics, Recyclable Material, Large Items and Prohibited Material generated from or used at the Owner's property, or discarded on the portion of a highway that is adjacent to and abutting the Owner's property from the property	10.1.1.a	$50.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
#6102 10/03/25 line to the edge of the roadway surface, in a manner that prevents the Garbage, Organics, Recyclable Material, Large Items and Prohibited Material from creating litter, an unpleasant odour, nuisance, or a health hazard		
• Failure to store all Solid Waste Receptacles and Large Items out of public view, except when set out for collection	10.1.1.b	$200.00
• Habitual or repeated failure to (a) manage Garbage, Organics, Recyclable Material, Large Items and Prohibited Material generated from or used at the Owner's property, or discarded on the portion of a highway that is adjacent to and abutting the Owner's property from the property line to the edge of the roadway surface, in a manner that prevents the Garbage, Organics, Recyclable Material, Large Items and Prohibited Material from creating litter, an unpleasant odour, nuisance, or a health hazard; or (b) store all Solid Waste Receptacles and Large Items within the boundaries of their associated property or otherwise directed by the Engineer, except when set out for collection	10.1.2	$500.00
• Discard any Garbage, Organics, Recyclable Material, Large Items or Prohibited Material in a public place or highway, including in a receptacle, if any, provided by the Municipality at the public place which is designated for the collection of litter from the general public	10.2.1	$500.00

Township of Langley Second Hand Dealers Junk Dealers and Auto Wreckers Control Bylaw 1964 No. 1127

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Fail to Print Name and Address on Premises	2	$200.00
• Fail to Print Name and Address on Vehicle	2	$200.00
• Fail to Have Seller Sign Name	3(b)	$200.00
• Erase/Permit to Be Erased an Entry	3(c)	$200.00
• Fail to Prepare Semi-Monthly Report	4(a)	$200.00
• Fail to Submit Semi-Monthly Report	4(b)	$200.00
• Purchase From Person Under the Age of 18	5	$200.00
• Fail to Retain Purchases for 3 Days	6	$200.00
• Fail to Permit Inspection	8(a)	$200.00
• Fail to Present Article For Inspection	8(b)	$200.00
• Fail to Permit Book Inspection	8(c)	$200.00
• Operate Without Valid Pawnbroker's License	9	$500.00
• Fail to Conduct Operation Within Enclosed Building/Solid Wall	10(a)	$500.00
• Automobile Bodies or Parts Piled at Height Greater Than Wall/Fence	10(b)	$500.00
• Burn Waste Wrappings/By-Products	11	$500.00

Langley Sewerworks Regulation Bylaw 2018 No. 5367

#5373
11/06/18

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Enter Property owned by the Municipality used to house municipal facilities, structures and equipment as required for the operation and maintenance of the Sanitary Sewer System	2.1 a.	$500.00
• Break, damage, destroy, uncover, deface, mar, tamper, or interfere with any part of the Sanitary Sewer System	2.1 b.	$500.00
• Break, damage, destroy, uncover, deface, mar, tamper, or interfere with any permanent or temporary device installed in any part of the Sanitary Sewer System	2.1 b.	$500.00
• Connect to or operate any pipe, valve, gravity main, force main, or other part of the Sanitary Sewer System	2.1 c.	$500.00
• Construct and connect any Private Sanitary Sewer to the Sanitary Sewer System	2.1 d.	$500.00
• Construct and connect any Private Sanitary Sewer to a Low Pressure System within a public right-of-way	2.1 e.	$500.00
• Install or operate or maintain Private Sanitary Sewer piping on or under or within a municipal Highway	2.1 f.	$500.00
• Undertake works on, addition to, deletions from, or alterations of any kind to, any portion of the Sanitary Sewer System, including any Sanitary Connection to private Property, within a municipal Highway, municipal right-of-way, or other municipal jurisdiction.	2.1 g.	$500.00
• Undertake works of any type, sort, or manner, on or involving the Sanitary Sewer System.	2.1 h.	$500.00
• Discharge Wastewater to the Sanitary Sewer System other than by use of the Sanitary Connection.	3.2 e.	$500.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Install the sanitary connection other than in accordance with the installation standard	3.4 a.	$500.00
• Connect a Septic Tank to the Sanitary Sewer System	3.7 a.	$500.00
• Allow Septic Tank Waste to enter into the Sanitary Sewer System	3.7 b.	$500.00
• Improperly dispose of Septic Tank Waste and/or Septic Tank	3.7 c.	$500.00
• Improperly seal the temporarily inactive Sanitary Connection	3.8 a. i.	$500.00
• Improperly seal the permanently inactive Sanitary Connection	3.8 a. ii.	$500.00
• Bury, cover, or obstruct the access to any manhole, inspection chamber, or other fixture connected with the Sanitary Sewer System	4.3	$500.00
• Fail to remove and/or repair a blockage or defect found in a Private Sanitary Sewer	4.4. a.	$500.00
• Fail to remove and/or repair a blockage or defect found in a Sanitary Connection or the Sanitary Sewer System	4.4. b.	$500.00
• Fail to remove and/or repair a blockage or defect found in a Private Sanitary Sewer that is part of a Low Pressure System	4.4. c.	$500.00
• Fail to install a sampling manhole	5.2. c.	$500.00
• Fail to expose a sampling manhole	5.2. d.	$500.00
• Fail to install a grease, oil, and sediment interceptor	5.3. a.	$500.00
• Fail to install an alternative material interceptor	5.3. b.	$500.00
• Discharge sanitary waste from a recreational vehicle to the sanitary sewer system by other methods, including but not	5.5 b.	$500.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
limited to utilizing manholes or inspection chambers		
• Discharge or permit or cause to be discharged into the Sanitary Sewer System any Prohibited Waste	6.1	$500.00
• Discharge or permit or cause to be discharged into the Sanitary Sewer System any Restricted Waste	6.2	$500.00
• Discharge or permit or cause to be discharged into the Sanitary Sewer System any Stormwater	6.3 a.	$500.00
• Discharge water originating from a source other than the Municipal Water System, directly or indirectly to the Sanitary Sewer System	6.3 b.	$500.00
• Fail to install a Wastewater pre-treatment system	6.4	$500.00
• Discharge or allow or cause to be discharged into the Sanitary Sewer System or into a Sewage Facility any Trucked Waste	6.5	$500.00
• Discharge or permit to be discharged into the Sanitary Sewer System any Waste in a concentration or quantity that is, that may be, or that may become, a safety hazard to personnel operating or maintaining the Sanitary Sewer System or a Private Sanitary Sewer	6.7 a. i.	$500.00
• Discharge or permit to be discharged into the Sanitary Sewer System any Waste in a concentration or quantity that is, that may be, or that may become, damaging to the Sanitary Sewer System.	6.7 a. ii.	$500.00
• Discharge or permit to be discharged into the Sanitary Sewer System any Waste in a concentration or quantity that is, that may be, or that may become, a safety hazard to any person, animal, Property or vegetation	6.7 a. iii.	$500.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Discharge or permit to be discharged into the Sanitary Sewer System any Waste in a concentration or quantity that causes an offensive odour to emanate from the Sanitary Sewer System.	6.7 a. iv.	$500.00
• Discharge or permit to be discharged into the Sanitary Sewer System water or other substance for the purpose of diluting Wastewater discharged into the Sanitary Sewer System, or in any other way attempt to dilute the Wastewater discharged into the Sanitary Sewer System	6.7 b.	$500.00
• Discharge, or permit to be discharged, any Waste or other material or substances not generated within the Property	6.7 c.	$500.00

Township of Langley Zoning Bylaw 1987 No. 2500

#5122
26/01/15

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Unlawful Home Occupation	104.3 (a) - (r)	$500.00
• Discharge or emit odorous, noxious or toxic matter or vapours, heat, glare, noise, radiation or recurrently generated ground vibrations	104.3(i)(i)	$500.00
• Keeping Animals Where Prohibited	104.7	$200.00
• Fail to Meet Transition House Requirements	104.16 (a) - (f)	$100.00
• Fail to Provide Off-Street Parking	107.1	$200.00
• Fail to Provide Off-Street Parking to Standard	107.3	$200.00
• Fail to enclose discarded materials/wrecked vehicles in a building	107.6 (2)	$100.00
• Illegal Parking of recreation vehicle	107.6 (3)	$100.00
• Park more than 4 vehicles	107.6 (4)	$100.00
• Park Vehicle Exceeding 5,600 kg.	108.1	$100.00
• Park More than 1 Commercial Vehicle	108.2	$100.00
• Park More than 3 Commercial Vehicles	108.3	$100.00
• Exceed Fence Height	111.4 (1) - (3)	$100.00
• Barbed Wire Where Prohibited	111.5	$100.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Use Where Prohibited	201.1,202.1,203.1, 204.1, 205.1, 205A.1, 206.1, 207.1, 208.1, 209.1, 210.0, 211.1, 212.1, 213.1, 214.1, 301.1, 302.1, 302A.1, 303.1, 401.1, 402.1, 403.1, 404.1, 405.1, 501.1, 502.1, 503.1, 503A.1, 504.1, 601.1, 602.1, 602A.1, 602B.1, 602C.1, 603.1, 603A.1, 604.1, 605.1, 606.1, 607.1, 608.1, 609.1, 610.1, 611.1, 612.1, 613.1, 614.1, 615.1, 616.1, 701.1, 702.1, 702A.1, 703.1, 704.1, 705.1, 705A.1, 706.1, 707.1, 708.1, 709.1, 710.1, 711.1, 801.1, 801A.1, 802.1, 803.1, 804.1, 805.1, 805A.1, 806.1, 901.1, 902.1, 903.1, 904.1, 905.1, 906.1, 907.1, 908.1, 909.1, 910.1, 911.1, 912.1, 913.1, 914.1, 915.1, 906.1, 917.1, 918.1, 919.1, 920.1	$300.00

#5532
02/12/19

Township of Langley Commercial Vehicle Licensing Bylaw 1988 No. 2549 – REPEALED December 2, 2019

Township of Langley Parks Regulation Bylaw 1976 No. 1575 – Repealed September 17, 2018

Public Spaces Regulation Bylaw 2018 No. 5298 – Repealed May 12, 2025

Public Spaces Regulation Bylaw No. 6059

#6060
12/05/25

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
• 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

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• 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
• 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

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• 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
• 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)	$100.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• 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

Township of Langley Highway and Traffic Bylaw 2010 No. 4758

#5108 08/09/14

#6030 09/09/24

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Compliance with traffic control	201(1) – 201(3) inclusive	$100.00
• Fail to comply with order	202	$200.00
• Cross Roadway Contrary to Traffic Control Device	207	$75.00
• Solicit Ride, Employment or Business	210	$75.00
• Sleigh/Ice Skate/Skate Board/Ski on Highway	212	$75.00
• Roller Skate/In Line Skate on Roadway not Designated for Cycles	213	$75.00
• Skate/Sled When Arm/Hand is Attached to a Vehicle.	214	$75.00
• Propel, Coast, Ride, Skate on Sidewalk with Undue Care.	215	$75.00
• Cycle Without Helmet	217 (2)	$75.00
• Fail to Yield to Pedestrian/Equestrian Traffic	217 (3)	$75.00
• Cycle on Highway Without Due Care	218 (1)	$75.00
• Cycle on Roadway, Sidewalk, Pathway Where Prohibited	218 (2)	$75.00
• Cycle When Arm/Hand is Attached to a Vehicle.	218 (4)	$75.00
• Cycle on Sidewalk within 3 meters of another Cyclist	218 (5)	$75.00
• Operate Cycle on Highway Without Lighted Lamp/Reflector	219	$75.00
• Operate Cycle on Sidewalk/Walkway/Trail Without Audible Warning Device	220 (3)	$50.00
• Operate Tracked Vehicle on Roadway	220 (4)	$50.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Activity on Trail Contrary to Traffic Control Device	220 (5)	$50.00
• Drive Vehicle in Park Where Prohibited	220 (6)	$50.00
• Startle/Endanger Horse/Rider/Cyclist With Sound Making Device	220 (9)	$50.00
• Ride/Herd Animals on Sidewalk	221 (1)	$50.00
• Ride/Lead Animal on Highway Without Proper Equipment	221 (2)	$50.00
• Ride/Herd Animal on Highway Where Prohibited	221 (3)	$50.00
• Race/Gallop Horse on Highway/Trail	221 (4)	$50.00
• Ride/Drive/Lead a Animal/Vehicle/Cycle in Park Where Prohibited	221 (5)	$50.00
• Tether Horse/Animal to Traffic Control Device/Appurtenance	221 (6)	$50.00
• Operate Horse Drawn Carriage Without Permit	221 (7)	$50.00
• Unnecessary Noise	222	$100.00
• Airside access	224	$50.00
• Park/Stop Contrary to Traffic Control Device	302	$50.00
• Park in Public Parking Lot Contrary to Restrictions	303 (1)	$50.00
• Park Within 1 m of Boulevard Crossing	303 (2)	$50.00
• Park Within 5 m of Fire Hydrant	303 (3)	$50.00
• Park On Municipal Land	303 (4)	$50.00
• Stop/Stand/Park on Sidewalk/Walkway/ Designated Corridor	303 (5)	$50.00
• Stop/Stand/Park to Obstruct Visibility Traffic Control Device	303 (6)	$50.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Stop/Stand/Park Within 3.5 m of Centre Line	303 (7)	$50.00
• Stop/Stand/Park in Lane	303 (8)	$50.00
• Stop/Stand/Park Within an Intersection	303 (9)	$50.00
• Stop/Stand/Park Within a Paved Shoulder	303 (10)	$50.00
• Stop/Stand/Park Within 30 m Before/15 m Beyond Crosswalk	303 (11)	$50.00
• Stop/Stand/Park Within 6 m of Stop Sign or Traffic Control Signal	303 (12)	$50.00
• Stop/Stand/Park Within 6 m of Entrance/Exit	303 (13)	$50.00
• Stop/Stand/Park Within 15 m of Nearest Rail of Railway Crossing	303 (14)	$50.00
• Stop/Stand/Park To Obstruct Traffic	303 (15)	$50.00
• Stop/Stand/Park On Roadway Side of a Vehicle	303 (16)	$50.00
• Stop/Stand/Park Upon a Bridge	303 (17)	$50.00
• Stop/Stand/Park Within 3 m of Lane	303 (18)	$50.00
• Stop/Stand/Park Within 3 m of Curb Return	303 (19)	$50.00
• Stop/Stand/Park Alongside Yellow Curb	303 (20)	$50.00
• Stop/Stand/Park Vehicle Exceeding 6 m In Angle Parking Zone	303 (21)	$50.00
• Stop/Stand/Park in Reserved Space Adjacent to Public Building	303 (22)	$50.00
• Stop/Stand/Park Within Bus Zone	303 (23) (a)	$50.00
• Stop/Stand/Park Within Bus Zone	303 (23) (b)	$50.00
• Stop/Stand/Park In Loading Zone	303 (24)	$50.00
• Stop/Stand/Park In Passenger Zone Exceeding 5 Minutes	303 (25)	$50.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Stop/Stand/Park in Taxi Zone	303 (26)	$50.00
• Stop/Stand/Park Abutting School Ground	303 (27)	$50.00
• Stop/Stand/Park on Boulevard	303 (28)	$50.00
• Stop/Stand/Park on Roadway Pavement less than 8 meters	303 (29)	$50.00
• Stop/Stand/Park Within 5m of Community Mailbox	303 (30)	$50.00
• Park In Disabled Zone	304	$100.00
• Park in Contravention of Time Allowed	305 (1)	$50.00
• Park on Public Parking Lot In Contravention of Time Allowed	305 (2)	$50.00
• Move Vehicle on Same Block/Lot	305 (3)	$50.00
• Park For Continuous Period Exceeding 72 Hours	306 (1)	$50.00
• Park Unlicensed Vehicle on Highway	306 (2)	$150.00
• Obscured Plate	307 (1)	$100.00
• Operate Vehicle with Obscured Plate	307 (2)	$100.00
• Operate Vehicle with Device to Obscure Plate	307 (3)	$100.00
• Fail to State Name	308 (1)	$100.00
• Improper Side of Roadway	309 (1)	$50.00
• Improper Parallel/Angle Parking	309 (2)	$50.00
• Park Outside Delineated Space	309 (3)	$50.00
• Park More Than 30 cm From Curb	309 (4)	$50.00
• Stop/Park Display Vehicle for Sale	310 (1)	$50.00
• Advertise/Wash/Repair Vehicle	310 (2)	$50.00
• Stop/Park Vehicle Displaying Signs	310 (3)	$50.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
#6102 10/03/25		
• Stop/Park Vehicle to Sell Commodities	310 (4)	$50.00
• Park Commercial Vehicle Between 9:00pm and 6:00am	311 (1)	$100.00
• Park Commercial Vehicle in Residential Zone	311 (2)	$100.00
• Park Commercial Vehicle Within 3.5 m of Centre Line	311 (3)	$100.00
• Park Commercial Trailer on Highway	311 (4)	$100.00
• Park Recreational Vehicle Exceeding 48 hrs	312	$100.00
• Recreational Vehicle Used For Living Accommodations on Highway	313	$100.00
• Park Trailer Without Motive Power Unit	314	$100.00
• Obstruction of aircraft access	315	$100.00
• Removal of ticket	316	$100.00
• Fail to comply with Regulations	401 (5)	$200.00
• Fail to stop for purposes of inspection and weighing	402 (1)	$200.00
• Fail to produce certificate	402 (2)	$200.00
• Fail to proceed to nearest weigh station	402 (3)	$200.00
• Overweight vehicle or loads	403	$200.00+$10 per 100kg over limit
• Fail to stop vehicle	404	$200.00
• Insecure Load	405 (1)-(6)	$100.00
• Fail to comply with weight and dimension Regulations	410 (1)-(5)	$200.00
• Park/Drive Commercial Vehicle on Highway Other Than Truck Route	413	$200.00
• Fail to produce a truck route permit	414	$200.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Fail to stop commercial vehicle	418	$200.00
• Fail to drive to nearest truck route when directed	418	$200.00
• Material Deposited on Highway	501 (1)	$100.00
• Place Fuel/Merchandise/Chattel on Highway	501 (2)	$150.00
• Deposit Garbage/Yard Waste On Highway	501 (3)	$150.00
• Fail to Fence/Barricade/Provide Traffic Control	501 (4)	$300.00
• Damage Highway	502 (1)-(2)	$500.00
• Fail to comply with standards	501 (5)	$200.00
• Mark/Imprint/Deface Highway/Structure	502 (3)	$500.00
• Affix Sign/Bill/Notice on Street Furniture	503	$200.00
• Fail to Clean Highway	506	$200.00
• Fence/Hedge/Berm Within Sight Triangle	506 (2)	$200.00
• Tree/Garden Waste/Fencing on Highway	506 (3)	$200.00
• Dump/Discharge Snow	506 (4)	$200.00
• Construct/Maintain/Use More Than One Boulevard Crossing Residential	506 (5) (a)	$200.00
• Construct/Maintain/Use More Than One Boulevard Crossing Rural	506 (5) (b)	$200.00
• Construct/Maintain/Use More Than One Boulevard Crossing Commercial	506 (5) (c)	$200.00
• Construct/Maintain/Use Boulevard Crossing Close to Intersection	506 (6)	$200.00
• Obstruction of Fire Hydrant	506 (7)	$200.00
• Fail to Remove Soil/Rubbish From Sidewalk	507 (1)	$100.00
• Fail to Remove Snow/Ice From Structure	507 (2)	$100.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Fail to Maintain Boulevard	507 (3)	$100.00
• Fail to Remove/Trim Dangerous Tree/Shrub	508	$100.00
• Fail to Remove Snow/Ice From Sidewalk - Residential	509 (1)	$100.00
• Fail to Remove Snow/Ice From Sidewalk - Commercial/Industrial	509 (2)	$100.00
• Dig/Break/Remove/Excavate Highway Without Permit	510 (1)	$500.00
• Damage/Remove Trees/Plants	510 (2)	$500.00
• Damage/Deface/Remove Things Erected By Municipality	510 (3)	$500.00
• Change Level of Highway/Stop Flow of Water	510 (4)	$500.00
• Construct Ditch/Culvert/Drain	510 (5)	$500.00
• Place/Construct Structures on Highway	510 (6)	$500.00
• Erect/Maintain/Alter Sign/Advertisement	510 (7)	$500.00
• Ride/Drive Vehicle or Animal in Excess of 270kg Over Boulevard	510 (8)	$500.00
• Construct Boulevard Crossing	510 (9)	$500.00
• Obstruct Flow of Traffic	510 (10)	$500.00
• Plant Tree/Shrub Landscape Boulevard	510 (11)	$500.00
• Construct/Maintain Driveway/Roadway	510 (12)	$500.00
• Organize Parade/Special Event Without Approval	511 (1),(2)	$100.00
• Operate Vehicle With Noise Making Device For Advertising or Other Purpose	511 (3)	$100.00
• Remove Vehicle From Accident	512 (1)	$100.00
• Tow Vehicle Without Authority	512 (2)	$100.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Fail to Clear Scene	512 (3)	$100.00
• Fail to Identify Tow Truck	512 (4)	$100.00
• Fail to Carry Portable Rear Lighting	512 (5)	$100.00
• Unlawful Use of Unopened Highway	513 (1)-(5)	$500.00

Township of Langley Fire Prevention Bylaw 2013 No. 4956 – Repealed April 12, 2021
Township of Langley Fire Prevention Bylaw 2021 No. 5690 – Repealed December 2, 2024

#6073
02/12/24

Township of Langley Fire Prevention Bylaw No. 6061

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Failure to comply with orders or direction	2.10.02	$200.00
• Failure to provide information with Inspection	2.10.03	$200.00
• Hinder or impede a member	2.10.01	$200.00
• Obstruct, interfere, withhold or falsify information	2.10.04	$200.00
• Falsely represent as member	2.11.01(b)	$200.00
• Enter a limited area	2.11.01(a)	$200.00
• Be within 10 metres of, or stand, walk on or drive over hose line	2.11.01(c)	$200.00
• Make or light a fire in any street, road, highway, park or other public place	2.11.01(d)	$200.00
• Discard, drop, or throw a burning substance	2.11.01(e)	$200.00
• Ride on fire truck, vehicle or apparatus	2.11.01(f)	$100.00
• Remove, alter, deface notices	2.11.01(g)	$200.00
• Obstruct or interfere with inspection	2.16.01	$250.00
• Failure to provide information with Inspection	2.16.02	$200.00
• Failure to submit Fire Safety Plan	2.21.01	$100.00
• Failure to update Fire Safety Plan	2.21.03	$100.00
• Failure to submit Construction Fire Safety Plan	2.22.02	$100.00
• Failure to update Construction Fire Safety Plan	2.22.03	$100.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Failure to submit Pre-Incident Fire Plan	2.23.00	$100.00
• Illegible street address	2.26.01	$100.00
• Failure to post signage required by the Fire Code	2.29.01(a)	$100.00
• Exit doors obstructed, broken or not maintained	2.29.01(c)	$100.00
• Obstructing Emergency Access Route	2.29.01(f)	$100.00
• Failure to comply with Construction Fire Safety Plan	2.33.02(a)	$100.00
• Failure to comply with 5.6.1.2 exposure report	2.33.02(b)	$500.00
• Failure to maintain fire alarm/sprinkler system	2.37.01(b)	$200.00
• Failure to provide service records	2.10.03	$100.00
• Failure to correct deficiencies in allocated time	2.29.01(k)	$200.00
• Failure to submit contact person information	2.25.01	$100.00
• Failure to update contact person	2.25.01	$100.00
• Failure to install/maintain smoke alarms/detectors	2.30.01	$200.00
• Failure to provide/maintain fire extinguishers	2.29.01(h)	$100.00
• Failure to maintain FD connection	2.32.01(b)	$100.00
• Failure to maintain private hydrant	2.31.01(d)	$100.00
• Failure to provide and maintain fire watch	2.38.01	$500.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Failure to remove hazard	2.06.01(m) 2.06.02 2.06.03	$200.00
• Failure to report hazardous substance	2.44.01	$200.00
• Contravene Firework Permit(s)	2.47.02	$200.00
• Fireworks use in an unsafe manner	2.46.02	$500.00
• Improper Storage of flammable and combustible materials	2.39.01 2.40.00 2.41.00 2.42.00	$200.00
• Failure to maintain chimneys and heating appliances	2.43.01	$200.00
• Burning without Permit – Outdoor	2.50.01(a) 2.50.06 2.50.07	$200.00
• Burning without Permit – Land Clearing	2.50.01(b) 2.50.06 2.50.08	$200.00
• Burning without Permit – Special	2.50.01(c) 2.50.06 2.50.09	$200.00
• Burning permit - Outdoor - contravention of conditions	2.50.06 2.50.07 2.50.10 2.53.00	$100.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Burning permit – Land Clearing- contravention of conditions	2.50.06 2.50.08 2.50.10 2.53.00	$500.00
• Burning permit – Special- contravention of conditions	2.50.06 2.50.09 2.50.10 2.53.00	$100.00
• Burning prohibited materials	2.50.10	$250.00
• Burning while suspended or revoked	2.54.00	$500.00

Township of Langley Soil Deposit and Removal Bylaw 2013 No. 4975

#5292
10/07/17

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Deposit or Remove Soil Without Permit or Approval	3	$500.00
• Deposit Other Material Without Approval	5	$500.00
• Fail to Remove Soil; or Fail to Submit an Application within 7 days; or Fail to Cease Work and Submit Permit Application	13	$500.00
• Deposit or Remove Soil on a Statutory Holiday	4(a)	$500.00
• Deposit or Remove Soil on Saturday or Sunday	4(b)	$500.00
• Deposit or Remove Soil Between 7:00 p.m. and 7:00 a.m.	4(c)	$500.00
• Deposit Soil at Unstable Angle	11(a)	$500.00
• Deposit/Remove Soil Which Interferes With Hydrological Function; or Deposit/Remove Soil Which Interferes with Drainage Pattern/Capacity; or Deposit/Remove Soil Which Affects Groundwater Table; or Deposit/Remove Soil Which Causes Flooding; or Deposit/Remove Soil Which Causes Malfunctioning of Private Sewage Disposal System	11(b)	$500.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Deposit Soil Which Causes Groundwater or Surface Run-Off to Drain Onto Adjoining Lands	11(c)	$500.00
• Deposit Soil Within 6 Metres of a Property Line With Slope Steeper Than 1(V) to 5(H)	11(d)	$500.00
• Deposit Soil Within 3 Metres of a Property Line	11(e)	$500.00
• Deposit Soil on Highway or Registered Statutory Right of Way Without Approval	11(f)	$500.00
• Deposit Soil in Immediate Vicinity of Utilities or Services Without Approval	11(g)	$500.00
• Deposit Soil Over Well or Private Sewage Disposal System	11(h)	$500.00
• Fail to Comply With Conditions Regarding Traffic Control, Haul Routes and Utilization of Township Streets	19	$500.00
• Fail to Maintain a Daily Truck Log and Make It Available for Inspection	19(a)	$500.00
• Fail to Make a Daily Truck Log Available for Inspection	19(b)	$500.00
• Fail to Submit Reports from a Professional Engineer for the Amount of Soil or Other Material to be Deposited or Removed	21	$500.00
• Fail to Conduct and Submit Certified Survey to the Municipality; or Fail to Deliver Certified Report to the Engineer	33	$500.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Fail to Pay Deficiency in Security Deposit	29	$500.00
• Fail to Deliver a Replacement Letter of Credit	30	$500.00
• Fail to Replenish Security Deposit	31	$500.00
• Fail to Clean Roads on Daily Basis; or Fail to Remove Substances Which Cause a Hazard or Nuisance	35	$500.00
• Deposit or Remove Soil in Greater Quantities Than Permitted	39(a)	$500.00
• Deposit or Remove Soil Upon Land Other Than Land Set Out in Permit	39(b)	$500.00
• Deposit or Remove Soil Contrary to Terms of Permit or Soil Deposit and Removal Bylaw 2013 No. 4975, as amended	39(c)	$500.00
• Make False Statement	40	$500.00
• Fail to Cease Soil Deposit or Removal Operations After Sale, Transfer or Disposal of Land In Relation to Which Permit Is Issued	41	$500.00
• Fail to Visibly Display Permit	42	$500.00
• Fail to Remove Signage	43	$500.00
• Fail to Maintain Records	44(d)	$500.00
• Fail to Repair Damage	45	$500.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Fail to Keep Drainage Facilities, Natural Watercourses and Ground Water Aquifers Clean	46	$500.00
• Fail to Correct a Contravention	47	$500.00
• Fail to Carry Out Works in Accordance with Permit or Soil Deposit and Removal Bylaw 2013 No. 4975, as amended	53	$500.00

Township of Langley Drinking Water Conservation Bylaw 2018 No. 5321

#5772
11/04/22

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Unauthorized use of water, Stage 1	Schedule "A" Section 1 and Section 3	$150.00
• Unauthorized use of water, Stage 2	Schedule "A" Section 4 and Section 6	$250.00
• Unauthorized use of water, Stage 3	Schedule "A" Section 7 and Section 9	$350.00
• Unauthorized use of water, Stage 4	Schedule "A" Section 10	$500.00

Township of Langley Farm (Mushroom Growing Operation Storm Water and Waste Water Management and On-Farm Composting) Bylaw 1998 No. 3771

#4826
11/04/11

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Fail to Provide Waste Water Monitoring Report	4 (b)	$500.00

Township of Langley Erosion and Sediment Control Bylaw 2006 No. 4381

#4826
11/04/11

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Discharging sediment	3 (a)	$500.00
• Excess Turbidity Levels	3 (b), (c), (d)	$500.00
• Construction without ESC Permit	4 (b)	$500.00
• Failure to Construct, Implement, Install, Monitor, Maintain & Decommission	9 (e)	$500.00
• Failure to Maintain Logbook	10 (a)(ii)(e)	$250.00

Township of Langley Property Safety Bylaw 2010 No. 4835

#4826 11/04/11

#5062 24/02/14

#5122 26/01/15

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Disconnect, tamper with or bypass, or permit a Person to disconnect, tamper with or bypass, a meter	4.1	$500.00
• Alter, or permit a Person to alter, a building in a way that facilitates the growth, cultivation, manufacture, transfer or storage of a Controlled Substance	4.2	$500.00
• Divert or install, or permit a Person to divert or install, exhaust vents for hot water tanks or furnaces	4.3	$500.00
• Construct or install, or permit a Person to construct or install, an obstruction of an exit or an access to an exit	4.4(a)	$500.00
• Remove, or permit a Person to remove, fire stopping required under an enactment	4.4(b)	$500.00
• Cause or allow a building to become subject to the growth of mould or fungus	4.5	$500.00
• Cause, allow or permit a nuisance	4.6(a)	$500.00
• Cause, allow or permit water, rubbish or Noxious or Offensive material to collect or accumulate	4.6(b)	$500.00
• Cause, allow or permit the discharge or emission of Noxious or Offensive odours	4.6(c)	$500.00
• Allow or permit anywhere on a Property the growth, planting, cultivation, manufacture, storage, transfer or disposal of a Controlled Substance	4.7	$500.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Interfere with or obstruct, or permit a Person to interfere with or obstruct, an Inspector from posting a “Do Not Occupy” notice	4.8(a)	$500.00
• Remove, alter, cover or mutilate, or permit a Person to remove, alter, cover or mutilate, a “Do Not Occupy” notice	4.8(b)	$500.00
• Use, alter, cause, suffer or permit the use or alteration of the Township’s water distribution system for a Clandestine Drug Operation	4.9	$500.00
• Cause, allow or permit a Hazardous Condition to exist on a Property	4.10	$500.00
• Reconnect services without authorization	4.11	$500.00
• Fail to obtain a Property Safety Inspection of the Property	5.1(a)	$500.00
• Fail to obtain required permits, approvals or authorizations	5.1(b)	$500.00
• Fail to retain professional engineer to certify building safety requirements have been complied with	5.1(c)	$500.00
• Fail to pay services costs and other fees or costs imposed under the Property Safety Bylaw	5.1(d)	$500.00
• Fail to remove and dispose of carpets and curtains	5.2(a)	$500.00
• Fail to have specified items cleaned by a Professional Cleaner	5.2(b)	$500.00
• Fail to have specified items replaced or cleaned and disinfected by a Professional Cleaner	5.2(c)	$500.00
• Fail to complete remediation within 60 days	5.4	$500.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Occupy or permit occupancy without Township notification	5.5	$500.00
• Fail to comply with order made by the Fire Chief under section 7.6 of the Property Safety Bylaw	5.7	$500.00
• Fail to remove Clandestine Drug Operations and remediate the Hazardous Property after being directed to do so by the Township	5.8	$500.00
• Fail to notify prospective occupiers	7.8	$500.00
• Fail to pay administration and inspection fees stipulated in Schedule B of the Property Safety Bylaw	8.1	$500.00
• Fail to pay the Property Safety Inspector fee stipulated in Schedule B of the Property Safety Bylaw prior to the inspection being conducted	8.2	$500.00
• Fail to pay service costs incurred by or on behalf of the Township	8.3	$500.00

#5449
10/06/19

Township of Langley Graffiti Bylaw 2008 No. 4627 - Repealed June 10, 2019

See Community Standards Bylaw 2019 No. 5448

Township of Langley Audible Bird Scare Devices Farm Bylaw 2013 No. 5005

#5007
24/06/13

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Any contraventions or violations of the Bylaw	9.	First infraction: $150 Second infraction: $300, and Third infraction and thereafter: $500 per offence.

Brookswood-Fernridge Bylaw 2017 No. 5301 – Repealed July 8, 2019

Township of Langley Tree Protection Bylaw 2019 No. 5478

#5713
26/07/21

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Cut or remove or cause suffer or permit any protected tree to be removed without a valid permit	5.1	$500
• Failure to comply with terms and conditions of a valid permit	5.2	$500
• Causing physical damage to any protected tree within the critical root zone including canopy, roots and trunk	5.3	$500
• Failure to post a valid permit in a prescribed location prior to protected tree cutting or removal	7.3	$75
Row deleted by Bylaw #5842		
• Failure to dispose of protected tree parts and wood waste in the prescribed manner	13.1(a)	$500
• Failure to clearly identify in the prescribed manner a protected tree to be cut or removed	13.1(b)	$75
• Failure to place or maintain a prescribed protection barrier around protected trees not to be cut or removed for the duration of all construction or demolition	13.1(c)	$500
• Cutting or removing any protected tree or replacement tree before 7:00am and after 8:00pm on weekdays, before 9:00am and after 5:00pm on Saturdays, or anytime on Sundays or statutory holidays	13.1(e)	$250
• Failure to keep streams including ditches, drains and sewers clear of tree parts and wood waste	13.1(g)	$500
• Failure to fence all hazards or potential hazards arising from protected tree cutting or removal	13.1(h)	$250

#5842
13/03/23

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Cutting or removing any protected tree or replacement tree beyond the prescribed area set out in a valid permit	13.1(i)	$500
• Failure to clearly mark or maintain the prescribed area for protected tree cutting or removal for the duration of a valid permit	13.1(j)	$250

Township of Langley Election and Political Signs Bylaw No. 6118

#6119
04/07/25

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Place an election or political sign before: o a writ of election is issued in relation to a federal or provincial election or by-election; o 9:00am on the twenty-first (21st) day prior to general voting day in relation to a Township of Langley Local Government or School District No. 35 (Langley) election, by-election, referendum or plebiscite; o the text of a question that is the subject of a federal or provincial referendum or plebiscite is approved by the Federal Parliament or by the Provincial Legislature; or o an application for recall or initiative is approved by the Chief Electoral Officer for BC	3.1, 3.2 3.3, 3.5 3.4 3.6	$300.00
• Fail to remove an election or political sign within four (4) days of: o general voting day in respect of a federal, provincial, Township of Langley Local Government or School District No. 35 (Langley) election or by-election; o general voting day in respect of a federal, provincial, Township of Langley Local Government or School District No. 35 (Langley) referendum or plebiscite; or o the final disposition of a provincial recall or initiative campaign	3.1, 3.2, 3.3 3.4, 3.5 3.6	$300.00
• Place an election or political sign that is not solely made in respect of a candidate within the riding or a provincial or federal party leader, or both a candidate in the riding and a provincial or federal party leader or otherwise in relation to a federal or provincial election or by-election	3.1, 3.2	$300.00
• Place an election or political sign in a public place or manner not permitted by the Bylaw	4.0	$300.00
• Place an election or political sign on private property without consent of property owner, occupant or strata corporation as applicable	5.0, 5.1	$300.00
• Election Sign affixed to unauthorized object	5.2	$300.00
• Place an election or political sign that has more than two sign faces	6.1	$300.00

• Place an election or political sign that is larger than 1.5 square metres in area	6.2(i)	$300.00
• Place an election or political sign that exceeds a height of 1.8 metres above grade	6.2(ii)	$300.00
• Place an election or political sign that exceeds the width of 1.25 metres	6.2(iii)	$300.00
• Place an election or political sign that uses logos, emblems or identifiers for purposes not permitted by the Bylaw	6.3	$300.00
• Place an election or political sign that is animated, illuminated, reflective, rotating, flashing or has moving lights or other electrical features, including machine readable optical labels	6.4	$300.00
• Place an election or political sign that has attachments not permitted by the Bylaw	6.5	$300.00
• Place an election or political sign on an existing sign	6.6	$300.00
• Place an election or political sign within 100 metres of a voting place during Federal, Provincial, Local or School District voting days, including but not limited to advance, general, referendum, and plebiscite voting days	6.7	$300.00
• Place an election or political sign resembling a traffic control device	6.8	$300.00
• Place an election or political sign within five (5) metres of a fire hydrant	6.9	$300.00
• Place an election or political sign within five (5) metres of a highway whereto property is adjacent to an intersection	6.10	$300.00
• Place an election or political sign in such a way as to create a hazard to vehicular, pedestrian or cyclist traffic	6.11	$300.00
• Place an election or political sign that obstructs line of vision or hinders traffic	6.11	$300.00
• Place an election sign containing language or photographs that are objectively offensive, disturbing, defamatory or contain hate speech, or which direct to a location where such content can be viewed or accessed	6.12	$300.00

• Deface, damage, pull down or remove an election or political sign	7.3	$500.00

Township of Langley Cemetery Bylaw 2016 No. 5236

#5237
12/12/16

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Adorn any Lot except as permitted	18.1	$100
	18.2	$100
• Plant trees, shrubs, plants, flowers, or bulbs, illegally planted plant material	18.3	$100
• Erect or place fence, hedge, border curbing or railing, boxes, shells, toys, wire screens, arbours, trellises, tripods or other objects.	18.5	$100
• Destroy, damage, alter, write on, mutilate, deface, injure, or remove items placed or left in a Cemetery	18.6	$500
#6017 10/06/24 • Cut down or destroy any tree (less than 20cm diameter at breast height), shrub, plant, flower, or bulbs except as permitted	18.7	$500
#6017 10/06/24 • Construct, erect, or install a building, or shelter except as permitted	18.8	$100
• Enter or remain in Cemetery after hours	18.9	$150
• Play games or sport or other activity	18.10	$100
• Discharge firearms	18.11	$100
• Disturb, harass, frighten or endanger others	18.12	$250
#6017 10/06/24 • Deposit rubbish, debris, litter, waste or other offensive matter.	18.13	$100
• Violate any rule, notice or order posted or otherwise available	18.14	$100

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Violate driving restrictions	18.15	$100
• Display, distribute, post, paint, affix advertisements or other promotional material	18.16	$100
• Offer or sell goods or services	18.17	$250
• Solicit funds for commercial purpose.	18.18	$250
• Light fire	18.19	$250
• Discharge Fireworks	18.20	$500
• Possession and Consumption of Liquor	18.21	$100
• Smoking	18.22	$100
• Disobey Administrator's instructions	18.23	$100
• Disturbing proper decorum, quiet and good order, solemnity or repose	18.24	$100
• Owner, or person with custody, care and control of animal permits the animal to run at large, be off leash, disturb the quiet and good order, harass, frighten, injure or kill other animals or persons	18.25	$100

#6017
10/06/24

Township of Langley Shopping Cart Bylaw 2016 No. 5249

#5250
12/12/16

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Remove a shopping cart	3.1 (1)	$100
• Cause or permit person to remove shopping cart	3.1 (2)	$100
• Abandon a shopping cart	3.3	$100

Schedule 3 (Development Permit Areas: Streamside Protection and Enhancement) of the Langley Official Community Plan Bylaw 1979 No. 1842

#5257
12/06/17

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Development within Protected Area without a Permit	4.3	$500

Township of Langley Public Safety Radio Building Amplification System Bylaw 2017 No. 5319

#5323
27/11/17

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Erect, construct, change the use of or provide an addition of more than 20% to a building or structure which fails to support adequate radio coverage for Township's public safety communications service provider	4(a) to (d), 11 (a) to (e), 12 (a) and (b)	$ 200.00
• Amplification system not in compliance with the types of systems allowed	5(a) to (d)	$ 200.00
• Electrically powered component of Amplification System not equipped with independent "Uninterruptible Power Supply" (UPS) and UPS not automatically charging batteries in absence of external power	6	$ 200.00
• UPS not providing a monitored alarm signal	6	$ 200.00
• Failure to maintain silencing of UPS monitored alarm signal	6	$ 200.00
• Failure to notify Township of Langley Fire Department of failure of primary power of Amplification System	6	$ 200.00
• Failure to immediately report to the Township of Langley Fire Department any critical alarms detected by equipment regarding battery condition and amplifier performance	7	$ 200.00
• Failure to connect system summary alarm to the fire panel of the building	8	$ 200.00
• Radio equipment used not on ISED Radio Equipment List or not licensed by the federal regulator, Innovation, Science & Economic Development Canada (ISED) or in compliance with Standard Radio Systems Plan (SRSP)	9	$ 200.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Failure to obtain and renew license required for Amplification Equipment	9	$ 200.00
• Failure to comply with the annual Acceptance Test Procedure for Amplification System	10	$ 200.00
• Failure to permit the Building Official or the Fire Chief to enter and inspect any building or structure	16	$ 200.00

Township of Langley Heritage Property Maintenance Standards Bylaw 2018 No. 5376 (the "Bylaw")

#5377
01/10/18

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Failure to maintain protected buildings and grounds in good condition and repair and in accordance with this bylaw	5	$250
• Failure to repair protected heritage property in accordance with accepted heritage conservation principles, standards and guidelines	6	$500
• Failure to prevent work on protected heritage property for which a Heritage Alteration Permit is required without first obtaining permit	7	$500
• Failure to carry out routine building maintenance and routine grounds maintenance	8	$250
• Failure to prevent or repair damage caused by weather	9 a)	$250
• Failure to prevent or remove infestation or repair damage caused by infestation	9 b)	$250
• Failure to maintain the structure and all structural supports for all buildings and structures	10	$500
• Failure to manage site conditions to keep buildings and structures free of seepage and flooding	11	$250
• Failure to prevent or repair damage to protected heritage property caused by vegetation	12	$250
• Failure to address unsafe and unsightly conditions and repair all damage resulting from such causes	13	$250

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Failure to maintain fences, retaining walls and landscape features	14	$250
• Failure to maintain foundations	15	$250
• Failure to maintain exterior walls and parapet walls	16	$250
• Failure to maintain exterior windows and doors	17	$250
• Failure to maintain roofs and flashings	18	$250
• Failure to maintain gutters and downspouts	19	$250
• Failure to maintain porches and landings, balconies, stairways and fire escapes	20	$250
• Failure to maintain architectural features	21	$250
• Failure to maintain exterior finishes	22	$250
• Failure to maintain building fixtures and attachments	23	$250
• Failure to comply with extended periods of disuse requirements	24	$250
• Failure to comply with order or notice	31	$500

Township of Langley Community Standards Bylaw 2019 No. 5448

#5449
10/06/19

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Allow Property to become or remain Unsightly	3.1 (a)	$500.00
• Allow accumulation of yard waste	3.1 (b)	$500.00
• Allow accumulation of construction material	3.1 (c)	$500.00
• Allow the storage of Discarded Materials, Wrecked Vehicles, Rubbish, or chattels	3.1 (d)	$500.00
• Allow fence or wood ties to be leaning or collapsed	3.1 (e)	$200.00
• Allow storage of a boat, trailer, Vehicle or recreational Vehicle on yard	3.1 (f)	$200.00
• Permit growth of Noxious Weeds	4.1 (a)	$250.00
• Permit accumulation of uncontrolled growth	4.1 (b)	$250.00
• Permit ground cover to exceed 20 cm in height	4.1 (c)	$200.00
• Place or permit Graffiti on private Property	5.1 (a)	$500.00
• Place Graffiti on public Property	5.1 (b)	$500.00
• Fail to remove Graffiti from private Property	5.1 (c)	$200.00
• Allow Abandoned Property to become or remain unsecure	7.1	$500.00
• Fail to repair damage to Abandoned Property	7.5	$500.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Fail to comply with Sound requirements in the Quiet Zone during Daytime	9.1 (a)	$200.00
• Fail to comply with Sound requirements in the Quiet Zone during Nighttime	9.1 (b)	$250.00
• Fail to comply with Sound requirements in the Intermediate Zone during Daytime	9.1 (c)	$200.00
• Fail to comply with Sound requirements in the Intermediate Zone during Nighttime	9.1 (d)	$250.00
• Fail to comply with Sound requirements in the Activity Zone	9.1 (e)	$250.00
• Fail to comply with Sound requirements in public place	9.4 (a)	$200.00
• Fail to comply with Sound requirements on private Property	9.4 (b)	$200.00
• Cause or permit a prohibited Sound from a combustion engine	9.7 (a)	$200.00
• Cause or permit a prohibited Sound from amplified music	9.7 (b)	$250.00
• Cause or permit Sound from Power Equipment during Daytime	10.1	$200.00
• Cause or permit Sound from Power Equipment during Nighttime	10.2	$250.00
• Cause or permit Sound from Construction on a weekday	10.3 (a)	$500.00
• Cause or permit Sound from Construction on a Saturday	10.3 (b)	$500.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Cause or permit Sound from Construction on a Sunday or Statutory Holiday	10.4	$500.00
• Fail to erect Construction Sound Sign	10.5	$200.00
• Fail to meet specifications required for a Construction Sound Sign	10.6	$200.00

Township of Langley Cannabis Production Farm Bylaw 2019 No. 5496

#5498
21/10/19

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Failure to meet the conditions for Cannabis Production	5 and 6	$500
• Failure to meet the farm standards	7	$500
• Failure to meet the requirements for Accessory Cannabis Processing	8	$500
• Failure to adhere to the air quality management plan	9	$500
• Failure to conduct an air quality monitoring program	9(c)	$500
• Failure to adhere to the stormwater management plan	10	$500
• Failure to adhere to the wastewater management plan	11	$500

Airport Regulation Bylaw No. 6138

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Undertake prohibited Airport uses	4.1	$500
• Operate a laser without consent	4.3	$500
• Storage of unlicensed automobiles, boats, recreational vehicles, trailers, tractor trailers or heavy construction equipment	4.5	$500
• Unauthorized alteration of Operating Surfaces or other Airport infrastructure	4.6	$500
• Park a Vehicle except in a designated spot	4.7 (1)	$500
• Park a Vehicle to obstruct the movement of aircraft	4.7 (2)	$500
• Unauthorized storage of a Vehicle, recreational vehicle, boat or trailer	4.7 (3)	$500
• Failure to park Vehicle inside hanger or parallel to and alongside the hanger or adjacent to end of the hanger	4.8	$500
• Fail to state name	6.1	$100

Schedule "B"

Compliance Agreement
Pursuant to Bylaw Notice Enforcement Bylaw 2008 No. 4703

I,_____ (name), of
_____(address),
Acknowledge receipt of bylaw notice(s) # _____
(the "Bylaw Notice"), and we wish to enter into a Compliance Agreement whereby I agree to fulfill certain conditions, in exchange for no penalty.

Specifically, I agree to comply with the following terms and conditions of this Agreement:

1. On or before_____ I will _____
_____
_____
_____
_____
_____
_____

2. On or before_____ I will
_____
_____
_____
_____
_____
_____

I understand that this agreement is binding on me for one year from the date of this Agreement.

I also understand that if I breach a term of this Agreement, or fail to observe or perform the above terms and conditions, the Municipalities Screening Officer may rescind this Agreement. I understand that if this Agreement is rescinded, I will have 14 days to dispute the Screening Officer's decision to rescind the Agreement, and that if I do not dispute this decision in that time, the full penalty stated in the Bylaw Notice of $_____ will be immediately due and payable and subject to al fees and penalties as if the Bylaw Notice was not disputed.

_____	_____
Signature of Bylaw Notice Recipient	Signature of Screening Officer
_____	_____
Date	Date

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY HOUSING AGREEMENT
(TOWNSHIP OF LANGLEY HOUSING TRUST SOCIETY – ALDERGROVE SITE)
BYLAW NO. 6125

EXPLANATORY NOTE

Bylaw No. 6125 authorizes the Corporation of the Township of Langley to enter into a housing agreement with the Township of Langley Housing Trust Society to secure rental housing and affordable rental units on the subject properties located at the 3000 Block of 272 Street.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY HOUSING AGREEMENT
(TOWNSHIP OF LANGLEY HOUSING TRUST SOCIETY – ALDERGROVE SITE)
BYLAW NO. 6125

A Bylaw to authorize a Housing Agreement

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 "Township of Langley Housing Agreement (Township of Langley Housing Trust Society – Aldergrove Site) Bylaw No. 6125".

2. The Council of the Township of Langley hereby authorizes the Corporation of the Township of Langley to enter into an agreement with the Township of Langley Housing Trust Society on behalf of the Township of Langley, as set out in Schedule "A", attached hereto and forming part of the bylaw (the "Agreement").

3. The lands identified in the Agreement are legally described as:

   Lot 1 Section 20 Township 13 NWD Plan EPP132527

4. Upon execution of the Agreement by the Mayor and the Township Clerk (or Deputy Clerk), the Agreement shall be validly entered into as authorized by this Bylaw.

5. The Township Clerk (or Deputy Clerk) is authorized to sign and cause to be register in the Land Title office, notices of the Agreement as may be required under the *Local Government Act*.

READ A FIRST TIME the	12	day of	May	, 2025
READ A SECOND TIME the	12	day of	May	, 2025
READ A THIRD TIME the	12	day of	May	, 2025
ADOPTED the		day of		, 2025

_____ Mayor _____ Township Clerk

SCHEDULE A

TERMS OF INSTRUMENT - PART 2

HOUSING AGREEMENT AND SECTION 219 COVENANT

(Section 483 of the *Local Government Act* and Section 219 of the *Land Title Act*)

THIS AGREEMENT made as of the ♦ day of ♦, 202♦.

BETWEEN:

Township of Langley Housing Trust Society
20338 – 65 Avenue
Langley, B.C., V2Y 3J1

(the "**Leasehold Owner**")

AND:

The Corporation of the Township of Langley
20338 – 65 Avenue
Langley, B.C., V2Y 3J1

(the "**Local Government**")

WHEREAS:

A. The Corporation of the Township of Langley is the registered owner of those lands and premises located at the south-east corner of the Fraser Highway and 272 Street in Langley, B.C. and legally described as:

PID: 032-465-718
Lot 1, Section 20 Township 13 New Westminster District Plan EPP132527

(the "**Lands**");

B. The Leasehold Owner is the registered owner of a leasehold interest in the Lands pursuant to a lease registered in the Land Title Office with document number CB1977126;

C. The Leasehold Owner may, pursuant to section 483 of the *Local Government Act,* enter into a housing agreement with an owner regarding the occupancy of the housing units identified in the agreement, including but not limited to terms and conditions referred to in section 483(2) of the *Local Government Act*;

D. Section 219 of the *Land Title Act* permits the registration of a covenant of a positive or negative nature in favour of the Local Government in respect of the use of land or construction on land;

E. The Leasehold Owner and the Local Government wish to enter into this Agreement to provide for rental housing units on the Lands, on the terms and conditions set out in this Agreement, and agree that this Agreement is a housing agreement pursuant to section 483 of the *Local Government Act* and a covenant pursuant to section 219 of the *Land Title Act*.

NOW THEREFORE THIS AGREEMENT WITNESSES that in consideration of $1.00 paid by each of the Parties to the other (the receipt and sufficiency of which is acknowledged by each party) and in consideration of the promises exchanged below, the Parties covenant and agree as follows:

1. Definitions

1.1 In this Agreement, unless otherwise defined, the following words have the following meanings:

(a) "**Agreement**" means this agreement and includes all recitals, instruments, schedules, and amendments thereto;

(b) "**BC Housing**" means British Columbia Housing Management Commission or its successor in function;

(c) "**Below Market Rent Unit**" means any Dwelling Unit more particularly set forth in section 2.1(c);

(d) "**Building**" means the building(s) and all other structures to be constructed on the Lands, together with all alterations or repairs thereto and all improvements from time to time constructed upon or affixed or appurtenant to the Lands;

(e) "**Dwelling Units**" means collectively, all of the dwelling units expected to be constructed on the Lands, and any one, a "**Dwelling Unit**";

(f) "***Land Title Act***" means the *Land Title Act*, R.S.B.C. 1996, c. 250, together with all amendments thereto and replacements thereof;

(g) "**Land Title Office**" means the applicable Land Title Office or its successor in function;

(h) "***Local Government Act***" means the *Local Government Act*, R.S.B.C. 2015, c. 1, together with all amendments thereto and replacements thereof;

(i) "**Market Rent**" means rent for a Dwelling Unit that is based on an independent market rent appraisal and determined in accordance with the requirements of the BC Builds Rental Supply Program;

(j) "**Middle Income Limit**" means the gross annual household income that does not exceed the 75th income percentile:

(i) with respect to Dwelling Units with less than two (2) bedrooms, for families without children; or

(ii) with respect to Dwelling Units with two (2) or more bedrooms, for families with children,

as determined from time to time by BC Housing;

(k) "**Parties**" means together, the Leasehold Owner and the Local Government;

(l) "***Real Estate Act***" means the *Real Estate Act*, S.B.C. 1979, c. 356, together with all amendments thereto and replacements thereof;

(m) "***Residential Tenancy Act***" means the *Residential Tenancy Act*, S.B.C. 2002, c. 78, together with all amendments thereto and replacements thereof;

(n) "***Strata Property Act***" means the *Strata Property Act*, S.B.C. 1998, c. 43, together with all amendments thereto and replacements thereof;

(o) "**Subdivide**" or "**Subdivision**" means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of "cooperative units" or "shared interests in land" as defined in the *Real Estate Act*;

(p) "**Tenants**" means one or more individuals that occupy or propose to occupy Dwelling Units, and any one, a "**Tenant**"; and

(q) "**Tenancy Agreement**" means a tenancy agreement, lease, license or other agreement granting rights to occupy a Dwelling Unit that is governed by the *Residential Tenancy Act*.

2. Section 219 Covenant – Land Use Restrictions

2.1 The Leasehold Owner hereby covenants and agrees with respect to the use of the Lands and Building from the date of this Agreement set forth on the first page of the Terms of Instrument – Part 2 as follows:

(a) once the Dwelling Units have been constructed and the Local Government has issued an occupancy permit(s) for the Dwelling Units, the Dwelling Units shall be used only in accordance with this Agreement;

(b) any development on the Lands shall include the Dwelling Units to be used in a manner consistent with this Agreement;

(c) at least thirty percent (30%) of the Dwelling Units must be:

a. rented to Tenants for rents that are at least twenty percent (20%) below Market Rent; and

b. occupied by households with incomes at or below housing income limits for the corresponding size of housing unit, as set out in the current "Housing Income Limits" table published by BC Housing, or equivalent publication; and

c. occupied by households that comply with the Eligibility Criteria and are rented to Tenants in accordance with Township of Langley Development Cost Charge Waiver For Not-For-Profit Housing Bylaw No. 5901 as amended or replaced from time to time;

(d) each Dwelling Unit shall only be occupied by Tenants whose gross annual income does not exceed the applicable Middle Income Limit and each rented at a rate determined by BC Housing;

(e) the Leasehold Owner shall endeavour to rent each Below Market Rent Unit to Tenants who generally have lower gross annual income as at the date of initial occupancy than the average gross annual income as at the date of initial occupancy of Tenants who occupy a Dwelling Unit for Market Rent;

(f) each Dwelling Unit shall only be used for rental purposes, pursuant to a Tenancy Agreement;

(g) every Tenancy Agreement shall identify all Tenants of a Dwelling Unit;

(h) no Dwelling Unit on the Lands may be rented to or tenanted by any Tenant for a term of less than thirty (30) days; and

(i) the Leasehold Owner shall operate the Dwelling Units in compliance with the terms, conditions, requirements and restrictions contained in this Agreement.

2.2 The Local Government may permit the Leasehold Owner to Subdivide the Lands to Subdivide any excess lands within the Lands (which are not required as part of the Building in which the Dwelling Units will be built), provided that the Leasehold Owner will be able to ensure that the Dwelling Units can be built within current bylaws on the remainder portion of the Lands (the "**Remainder Lands**"), in which case the Local Government will upon Subdivision in this manner, discharge this Agreement from title to the excess lands, with this Agreement remaining in full force and effect against the Remainder Lands. The Leasehold Owner may Subdivide the Building pursuant to the *Strata Property Act,* in which case, the Local Government will, upon Subdivision in this manner,

discharge this Agreement from title to all strata lots other than those strata lots that comprise the Dwelling Units.

2.3 The Leasehold Owner shall not sell or transfer, or agree to sell or transfer, any interest in the Dwelling Units, other than a full interest in the Leasehold Owner's leasehold title, to a purchaser that agrees to assume the terms and conditions of this Agreement.

3. Notice to be Registered in the Land Title Office

3.1 The Leasehold Owner hereby acknowledges and agrees that:

(a) this Agreement constitutes both a covenant under section 219 of the *Land Title Act* and a housing agreement entered into under section 483 of the *Local Government Act*;

(b) notice of this Agreement shall be registered in the Land Title Office by the Local Government at the cost of the Leasehold Owner in accordance with section 483 of the *Local Government Act*; and

(c) pursuant to section 483(6) of the *Local Government Act*, this Agreement shall be binding on all persons who acquire an interest in the Lands from the Leasehold Owner after registration of this notice, and unless discharged in accordance with this Agreement, shall run with and bind the Lands in perpetuity.

4. Compliance with Agreement

4.1 The Leasehold Owner hereby irrevocably authorizes the Local Government to make such inquiries as it considers reasonably necessary in order to confirm that the Leasehold Owner is complying with this Agreement.

5. Enforcement and Waiver

5.1 Nothing contained or implied herein shall prejudice or affect the rights and powers of the Local Government in the exercise of its functions under any public or private statutes, bylaws, orders and regulations, all of which may be fully and effectively exercised in relation to the Lands. The waiver by a party of any failure on the part of the other party to perform in accordance with any of the terms or conditions of this Agreement shall not be construed as a waiver of any future or continuing failure, whether similar or dissimilar.

5.2 The Parties agree that the Local Government is not obligated to inspect the Lands or to otherwise ensure compliance with this Agreement, nor is the Local Government obligated to remedy any default of this Agreement. A failure by the Local Government to enforce this Agreement shall not constitute a waiver of any of the Local Government's rights herein.

5.3 Notwithstanding any provision to the contrary in this Agreement, if the Leasehold Owner is in default of its obligations set forth in this Agreement then the Local Government may, by written notice to the Leasehold Owner, as the case may be:

(a) require such default to be corrected within thirty (30) days after receipt of such notice; and

(b) if within the thirty (30) days after receipt of such notice the default has not been corrected or reasonable steps to correct the default have not been taken, the Local Government, without limiting any other right it might have, may, but is under no obligation to, enter onto the Lands and rectify such default to the extent considered necessary by the Local Government, or pursue any other remedy consistent with the provisions set forth in sections 5.4 and 5.5.

5.4 No remedy under this Agreement is deemed to be exclusive but will, where possible, be cumulative with all other remedies available at law or in equity.

5.5 The Leasehold Owner hereby covenants and agrees that, in addition to any remedies that are available under this Agreement or at law, the Local Government is entitled to all equitable remedies, including specific performance, injunction and declarative relief to enforce its rights under this Agreement. The Leasehold Owner each acknowledges that specific performance, injunctive relief (mandatory or otherwise) or other equitable relief may be the only adequate remedy for a default by the Leasehold Owner under this Agreement.

6. Discharge or Amendment

6.1 This Agreement shall be discharged or amended only by an instrument duly executed by the Parties. Notwithstanding the foregoing, a unilateral discharge is the right of the Local Government pursuant to section 8.1(c).

6.2 Pursuant to section 483(4) of the *Local Government Act*, this Agreement may be amended only by a bylaw adopted with the consent of the Parties.

7. Indemnity and Release

7.1 The Leasehold Owner hereby releases, indemnifies and saves harmless the Local Government from all loss, damage, costs (including without limitation legal costs), expenses, actions, suits, debts, accounts, claims and demands (collectively, the "**Claims and Losses**"), including without limitation any and all claims of third parties (and including personal injury, death or damage occurring in or on the Lands), which the Local Government may suffer, incur or be put to arising directly or indirectly out of or in connection with this Agreement, including:

(a) any breach by the Leasehold Owner of any covenant or agreement contained in or related to this Agreement;

(b) any negligent act or omission of the Leasehold Owner or its officers, directors, agents, contractors or other persons for whom at law the Leasehold Owner is responsible;

(c) the exercise of discretion by any employee or official of the Local Government for any matter relating to this Agreement;

(d) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands, the Building or any portion thereof, including any Dwelling Unit; and/or

(e) the exercise by the Local Government of any of its rights under this Agreement or an enactment.

Notwithstanding the foregoing or anything to the contrary set forth in this Agreement, the indemnity being granted by the Leasehold Owner hereunder shall exclude such Claims and Losses arising from the negligent acts or omissions, bad faith or willful misconduct of the Local Government.

7.2 The indemnity and release set forth in section 7.1 shall survive the termination of this Agreement.

8. Agreement for Benefit of Local Government Only

8.1 The Parties agree that:

(a) this Agreement is entered into only for the benefit of the Local Government;

(b) this Agreement is not intended to protect the interests of the Leasehold Owner, any tenant, or any future owner, lessee, occupier or user of the Lands, the Building or any portion thereof, including any Dwelling Unit; and

(c) the Local Government may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Leasehold Owner.

9. Miscellaneous

9.1 Time will be of the essence of this Agreement and will remain of the essence notwithstanding the extension of any of the dates under this Agreement.

9.2 This Agreement represents the whole agreement between the Parties, and there are no warranties, representations, conditions or collateral agreements made by the Parties except as set forth in this Agreement.

9.3 The captions and headings throughout this Agreement are for convenience and reference only and the words and phrases contained therein will in no way be held or deemed to define, limit, describe, explain, modify, amplify or add to the interpretation, construction or meaning of any provision of or the scope or intent of this Agreement or in any way affect this Agreement.

9.4 If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the remainder of this Agreement will remain in full force and effect.

9.5 Each of the Parties shall at all times and from time to time and upon reasonable request do, execute and deliver all further assurances, acts and documents for the purpose of evidencing and giving full force and effect to the covenants, agreements and provisions in this Agreement.

9.6 All notices, demands and requests which may or are required to be given pursuant to this Agreement will be in writing and will be sufficiently given if served personally upon the party for which it is intended, or mailed prepaid and double registered:

(a) in the case of the Leasehold Owner, addressed to:

Township of Langley Housing Trust Society
20338 – 65 Avenue
Langley, B.C., V2Y 3J1

Attention: President

(b) in the case of the Local Government, addressed to:

Township of Langley
202338 – 65 Avenue
Langley, B.C., V2Y 3J1

Attention: Township Clerk

or at such other addresses as each of the Parties may from time to time advise by notice in writing. The date of receipt of any such notice, demand or request will be deemed to be the date of delivery if such notice, demand or request is served personally or if mailed as aforesaid on the fifth business day next following the date of such mailing; provided, however, that if mailed, should there be between the time of mailing and the actual receipt of the notice a mail strike, slow down of postal service or other labour dispute which affects the delivery of such notice, then such notice will be deemed to be received when actually delivered.

9.7 Unless the context otherwise requires, the laws of British Columbia will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia. Without limiting the above, in the event of any conflict

between any provision of this Agreement and the *Residential Tenancy Act*, this Agreement is without effect to the extent of the conflict, except that the Leasehold Owner shall be responsible for ensuring that every Tenancy Agreement fairly reflects the material terms of this Agreement.

9.8 Any reference to a statute includes and is a reference to such statute and to the regulations made pursuant thereto, with all amendments made from time to time to such statute and regulations and as they are in force from time to time, and to any statute and regulations that may be passed which have the effect of supplementing or superseding such statutes and regulations.

9.9 The Leasehold Owner will do everything necessary, at the expense of the Leasehold Owner, to ensure that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands and that this Agreement will be noted and registered against title to the Lands in priority to all financial charges and financial encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the Local Government or in favour of the Local Government.

9.10 The Leasehold Owner is only liable for breaches of this Agreement that occur while the Leasehold Owner is the registered owner of the leasehold interest in the Lands provided however that notwithstanding that the Leasehold Owner is no longer the registered owner of the leasehold interest in the Lands, the Leasehold Owner will remain liable for breaches of this Agreement that occurred while the Leasehold Owner was the registered owner of the leasehold interest in the Lands.

9.11 This Agreement shall enure to the benefit of and be binding upon the Parties hereto and their respective successors and permitted assignees.

By signing the General Instrument Part I, the Parties have agreed to be bound by their respective obligations contained in this Agreement.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY HOUSING AGREEMENT
(TOWNSHIP OF LANGLEY HOUSING TRUST SOCIETY – CENTRAL GORDON SITE)
BYLAW NO. 6126

EXPLANATORY NOTE

Bylaw No. 6126 authorizes The Corporation of the Township of Langley to enter into a housing agreement with the Township of Langley Housing Trust Society to secure rental housing and affordable rental units on the subject property located at 20230 – 72B Avenue.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY HOUSING AGREEMENT
(TOWNSHIP OF LANGLEY HOUSING TRUST SOCIETY – CENTRAL GORDON SITE)
BYLAW NO. 6126

A Bylaw to authorize a Housing Agreement

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 "Township of Langley Housing Agreement (Township of Langley Housing Trust Society – Central Gordon Site) Bylaw No. 6126".

2. The Council of the Township of Langley hereby authorizes the Corporation of the Township of Langley to enter into an agreement with the Township of Langley Housing Trust Society on behalf of the Township of Langley, as set out in Schedule "A", attached hereto and forming part of the bylaw (the "Agreement").

3. The lands identified in the Agreement are legally described as:

   Lot A Section 23 Township 8 NWD Plan EPP135578

4. Upon execution of the Agreement by the Mayor and the Township Clerk (or Deputy Clerk), the Agreement shall be validly entered into as authorized by this Bylaw.

5. The Township Clerk (or Deputy Clerk) is authorized to sign and cause to be register in the Land Title office, notices of the Agreement as may be required under the *Local Government Act*.

READ A FIRST TIME the	12	day of	May	, 2025
READ A SECOND TIME the	12	day of	May	, 2025
READ A THIRD TIME the	12	day of	May	, 2025
ADOPTED the		day of		, 2025

_____ Mayor _____ Township Clerk

SCHEDULE A

TERMS OF INSTRUMENT - PART 2

HOUSING AGREEMENT AND SECTION 219 COVENANT
(Section 483 of the *Local Government Act* and Section 219 of the *Land Title Act*)

THIS AGREEMENT made as of the ♦ day of ♦, 202♦.

BETWEEN:

Township of Langley Housing Trust Society
20338 – 65 Avenue
Langley, B.C., V2Y 3J1

(the "**Leasehold Owner**")

AND:

The Corporation of the Township of Langley
20338 – 65 Avenue
Langley, B.C., V2Y 3J1

(the "**Local Government**")

WHEREAS:

A. The Corporation of the Township of Langley is the registered owner of those lands and premises located at 20230 72B Avenue in Langley, B.C. and legally described as:

PID: 032-186-673
Lot A, Section 23 Township 8 New Westminster District Plan EPP135578

(the "**Lands**");

B. The Leasehold Owner is the registered owner of a leasehold interest in the Lands pursuant to a lease registered in the Land Title Office with document number CB1898612;

C. The Leasehold Owner may, pursuant to section 483 of the *Local Government Act,* enter into a housing agreement with an owner regarding the occupancy of the housing units identified in the agreement, including but not limited to terms and conditions referred to in section 483(2) of the *Local Government Act*;

D. Section 219 of the *Land Title Act* permits the registration of a covenant of a positive or negative nature in favour of the Local Government in respect of the use of land or construction on land;

E. The Leasehold Owner and the Local Government wish to enter into this Agreement to provide for rental housing units on the Lands, on the terms and conditions set out in this Agreement, and agree that this Agreement is a housing agreement pursuant to section 483 of the *Local Government Act* and a covenant pursuant to section 219 of the *Land Title Act*.

NOW THEREFORE THIS AGREEMENT WITNESSES that in consideration of $1.00 paid by each of the Parties to the other (the receipt and sufficiency of which is acknowledged by each party) and in consideration of the promises exchanged below, the Parties covenant and agree as follows:

1. Definitions

1.1 In this Agreement, unless otherwise defined, the following words have the following meanings:

(a) "**Agreement**" means this agreement and includes all recitals, instruments, schedules, and amendments thereto;

(b) "**BC Housing**" means British Columbia Housing Management Commission or its successor in function;

(c) "**Below Market Rent Unit**" means any Dwelling Unit more particularly set forth in section 2.1(c);

(d) "**Building**" means the building(s) and all other structures to be constructed on the Lands, together with all alterations or repairs thereto and all improvements from time to time constructed upon or affixed or appurtenant to the Lands;

(e) "**Dwelling Units**" means collectively, all of the dwelling units expected to be constructed on the Lands, and any one, a "**Dwelling Unit**";

(f) "***Land Title Act***" means the *Land Title Act*, R.S.B.C. 1996, c. 250, together with all amendments thereto and replacements thereof;

(g) "**Land Title Office**" means the applicable Land Title Office or its successor in function;

(h) "***Local Government Act***" means the *Local Government Act*, R.S.B.C. 2015, c. 1, together with all amendments thereto and replacements thereof;

(i) "**Market Rent**" means rent for a Dwelling Unit that is based on an independent market rent appraisal and determined in accordance with the requirements of the BC Builds Rental Supply Program;

(j) "**Middle Income Limit**" means the gross annual household income that does not exceed the 75th income percentile:

(i) with respect to Dwelling Units with less than two (2) bedrooms, for families without children; or

(ii) with respect to Dwelling Units with two (2) or more bedrooms, for families with children,

as determined from time to time by BC Housing;

(k) "**Parties**" means together, the Leasehold Owner and the Local Government;

(l) "***Real Estate Act***" means the *Real Estate Act*, S.B.C. 1979, c. 356, together with all amendments thereto and replacements thereof;

(m) "***Residential Tenancy Act***" means the *Residential Tenancy Act*, S.B.C. 2002, c. 78, together with all amendments thereto and replacements thereof;

(n) "***Strata Property Act***" means the *Strata Property Act*, S.B.C. 1998, c. 43, together with all amendments thereto and replacements thereof;

(o) "**Subdivide**" or "**Subdivision**" means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of "cooperative units" or "shared interests in land" as defined in the *Real Estate Act*;

(p) "**Tenants**" means one or more individuals that occupy or propose to occupy Dwelling Units, and any one, a "**Tenant**"; and

(q) "**Tenancy Agreement**" means a tenancy agreement, lease, license or other agreement granting rights to occupy a Dwelling Unit that is governed by the *Residential Tenancy Act*.

2. Section 219 Covenant – Land Use Restrictions

2.1 The Leasehold Owner hereby covenants and agrees with respect to the use of the Lands and Building from the date of this Agreement set forth on the first page of the Terms of Instrument – Part 2 as follows:

(a) once the Dwelling Units have been constructed and the Local Government has issued an occupancy permit(s) for the Dwelling Units, the Dwelling Units shall be used only in accordance with this Agreement;

(b) any development on the Lands shall include the Dwelling Units to be used in a manner consistent with this Agreement;

(c) at least thirty percent (30%) of the Dwelling Units must be:

i. rented to Tenants for rents that are at least twenty percent (20%) below Market Rent; and

ii. occupied by households with incomes at or below housing income limits for the corresponding size of housing unit, as set out in the current "Housing Income Limits" table published by BC Housing, or equivalent publication; and

iii. occupied by households that comply with the Eligibility Criteria and are rented to Tenants in accordance with Township of Langley Development Cost Charge Waiver For Not-For-Profit Housing Bylaw No. 5901 as amended or replaced from time to time;

(d) each Dwelling Unit shall only be occupied by Tenants whose gross annual income does not exceed the applicable Middle Income Limit and each rented at a rate determined by BC Housing;

(e) the Leasehold Owner shall endeavour to rent each Below Market Rent Unit to Tenants who generally have lower gross annual income as at the date of initial occupancy than the average gross annual income as at the date of initial occupancy of Tenants who occupy a Dwelling Unit for Market Rent;

(f) each Dwelling Unit shall only be used for rental purposes, pursuant to a Tenancy Agreement;

(g) every Tenancy Agreement shall identify all Tenants of a Dwelling Unit;

(h) no Dwelling Unit on the Lands may be rented to or tenanted by any Tenant for a term of less than thirty (30) days; and

(i) the Leasehold Owner shall operate the Dwelling Units in compliance with the terms, conditions, requirements and restrictions contained in this Agreement.

2.2 The Local Government may permit the Leasehold Owner to Subdivide the Lands to Subdivide any excess lands within the Lands (which are not required as part of the Building in which the Dwelling Units will be built), provided that the Leasehold Owner will be able to ensure that the Dwelling Units can be built within current bylaws on the remainder portion of the Lands (the "**Remainder Lands**"), in which case the Local Government will upon Subdivision in this manner, discharge this Agreement from title to the excess lands, with this Agreement remaining in full force and effect against the Remainder Lands. The Leasehold Owner may Subdivide the Building pursuant to the *Strata Property Act,* in which case, the Local Government will, upon Subdivision in this manner,

discharge this Agreement from title to all strata lots other than those strata lots that comprise the Dwelling Units.

2.3 The Leasehold Owner shall not sell or transfer, or agree to sell or transfer, any interest in the Dwelling Units, other than a full interest in the Leasehold Owner's leasehold title, to a purchaser that agrees to assume the terms and conditions of this Agreement.

3. Notice to be Registered in the Land Title Office

3.1 The Leasehold Owner hereby acknowledges and agrees that:

(a) this Agreement constitutes both a covenant under section 219 of the *Land Title Act* and a housing agreement entered into under section 483 of the *Local Government Act*;

(b) notice of this Agreement shall be registered in the Land Title Office by the Local Government at the cost of the Leasehold Owner in accordance with section 483 of the *Local Government Act*; and

(c) pursuant to section 483(6) of the *Local Government Act*, this Agreement shall be binding on all persons who acquire an interest in the Lands from the Leasehold Owner after registration of this notice, and unless discharged in accordance with this Agreement, shall run with and bind the Lands in perpetuity.

4. Compliance with Agreement

4.1 The Leasehold Owner hereby irrevocably authorizes the Local Government to make such inquiries as it considers reasonably necessary in order to confirm that the Leasehold Owner is complying with this Agreement.

5. Enforcement and Waiver

5.1 Nothing contained or implied herein shall prejudice or affect the rights and powers of the Local Government in the exercise of its functions under any public or private statutes, bylaws, orders and regulations, all of which may be fully and effectively exercised in relation to the Lands. The waiver by a party of any failure on the part of the other party to perform in accordance with any of the terms or conditions of this Agreement shall not be construed as a waiver of any future or continuing failure, whether similar or dissimilar.

5.2 The Parties agree that the Local Government is not obligated to inspect the Lands or to otherwise ensure compliance with this Agreement, nor is the Local Government obligated to remedy any default of this Agreement. A failure by the Local Government to enforce this Agreement shall not constitute a waiver of any of the Local Government's rights herein.

5.3 Notwithstanding any provision to the contrary in this Agreement, if the Leasehold Owner is in default of its obligations set forth in this Agreement then the Local Government may, by written notice to the Leasehold Owner, as the case may be:

(a) require such default to be corrected within thirty (30) days after receipt of such notice; and

(b) if within the thirty (30) days after receipt of such notice the default has not been corrected or reasonable steps to correct the default have not been taken, the Local Government, without limiting any other right it might have, may, but is under no obligation to, enter onto the Lands and rectify such default to the extent considered necessary by the Local Government, or pursue any other remedy consistent with the provisions set forth in sections 5.4 and 5.5.

5.4 No remedy under this Agreement is deemed to be exclusive but will, where possible, be cumulative with all other remedies available at law or in equity.

5.5 The Leasehold Owner hereby covenants and agrees that, in addition to any remedies that are available under this Agreement or at law, the Local Government is entitled to all equitable remedies, including specific performance, injunction and declarative relief to enforce its rights under this Agreement. The Leasehold Owner each acknowledges that specific performance, injunctive relief (mandatory or otherwise) or other equitable relief may be the only adequate remedy for a default by the Leasehold Owner under this Agreement.

6. Discharge or Amendment

6.1 This Agreement shall be discharged or amended only by an instrument duly executed by the Parties. Notwithstanding the foregoing, a unilateral discharge is the right of the Local Government pursuant to section 8.1(c).

6.2 Pursuant to section 483(4) of the *Local Government Act*, this Agreement may be amended only by a bylaw adopted with the consent of the Parties.

7. Indemnity and Release

7.1 The Leasehold Owner hereby releases, indemnifies and saves harmless the Local Government from all loss, damage, costs (including without limitation legal costs), expenses, actions, suits, debts, accounts, claims and demands (collectively, the "**Claims and Losses**"), including without limitation any and all claims of third parties (and including personal injury, death or damage occurring in or on the Lands), which the Local Government may suffer, incur or be put to arising directly or indirectly out of or in connection with this Agreement, including:

(a) any breach by the Leasehold Owner of any covenant or agreement contained in or related to this Agreement;

(b) any negligent act or omission of the Leasehold Owner or its officers, directors, agents, contractors or other persons for whom at law the Leasehold Owner is responsible;

(c) the exercise of discretion by any employee or official of the Local Government for any matter relating to this Agreement;

(d) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands, the Building or any portion thereof, including any Dwelling Unit; and/or

(e) the exercise by the Local Government of any of its rights under this Agreement or an enactment.

Notwithstanding the foregoing or anything to the contrary set forth in this Agreement, the indemnity being granted by the Leasehold Owner hereunder shall exclude such Claims and Losses arising from the negligent acts or omissions, bad faith or willful misconduct of the Local Government.

7.2 The indemnity and release set forth in section 7.1 shall survive the termination of this Agreement.

8. Agreement for Benefit of Local Government Only

8.1 The Parties agree that:

(a) this Agreement is entered into only for the benefit of the Local Government;

(b) this Agreement is not intended to protect the interests of the Leasehold Owner, any tenant, or any future owner, lessee, occupier or user of the Lands, the Building or any portion thereof, including any Dwelling Unit; and

(c) the Local Government may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Leasehold Owner.

9. Miscellaneous

9.1 Time will be of the essence of this Agreement and will remain of the essence notwithstanding the extension of any of the dates under this Agreement.

9.2 This Agreement represents the whole agreement between the Parties, and there are no warranties, representations, conditions or collateral agreements made by the Parties except as set forth in this Agreement.

9.3 The captions and headings throughout this Agreement are for convenience and reference only and the words and phrases contained therein will in no way be held or deemed to define, limit, describe, explain, modify, amplify or add to the interpretation, construction or meaning of any provision of or the scope or intent of this Agreement or in any way affect this Agreement.

9.4 If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the remainder of this Agreement will remain in full force and effect.

9.5 Each of the Parties shall at all times and from time to time and upon reasonable request do, execute and deliver all further assurances, acts and documents for the purpose of evidencing and giving full force and effect to the covenants, agreements and provisions in this Agreement.

9.6 All notices, demands and requests which may or are required to be given pursuant to this Agreement will be in writing and will be sufficiently given if served personally upon the party for which it is intended, or mailed prepaid and double registered:

(a) in the case of the Leasehold Owner, addressed to:

Township of Langley Housing Trust Society
20338 – 65 Avenue
Langley, B.C., V2Y 3J1

Attention: President

(b) in the case of the Local Government, addressed to:

Township of Langley
202338 – 65 Avenue
Langley, B.C., V2Y 3J1

Attention: Township Clerk

or at such other addresses as each of the Parties may from time to time advise by notice in writing. The date of receipt of any such notice, demand or request will be deemed to be the date of delivery if such notice, demand or request is served personally or if mailed as aforesaid on the fifth business day next following the date of such mailing; provided, however, that if mailed, should there be between the time of mailing and the actual receipt of the notice a mail strike, slow down of postal service or other labour dispute which affects the delivery of such notice, then such notice will be deemed to be received when actually delivered.

9.7 Unless the context otherwise requires, the laws of British Columbia will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia. Without limiting the above, in the event of any conflict

between any provision of this Agreement and the *Residential Tenancy Act*, this Agreement is without effect to the extent of the conflict, except that the Leasehold Owner shall be responsible for ensuring that every Tenancy Agreement fairly reflects the material terms of this Agreement.

9.8 Any reference to a statute includes and is a reference to such statute and to the regulations made pursuant thereto, with all amendments made from time to time to such statute and regulations and as they are in force from time to time, and to any statute and regulations that may be passed which have the effect of supplementing or superseding such statutes and regulations.

9.9 The Leasehold Owner will do everything necessary, at the expense of the Leasehold Owner, to ensure that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands and that this Agreement will be noted and registered against title to the Lands in priority to all financial charges and financial encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the Local Government or in favour of the Local Government.

9.10 The Leasehold Owner is only liable for breaches of this Agreement that occur while the Leasehold Owner is the registered owner of the leasehold interest in the Lands provided however that notwithstanding that the Leasehold Owner is no longer the registered owner of the leasehold interest in the Lands, the Leasehold Owner will remain liable for breaches of this Agreement that occurred while the Leasehold Owner was the registered owner of the leasehold interest in the Lands.

9.11 This Agreement shall enure to the benefit of and be binding upon the Parties hereto and their respective successors and permitted assignees.

By signing the General Instrument Part I, the Parties have agreed to be bound by their respective obligations contained in this Agreement.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (1231515 BC LTD.) BYLAW NO. 5860

EXPLANATORY NOTE

Bylaw No. 5860 rezones 0.82 ha (2.02 ac) of land located at 19681 – 80 Avenue to Comprehensive Development Zone CD-131 to facilitate development of 36 townhouse units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (1231515 BC LTD.) BYLAW NO. 5860

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

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

1. This Bylaw may be cited for all purposes as “Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1231515 BC Ltd.) Bylaw No. 5860”.

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

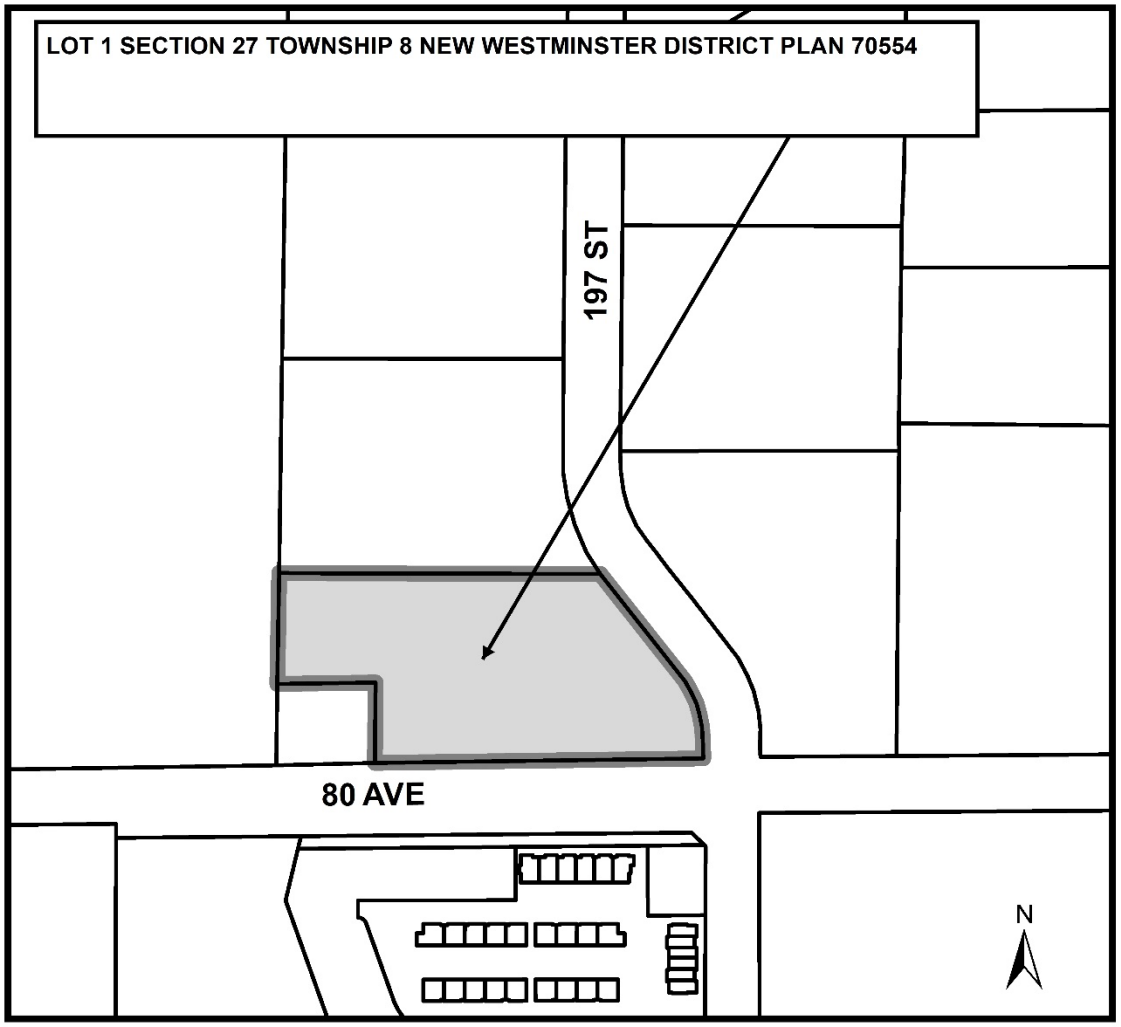
   Lot 1 Section 27 Township 8 New Westminster District Plan 70554

   as shown delineated on Schedule “A” attached to and forming part of this Bylaw to Comprehensive Development Zone CD-131

NOTICE WAS ADVERTISED	23 & 30	day of	March	, 2023
READ A FIRST TIME the	03	day of	April	, 2023
READ A SECOND TIME the	03	day of	April	, 2023
READ A THIRD TIME the	03	day of	April	, 2023
ADOPTED the		day of		, 2023

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5860



Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

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

PROPOSAL:

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

RECOMMENDATION SUMMARY:

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

RATIONALE:

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

RECOMMENDATION:

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

EXECUTIVE SUMMARY:

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

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

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

PURPOSE:

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

REFERENCE:

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

BACKGROUND/HISTORY:

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

DISCUSSION/ANALYSIS:

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

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

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

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

Adjacent Uses:

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

Official Community Plan Amendment:

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

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

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

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

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

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

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

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

Murrayville Community Plan Amendment:

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

Rural Plan Amendment:

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

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

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

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

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

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

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

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

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

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

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

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

Fraser Highway Employment Lands Area Plan:

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

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

Community Amenity Contributions:

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

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

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

Servicing:

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

Environmental Considerations:

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

Policy Considerations:

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

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

Respectfully submitted,

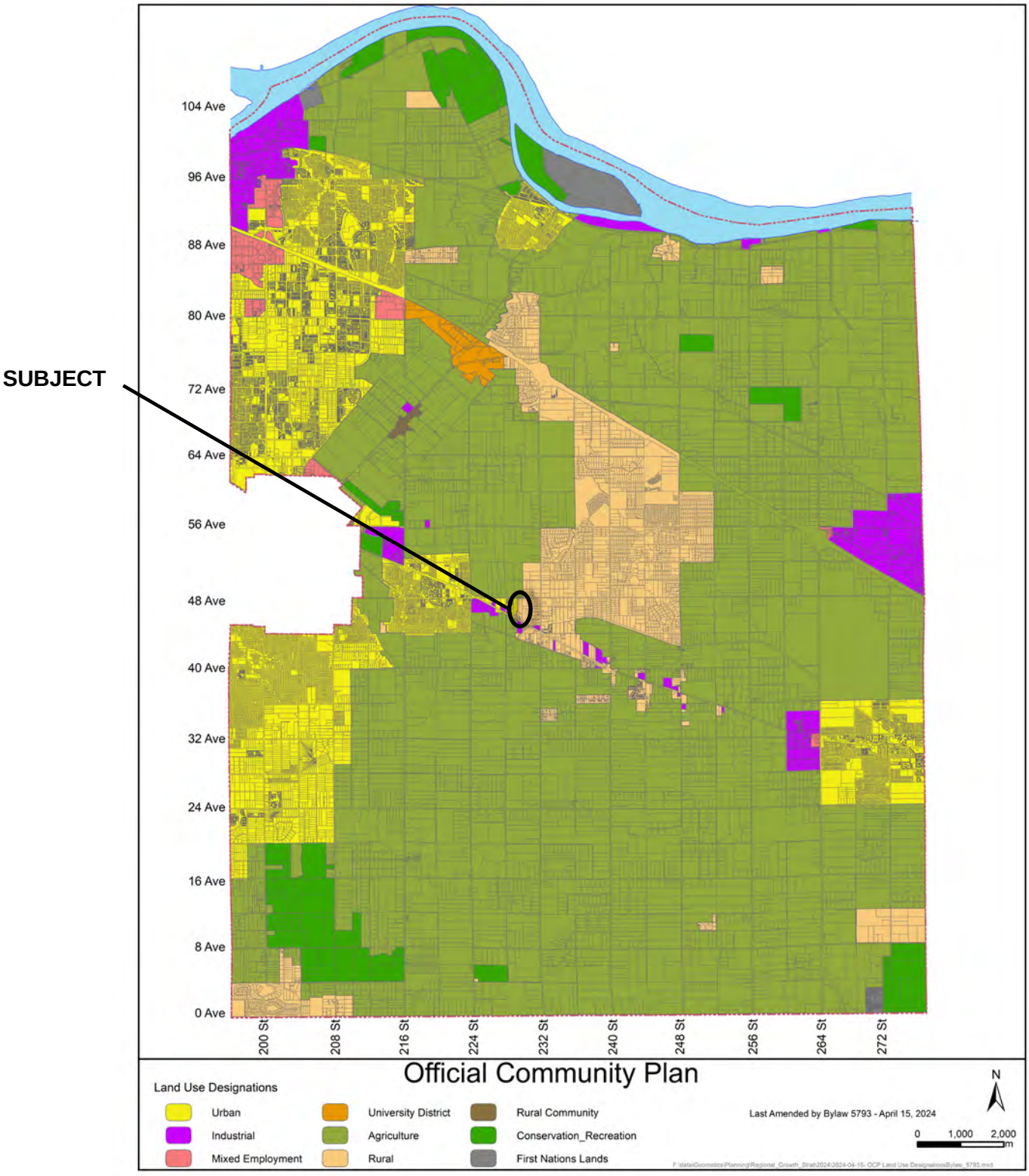
Colin Moore
SENIOR PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

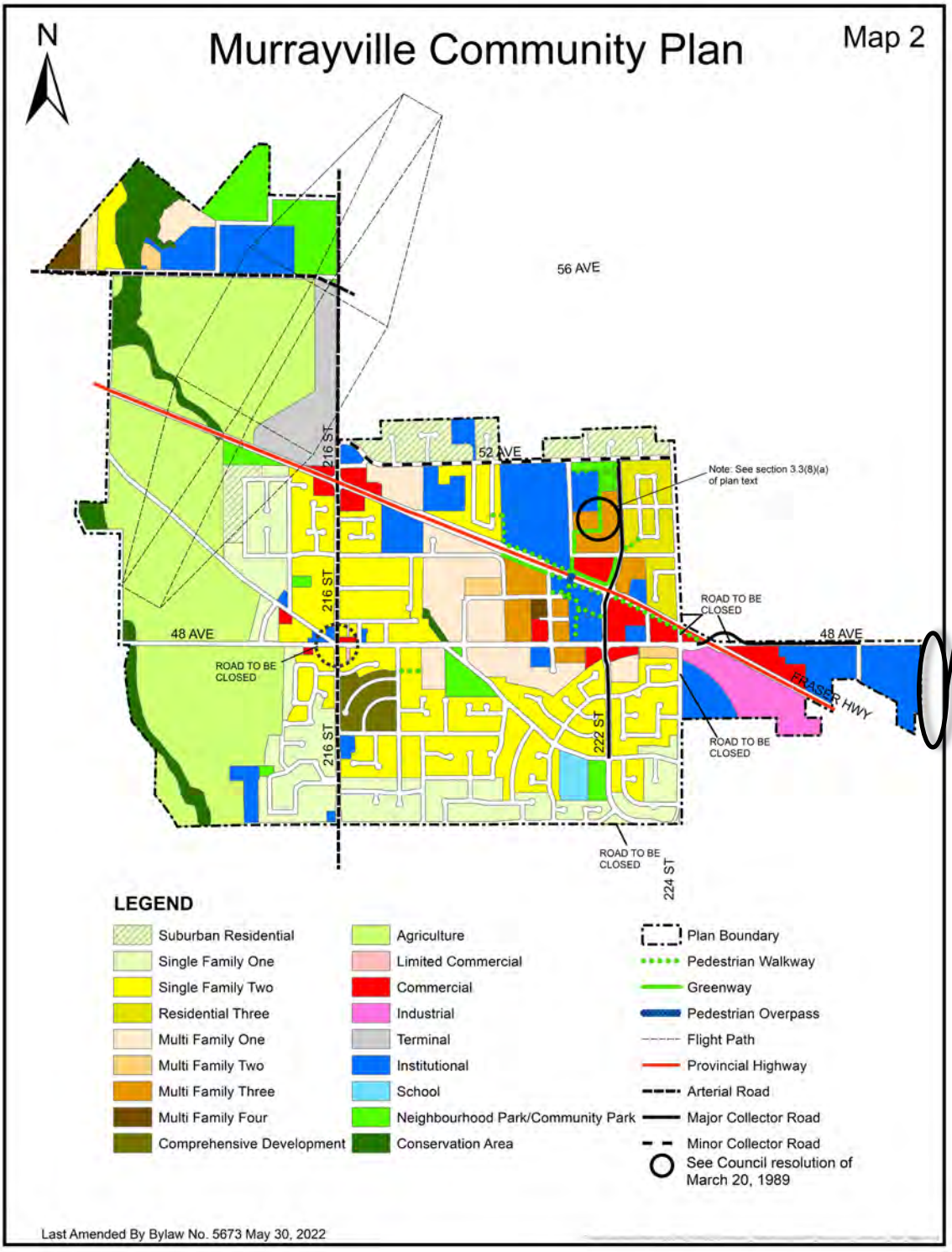
ATTACHMENT A	Maps and Graphics
ATTACHMENT B	Fraser Highway Employment Lands Area Map
ATTACHMENT C	Applicant Rationale

ATTACHMENT A

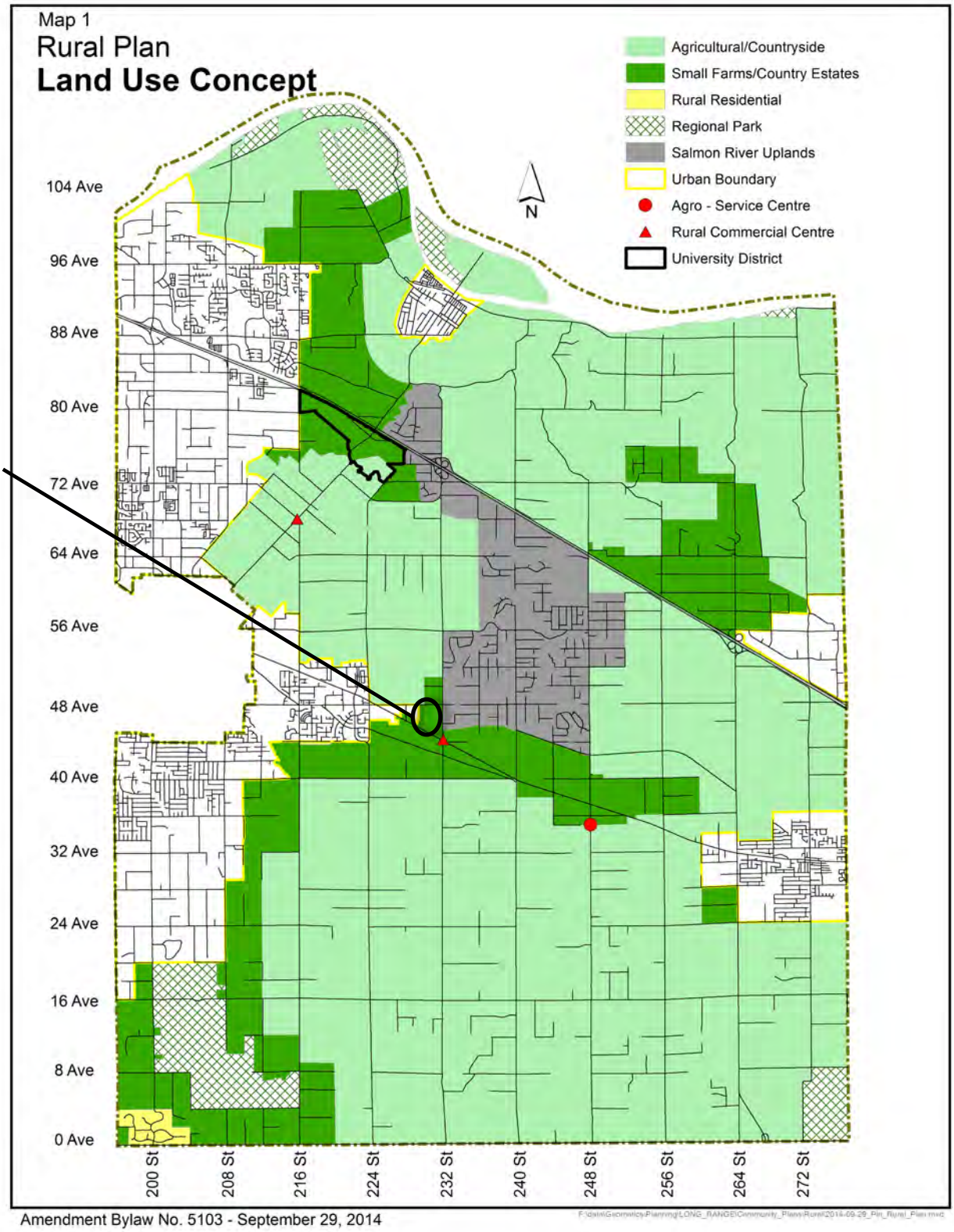


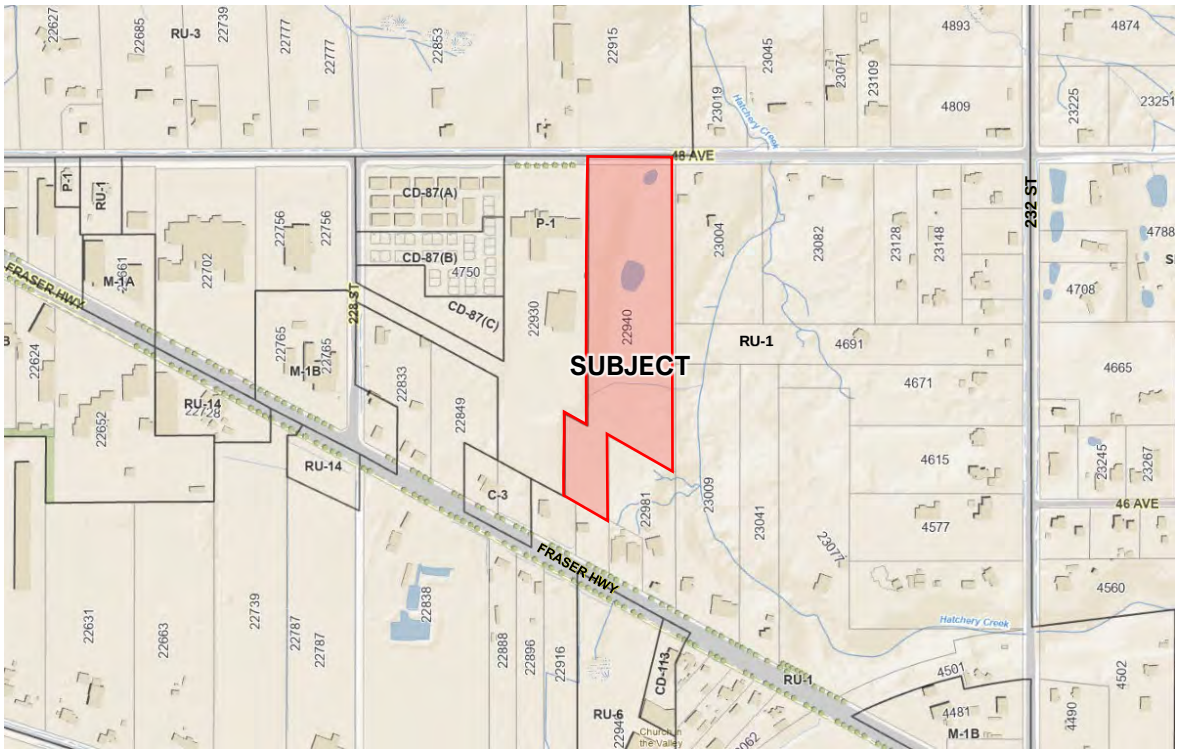
AERIAL CONTEXT MAP


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


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

SUBJECT

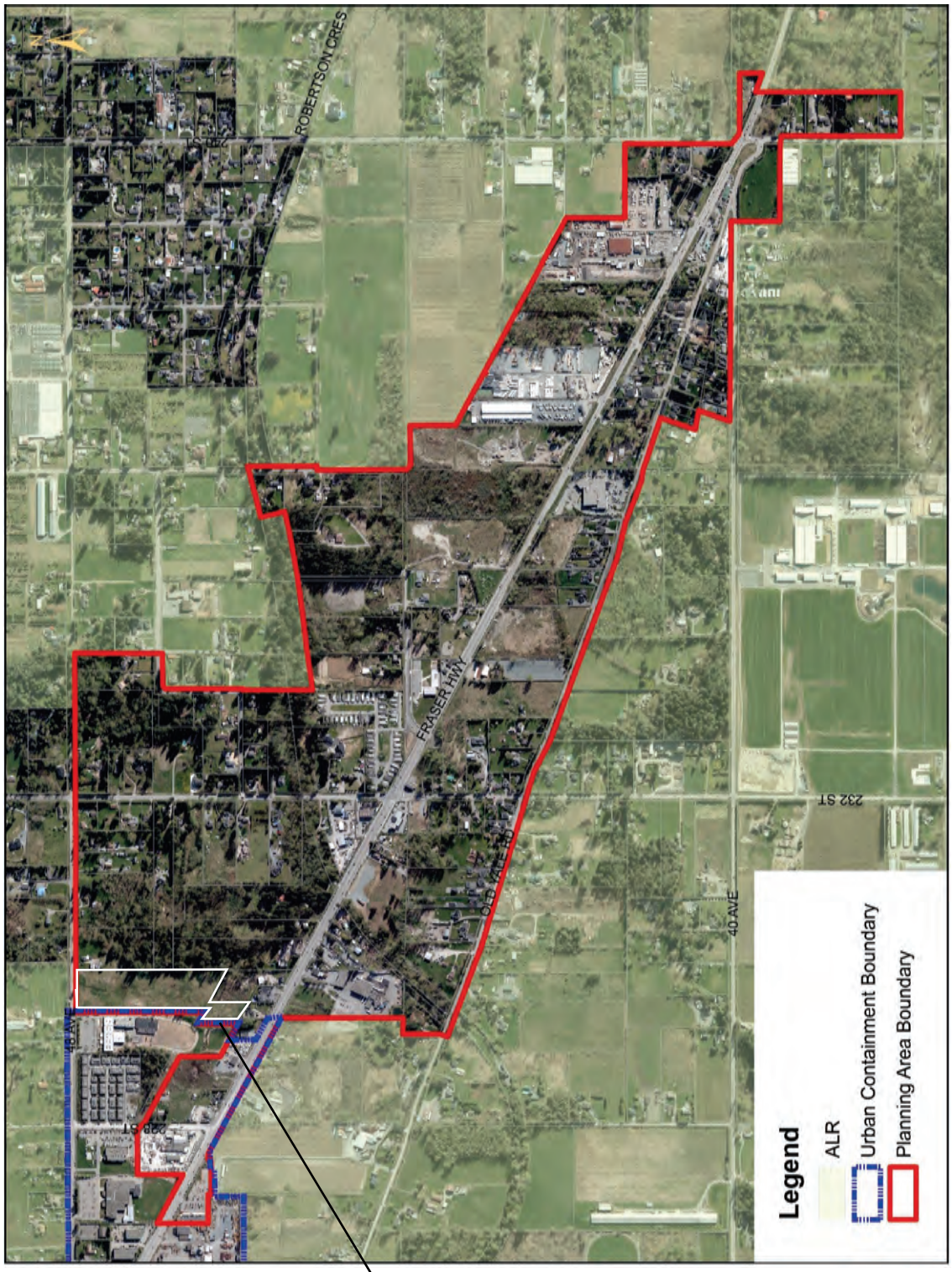

Map 1
Rural Plan
Land Use Concept
Agricultural/Countryside
Small Farms/Country Estates
Rural Residential
Regional Park
Salmon River Uplands
Urban Boundary
Agro - Service Centre
Rural Commercial Centre
University District
N
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave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



ZONING BYLAW NO. 2500

ATTACHMENT B

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



SUBJECT

ATTACHMENT C

OTG DEVELOPMENTS LTD.
LAND USE CONSULTING & DEVELOPMENT

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

October 4th, 2023

Our File No. 23-337

Lukas Wykpis | Project Director | Principal
Architectural Technologist AIBC

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

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

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

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

BACKGROUND

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

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

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

PROPERTY & NEIGHBOURHOOD DESCRIPTION

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

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

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

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

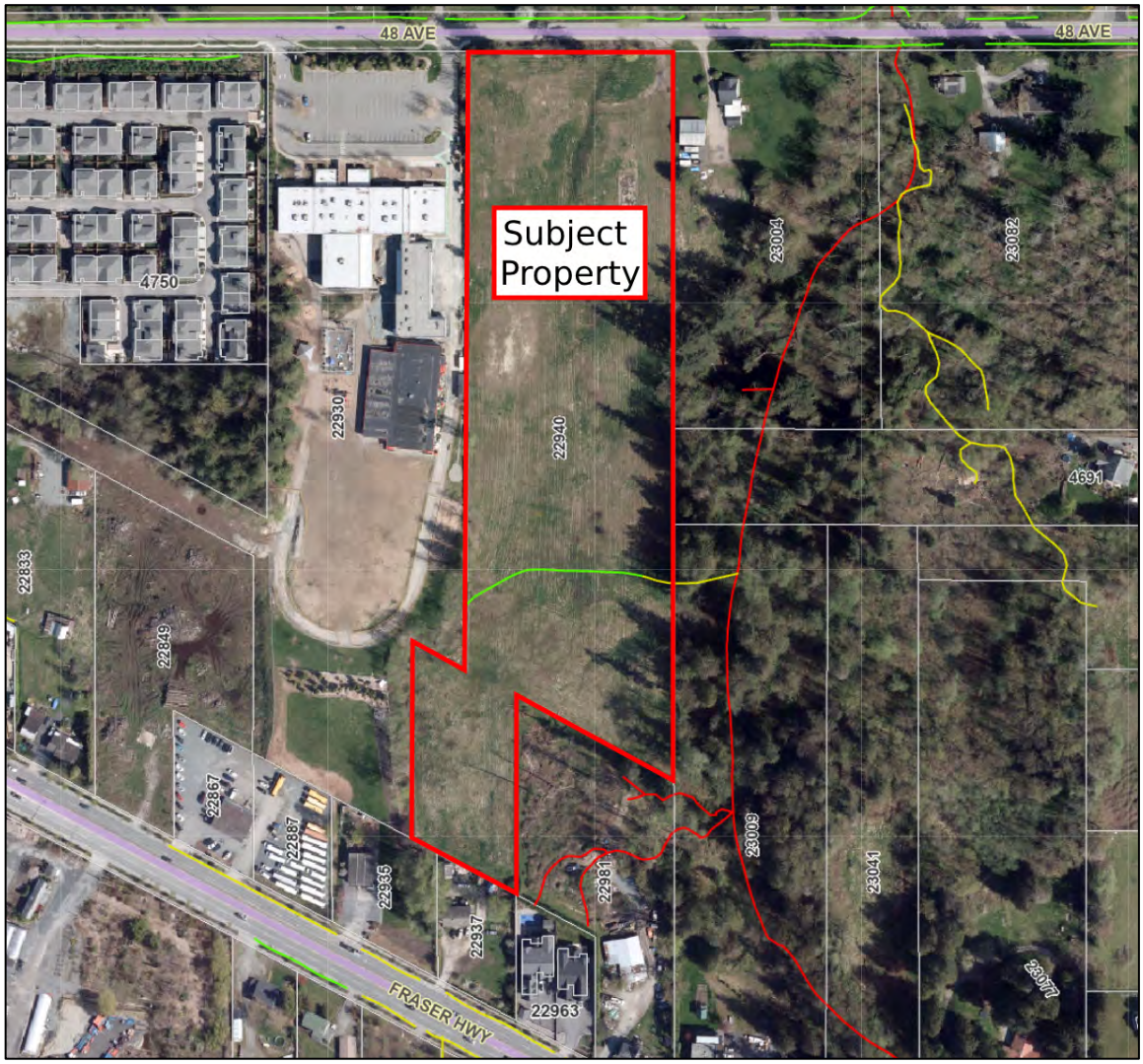


Figure 1: Aerial Map of Subject Property & Context

PROPOSAL

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

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

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

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

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

RATIONALE

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

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

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

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

Metro 2050 Regional Growth Strategy

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

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

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

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

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

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

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

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Should the proposed development be approved, the frontage of the Subject Property would be improved to municipal standards with a sidewalk, street-lighting, and boulevard widening to enhance the pedestrian experience and promote walkability in the area.

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

Official Community Plan

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

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

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

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

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

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

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

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

Rural Community Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Murrayville Community Plan

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

2.2 Planning Objectives

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

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

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

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

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

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

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

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

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

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

3.9 Institutional Policies

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

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

Conclusion

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

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

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

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

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

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

CLOSING

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

Best regards,



Isaac Keast
DEVELOPMENT PLANNER
OTG DEVELOPMENTS LTD.

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

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

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	MAY 26, 2025
FROM:	MUNICIPAL ADMINISTRATION DIVISION	**FILE NO:**	0810-30
SUBJECT:	WILLOUGHBY ELEMENTARY MOTION – FURTHER 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. Staff provided a memo to Council at it's meeting of April 28, 2025 advising of the need for an extension to May 26, 2025.

Township staff have met further with School District staff and discussed the items as directed by Council. At this time, staff are notifying Council that an extension is required regarding the progress update date to allow time for the School District to respond, and unless otherwise directed by Council, staff will prepare a progress report or a potential draft agreement for Council's consideration on or before June 23, 2025.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	MAY 26, 2025
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE NO:**	LSP00018
SUBJECT:	ACCESSIBILITY PLAN ENGAGEMENT UPDATE		

The purpose of this memorandum is to inform Mayor and Council of engagement events that will inform the preparation of a draft Accessibility Plan.

On June 17, 2021, the Accessible BC Act was passed by the Province of BC which introduces new accessibility requirements for local governments. Subsequently, the Township of Langley is required to establish an accessibility committee, an accessibility plan and a public feedback mechanism on accessibility.

The Accessibility Committee was established in the fall of 2024 and has provided input into the accessibility engagement plan. In May, a stakeholder workshop was held with participation from disability agencies in the Township and organizations from across the Lower Mainland. A public survey is scheduled to launch in late May, followed by pop-up engagement events throughout the Township in June. Community feedback and a draft Accessibility Plan will be presented to Council in the fall. Additionally, a public feedback mechanism designed in consideration of community responses will be implemented to support ongoing input on accessibility.

Pop-up dates, times and locations:

Date	Time	Location
• June 2	10:00am - 2:00pm	Senior's Fair
• June 11	1:00 - 3:00pm	Muriel Arnason Library
• June 12	5:00 - 7:00pm	W.C. Blair Community Centre
• June 13	2:00 - 4:00pm	Brookswood Library
• June 14	10:30am - 12:30pm	Willowbrook Shopping Centre
• June 18	10:30am - 12:30pm	salishan Place
• June 18	4:00 - 6:00pm	Walnut Grove Community Centre
• June 20	2:30 - 4:30pm	Aldergrove Community Centre

Engagement events, dates and times and updates will be available on the project website at www.tol.ca/accessibility.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	MAY 26, 2025
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE NO:**	10-31-0170
SUBJECT:	BELMONT SCHOOL OAK TREES		

On April 28, 2025, Herb Jamieson, representing the Reunion Townhomes Strata Council (21858 - 47B Avenue), appeared before Council to discuss the care and maintenance of the Belmont School Oak Trees in Murrayville.

Council passed the following motion in response:

> *"That the delegation from Herb Jamieson, Reunion Townhomes, be referred to staff for a report."*

Background:

In 2018, Lanstone Homes advanced development application (ToL Project No. 10-31-0170) to:

- amend the Murrayville Community Plan from "School" to "Multi Family One"
- enter into a Heritage Revitalization Agreement to relocate, restore, rehabilitate and protect the historic portion of the Murrayville Elementary School
- rezone 1.98 ha (4.9 ac) of land located at 21812 - 48 Avenue from Civic Institutional Zone P-1 to Comprehensive Development Zone CD-120
- issue a Heritage Alteration Permit to facilitate the development of 54 residential units (Attachment A: Report to Council (without attachments))

Final reading of the bylaws and issuance of the Heritage Alteration Permit was granted on April 1, 2019.

The 10 Belmont School Oak Trees were identified early in the application process for their heritage value. As part of the site design and tree management plan, the buildings were sited to support the long-term viability of the trees.

As shown on the attached tree survey (Attachment B), the 10 Belmont School Oak Trees are located on the Reunion Townhome lot and not the 48 Avenue road dedication.

Heritage Protection:

As part of the application, formal heritage protection was secured for the Belmont School Oak Trees in the form of:

- an amendment to the Murrayville Community Plan Amendment Bylaw 2018 No. 5351 to designate the Belmont School Oak Trees as scheduled heritage property within the Murrayville Heritage Conservation Area

- inclusion of the Belmont School Oak Trees in the Township's Community Heritage Register entry for the Belmont Superior School / Murrayville Elementary School as a character-defining element
- a restrictive covenant (Attachment C) requiring the protection, preservation and maintenance of the Belmont School Oak Trees in accordance with the long term maintenance plan

Maintenance:

As part of the development application, a restrictive covenant was registered on title defining a long-term maintenance plan for the Belmont School Oak Trees by the owners of the property. The purpose of this plan was to clearly outline the expectations for maintenance and eventual replacement of the Belmont School Oak Trees by the owners of the land. The restrictive covenant was registered on title as a condition of final reading (Attachment C).

Although currently available for buildings, Policy 07-161 Heritage Building Incentive Program does not currently provide for the Township's heritage maintenance cost-share funding to be allocated for landscape features.

ATTACHMENT A	Report to Council (without attachments)
ATTACHMENT B	Tree Survey
ATTACHMENT C	Restrictive Covenant registered on Title

Township of Langley
Est. 1873

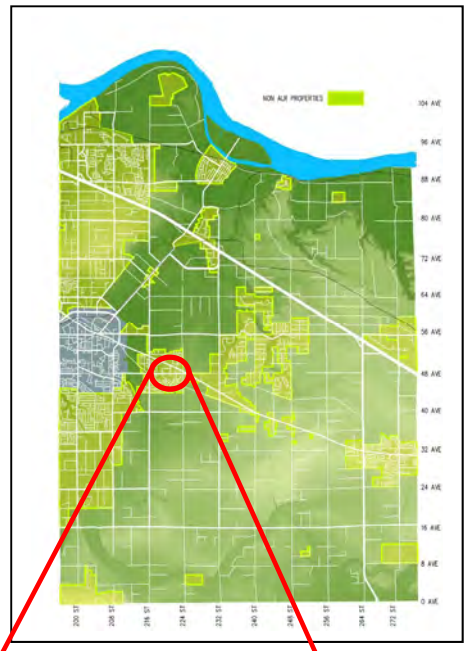
ATTACHMENT A

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 11, 2018 - REGULAR EVENING MEETING	**REPORT:**	18-76
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	10-31-0170
SUBJECT:	MURRAYVILLE COMMUNITY PLAN AMENDMENT AND REZONING APPLICATION NO. 100148 AND HERITAGE ALTERATION PERMIT APPLICATION NO. 100893 (LANSTONE HOMES (MURRAYVILLE) / 21812 – 48 AVENUE)		

PROPOSAL:

Application to amend the Murrayville Community Plan from "School" to "Multi Family One"; enter into a Heritage Revitalization Agreement to relocate, restore, rehabilitate and protect the historic portion of the Murrayville Elementary School; rezone 1.98 ha (4.9 ac) of land located at 21812 - 48 Avenue from Civic Institutional Zone P-1 to Comprehensive Development Zone CD-120; and to issue a Heritage Alteration Permit to facilitate the development of 54 residential units.





RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaws No. 5351, 5352 and 5353, subject to completion of nine (9) development prerequisites and issuance of Heritage Alteration Permit No. 100893, subject to five (5) conditions noting six (6) building permit conditions, and authorize staff to schedule the required Public Hearing.

RATIONALE:

The proposed Murrayville Community Plan Amendment, Heritage Revitalization Agreement, Rezoning, and Heritage Alteration Permit are consistent with the overall goals and objectives of the Murrayville Community Plan, and comply with the Murrayville Heritage Conservation Area policies and requirements as outlined in the Murrayville Community Plan. In addition, the applicant is proposing community amenities in support of the proposed use change.

RECOMMENDATIONS:

That Council give first and second reading to:

1. Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw No. 1988 No. 2661 Amendment (Lanstone Homes (Murrayville) Ltd.) Bylaw 2018 No. 5351 to change the designation of 1.98 hectares (4.90 acres) of land located at the 21812 – 48 Avenue from "School" to "Multi Family One" and to schedule the Murrayville Elementary School and Belmont School oak trees as protected heritage property within the Murrayville Heritage Conservation Area;
2. Heritage Revitalization Agreement Authorization (Murrayville Elementary School) Bylaw 2018 No. 5352 to relocate, restore and rehabilitate the historic portion of the Murrayville Elementary School located at 21812 - 48 Avenue for six residential units; and
3. Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Lanstone Homes (Murrayville) Ltd.) Bylaw 2018 No. 5353 to rezone the subject lands, from Civic Institutional Zone P-1 to Comprehensive Development Zone CD-120;

to facilitate a 54 unit residential development, subject to the following prerequisites being satisfied prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions, including onsite detention, in accordance with the Township's Subdivision and Development Servicing Bylaw, to the acceptance of the Township;
2. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw to the acceptance of the Township;
3. Provision of final off-site servicing landscape design drawings including street trees, sidewalk and pedestrian walkway materials and layout, fencing, signage, landscaping details and security to the acceptance of the Township;
4. Provision of a final tree management plan incorporating tree retention, tree replacement, tree protection details, and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), to the acceptance of the Township;
5. Registration of restrictive covenants acceptable to the Township:
    a. Defining a long term maintenance plan for retention of the Belmont School oak trees;
    b. Prohibiting access from the site to 48 Avenue except for emergency vehicles;
    c. Identifying the three (3) townhouse units required to be built with adaptable design features in accordance with Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan;
    d. Identifying the three (3) surface parking spaces assigned only to the Adaptable Housing Units;
    e. Prohibiting reliance on off-site parking;
    f. Prohibiting parking on internal strata roadways (other than in clearly identified parking spaces) and along the entrance driveway;
    g. Prohibiting garages from being developed for purposes other than the parking of vehicles, and prohibiting the development of secondary suites within individual units;
6. Registration of a statutory right of way securing public access over the pedestrian connections with maintenance the responsibility of the strata to the acceptance of the Township;

7. Security of access to the site via Denny Ross Park to the acceptance of the Township;
8. Provision of the following Community Amenity Contributions to the acceptance of the Township:
    a. Design and construction of a heritage interpretation plaza including signage, seating and resurfacing of Old Yale Lane;
    b. Security and construction of the public pedestrian connections across the site; and,
    c. Security for the design and construction of an approximately 30 stall parking lot for Denny Ross Memorial Park (design process to include a public consultation component), to the acceptance of the General Manager of Engineering and Community Development; and,
9. Payment of applicable supplemental Rezoning fees, Site Servicing Review fee, ISDC review fee, Development Works Agreement (DWA) and Latecomer charges, and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy;

That Council consider Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Murrayville Community Plan) Bylaw No. 1988 No. 2661 Amendment (Lanstone Homes (Murrayville) Ltd.) Bylaw 2018 No. 5351 consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste and Resource Management Plan, and with the consultation requirement of Official Community Plan Consultation Policy (07-160);

That Council authorize issuance of Heritage Alteration Permit No. 100893 at the time of final reading of Bylaws No. 5351, 5352 and 5353, subject to the following conditions:

a. Building plans being in compliance with Schedules "A" through "X" including demolition of those portions of the Murrayville Elementary school campus not included in Heritage Revitalization Agreement Bylaw No. 5352;
b. Landscape plans being in substantial compliance with Schedules "Y" through "AC" and in compliance with the Township's Street Tree and Boulevard Planting Policy and Age Friendly Amenity Area requirements, to the acceptance of the Township;
c. All signage being in compliance with Schedule "X", the Township's Sign Bylaw and the Murrayville Heritage Conservation Area Design Guidelines;
d. Rooftop and ground level mechanical and service equipment to be screened from view by compatible architectural and landscape treatments;
e. All refuse areas not contained within a double car garage to be located in an enclosure and screened to the acceptance of the Township in substantial compliance with Schedule "X";

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

a. Issuance of Demolition permits for those portions of the Murrayville Elementary School campus not included in the Heritage Revitalization Agreement Bylaw No. 5352.
b. Payment of supplemental Heritage Alteration Permit application fees, Murrayville Pedestrian Overpass Fee, Development Cost Charges, and Building Permit Administration Fees;
c. Landscaping and boulevard treatment being secured by letter of credit at the Building Permit stage;
d. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place;

e. Submission of a site specific on-site servicing and stormwater management plan, including onsite detention, in accordance with the Subdivision and Development Servicing Bylaw and an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township;
f. Registration of a restrictive covenant requiring onsite detention; and further

That Council authorize staff to schedule the required public hearing for the Community Plan Amendment, the Heritage Revitalization Agreement, and Rezoning Bylaws in conjunction with the hearing proposed for Heritage Alteration Permit No. 100893.

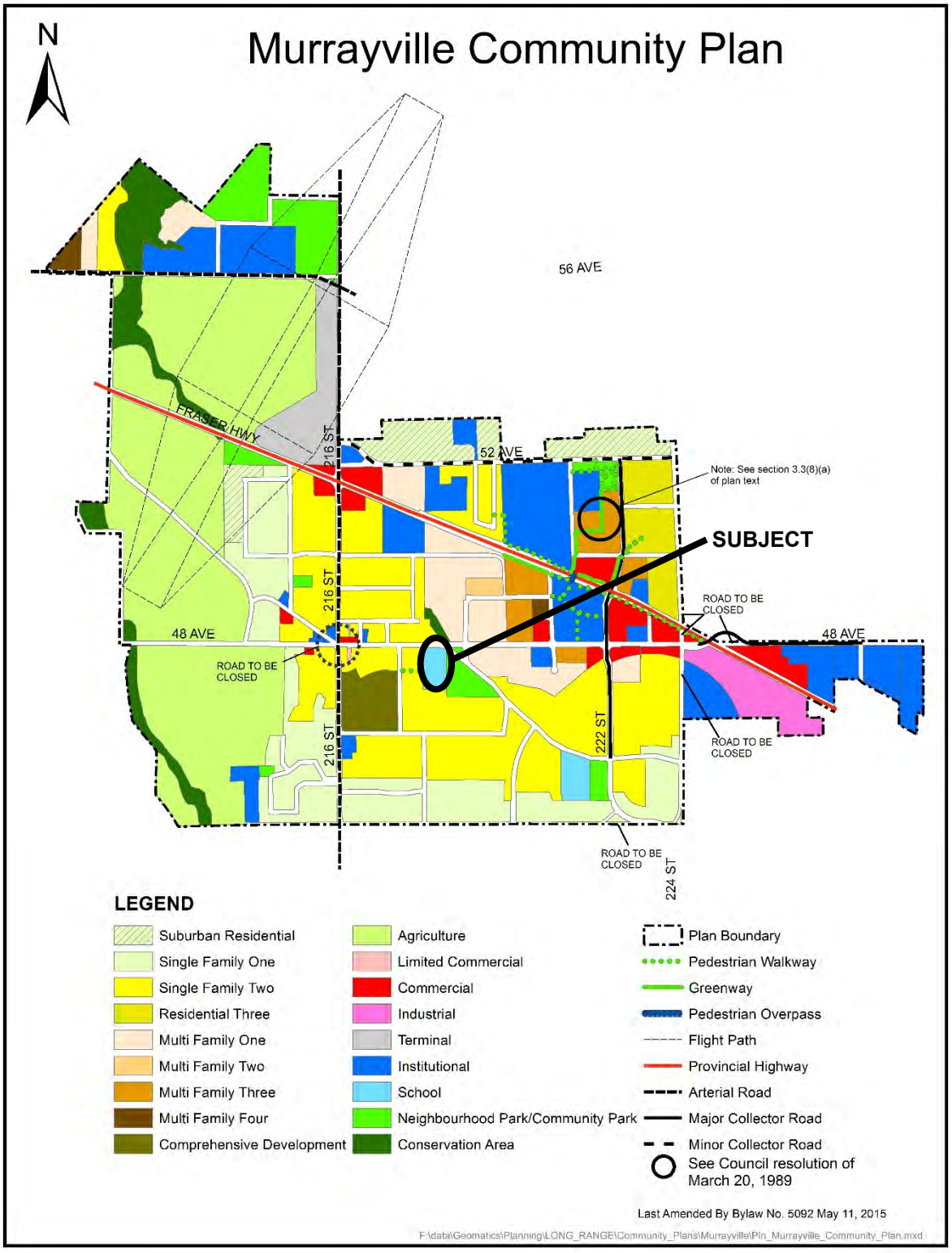
EXECUTIVE SUMMARY:

Lanstone Homes (Murrayville) Ltd. proposes to redevelop the 1.98 ha (4.90 ac) Murrayville Elementary School site at 21812 – 48 Avenue for multi-family residential use. The development proposal is comprised of 6 units in the historic portion of the Murrayville Elementary School to be retained and 48 townhouses on the remainder of the site.

The application includes amending the Murrayville Community Plan land use designation for the site from “School” to “Multi Family One” and to schedule the Murrayville Elementary School and Belmont School oak trees as protected heritage property within the Murrayville Heritage Conservation Area. An accompanying Heritage Revitalization Agreement provides for the on-site relocation, restoration, rehabilitation, continued protection, and use of the historic portion of the Murrayville Elementary School for residential use. The Rezoning bylaw proposes to rezone the lands from Civic Institutional Zone P-1 to Comprehensive Development Zone CD-120. A Heritage Alteration Permit for the site is being processed in conjunction with this application to provide Council the opportunity to review the form, character and siting of the proposed development located in the Murrayville Heritage Conservation Area. Staff recommend that the Murrayville Community Plan amendment, Heritage Revitalization Agreement, Rezoning and Heritage Alteration Permit applications be considered subject to the development prerequisites listed in this report being satisfied prior to Council’s consideration of final reading.

PURPOSE:

This report is to advise and make recommendations with respect to Murrayville Community Plan Amendment Bylaw 2018 No. 5351, Heritage Revitalization Agreement Bylaw 2018 No. 5352, Rezoning Bylaw 2018 No. 5353 and Heritage Alteration Permit No. 100893.


N
Murrayville Community Plan
56 AVE
FRASER HWY
216 ST
52 AVE
Note: See section 3.3(8)(a) of plan text
SUBJECT
ROAD TO BE CLOSED
48 AVE
48 AVE
ROAD TO BE CLOSED
216 ST
222 ST
ROAD TO BE CLOSED
216 ST
ROAD TO BE CLOSED
224 ST
LEGEND
Suburban Residential
Single Family One
Single Family Two
Residential Three
Multi Family One
Multi Family Two
Multi Family Three
Multi Family Four
Comprehensive Development
Agriculture
Limited Commercial
Commercial
Industrial
Terminal
Institutional
School
Neighbourhood Park/Community Park
Conservation Area
Plan Boundary
Pedestrian Walkway
Greenway
Pedestrian Overpass
Flight Path
Provincial Highway
Arterial Road
Major Collector Road
Minor Collector Road
See Council resolution of March 20, 1989
Last Amended By Bylaw No. 5092 May 11, 2015
F:\data\Geomatics\Planning\LONG_RANGE\Community_Plans\Murrayville\Pln_Murrayville_Community_Plan.mxd



ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT



RENDERING – SUBMITTED BY APPLICANT



48 AVENUE STREETSCAPE – SUBMITTED BY APPLICANT



VIEW OF THE EAST SIDE OF THE SITE FROM DENNY ROSS MEMORIAL PARK – SUBMITTED BY APPLICANT



VIEW OF THE WEST SIDE OF THE SITE – SUBMITTED BY THE APPLICANT

ADDITIONAL INFORMATION:

REFERENCE:

Owner:	Lanstone Homes (Murrayville) Ltd. PO Box 917 Stn. Fort Langley Langley, BC V1M 2S3
Agent:	Focus Architecture Inc. 109 – 1528 McCallum Road Abbotsford, BC V2S 8A3
Legal Description:	Parcel A Section 31 Township 10 New Westminster District Plan 88339
Location:	21812 – 48 Avenue
Area:	1.98 ha (4.90 ac)
Murrayville Community Plan: (existing)	School
Murrayville Community Plan: (proposed)	Multi Family One
Existing Zoning:	Civic Institutional Zone P-1
Proposed Zoning:	Comprehensive Development Zone CD-120

BACKGROUND/HISTORY:

The Murrayville Elementary School is a significant heritage resource that represents the expansion and settlement period of the Fraser Valley during the early part of the twentieth century. Initially built under the name of the Belmont Superior School, it is valued for its association with the development of Murrayville as one of the earliest communities in the Township of Langley, and as one of the early remaining historic structures in the area. It also demonstrates the growth of the Murrayville community and the rapid development of the local educational system at the beginning of the twentieth century.

The school began as a two-room schoolhouse built in 1911 that promptly expanded to four-rooms following an addition in 1913. Opened to serve all grade levels, the school was renamed Murrayville Elementary after high school classes were moved to a new location in 1922. Later additions were made to the school during the 1960s and 1970s, and again in 1992, and by the time it was decommissioned in 2004, the school had grown to nine classrooms, a gym, library, two kindergarten rooms, two special education rooms and a computer room.

Although the size and footprint of the school expanded considerably over the century that it served the Murrayville community, the original 1911-1913 schoolhouse, distinct in its form, massing and orientation to 48 Avenue, remained the principal face and identity of the school. Both the school and the visually prominent Belmont School oak trees planted along 48 Avenue after the school was constructed, and which add significant character to 48 Avenue today, were identified for their heritage value by the municipality in the Township's first heritage inventory published in 1993.

At the time the Murrayville Heritage Conservation Area was established by Council in 2010, the school's future was still under consideration. In 2016, the school lands were declared surplus to the Langley School District's requirements in the area, and offered for purchase through a Request for Expressions of Interest. Lanstone Homes (Murrayville) Ltd. was the successful applicant.

Two key objectives of the Murrayville Heritage Conservation Area are to promote preservation, restoration and rehabilitation of heritage buildings within the area boundaries, and accommodate infill development that is both consistent with existing heritage buildings and enhances the heritage character of the area. In accordance with these objectives, Lanstone Homes (Murrayville) Ltd. is proposing to amend the Murrayville Community Plan and rezone the site to allow for a residential development that conserves the historic schoolhouse and the Belmont School oak trees as a legacy to the historical development of the Murrayville community.

Further background on the history of Murrayville and a statement of significance for the school is provided in the Murrayville Elementary School Conservation Plan, attached as Schedule A1 to proposed Murrayville Elementary School Heritage Revitalization Agreement Authorization Bylaw 2018 No. 5352, included with this report.

DISCUSSION/ANALYSIS:

The subject site consists of a 1.98 ha (4.90 ac) lot located at 21812 – 48 Avenue in Murrayville. The site is currently occupied by the decommissioned Murrayville Elementary School buildings, which are vacant although periodically in use for filming and RCMP training purposes. South of the school buildings are a playing field and pedestrian connections to 217B Street and 218A Street.

Consistent with the Township's ongoing partnership with School District 35 regarding joint usage of elementary school and neighbourhood park sites, historically Denny Ross Memorial Park users have used the Murrayville Elementary School parking lot for parking. With redevelopment of the site, it is proposed that these parking stalls be accommodated directly on the parklands. Accordingly, a development prerequisite has been included to provide for the location, design and construction of an approximately 30-stall parking lot inclusive of a public consultation process to the acceptance of the Township.

The Murrayville Community Plan designates the site for "School" uses and includes the site in the Murrayville Heritage Conservation Area. There are two (2) features of heritage interest located on the site:

- the original Murrayville Elementary School Building, and
- the Belmont School oak trees.

The proposal accommodates both heritage features in the site design.

The site is currently zoned Civic Institutional Zone P-1. The proponent has applied to change the land use designation in the Murrayville Community Plan for the site from "School" to "Multi Family One" and to rezone the site from Civic Institutional Zone P-1 to Comprehensive Development Zone CD-120. The project includes a Heritage Revitalization Agreement for the relocation, restoration and adaptive reuse of the Murrayville Elementary School Building with associated amendments to the Murrayville Community Plan. A Heritage Alteration Permit is also included in the project. The proposal facilitates development of six (6) residential units in the historic school building and 48 townhouse units on the remainder of the site.

Surrounding land uses include:

North:	48 Avenue, beyond which are single family residential properties zoned Suburban Residential Zone SR-1 and designated Single Family Two in the Murrayville Community Plan. Northeast of the site is an established townhouse development (Waterford Ridge) containing 54 units, zoned Multiple Family Residential Zone RM-1 and designated Multi Family One in the Murrayville Community Plan.
East:	Denny Ross Memorial Park, consisting of a heritage precinct, play fields, a tot lot, trails and tennis courts. The heritage precinct includes two scheduled heritage properties: the Robert and Mary Harrower Residence and the Lamb/Stirling Residence. These properties are currently owned by the Township and managed by the Langley Heritage Society. Denny Ross Memorial Park is zoned Suburban Residential Zone SR-1 and designated Neighbourhood Park/Community Park in the Murrayville Community Plan.
South:	An established single family subdivision of approximately 650 m^2 (7,000 ft^2) sized lots zoned Residential Zone R-1D and designated Single Family Two in the Murrayville Community Plan.
West:	Two (2) properties with single family houses, 0.35 ha (0.88 ac) in size, zoned Suburban Residential Zone SR-1; two (2) properties with single-family houses, 650 m^2 (7,000 ft^2) and 2,322 m^2 (25,000 ft^2) in size, zoned Residential Zone R-1D; and single family residential properties fronting 47B Avenue, including the historic P.Y. Porter Residence, a scheduled heritage property, ranging in size from 465 m^2 (5,005 ft^2) to 760 m^2 (8180 ft^2), zoned Residential Zone R-1B. All properties west of the subject site are designated Single Family Two in the Murrayville Community Plan.

Murrayville Community Plan Amendment:

The subject site is currently designated “School” in the Murrayville Community Plan. Murrayville Community Plan Amendment Bylaw 2018 No. 5351 proposes to change the designation of the site to “Multi Family One”. The “Multi Family One” land use designation provides for a maximum permitted density of 44 units per hectare (18 units per acre). The density proposed is 27 units per hectare (11 units per acre) within the range permitted by the land use designation. The specific density proposed for the site is included in the amendment to the Murrayville Community Plan as a site-specific limitation. Rezoning Bylaw 2018 No. 5353 also limits the overall density on the subject site to the proposed 48 townhouse units plus six (6) residential units within the heritage building.

Consistent with the objectives for the Murrayville Heritage Conservation Area, Murrayville Community Plan Amendment Bylaw 2018 No. 5351 designates the historic portion of the Murrayville Elementary School (built in 1911-1913) and the Belmont School oak trees as scheduled heritage property within the Murrayville Heritage Conservation Area by adding these items to Appendix B “Scheduled Heritage Properties” and Map 4 of the Murrayville Community Plan.

The applicant has provided the following rationale (Attachment C) in support of the proposed amendment:

> *"The subject site is currently designated "School" in the Murrayville Community Plan, but has not operated as a school for many years. The Langley school district has no intention of re-constructing a school in this location, so the land use designation must change to accommodate re-development. The site is located adjacent to Denny Ross Memorial Park, which contains an existing playground and sports fields. Generally planning principles support higher densities on major roads (such as 48 Ave) and adjacent to community facilities (such as parks). Multi-Family One is the lowest density multi-family designation available within Murrayville with a maximum density of 18 upa. The proposed density on the site is 11 upa, well below the maximum permissible. The properties immediately east of the subject site on 48 Ave are also designated MF-1, so it is logical to extend this designation to the subject site.*
>
> *To address concerns about compatibility with the single family developments to the south and west, we have:*
> - *Proposed maximum two storey townhouses on the site*
> - *Limited building size to duplex only on the south and west interfaces with single family*
> - *Proposed alternating single storey and storey and a half units on the south and west. This results in less building height and greater privacy to existing residents than a single family development on the subject site would generate (where all units would be two storey).*
>
> *The current school site has a number of existing pathways to provide connectivity from surrounding neighbourhoods to the Denny Ross Park and 48 Ave. We are proposing to preserve these connections by:*
> - *Providing a north/south pedestrian connection from 218A street cul-de-sac north to 48 Ave*
> - *Providing an east/west connection from the future extension of Monahan Court to Denny Ross Park*
> - *Providing a north/south connection from 217B cul-de-sac to the east/west path to the park*

These paths will be 2m wide concrete walkways in a 4m landscaped corridor with a registered SRW for public pedestrian passage. The paths provide benefit to the community by providing alternate pedestrian means of accessing the park and 48 Ave.

> *A portion of the school parking lot has been informally used by residents as parking for Denny Ross park for several years. To offset this loss of parking, the developer is proposing to fund the construction of a new parking lot containing approximately 30 cars. The location and final design of the parking lot is currently under review by the Township of Langley staff. Additional public parking in this area will provide benefit to the community.*

The proposal retains two significant community resources, the historic Murrayville Elementary School, and a series of heritage oak trees on 48 Avenue in front of the school. The school will be re-located to a more prominent location on the site in the northeast corner (adjacent to a small precinct of heritage homes), and will be re-purposed to accommodate six residential units. The development will include the construction of a "heritage plaza" at 48 Ave and Old Yale. This will replace the unsightly concrete barriers that are currently in this location, providing a more pleasant pedestrian experience, and provide an interpretive opportunity for the community to learn about the heritage buildings on this corner. The retention of the school and heritage oaks are significant community resources that provide benefit to the community.

The development proposal includes the following amenities as components of the contribution to the local community in support of the change of use from institutional to residential:

- Retention and adaptive reuse of the Murrayville Elementary School as six (6) residential units;
- Retention of the Belmont School oak trees;
- Provision of an interpretive heritage plaza at the northeast corner of the site at the intersection of 48 Avenue and Old Yale Lane with seating and signage that addresses the history of the area, and includes the resurfacing of Old Yale Lane;
- Provision of an approximately 30 stall parking lot for Denny Ross Park; and
- Provision of public pedestrian connections across the site in excess of the pedestrian connections required in the Murrayville Community Plan.

Official Community Plan Consultation Policy:

In accordance with the Official Community Plan Consultation Policy (07-160), the Langley School District was consulted during the early stages and throughout the Official Community Plan (OCP) amendment application process. The School District did not express any concerns regarding the proposed amendments (Attachment D). Staff recommends that Council consider the consultation complete consistent with the requirements of the Official Community Plan Consultation Policy (07-160).

The Council Official Community Plan Consultation Policy also requires Council to consider the OCP amendment in conjunction with the financial plan and any applicable waste management plan. Staff recommend that Council consider the proposed OCP amendment consistent with the Township's financial plans (both operating and capital) and Metro Vancouver's waste Management Plans as the plans anticipate development in the Murrayville Community Plan.

In accordance with the Developer Held Public Information Meeting (PIM) Policy, the applicant held a PIM on November 22, 2017 from noon to 8:00 pm at the Murrayville School building. According to the applicant's summary of the PIM, 223 people signed in at the PIM, 34 people provided written comments to the developer at the PIM and 36 comment forms were received following the PIM. The applicant's summary of the PIM is included as Attachment E to this report. A key comment raised at the PIM related to the provision of a parking lot for Denny Ross Park, which is addressed as a condition of the application to be satisfied prior to final reading.

Heritage Revitalization Agreement:

Heritage Revitalization Agreement Authorization Bylaw 2018 No. 5352 authorizes the Township of Langley to enter into a Heritage Revitalization Agreement with Lanstone Homes (Murrayville) Ltd. for the Murrayville Elementary School located at 21812 - 48 Avenue, to relocate, restore, and rehabilitate the historic schoolhouse for residential purposes. The Heritage Revitalization Agreement outlines the duties and obligations of the parties to the agreement with respect to the revitalization of the heritage building, and stipulates the nature and extent of the work to be undertaken. It addresses the timing for the building's relocation and completion, its protection during construction, the process for making future changes, the ongoing maintenance of the building post-construction and the building's change of use.

The Murrayville Elementary School Conservation Plan prepared by Donald Luxton & Associates Inc. submitted by the applicant, and attached to the agreement as Schedule A1, is based on Parks Canada's *Standards & Guidelines for the Conservation of Historic Places in Canada*, and lays out the conservation guidelines and recommendations for the school's physical conversion.

The two and one-half storey wood-frame schoolhouse, comprised of two linked rectangular buildings with parallel side-gabled roofs, is proposed to be relocated to the northeast corner of the subject site a short distance from its current location. Once relocated, the building will be renovated to provide for a total of six (6) residential units. The two (2) lower floor units are proposed to contain two (2) bedrooms each and the four (4) two (2) storey units on the main and upper levels are proposed to contain three (3) bedrooms each. Proposed changes to the building include the addition of two shed dormers on each of the north and south sides of the roof following the strict symmetry of the schoolhouse to provide light into the upper level units. Limited glazing is also proposed at each gable end to provide light into the second level bedrooms, but no porches are proposed on this level in order to better retain the existing roof's profile.

Changes that have been made to the schoolhouse over the years that will be reversed as part of the school's rehabilitation include the re-opening and restoration of the hip-roofed front verandah and the restoration of the original tall-banked wood window assemblies that were later replaced by aluminum windows. The front porch balustrades, which were originally two feet in height, will also be replicated and supplemented with a pipe rail or glazing to achieve building code compliance. Exterior wood cladding, consisting of horizontal drop siding, shingle gable ends and dimensional wood trim, will be retained, restored and painted consistent with the proposed exterior colour palette based on historic precedent.

The school's historical elevation on a basement approximate to grade, provides for a discreet adaptation at the rear of the building for partially in ground structured resident parking. Large private outdoor patio areas are also provided for each unit at the lower and main levels at the front and rear of the building for resident use.

The Conservation Plan and architectural plans submitted by the applicant, which includes a re-location plan, site plan, building plans and details, exterior colour schedule and a landscape plan are attached to the agreement as Schedules A2 – A18, and provide a more detailed description of the building's revitalization. As described in these schedules, only minor changes to the exterior are proposed in order to retain the authenticity of the heritage structure, while allowing for its improved functionality as a residential building. Schedules A2 – A18 additionally act as drawings of record in assessing and managing future changes the building.

The Heritage Revitalization Agreement also provides direction for the long-term protection of the Murrayville Elementary School and the ten (10) Belmont School oak trees flanking 48 Avenue through their inclusion as scheduled property under the Murrayville Heritage Conservation Area. These designations are realized through proposed Murrayville Community Plan Amendment Bylaw 2018 No. 5351. The Heritage Revitalization Agreement additionally provides authorization to add the Murrayville Elementary School and the Belmont School oak trees to the Township's Community Heritage Register.

To ensure that future owners are aware of the Heritage Revitalization Agreement, after a bylaw is approved by Council, a notice is registered on the title of the land at the Land Title Office showing the area of the site to which the bylaw applies.

Heritage Alteration Permit:

The subject property is located in the Murrayville Heritage Conservation Area, which provides Council the opportunity to review the form, character and siting of new infill development within the area. The guidelines for new construction in the conservation area outlined in the Murrayville Community Plan, seek to preserve and enhance the historic character of the buildings and elements that comprise historic Murrayville. Accordingly, new construction should be compatible with the existing streetscape and surrounding buildings in form, scale, and character following the recommendations outlined in the Murrayville Heritage Conservation Area Design Guidelines (Attachment B).

Heritage Alteration Permit No. 100893 facilitates the construction of 48 townhouse units as per the site plan and building elevations shown in Attachment A. The historic portion of the Murrayville Elementary School proposed for retention as six (6) residential units is addressed in the Heritage Revitalization Agreement described earlier in this report.

The Heritage Alteration Permit also provides permission to permanently remove the later additions made to the school that are not being retained as part of Heritage Revitalization Agreement Bylaw No. 5352.

The proposed development combines the rehabilitation and restoration of the one and one-half (1.5) storey schoolhouse with low-density townhouses comprised of one (1), one and one-half (1.5) and two (2) storey duplexes and fourplexes. The proposed scale and configuration of the proposed infill is compatible with retaining the school building as the dominant feature on the site, while achieving a respectful transition to adjacent existing residences. One (1) and one and one-half (1.5) storey townhouses define the perimeter of the site adjacent to single family areas to the west and south, and Denny Ross Park to the east.

To reflect the 7.5m rear yard setback permitted in the adjacent Residential R-1B and R-1D, and Suburban Residential SR-1 zoning, 7.5m rear yard setbacks to the main part of the building and five (5) metres to the covered patios are provided between the proposed townhouses and the property line to the west and south. Two (2) storey duplexes and fourplexes are located primarily in the middle of the site.

Both the two (2) storey townhomes and the school fronting 48 Avenue have been sited south of the drip line of the historic oak tree trunks to reduce the impact on the heritage trees. In addition, the pedestrian connections to 48 Avenue are combined and the landscape design modified to ensure the ongoing survival of the heritage trees. As shown in the landscape plans included in the

Heritage Alteration Permit, decorative fencing is proposed to assist in defining public and private space on and adjacent to the site, providing privacy between the townhomes, and in delineating backyards. Trellises are used in combination with projecting roofs and entrance bollards to identify the front doors for the individual townhouse units.

According to the architect's design rationale:

> *"…Aside from the school rehabilitation referenced above, Sections 1.3.4, 1.4, and Section 2 of the Guidelines apply and have been adhered to. Per Section 1.3.4, the design of the townhouse units "attempt to blend harmoniously with the historic elements of the area" but without directly copying the school building or competing with its significance. The townhouse units utilize simple massing, pitched gable roofs, predominantly double-hung windows, simple materials (primarily horizontal cement board siding with shingle and board and batten accents where appropriate. Colours have been selected to complement the school building, but not to distract from it. Additionally, the building forms, details, and colours will blend harmoniously with surrounding single family development. On 48 Avenue, each duplex building has been designed with vertical articulation to appear like two single family houses.*

Overall, the project provides varied options for residential living. All of the townhouse units are proposed with master bedroom suites on the ground floor. The proposed units range in size from two (2) to four (4) bedrooms as summarized below:

	Number of Units	Size of Units
Two (2) bedroom and two (2) bedroom plus den	10	124 m^2 – 220 m^2 (1,329 ft^2 – 2,371 ft^2)
Three (3) bedroom and three (3) bedroom plus den	4	183 m^2 – 191 m^2 (1,964 ft^2 – 2,053 ft^2)
Four (4) bedroom and four (4) bedroom plus den	40	237 m^2 – 278 m^2 (2,551 ft^2 – 2,908 ft^2)
Total	54	

The form and character of the townhomes seek an integrated appearance with the historic school without replicating its appearance. This is achieved through their overall scale, massing and use of cross-gabled and hipped rooflines at similar pitches to the school, window profiles, and exterior wood and wood replicate claddings reflective of both the school and area as a whole. The colour palette for the townhouses was also selected to compliment, but not repeat the colour palette for the school. The colour and material palette varies across the site to provide individual identity for buildings within the development.

Heritage Review:

The Heritage Advisory Committee endorsed the final draft of the statement of significance and proposed conservation plan for the Murrayville Elementary School building on November 2, 2017. On November 14, 2017, the Murrayville Heritage Review Panel met to provide comment on the overall development. The panel expressed support for the school's retention and integration within the proposed residential development, the proposed long-term protection for the Murrayville Elementary School and Belmont School oak trees, and the form and character of the residential infill as being compatible with the design guidelines for the area. On December 6, 2017, the Heritage Advisory Committee supported the comments of the panel for this project.

Proposed Zoning:

The subject site is currently zoned Civic Institutional Zone P-1. Bylaw 2018 No. 5351 proposes to create a site-specific Comprehensive Development CD-120 zone to accommodate the proposed development. The proposed CD-120 zone will permit the townhouses and residential units in the heritage building on the site to be rezoned. The proposed development complies with the provisions of the site's proposed CD-120 zoning with respect to siting, site coverage, parking, height, use and density.

Adaptable Housing:

In accordance with Section 3.1.9 and Schedule 2 of the Township of Langley Official Community Plan, a minimum of 5% (3 units) of the proposed residential units are required to be provided with adaptable design features. The applicant is proposing to provide three (3) townhouse units with adaptable design features as per Schedule 2 of the Township of Langley Official Community Plan. The adaptable design features require the provision of a wider parking stall (3.7m) per adaptable housing unit. In this case, the proposed adaptable units are provided two parking spaces in a double car garage and one outside surface parking space allowing for the future conversion of the double car garage to an adaptable parking space. The adaptable units, and associated surface parking, will be secured by restrictive covenant prior to final reading of the rezoning bylaw.

Access and Parking:

The subject site fronts 48 Avenue near the crest of the hill. Consequently, and for safety reasons, access to the site is proposed via the existing driveway from Old Yale Road consistent with historic access to the site. When the site was a joint neighbourhood park and elementary school site, this access served as the exit from the school site; however, it was never formally secured. Accordingly, a condition of the rezoning includes security of access to the subject site over the proposed driveway to the acceptance of the Township. An emergency access is provided to 48 Avenue. As a condition of the application, the applicant is required to register a restrictive covenant prohibiting parking on the internal roadways other than in those areas clearly identified as parking spaces, in addition to prohibiting garages in the townhouse units from being developed for purposes other than the parking of vehicles. In addition, restrictive covenants prohibiting access to the site from 48 Avenue, and prohibiting reliance on street parking are required.

The Township's Zoning Bylaw requires a total of 119 parking spaces for the development (including visitor parking). The proposal includes 130 parking spaces for the development in excess of Zoning Bylaw requirements. Staff notes that the applicant has also increased the size of the garages over the minimum size required in the Zoning Bylaw to accommodate garbage, recycling and green waste bins.

	Parking Spaces Required	**Parking Spaces Provided**
Heritage Building Resident Parking Spaces	12	12
Townhouse Resident Parking Spaces	96	99 (96 of which are in double car garages and 3 of which are surface parking spaces assigned to the adaptable units)
Visitor Parking Spaces	11	19
Total	**119**	**130**

Landscaping:

The landscape design (Attachment A - Schedules Y - AC) proposes extensive plantings of evergreen and deciduous trees, shrubs and groundcovers throughout the site to enhance the development and provide separation between public and private space.

As indicated in the Murrayville Community Plan, a pedestrian walkway is required connecting Denny Ross Memorial Park across the subject site to 217A Street. To maintain the existing pedestrian connections through the subject site, the proposal includes a north-south pedestrian connection from the north end of 217B Street to an east-west connection from Denny Ross Park. The east/west connection is designed to allow for future extension of the pedestrian connection to 217A Street. A pedestrian connection running north/south along the eastern edge of the property adjacent to the school will afford pedestrians closer views of the historic school and the neighbouring heritage buildings in Denny Ross Park and culminates on the proposed interpretive plaza that will address the history of the school and historic residences in the park. The public entrances to the site are marked with a light post consistent with the entry signage proposed for the development.

Rezoning prerequisites include designing and constructing the 2.0 metre wide pedestrian connections and registration of public access rights of way over the pedestrian connections. The maintenance of the pedestrian connections is the responsibility of the strata. An additional prerequisite is the design and construction of the heritage interpretative plaza at the northeast corner of the site as proposed by the applicant.

Age Friendly Amenity Area:

The Township's Zoning Bylaw requires provision of 432 m^2 (4,650 ft^2) of Age Friendly Amenity Area (AFAA) for the development. The landscape architect has incorporated active and passive amenity areas into the landscape plans in a central amenity area just south of the ultimate location of the Murrayville Elementary School. The applicant proposes a total of 509 m^2 (5,479 ft^2) of AFAA, exceeding the Zoning Bylaw requirements. Prior to final reading, the proponent is required to complete and secure a detailed AFAA design to the acceptance of the Township.

Tree Protection/ Replacement:

The Integrated Site Design Concept (ISDC) submitted by the applicant indicates that 48 significant trees exist on the subject site including the ten (10) historic Belmont School oak trees. The site design south of the Belmont School oak trees includes siting the proposed buildings outside of the drip line for the trees and providing modified standards for the pedestrian connections and landscaping to ensure the viability of all ten (10) of these trees as part of the site. Additionally, the applicant is retaining one (1) mature Maple tree in the centre of the site and approximately sixteen (16) trees that straddle the boundary of the site with adjacent lots to the west, south and east. As part of the Tree Management Plan, the applicant is required to develop a strategy for limiting disturbance to these trees, including site specific fencing and planting solutions. In total, the applicant proposes to remove twenty-one (21) of the trees located on the subject site. In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection), a total of 106 replacement trees are required to be planted on the site. The applicant is proposing to plant 132 trees on the site.

Final tree retention, protection, and replacement plans are subject to the final acceptance of the Township prior to final reading. In addition, the applicant is also required to develop a long-term maintenance plan for the Belmont School oak trees for registration as a restrictive covenant. The purpose of this plan will be to clearly outline the expectations for maintenance and eventual replacement of the Belmont School oak trees. This requirement has been included in the list of development prerequisites to be completed prior to final reading of the rezoning bylaw.

Servicing:

Prior to final reading of the proposed rezoning bylaw, the applicant is required to enter into a Servicing Agreement to secure works and services including construction of road works, pedestrian walkways, tree replacement, stormwater management plan, including on site detention, and utility upgrades and/or extensions to the acceptance of the Township. The applicant will also be required to provide erosion and sediment control measures in accordance with the Erosion and Sediment Control Bylaw to the acceptance of the Township.

School Sites:

The subject site is located within the catchment area for James Hill Elementary School (located approximately 650 metres to the east along Old Yale Road), HD Stafford Middle School (located approximately 2.7 kilometres to the west on 48 Avenue) and Langley Secondary School (located approximately 2.5 kilometres to the northwest). School District No. 35 has provided comments (Attachment D) and anticipates that the site would generate seventeen (17) new students for James Hill Elementary School, seven (7) new students for HD Stafford Middle School, and six (6) new students for Langley Secondary School. Each of the schools noted have sufficient capacity to accommodate the new students generated by the proposal.

Parks:

The nearest neighbourhood parks are Denny Ross Memorial Park (immediately east of the subject site), James Hill Elementary School Park (located approximately 650 metres to the east along Old Yale Road) and Murrayville Outdoor Activity Park (located approximately 650 metres to the east along 48 Avenue. Other parks located in the area are, Arthur Rose (52 Avenue and 223 Street), the Langley Fundamental Elementary School park (50 Avenue and 217B Street) and Porter Park (located at approximately 215 Street and Old Yale Road).

Environmental:

The Township's Sustainability Charter includes environmental objectives to protect and enhance rivers, streams, wildlife habitats and environmentally sensitive areas in the Township. These environmental objectives are supported by policy and guidance outlined in the Township's Environmentally Sensitive Areas Study, Wildlife Habitat Conservation Strategy, Schedule 3 of the Township's Official Community Plan, Erosion and Sediment Control Bylaw, and Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) which promote sound environmental management practices and outline Township environmental performance expectations. The provision of stormwater management and sediment control measures and compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) satisfies the objectives of the Sustainability Charter. There are no watercourses on the subject site.

Transit:

Currently, transit service is provided via Community Shuttle along Old Yale Road east of the subject site.

POLICY CONSIDERATIONS:

The proposed Murrayville Community Plan amendment to change the designation of the site from "School" to "Multi Family One" in conjunction with the proposed Heritage Revitalization Agreement to ensure the long term protection of Murrayville Elementary School and the Belmont School oak trees, and rezoning to Comprehensive Development Zone CD-120 provides for development of a 54 unit residential development comprised of six (6) residential units in the historic structure and forty-eight (48) townhouses on the remainder of the site.

The proposed Heritage Revitalization Agreement complies with the goals of the Township's Sustainability Charter, the objectives of the Official Community Plan and the Murrayville Community Plan, and is wholly consistent with the Township's strategic goal of promoting heritage conservation as a sustainable activity identified in the Township's Heritage Strategy.

In addition, staff is supportive of the development proposal in consideration of the effort made by the applicant to design a site sympathetic to the existing single-family residences to the south and west with regards to proposed building height and setbacks. The applicant's overall community benefit package builds on the heritage resources, pedestrian connections and park facilities in the immediate area of the site.

In staff's opinion, accompanying Heritage Alteration Permit No. 100893 complies with the Heritage Alteration Permit Area "A" Guidelines in the Murrayville Community Plan. Accordingly, staff recommend that Council give first and second reading to Bylaws No. 5351, 5352 and 5353 (subject to nine (9) development prerequisites), authorize issuance of the accompanying Heritage Alteration Permit No. 100893 (to be issued at time of final reading of Bylaw No. 5352), and authorize staff to schedule the required public hearing.

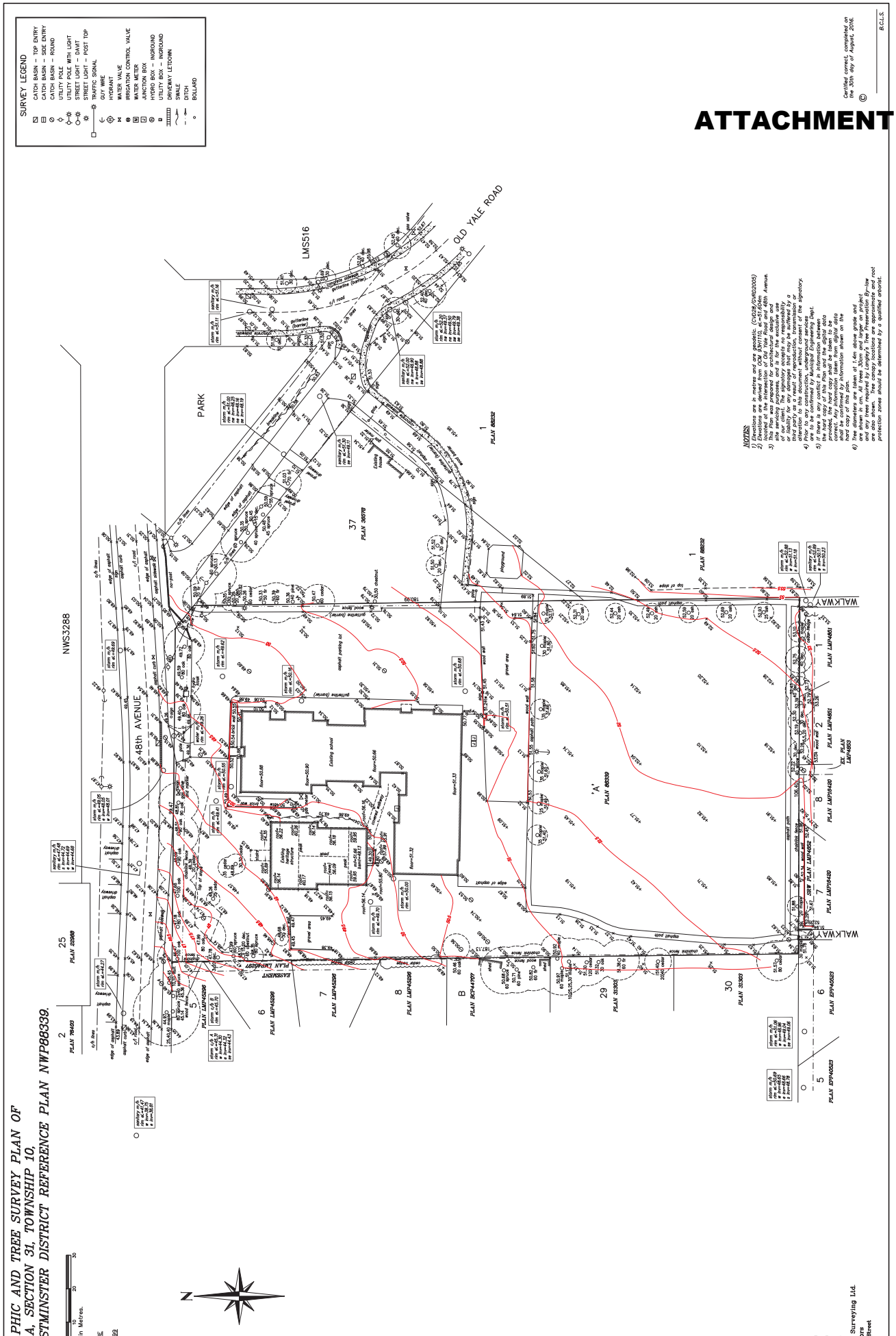
Respectfully submitted,

Teresa Hanson
SENIOR DEVELOPMENT PLANNER
for
COMMMUNITY DEVELOPMENT DIVISION

Elaine Horricks
HERITAGE PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Heritage Alteration Permit No. 100893 and Schedules 'A' to 'AC'
ATTACHMENT B	Murrayville Community Plan – Appendix A Murrayville Heritage Conservation Area Design Guidelines
ATTACHMENT C	Planning and Design Rationale Provided by Applicant
ATTACHMENT D	School District Comments
ATTACHMENT E	Public Information Meeting Summary Provided by Applicant

ATTACHMENT B



NEW WESTMINSTER LAND TITLE OFFICE

LAND TITLE ACT
FORM C (Section 233) CHARGE
GENERAL INSTRUMENT - PART 1 Province of British Columbia

Apr-30-2019 08:04:59.003

CA7470993 CA7470994

1552494494 PAGE 1 OF 19 PAGES

M.3

Your electronic signature is a representation that you are a subscriber as defined by the Land Title Act, RSBC 1996 c.250, and that you have applied your electronic signature in accordance with Section 168.3, and a true copy, or a copy of that true copy, is in your possession.

Gregory Peter van Popta 56DPUD

Digitally signed by Gregory Peter van Popta 56DPUD
Date: 2019.04.30 07:54:17 -07'00'

ATTACHMENT C

1. APPLICATION: (Name, address, phone number of applicant, applicant's solicitor or agent)

McQuarrie Hunter LLP, Barristers and Solicitors
15th Floor, Central City Tower
Suite 1500, 13450 102nd Ave.
Surrey BC V3T 5X3

Telephone: 604-581-7001
LTO Client Number: 11318
File Number: 170059/ma TOL Project: 10-31-0170
Document: *4.1 RC [Long-term maintenance plan – Belmont School Oak Trees]

Document Fees: $148.32

Deduct LTSA Fees? Yes ☑

2. PARCEL IDENTIFIER AND LEGAL DESCRIPTION OF LAND:

[PID] [LEGAL DESCRIPTION]

017-221-099 **PARCEL A SECTION 31 TOWNSHIP 10 NEW WESTMINSTER DISTRICT REFERENCE PLAN NWP88339**

STC? YES ☐

3. NATURE OF INTEREST CHARGE NO. ADDITIONAL INFORMATION

SEE SCHEDULE

4. TERMS: Part 2 of this instrument consists of (select one only)

(a) ☐ Filed Standard Charge Terms D.F. No. (b) ☑ Express Charge Terms Annexed as Part 2

A selection of (a) includes any additional or modified terms referred to in Item 7 or in a schedule annexed to this instrument.

5. TRANSFEROR(S):

LANSTONE HOMES (MURRAYVILLE) LTD., INC.NO. BC1095999
THE TORONTO-DOMINION BANK

6. TRANSFEREE(S): (including postal address(es) and postal code(s))

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

20338 – 65TH AVENUE
LANGLEY BRITISH COLUMBIA
V2Y 3J1 CANADA

Incorporation No
n/a

7. ADDITIONAL OR MODIFIED TERMS:

n/a

8. EXECUTION(S): This instrument creates, assigns, modifies, enlarges, discharges or governs the priority of the interest(s) described in Item 3 and the Transferor(s) and every other signatory agree to be bound by this instrument, and acknowledge(s) receipt of a true copy of the filed standard charge terms, if any.

Officer Signature(s)

Gregory P. van Popta
Barrister & Solicitor
15th Floor, Central City Tower
Suite 1500, 13450 102nd Ave.
Surrey, BC V3T 5X3
604-581-7001

Execution Date		
Y	M	D
19	03	19

Transferor(s) Signature(s)

LANSTONE HOMES (MURRAYVILLE) LTD. by its authorized signatory:

Lanson Foster

OFFICER CERTIFICATION:

Your signature constitutes a representation that you are a solicitor, notary public or other person authorized by the *Evidence Act*, R.S.B.C. 1996, c. 124, to take affidavits for use in British Columbia and certifies the matters set out in Part 5 of the *Land Title Act* as they pertain to the execution of this instrument.

Officer Signature(s)	Execution Date Y	M	D	Transferor / Borrower / Party Signature(s)
GORDON A. LOVE Barrister & Solicitor Farris, Vaughan, Wills & Murphy LLP 2500 - 700 West Georgia Street Vancouver, BC V7Y 1B3 604-684-9151	19	03	14	THE TORONTO-DOMINION BANK by its authorized signatory(ies): Bumin Bong Manager, Real Estate TD Pacific Real Estate Group
LAURA KENNELLY-MOHR Commissioner for Taking Affidavits in British Columbia Township of Langley 20338 - 65 Avenue Langley, BC V2Y 3J1 Expiry Date: April 30, 2021	19	03	25	THE CORPORATION OF THE TOWNSHIP OF LANGLEY by its authorized signatory(ies): WENDY BAUER Township Clerk

OFFICER CERTIFICATION:
Your signature constitutes a representation that you are a solicitor, notary public or other person authorized by the *Evidence Act*, R.S.B.C. 1996, c. 124, to take affidavits for use in British Columbia and certifies the matters set out in Part 5 of the *Land Title Act* as they pertain to the execution of this instrument.

NATURE OF INTEREST	CHARGE NO.	ADDITIONAL INFORMATION
Covenant		

NATURE OF INTEREST	CHARGE NO.	ADDITIONAL INFORMATION
Priority Agreement		Page 19

NATURE OF INTEREST	CHARGE NO.	ADDITIONAL INFORMATION

NATURE OF INTEREST	CHARGE NO.	ADDITIONAL INFORMATION

NATURE OF INTEREST	CHARGE NO.	ADDITIONAL INFORMATION

NATURE OF INTEREST	CHARGE NO.	ADDITIONAL INFORMATION

TERMS OF INSTRUMENT - PART II

COVENANT - SECTION 219 OF THE *LAND TITLE ACT*

BETWEEN:

LANSTONE HOMES (MURRAYVILLE) LTD., INC.NO. BC1095999
PO Box 917 Stn Fort, Langley, BC V1M 2S3

(the "Covenantor")

OF THE FIRST PART

AND:

THE CORPORATION OF THE TOWNSHIP OF LANGLEY,
20338 – 65th Avenue, Langley, BC V2Y 3J1

(the "Municipality")

OF THE SECOND PART

WHEREAS:

A. The Covenantor is the registered owner of ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the Municipality of Langley, in the Province of British Columbia, and more particularly known and described as follows:

Parcel Identifier: 017-221-099

PARCEL A SECTION 31 TOWNSHIP 10 NEW WESTMINSTER DISTRICT REFERENCE PLAN NWP88339

(the "Lands")

B. Section 219 of the *Land Title Act* provides, inter alia, that a covenant, whether of a negative or positive nature, may be registered as a charge against the title to the land, in favour of the municipality or the Crown, and that the covenant is enforceable against the Covenantor and the successors in title of the Covenantor.

C. A covenant under Section 219 of the *Land Title Act* may include provisions in respect of the use of land, the use of a building on or to be erected on lands; that land is to be built on in accordance with the covenant, is not to be built on except in accordance with that covenant or is not to be built on; that land is not to be subdivided unless in accordance with the covenant or is not to be subdivided.

D. Situated on the Lands are ten (10) Red Oak Trees (Quercus rubra) (the “Oak Trees”) that are recognized on the Township’s Community Heritage Register and designated under Appendix B – Scheduled Heritage Properties, Murrayville Heritage Conservation Area, Murrayville Community Plan Bylaw 1988 No. 2661, as may be amended from time to time.

E. The Covenantor and the Municipality wish to conserve, protect and maintain the Oak Trees and the Covenantor agrees to the terms and conditions herein provided for.

NOW THEREFORE THIS AGREEMENT WITNESSETH THAT pursuant to Section 219 of the *Land Title Act*, and in consideration of the premises, the mutual covenants and agreements contained herein and other good and valuable consideration and the sum of One Dollar ($1.00) now paid by the Municipality to the Covenantor (the receipt and sufficiency whereof is hereby acknowledged), the parties

hereto covenant and agree that the Lands shall not be used or built on except in accordance with this Covenant as follows:

1. THE COVENANTOR COVENANTS AND AGREES with the Municipality that:

    a) the Covenantor, at its own expense, shall ensure that the Oak Trees located on the Lands shall be protected, preserved and maintained in their natural state in accordance with the report prepared by van der Zalm + Associates attached hereto as Schedule A, the Standards and Guidelines for the Conservation of Historic Places in Canada, and to the satisfaction of the Municipality;

    b) in the event that the Covenantor does not protect, preserve and/or maintain the Oak Trees on the Lands in a manner herein provided, the Municipality and its employees, agents and contractors may enter upon the Lands at any time to undertake any work which it deems necessary and any costs which the Municipality may incur in doing so, including any administrative and interest costs, shall be due and payable by the Covenantor on demand from the Municipality or recoverable by the Municipality as part of any Municipal taxes or other levies against the Lands;

    c) the Covenantor shall not sell, transfer, convey, assign or lease any part of its interest in the Lands or any portion thereof until the Covenantor provides notice (whether written or otherwise) to each prospective purchaser, purchaser or lessee thereof, as the case may be, of the terms and conditions herein provided for.

2. IT IS MUTUALLY UNDERSTOOD, agreed and declared by and between the parties hereto that:

    a) nothing contained or implied herein shall in any way restrict or abrogate and shall not be deemed to restrict or abrogate, the rights and powers of the Municipality in the exercise of its functions under any public and private statutes, by-laws, orders and regulations, in its absolute discretion, and in accordance with its lawful powers and duties;

    b) the burden of the covenants herein provided for shall run with the Lands and will be personal and binding upon the Covenantor during the Covenantor's seisen of or ownership of any interest in the Lands;

    c) notwithstanding anything to the contrary, the Covenantor shall not be liable under any breach of any covenants and agreements contained herein after the Covenantor ceases to have any further interest in the Lands;

    d) the Covenantor will deliver, after execution hereof, this Agreement to the Municipality in a form acceptable as a Section 219 Covenant and concurrently such instruments of priority as may be necessary to give this Agreement priority over all financial charges and encumbrances which may have been registered against the title to the Lands at the time of submitting this Agreement for registration in the applicable Land Title Office, save and except those specifically approved in writing by the Municipality or in favour of the Municipality;

    e) the fee simple estate in and to the Lands will not pass or vest in the Municipality under or by virtue of these presents and the Covenantor may fully use and enjoy the Lands except only for the requirements provided for in this Agreement;

    f) the Covenantor and its successors and assigns shall at all times indemnify and save harmless the Municipality from and against all claims, demands, actions, suits, loss, costs, fines, penalties, charges, damages and expenses including legal fees and litigation expenses whatsoever which the Municipality may incur, suffer or be put to arising out of or in connection with any breach of any covenant or agreement on the part of the Covenantor contained in this Agreement;

    g) the covenants and agreements on the part of the Covenantor and herein provided for have been made by the Covenantor as contractual obligations as well as having been made pursuant to Section 219 and as such will be binding on the Covenantor;

h) nothing herein provided for shall be deemed to constitute waivers of any lawful requirements with which the Covenantor would otherwise be obligated to comply with;

i) no amendment of, addition to, or discharge of this Agreement shall be binding upon the parties hereto unless it is in writing and executed by the parties hereto;

j) if any provision provided for in this Agreement is for any reason held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability will not affect any other provision of this Agreement which shall be construed as if such invalid, illegal, or unenforceable provisions had never been contained therein and such other provisions shall be enforceable to the fullest extent permitted by law;

k) the Municipality, in addition to its rights under this Agreement or at law, will be entitled to all equitable remedies, including specific performance, injunction and/or declaratory relief, to enforce its rights under this Agreement;

l) the Covenantor shall pay for the preparation and registration, if applicable, of this Agreement together with any concurrent instruments of priority as herein provided for and any amendment, addition or discharge thereof;

m) wherever the singular, masculine or neuter is used herein, the same shall be construed as meaning the plural, feminine or the body corporate or politic according to the context in which it is used;

n) the parties hereto shall do and cause to be done all things and execute and cause to be executed all documents which may be necessary to give proper effect to the intention of this Agreement;

o) this Agreement shall enure to the benefit of and be binding upon the Covenantor, the Municipality and their respective successors and assigns.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day, month and year first above written.

MURRAYVILLE HERITAGE TREE REPORT AND LONG TERM MAINTENANCE PLAN

For the Belmont Oaks along 48th Ave, Murrayville BC



Prepared by

VAN DER ZALM + ASSOCIATES
LANDSCAPE ARCHITECTURE | CIVIL ENGINEERING | URBAN FORESTRY

March 12, 2019

FORT LANGLEY STUDIO
101 – 9181 Church Street
Fort Langley, BC
V1M 1A0

MOUNT PLEASANT STUDIO
102 – 355 Kingsway
Vancouver, BC
V5T 3J7

www.vdz.ca
604.882.0024

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APPENDIX A

TREE COVENANT PLAN 'BELMONT OAKS' **10**

11x17 Fold-in Drawing

APPENDIX B

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INTRODUCTION

The property is the former site of Murrayville Elementary School. The old school is still standing. 48th Avenue runs along the North side of the property with a row of Red Oaks, often referred to as the Belmont Oaks, which are historically significant to the Murrayville community. These Belmont Oaks are a protected heritage feature as identified in the Murrayville Community Plan.

Murrayville Elementary was built on this site in 1911 under the name Belmont Superior which contributes to the reference of the 'Belmont Oaks'. At the time Belmont Superior only had 2 rooms and 3 teachers, educating both elementary and high school students. In 1918 Belmont Superior changed their name to Murrayville Schoolhouse which is what it is continuously referred to as today.

It is believed the Red Oaks along 48th Ave (previously known as Yale Road) were planted at the same time as the school construction in 1911.

These oak trees have been a significant landmark in the community of Murrayville and contribute to the strong heritage connection in this historic area.



Image 1 – Google Earth Arial



Image 2 – Belmont Superior, 1911

ENVIRONMENTAL DESCRIPTION

The historic Murrayville School Building is still standing and will be relocated to the North East corner of the property during the proposed re-development. 48th Avenue runs along the north side of the property with a row of Red Oaks of historical significance to the Murrayville community. The asphalt sidewalk along 48th Avenue was constructed approximately 15 years ago and is located directly north of the row of Red Oaks.

The west and south side borders Private residential properties. There are offsite trees along the border of these two properties that will need to be protected and are detailed in Table 1 below.



Image 3 – Row of Belmont Oaks (Tagged 33-39) of historical significance along 48 Ave on North side of property.

Soil sampling was not conducted during the site assessment. Evaluations during the ground-based assessment showed that the soil where the trees are growing is compacted and primarily composed of clay. The soil where the trees are growing has likely never been irrigated. The trees along the north boundary are above grade.

At the time of the tree evaluation, there is no evidence of raptors nests, osprey nests or heron colonies on the site. A family of raccoons was observed in the trees during the site visit by the Project Arborist.

Refer to the Field Review section of this report for charts identifying the exact location, critical root zone, size and health of the existing Belmont Oaks as per the site visit by the Project Arborist October 19th, 2018.

TREE COVENANT AREA

The Tree Covenant area runs along the north side of the property, encompassing the Red Oak trees along this boundary. The Covenant extends north approximately 3 meters to the southern edge of the 48th avenue sidewalk, while the southern boundary extends approximately 7 meters to the timber fence in front of the townhouse units and the retaining wall in front of the historic school building. The full boundary of the Tree Covenant Area including dimensions is shown in Appendix A 'Heritage Tree Covenant Plan 'Belmont Oaks'

Crushed granite pathways and timber steps have been used within the Critical Root Zone to minimize any excavation and construction around the existing roots. The gravel pathway allows the feeder roots adequate airflow with a less-compacted surface while also being able to move freely.

Mulch beds have been incorporated below the Oak trees to aid in water retention as well as create a no-conflict zone between root structures and any other vegetation.

Outside of the recommendations made in this report, no changes to the grade, mulch, additional plantings, fencing, or walkway are permitted within the Tree Covenant Area.

SEE APPENDIX A – HERITAGE TREE COVENANT PLAN 'BELMONT OAKS'

POST CONSTRUCTION TREE CARE

Monitoring

The oaks will be monitored by ISA certified arborists three to four times over the course of the year following construction. During monitoring the trees overall health and vigor will be determined by live crown ratio, structural defects, infestations, and or pathogenic infections. Risk inspections will also identify risks in the tree's stability and structure; risks can be mitigated through pruning and cabling, if a risk cannot be mitigated, the tree should be removed. Based on observations over the course of the year the following tree care recommendations may be subject to change. If any trees had incurred damage from construction activities, immediate implementation of remedial treatments is critical.

Watering and Drainage

Four gator bags should be spaced evenly around the base of the trees and filled once a week between May and August. These ensure a gradual soak of the entire root zone which is a preferred method of watering. If soil shows signs of poor drainage, measures need to be taken to lessen soil compaction, or else over-watering will lead to the trees decline. Soil aeration can be improved through a single use of high-pressure air excavation services.

Enhancing Root Growth

A three to four-inch layer of wood chips should be added to the trees soil plots and extend as far as what's practical for the landscape. Mulching should be done following soil aeration. Soil additives should not bury the base of the tree; the root collar, where the bottom of the trunk flares, needs to be exposed so the tree does not suffocate. Wood chips should be topped-up (approximately 2 cm in depth) every 3 years.

Pruning

Pruning should be minimal and only focus on maintaining sound structure in the trees during the first few years following construction. If there are split, torn, or broken branches they should be removed to avoid risks of branch failure around pedestrians and the bark being stripped from falling branches. Dead or diseased limbs should be removed immediately as well. The trees canopies should not be reduced otherwise so they can compensate for root loss and not be stressed further. Other maintenance pruning such as thinning, reductions, or crown raising should be postponed for a few years and if the trees show signs of recovery.

Notes:

This covenant report and assessment was based on the health of the trees at the time of review (November 2018).

LONG TERM MANAGEMENT

If one or more of the trees die or become hazardous, beyond the point of risk mitigation through pruning or cabling, they should be removed. Once the tree is removed, a stump grinder needs to grind the remains of the stump and roots, so a replacement tree can be planted in its place. Any tree that needs to be removed because it has become a hazard should be replaced with another Quercus rubra.

The Township of Langley must be notified in order to review and approve any tree removals or replacement prior to any work taking place.

Trees should be assessed annually for the first three years post construction to confirm health and maintenance activities. These trees should be assessed twice per year; in the spring after full leaf out of the trees (approx. May/June) and in the fall after leaf drop (November/December) when the structure of the tree is more visible. Thereafter the trees should be assessed once every two years. All assessments are to be done by an ISA certified arborist.

This report on the condition and future maintenance of the Belmont Oaks has been prepared consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*.

FIELD REVIEW

Excerpt from Arborist Field Review dated March 5, 2018

Tree #33

Red Oak

Quercus rubra

Advanced Assessment – decay in south stem scaffold branch

Visual assessment undertaken from the ground using binoculars to view scaffold and lateral limbs in crown of tree. Identified narrow linear cavity of minimal depth extending from the 1st stem union on trunk up the south stem a distance of approximately 5-6 meters. There is some dieback of lateral branches extending from the south stem however the majority of the canopy on this side of the tree exhibits lateral branches with fine twigs and live buds.

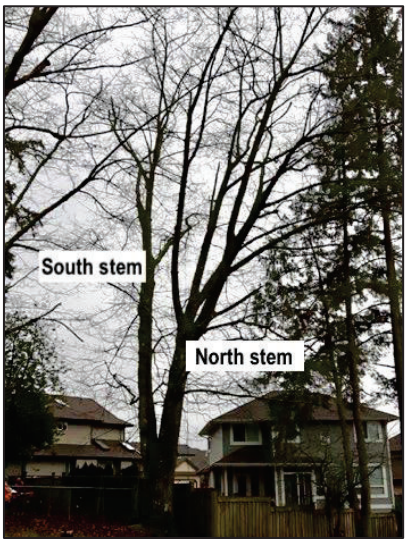


Image 4 – Some branches hang over the backyard of the Grey

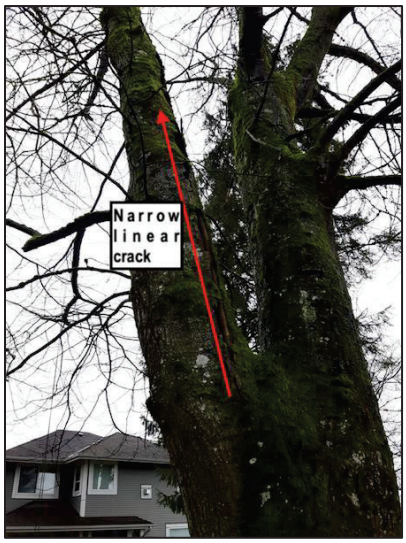


Image 5 – Viewing the south stem from the east side.



Image 6 – Closer look at same crack

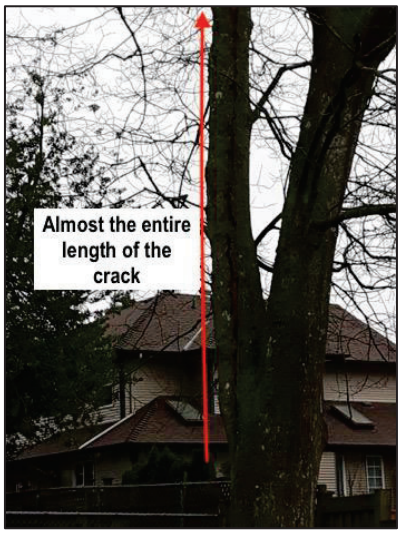


Image 7 – Here you can see the crack extending below the fork

RECOMMENDATIONS

- Retain tree
- Under direction of the Project Arborist prune to remove dead, broken and diseased lateral branches.
- Under direction of the Project Arborist prune lateral branches extending form the south stem to reduce weight.
- Arborists to continue to monitor condition monthly.

FIELD REVIEW

Excerpt from Arborist Field Review dated March 5, 2018

Tree #37

Red Oak

Quercus rubra

Advanced Assessment – decay in trunk south stem scaffold branch

Visual assessment undertaken from the ground using mallet to sound the trunk of the tree. The sounding produced results indicative of solid wood. Probe and electric drill used to approximate degree of decay present in trunk of tree which would be exhibited by encountering little resistance in the drilling and probing operations. The drilling and probing actions returned no indication of decay beyond the minimal extent of the cavity.



Image 8 – East side of tree



Image 9 – West side of tree



Image 10 – Cavity at base of tree



Image 11 – North side of tree

RECOMMENDATIONS

- Retain tree
- Arborists to continue to monitor condition monthly.

FIELD REVIEW

Excerpt from Arborist Field Review dated March 5, 2018

Tree #39

Red Oak

Quercus rubra

Advanced Assessment – fungal conks on trunk, determine possible extent of decay in trunk

Visual assessment undertaken from the ground using mallet to sound the trunk of the tree. The sounding produced results indicative of solid wood. Probe and electric drill used to approximate degree of decay present in trunk of tree which would be exhibited by encountering little resistance in the drilling and probing operations. The drilling and probing behind the conks indicated solid wood. A small pocket of decay was identified near the base of the tree but there was no indication of decay extending beyond the pocket.



Image 12 – East side of tree



Image 13 – Closer look of conks



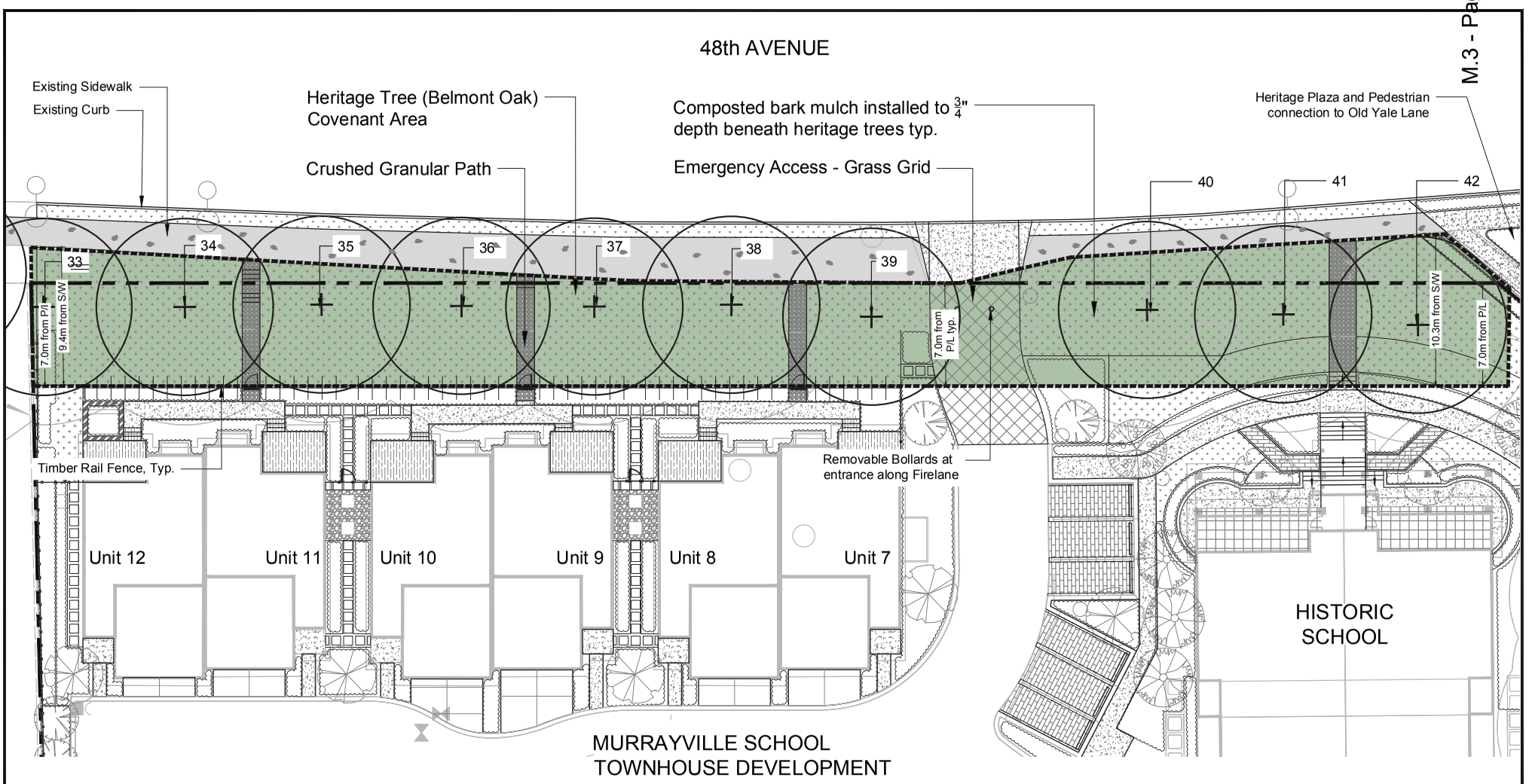
Image 14 – Drilling for decay, each flag is a drill location



Image 15 – West side of tree

RECOMMENDATIONS

- Retain tree
- Arborists to continue to monitor condition monthly.



VDZ+A

LANDSCAPE ARCHITECTURE | CIVIL ENGINEERING | URBAN FORESTRY

FORT LANGLEY STUDIO | MOUNT PLEASANT STUDIO
101-9181 Church St | 102-355 Kingsway
Fort Langley, BC | Vancouver, BC
V1M 1A0 | V5T 3J7
www.vdz.ca | 604-882-0024

DRAWING TITLE: HERITAGE TREE COVENANT PLAN - 'BELMONT OAKS'

PROJECT NO.: DP2016-50

PROJECT: MURRAYVILLE SCHOOL 21812 - 48 Avenue, Langley, BC

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Contractor shall check all dimensions on the work and report any discrepancy to the consultant before proceeding all drawings and specifications are the exclusive property of the owner and must be returned at the completion of the work.

SCALE BAR: 1: 250 — 0 2.5m 5 7.5 10 12.5 15 17.5 20 22.5 25 27.5 30 32.5 35 37.5

NORTH

DRAWN	LJ
CHECKED	SH
APPROVED	KK
SCALE	1:250
DRAWING NO.	LC-01
DATE	Mar. 12, 2019

SEAL

APPENDIX B – TREE ASSESSMENT DATA

Excerpt from Arborist Report dated November 1st, 2018 - Tree Assessment Data

Tree #	Common Name (Botanical Name)	DBH (m.)	Condition	Comments
1. An irrigation system will be added along the north boundary of the property, south of the proposed sidewalk. This system will face south and irrigate the heritage Oak trees. 2. Pesticide use within the dripline of any Red Oak tree is prohibited.				
33	Red Oak *Quercus rubra*	1.06	FAIR	**IMAGES 5 & 7** Historically Significant Tree of Murrayville TRUNK – 2 Large codominant trunks at 3 meters. One trunk has fractured bark and underlying decay in stem. **RETAIN** – With Tree Protection Fencing. **Also recommend advanced inspection of stem with decay.**
34	Red Oak *Quercus rubra*	0.81	GOOD	**IMAGE 5** Historically Significant Tree of Murrayville ROOT – Girdling root CANOPY – A few dead limbs **RETAIN** – With Tree Protection Fencing.
35	Red Oak *Quercus rubra*	1.09	GOOD	**IMAGE 5** Historically Significant Tree of Murrayville CANOPY – A few dead limbs **RETAIN** – With Tree Protection Fencing.
36	Red Oak *Quercus rubra*	0.83	GOOD	**IMAGE 5** Historically Significant Tree of Murrayville CANOPY – A few dead limbs **RETAIN** – With Tree Protection Fencing.
37	Red Oak *Quercus rubra*	0.96	FAIR	**IMAGE 5** Historically Significant Tree of Murrayville CANOPY – A few dead limbs TRUNK – Small cavity at base that may indicate internal decay **RETAIN** – With Tree Protection Fencing. **Also recommend advanced inspection of trunk to determine extent of decay.**

Tree #	Common Name (Botanical Name)	DBH (m.)	Condition	Comments
38	Red Oak *Quercus rubra*	0.90	GOOD	**IMAGE 5** Historically Significant Tree of Murrayville **RETAIN** – With Tree Protection Fencing.
39	Red Oak *Quercus rubra*	0.70	FAIR	**IMAGES 5 & 6** Hand-plotted on Drawing Historically Significant Tree of Murrayville ROOTS – Girdling root at base TRUNK - Fungal conks at base **RETAIN** – With Tree Protection Fencing. **Also recommend advanced inspection of fungal conks to determine possible extent of trunk/root decay.**
40	Red Oak *Quercus rubra*	0.80	FAIR	Historically Significant Tree of Murrayville CANOPY – Upper crown dieback evident **RETAIN** – With Tree Protection Fencing.
41	Red Oak *Quercus rubra*	0.80	FAIR	Historically Significant Tree of Murrayville CANOPY – Upper crown dieback evident **RETAIN** – With Tree Protection Fencing.
42	Red Oak *Quercus rubra*	0.83	FAIR	Historically Significant Tree of Murrayville CANOPY – Upper crown dieback evident TRUNK – English Ivy on lower bole **RETAIN** – With Tree Protection Fencing.

CONSENT AND PRIORITY INSTRUMENT

In this consent and priority instrument:

(a) "Existing Charges" means the Mortgage registered under number CA5729172 (modified by CA7330195) and Assignment of Rents registered under number CA5729173 (modified by CA7330196);

(b) "Existing Chargeholder" means THE TORONTO-DOMINION BANK;

(c) "New Charges" means the Section 219 Covenant contained in the attached Terms of Instrument – Part 2; and

(d) Words capitalized in this instrument, not otherwise defined herein, have the meaning ascribed to them in the attached Terms of Instrument – Part 2.

For $10.00 and other good and valuable consideration, the receipt and sufficiency of which the Existing Chargeholder acknowledges, the Existing Chargeholder:

(i). consents to the Owner granting the New Charges to the Municipality; and

(ii). agrees with the Municipality that the New Charges charge the Lands in priority to the Existing Charges in the same manner and the same effect as if the Owner had granted the New Charges, and they had been registered against title to the Lands, prior to the grant or registration of the Existing Charges or the advance of any money under the Existing Charges.

To witness this consent and priority instrument, the Existing Chargeholder has caused its duly authorized signatories to sign the attached General Instrument – Part 1.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	MAY 26, 2025
FROM:	PUBLIC WORKS DIVISION	**FILE NO:**	5225-07-003
SUBJECT:	OPERATIONAL UPDATE #1 – 2025 SPRING FRESHET		

The purpose of this memorandum is to provide Mayor and Council with information regarding the 2025 spring freshet with respect to the Fraser River.

Staff have been monitoring weather conditions and snowpack levels through the BC River Forecast Centre and Environment and Climate Change Canada. The Fraser River basin snowpack is well below normal at 71% as of May 1, 2025. Each spring, flooding along the Fraser River poses a risk due to a combination of snowmelt and rainfall. However, with this season's low snowpack, the spring freshet flood hazard is expected to be below normal.

At the beginning of each year, Public Works and Engineering staff implement the Flood Response Plan (the Plan), which outlines how the Township prepares for, monitors, and responds to high water levels on the Fraser River. The Plan details preparedness and response actions triggered by snow bulletins, river forecasts, Fraser River water levels at the Mission gauge, and real-time local site conditions to ensure a coordinated and effective Township response.

Pursuant to the Plan, a general flood notification postcard was mailed on February 24, 2025, to all properties located in unprotected areas of the Fraser River floodplain within the Township. Additionally, staff have completed pre-flooding inspections of the dikes and pump stations and performed minor remedial works as required. Annual vegetation clearing is underway, and staff are maintaining stocked materials in preparation for any high-water levels.

As of May 21, 2025, the Mission gauge read 2.5 m. While the peak of the Fraser River cannot yet be forecasted, the actions detailed below will be taken where applicable.

- At 4.9 m on the Mission gauge: Weekly dike and trail patrols are initiated. Minor flooding may occur in unprotected areas, though impacts are typically negligible.

- At 5.2 m on the Mission gauge: Daily trail patrols begin, and trails are closed as required.

- At 5.5 m on the Mission gauge: Daily dike patrols begin. The Marina Park Boat Launch is closed, and the rowing centre dock is inspected. Additional minor flooding may occur in unprotected areas such as Allard Crescent and Glen Valley.

- Beyond 6.1 m on the Mission gauge: The Emergency Operations Centre may be activated. Flooding becomes more widespread in unprotected areas, with potential impacts to infrastructure and the community.

During spring freshets, the Township communicates with the public through the Township website (tol.ca) and X (formerly Twitter). The Plan implements Flood Advisories at 5.0 m and Flood Alerts to unprotected areas when the Mission Gauge reaches 5.5 m and is expected to continue rising. Advisories are communicated out through tol.ca and X, whereas Alerts are delivered door-to-door. Should the Fraser River reach and exceed 6.3 m at the Mission gauge, Evacuation Orders for unprotected areas will be considered based upon site conditions.

For reference, during the 2012 spring freshet, the Fraser River peaked at 6.37 m at the Mission gauge, which according to records on file, is the highest since 1974.

To assist property owners with flood prevention, the Township provides sand and sandbags to the public on a self-serve basis and free of charge at the Operations Centre located at 4700 224 Street. Both are available 24 hours a day, subject to supply and resources.

Staff will continue to review forecasts and data, monitor infrastructure, and participate in Seasonal Readiness and Response Coordination calls hosted by Emergency Management and Climate Readiness (EMCR) to ensure alignment with regional response considerations, priorities, and actions as the 2025 spring freshet continues to develop. Further updates will be provided to Mayor and Council as necessary.

Township of Langley

Est. 1873

HERITAGE ADVISORY COMMITTEE

Wednesday, May 7, 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

L. Chalus, J. Foulkes, R. Genberg, M. Gill, B. Mason, F. Pepin, and A. Smyth.

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
May 7, 2025

Moved by M. Gill,
Seconded by J. Foulkes,
That the Heritage Advisory Committee approve the agenda and receive the agenda items of the May 7, 2025 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Heritage Advisory Committee
April 2, 2025

Moved by R. Genberg,
Seconded by B. Mason,
That the Heritage Advisory Committee adopt the minutes of the April 2, 2025 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

D. REPORTS

1. Co-Chair Reports

Councillor Kunst provided an update on her recent visit to Holland to celebrate the 80th anniversary commemoration of the liberation of the Netherlands by the Canadian Armed Forces on May 5, 2025. She elaborated that the graves of the Canadian soldiers are very well cared for by the Dutch people. She thanked T. Quiring and K. Christian for their help researching two young soldiers from Langley who lost their lives and were buried there.

Councillor Martens attended the Township's tree planting event honouring community members and pioneers on April 25, 2025.

2. Report from Staff Liaison

A. Reeve provided the following update:

Congratulations to K. Stepto on her promotion. The Committee thanked her for all her efforts.

Staff are seeking resident feedback on the Transportation and Mobility Strategy through an online survey, pop-up events and an open house. Heritage aspects include the historic names and signage for old roads across the Township. Committee members can view the agenda email for the survey link.

Projects underway are as follows:

- Old Yale Barn and Great Northern Railway (Murrayville) – working on interpretive signage for both
- Haldi House (Fort Langley) – a Heritage Alteration Permit application for conservation work is on the May 12, 2025 Council agenda
- George Towle Residence (Fort Langley) – a Development Variance Permit (DVP) application is on the May 12, 2025 Council agenda. The DVP would enable the owners to add three small-scale multi-family (SSMUH) units to the property with retention of the historic house, although no legal protection is being sought.
- Monahan House (Murrayville) – new owners are potentially interested in reviving a proposed draft Heritage Revitalization Agreement
- McGillivray House (Willoughby) – new developer is pursuing townhouse development and conservation of the house based on plans previously supported by HAC

Staff provided an update on the Township of Langley's memorial tree planting process.

D. REPORTS

3. Heritage Curator's Report

K. Christian provided the following on-table information:

Details on a recent acquisition of photos of the Percival Sills lumber mill which was located in the Sperling area of Langley and burned down on July 8, 1914.

4. Heritage Review Panel

A. Reeve and B. Mason provided the following update:

B. Mason, T. Taylor and A. Reeve met with owner of 21528 Old Yale Road, who is interested in redeveloping the property with a new SSMUH duplex. As the property is located within the Murrayville Heritage Conservation Area, it is subject to a Heritage Alteration Permit. The existing house dates from the 1950s and has no heritage status.

A Heritage Alteration Permit application for four SSMUH units at 9232 McBride Street in the Fort Langley Heritage Conservation Area has been referred to the Heritage Review Panel for comment. There is no heritage building on the subject property.

5. Pioneer Recognition Planning Committee Report

R. Genberg provided the following update:

Invitations have been sent out for the Langley pioneers' luncheon to be held on June 7, 2025. This year's event will celebrate the 50th anniversary of the Langley Field Naturalists.

A tree was planted in honour of Sylvia Anderson at the tree-planting ceremony on April 25, 2025.

6. Museum Advisory Group Report

B. Mason provided the following update:

- Progress on salishan Place continues
- Current work on the theatre includes acoustics and screens
- The non-collection items are currently being moved
- The HVAC is working in most areas, except for the main hall
- Five summer programs will include two in archaeology, and three in Eco Discovery

E. CORRESPONDENCE

F. 2025 WORK PROGRAM

1. Ongoing Projects

A. Reeve provided the following update:

Heritage Building Incentive Program
- Conducted social media promotions in April, have received inquiries. Planning another mail-out.
- Have received temporary lawn signs as per Committee recommendation endorsed by Council in October 2024, to help raise awareness.

Staff will report back to the Committee on the eligibility of heritage trees for Township grant funding.

This year's Township farm tour is a joint initiative between the Agricultural Advisory Committee and Heritage Advisory Committee, and is scheduled for June 24, 2025. Staff have secured four tour stops with two representing the future of farming and two sites representing Langley's rural heritage. Lunch will be held at Cedar Rim Nursery. Invitations will be sent out the week of May 12, 2025.

2. Terms of Reference Review

A. Reeve will outline proposed revisions at the next meeting.

G. COUNCIL REFERRALS

The following item was referred to the Heritage Advisory Committee from the April 7, 2025 Regular Council Meeting:

1. 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.

G. COUNCIL REFERRALS

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

Discussions ensued on the following:

- The Committee has concerns about the proposal.
- The monument has cracks but these do not pose an immediate risk.
- Repairs were made in the past, but the Township does not have records of what was done, including whether steel reinforcement was added.
- The monument is resting on a concrete pad which should prevent further settling.
- An exact granite match is not possible as the quarry where the original stone was sourced has closed.
- An operational budget is necessary to ensure ongoing maintenance.
- The Committee recommends that a condition assessment of the existing monument be undertaken and presented by staff.
- Concerns that the proposed plaza will compromise existing green space and tree roots.
- The Committee would like more meaningful engagement on this project before making a specific recommendation.

COUNCIL
Moved by F. Pepin,
Seconded by J. Foulkes,
That the Heritage Advisory Committee recommend that Council direct staff to provide a condition report on the Fort Langley Cenotaph, and a stakeholder engagement opportunity, including a presentation on the cenotaph restoration and potential plaza.
CARRIED

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Langley Heritage Society Update

F. Pepin provided the following update:

- New siding and windows have been installed on the historic barn in Old Yale Park, and the project is close to completion
- A commercial-grade irrigation system has been installed at the historic C.N. Rail Station in Fort Langley
- Work on the Dixon House is ongoing

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

- The Lamb/Sterling House continues to be worked on

2. Alder Grove Heritage Society Update

T. Quiring provided the following update:

- The Society's building was graffitied in five areas
- Volunteers' repair work on the front and back porches has been delayed
- Received a TOL Community Grant for August 23, 2025 event
- Received 80% of a grant from the Heritage Legacy Fund
- Attended the Langley Heritage Society AGM
- Attended the BC Historical Federation AGM
- Bertrand Creek Enhancement Society had a cleanup of Vanetta Park
- Noted that Aldergrove heritage sites are lacking interpretative signs and recommended signs for the following: the Fraser Highway markers, Vanetta Park regarding the Vanetta family, and Mill Pond

Historic Mile Post 33

J. Foulkes reported on the restoration and protection of Fraser Highway Mile Post 33 by Township staff and M2K Construction Ltd. He suggested an acknowledgement from HAC would be much appreciated for a job well done.

Action: A. Reeve to explore options for acknowledging and commending Township staff and M2K Construction Ltd.

I. NEXT MEETING

Date: Wednesday, June 4, 2025
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00pm

J. TERMINATE

Moved by J. Foulkes,
Seconded by L. Chalus,
That the meeting terminate at 8:53pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

Township of Langley

Est. 1873

RECREATION, CULTURE, AND PARKS ADVISORY COMMITTEE

May 14, 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, E. Hacker, G. Sarhan and N. Tiessen

Staff:
T. Liu, Transportation Engineer
J. Dewitt, Community Centre Supervisor
K. Young, Deputy Director, Recreation, Arts, and Culture
C. Quin, 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 – May 14, 2025

Moved by J. Clegg,
Seconded by E. Hacker,
That the Recreation, Culture, and Parks Advisory Committee approve the agenda and receive the agenda items of the May 14, 2025 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Recreation, Culture, and Parks Advisory Committee – April 9, 2025

Moved by A. Bayona,
Seconded by A. Castro,
That the Recreation, Culture, and Parks Advisory Committee adopt the Minutes of the April 9, 2025 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

1. Transportation and Mobility Strategy

T. Liu provided a presentation on the Transportation and Mobility Strategy.

TMS Themes
- Land Use
- Transit
- Walking and accessibility
- Cycling and micromobility
- Driving
- Safety

Project Update
- A long-term vision, goals, and targets for transportation
- Identifying potential infrastructure projects
- Policy, programs, and initiatives to encourage more safe, accessible, and sustainable transportation
- A Road Safety Strategy
- Supporting the integration of land use and transportation
- Policy Context, Engagement and Input and Technical Review

Public Engagement Process
- Rounds of engagements, such as survey, pop-up events, workshops, open houses, group roundtables, presentations and meetings.

Current Planning Context
- The 2009 MTP is outdated
- Growth and New Provincial land use requirements will strain transportation network
- Growth cannot be accommodated by motor vehicle trips alone
- The TMS must explore more options to help people get around

TMS Vision and Goals
- Adaptive and Efficient
- Safe and Inclusive
- Connected and Integrated
- Sustainable and Healthy

TMS Targets
- Sustainable Transportation Mode Share
- Reducing Serious Traffic Injuries and Fatalities
- Reducing Transportation -related GHG Emissions

TMS Recommendations on the following sections
- Land Use integration
- Transit
- Walking and accessibility
- Cycling and micromobility
- Driving and goods movement
- Safety

Discussions ensued and suggestions as follows.
- Proposed vision looks great
- How is this all funded
- Ride sharing, bike sharing, micromobility sharing

C. DELEGATIONS AND PRESENTATIONS

- Accommodating emergency responders

T. Lui encouraged members spread the word to complete the Transportation and Mobility Strategy online survey by May 25, 2025.

2. Recreation Programs and Services for Seniors

J. Dewitt provided a presentation on Recreation Programs and Services for Seniors.

BC Seniors' Week 2024 – 98 registrants' total
BC Seniors' Week 2025 – Special Programs June 2 to June 8
Seniors' Programming at Township of Langley.
- Community needs and customer feedback
- Individual community needs
- Feed back on current programing
- Recreation trends
- Resources
- Popular activities – Badminton, Pickleball, Aquafit, Bridge

Seniors' Highlights for 2025
- Recreation Offerings
- Fitness and Aquatics Offerings
- Together in Movement and Exercise (TIME) Program

Programing for 2026 thoughts
- Nature walk programs, forest bathing / forest therapy
- Community hub walks / tours
- Art programs at the salishan Place by the River
- Book clubs at Libraries
- Garden programs for all ages

Seniors' Annual Passes / Seniors' Facility Usage

D. REPORTS

1. Co-Chairperson's Report

Councillor Baillie reported on the Mayor Eric Woodward's 2025 State of the Township Address is May 15, 2025.

S. Cook reported that she attended the Metro Vancouver Regional Park Foundation Breakfast May 8, 2025.

2. Museum Advisory Group Report

No report.

E. CORRESPONDENCE

F. WORK PROGRAM

1. Langley Walk

63rd Annual Langley Walk was held Sunday, May 4, 2025.

2. BCRPA Conference

N. Tieseen reported that he has initiated a 45 second social media post "Active Travel Routes Langley" promoting awareness that township has active living potential.

3. Parks Tour

K, Young reported on the RCPAC park tour on June 11, 2025 at 5pm. She asked members which parks are of interest and when finalized she will forward members the park tour itinerary.

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

I. NEXT MEETING

Date: June 11, 2025
Location: Parks Tour – meet at Langley Airport
Parking lot - 5385 216 St, Langley, BC
Time: 5:00 pm

J. TERMINATE

Moved by E. Hacker,
Seconded by E. Barbour,
That the meeting terminate at 8:45pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

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.